

City of Norcross

*65 Lawrenceville Street
Norcross, GA 30071*



Meeting Agenda

Monday, March 28, 2022

6:30 PM

2nd Floor Community Room
Special Called Meeting

*Mayor Craig Newton
Mayor Pro Tem Matt Myers
Councilmember Andrew Hixson
Councilmember Josh Bare
Councilmember Bruce Gaynor
Councilmember Arlene Beckles*

A. Call to Order by Craig Newton
PLEASE TURN OFF ALL CELL PHONES AND ELECTRONIC DEVICES

B. Roll Call (recorded)

C. Comments by Citizens

PH. Public Hearings

E. Items for Discussion

1. [22-6433](#) **Comprehensive Electric Inventory**
A request for system inventory to take place for future use with system coordination study & updated GIS use. This inventory will include poles, transformers, other switches & apparatus, conductor sizes, lights, and their GPS coordinates.

[Agenda Report - ECG Comprehensive INVENTORY 3.11.22](#)
[Norcross Scope of Work Agreement 3.11.22](#)
2. [22-6432](#) **Speed & Traffic Calming Measures Studies Update on Selected City Roadways**
Discussion on the outcome of the Speed & Traffic Calming measure studies performed by the City's consultants on various roads within the city limits.

[Agenda Report- Traffic & Transportation-Study](#)
[Qk4 Norcross Speed Study-Complete](#)
[Speed Study Maps](#)
[Speed Study-Recommendations](#)
[Keck-Wood Study- narrative](#)
[Traffic Calming Maps](#)
3. [22-6436](#) **Sanitation Services RFP**
Direction from Mayor and Council needed on whether staff should proceed with a Request for Proposal for residential and commercial solid waste collection and disposal services or extend the contract with Waste Management.

[Agenda Report- Sanitation Services RFP](#)
[RFP PWUP 22-02. Sanitation w-QTYs](#)
4. [21-6331](#) **Norcross Letter Art Installation**
A request to consider potential locations for the donated NORCROSS artwork and provide direction on its placement.

[Agenda Report- Norcross Letters](#)
[Diagram of Proposed Location- Stevens and Buford Highway](#)

5. [22-6438](#) **Participation Agreement with the Georgia Municipal Employees Benefits System (GMEBS) Establishing a Tax-Exempt Irrevocable Trust to Prefund a Portion of The City's Other Post-Employment Benefits (OPEB) Liability.**

A request to approve a Participation Agreement with the Georgia Municipal Employees Benefits System (GMEBS) establishing a tax-exempt irrevocable trust to prefund a portion of the City's Other Post-Employment Benefits (OPEB) liability and authorize a payment of \$1 million to that trust from an appropriation from the General Fund unassigned fund balance.

[Agenda Report- GMA's OPEB Irrevocable Trust Agreement](#)

[2022 OPEB Participation Agreement](#)

6. [22-6437](#) **Adoption of Proposed 2023 SPLOST Allocations**

A request to approve allocations of the City's share of the proposed 2023 SPLOST.

[Agenda Report- 2023 SPLOST Allocation](#)

F. **Adjourn to Executive Session Legal Personnel, and Real Estate**

G. **Signed by _____ Mayor Craig Newton**

H. **Attest _____ Monique Lang, City Clerk**



MAYOR **CRAIG NEWTON** • MAYOR PRO TEM **MATT MYERS** • COUNCILMEMBER **ANDREW HIXSON** • COUNCILMEMBER **JOSH BARE**
COUNCILMEMBER **ARLENE BECKLES** • COUNCILMEMBER **BRUCE GAYNOR** • CITY MANAGER **ERIC JOHNSON** • CITY CLERK **MONIQUE LANG**

City of Norcross

Legislation Details (With Details)

File #:	22-6433	Version:	
Type #:	Agenda Item	Status:	Agenda Ready
On Agenda:	3/28/2022 6:30 PM	In Control:	Special Called Meeting
Title:	Comprehensive Electric Inventory		

Sponsors:

Code Sections:

Attachments:

1. [Agenda Report- ECG Comprehensive INVENTORY 3.11.22](#)
2. [Norcross Scope of Work Agreement 3.11.22](#)

Title
Comprehensive Electric Inventory

Drafter
Steve Gaines



MAYOR **CRAIG NEWTON** • MAYOR PRO TEM **MATT MYERS** • COUNCILMEMBER **ANDREW HIXSON** • COUNCILMEMBER **JOSH BARE**
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Agenda Report

To: Mayor and Council

From: Steve Gaines, Superintendent, Norcross Power

Meeting Date: March 21, 2022 – Policy Work Session

Item No.: 22-6433

Title: Comprehensive Inventory

CC: Eric Johnson; Mary Beth Bender

Recommendation

Approve request for system inventory to take place for future use with system coordination study & updated GIS use. This inventory will include poles, transformers, other switches & apparatus, conductor sizes, lights, and their GPS coordinates.

Background

Norcross Power is in need of having a system study performed. It has been over 20 years since the last one was completed. This requires a complete asset inventory before a comprehensive coordination study can begin. ECG has been performing a Pole Attachment service for the last 10 years and has been very helpful in inventorying telecom pole attachers and billing them as well.

Financial Impact

This complete asset inventory should cost up to \$40,000.00 over the regular Pole Attachment Service that is typical around \$10,000.00. It is also expected that Norcross Power will receive \$4,000.00 in rental fees from telecom attachers, once identified through the system study. Total to be around \$46,000.00.

Consistent with Comprehensive Plan?

Yes, Goal 2: Continue to Strengthen Norcross as a Livable, Inclusive, and Safe Environment

Next Steps

Upon Council approval, ECG will begin performing the Comprehensive Inventory estimated to take 4 to 5 months to complete. Following that completion, a system study can be performed by the appointed engineering firm.

COMPREHENSIVE INVENTORY

CITY OF NORCROSS

E.1.b

ECG proposes to complete the following work in the electric service territory of the City of Norcross and any electric customers outside of its service territory:

I. COMPREHENSIVE INVENTORY SCOPE OF WORK

1. Review Agreements (Joint-Use & Third Party Attachee) as related to inventory & attachment issues.
2. Meet with Norcross to coordinate electronic mapping interface. Review details, specifications, processes, attachment definitions, and any special considerations required.
3. Conduct a Kick off meeting with all parties to review scope, schedule and deliverables.
4. Survey the entire Norcross system.
 - a. Provide comprehensive data for Norcross' electric system (see Comprehensive Assets for a full list of assets to be collected)
 - b. Provide a count of all Norcross poles with Telco attachments, by company name.
 - c. Provide a count of all CATV attachments, by company name to Norcross poles.
 - d. Provide a listing and count of any unknown foreign attachments to Norcross poles.
 - e. Provide a count of all poles owned by other entities, by company name with Norcross attached.
 - f. Provide a count of all Norcross poles with other power entities attached, by company name.
5. Denote locations (house # and street name, or nearest address/intersection and additional info) where transfers or relocations are needed, including name of all parties and the order in which transfers or relocations need to be made.
6. Denote locations where Norcross poles are ready for removal.
7. Sub-metered GPS coordinates for pole locations.

II. COST

1. ECG will complete this work at a budgeted cost of **\$20.00** per Incidence. An Incidence is:
 - b. A pole location for overhead facilities
 - c. The above ground equipment for underground electric services areas. See #2 under the Comprehensive Assets for a list of equipment.
2. ECG estimates the costs for billing purposes at \$20/incidence and will true up based on actual expenses such as actual time spent, travel costs and any other project-specific costs.
3. ECG estimates it will take approximately 20 weeks to complete the fieldwork for this project.

III. SUPPLIES

1. ECG shall provide all necessary tools and equipment to complete this inventory.

IV. INVOICING AND CHANGES

1. If Norcross wishes to change the scope of work, Norcross and ECG will facilitate an amendment to this agreement.
2. ECG will bill Norcross monthly based on the projected cost of the project. At the end of the project there will be a true up to correct any overbilling or underbilling.
3. The invoice(s) will be due within 30 days of receipt.

ECG Representative

City of Norcross

The following will be performed by ECG as part of a Comprehensive Inventory on a good faith efforts basis in accordance with the Intergovernmental Participant Contract, dated as of February 1, 2013, respecting ECG services, as amended and supplemented (the "IPC"), and services provided hereunder constitute "Other Services" as defined in the IPC.

Attachment: Norcross Scope of Work Agreement 3.11.22 (22-6433 : Comprehensive Electric Inventory)

COMPREHENSIVE INVENTORY

CITY OF NORCROSS

E.1.b

Print Name

Print Name

Title

Title

Date

Date

COMPREHENSIVE ASSETS

1. Overhead

Birth year
Material (wood, steel, composite, etc.)
Transformers
Fuses
Arrestors
Regulators
Lights
Primary conductor wire size
Primary number of phases

Secondary number of conductors

Height/Class
Assemblies
Switches
Reclosers
Capacitors
Guys
Primary phasing
Secondary wire size
Terminating Cabinet
Risers

2. Additional Equipment/Items

Sub-meter GPS coordinates
Switching cubicles
Padmount transformers
Transclosures
Service entrance

Terminating cabinets
Meters
Pedestals
Junction boxes

3. Lights

Location
Wattage
Day burning

Type
Arm Length

Attachment: Norcross Scope of Work Agreement 3.11.22 (22-6433 : Comprehensive Electric Inventory)

The following will be performed by ECG as part of a Comprehensive Inventory on a good faith efforts basis in accordance with the Intergovernmental Participant Contract, dated as of February 1, 2013, respecting ECG services, as amended and supplemented (the "IPC"), and services provided hereunder constitute "Other Services" as defined in the IPC.



MAYOR **CRAIG NEWTON** · MAYOR PRO TEM **MATT MYERS** · COUNCILMEMBER **ANDREW HIXSON** · COUNCILMEMBER **JOSH BARE**
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City of Norcross

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3. [Speed Study Maps](#)
4. [Speed Study Recommendations](#)
5. [Keck-Wood Study- narrative](#)
6. [Traffic Calming Maps](#)

Title

Speed & Traffic Calming Measures Studies Update on Selected City Roadways

Drafter

Matthew Zaki



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Agenda Report

To: Mayor and Council
From: **Matthew Zaki**
Agenda: March 21, 2022 – Policy Work Session
Agenda #: **22-6432**
Item: **Speed & Traffic Calming measures studies Update on selected City roadways**
CC: Eric Johnson

Recommendation

To discuss the outcome and recommendations of the speed & Traffic Calming measure studies performed by the City's on-call consultants on the following roads

- 1) Speed Limit Study performed on the following roadways
 - a. Holcomb Bridge Road from West Peachtree to Peachtree Industrial Blvd.
 - b. North Peachtree Street from Holcomb Bridge Road to Medlock Bridge/ Langford Road
 - c. South Peachtree Street from Jimmy Carter Blvd/SR140 to Jones Street
- 2) Traffic Calming measures study performed on the following roadways
 - a. Lanier Boulevard from SR 140/ JCB to Hammond Drive.
 - b. Hammond Drive from Lanier Boulevard to Kimberly Lane
 - c. Rails Way from Mitchell Road to Station Circle.
 - d. Langford Drive from West Peachtree Street to Hunter Street
 - e. Hunter Street, from Thrasher Street to Georgetown Park Drive.
 - f. West Peachtree Street, from SR 140/ JCB to Holcomb Bridge Road

Background

Directed by Mayor and Council and with the speeding complaints received from City's residents and with the dire need to reduce speeds throughout some of the City's streets. City staff coordinated with two of the on-call professionals to perform two separate studies

- 1) The speed limit study performed by QK4, Inc.



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QK4 evaluated crash data from the Georgia DOT database on all three streets, both speed and vehicular classification traffic counts from Traffic Data services on each of the three streets (6 locations total) have been obtained by QK4 and have been processed. The process of assessing the existing signage, existing site conditions, roadway geometrics, cross section elements and other relevant characteristics that influence the roadway speeds have been completed. The speed limit study focused on evaluating the overall operation and safety of the three key street segments by reviewing the vehicular volumes, speeds and crash data, the study evaluated each segment using separate methodologies. Evaluation criteria for speed limit recommendations includes traffic volumes, and vehicle speed classification data, roadway cross section, geometrics, number of driveways and cross streets and crash analysis. The results of these evaluations served as a starting point before the engineering judgment is applied to provide the following speed limits recommendations for the studied street segments along with the speed limit signs

- 1) **Holcomb Bridge Road** (Existing Speed Limit 35 MPH and 25 MPH)
 - a. Peachtree Ind. Blvd to Atlantic Blvd – Remain at 35 MPH
 - b. Atlantic Blvd to Christ Church Episcopal – Reduce to 30 MPH
 - c. Christ Church Episcopal to West Peachtree St – Reduce/remain 25 MPH
- 2) **North Peachtree Street** (Existing Speed Limit 30 MPH)
 - a. Holcomb Bridge Road to north of Ollie Street – Reduce to 25 MPH
 - b. North of Ollie Street to Langley Road – Remain at 30 MPH
- 3) **South Peachtree Street** (Existing Speed Limit 35 MPH)
 - a. Jones Steet to Buford Highway – Reduce to 25 MPH
 - b. Norcross Tucker Road to Jimmy Carter Blvd – Reduce to 30 MPH

2) Traffic calming measures performed by Keck+Wood

Keck+Wood completed the traffic study to determine the potential need for traffic calming measures to be implemented in the study area. The study included a **crash data analysis, spot speed study, sight distance evaluation, existing roadway sign inventory, intersection evaluation, and operational analysis**. Traffic counts for the study area were collected on Tuesday, October 26, 2021, while school was in session. The counts included 4-hour turning movement counts at each of the study intersections and 24-hour bidirectional speed and classification counts on each of the study roadways.

- The crash data for each of the study roadways was obtained from Numetric for the 5-year period between 2016 and 2020. Spot speed studies were performed to analyze existing travel speeds along each of the study roadways.
- The speed data was collected in October 2021, during the same 24-hour period as the bi-directional classification counts.
- Sight distance evaluations were performed for the study area using Google Street View and information collected during site visits. Typically, sight distance would be examined at locations with multiple crashes and locations involving pedestrians or bicycles. The only areas with multiple crashes were intersections and no pedestrian- or bicycle-related crashes were reported for any of the study roadways; therefore, only intersections with multiple crashes and the study intersections were evaluated.
- A roadway sign inventory was completed on Tuesday, November 9, 2021, using the Vaisala RoadAI tool. While driving each of the study roadways, the tool identified existing signs and recorded a photo as well as information



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such as location and sign type. In order to ensure that all existing roadway signs were included in the inventory, Google Earth Street View was used to locate any signs potentially overlooked by the RoadAI tool and a field visit was performed to confirm the Google Earth findings.

- To determine the level of service (LOS) at each of the study intersections, a capacity analysis was performed for the morning and evening peak hour conditions based on the methodology outlined in the Highway Capacity Manual (HCM).

Financial Impact

Estimated Costs will be around \$ 95,175.00 to be funded by 2017 SPLOST.

Traffic Calming Measure (TCM)	Cost/TCM	#	Total	Notes
Raised Crosswalk	\$ 5,600.00	3	\$ 16,800.00	Convert 3 existing crosswalks along S. Peachtree St. & Norcross Tucker Road
Speed limit /Other sign	\$ 125.00	43	\$ 5,375.00	Cost for sign, posts and foundation (28 by Qk4 and 15 by Keck+Wood) plus
Radar Speed Feedback Sign	\$ 5,000.00	10	\$ 50,000.00	10 recommended by QK4
Crosswalk Signal System	\$ 5,000.00	1	\$ 5,000.00	Recommended along N. Peachtree Street @ Oak Terrace
Lighting	\$ 1,000.00	5	\$ 5,000.00	Recommended along Rails Way, Cost from Norcross Power
Speed Cushions	\$ 4,000.00	2	\$ 8,000.00	Recommended along W. Peachtree Street
Misc. Signage Repair/Modification	\$ 100.00	50	\$ 5,000.00	Recommended throughout the studied segments
Total costs			\$ 95,175.00	Costs does not include the Engineering design fees and/Construction costs for sidewalk improvements (Grading, drainage, Sidewalk, utility relocation, possible Temporary construction easements and/or Permeant easements along N. Peachtree Street necessary for pedestrian connectivity to Reys Miller to the North and Sunset Drive to the South



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Consistent with Comprehensive Plan?

The findings of the speed & Traffic Calming measure studies and the implementation of the measures recommended in the studies will reinforce Goal 2 of the Community Vision outlined in the 2040 Norcross Comprehensive Plan: Continue to strength Norcross as a livable, inclusive, and safe Environment as well as Goal 3 to promote safe and efficient transportation for pedestrians, cyclists

Next Steps

Upon direction from Mayor and City Council, City staff will proceed accordingly with implementation of recommendations by the on-call professionals.

Attachments

- 1) QK4 Speed Study Report
- 2) Speed Study Maps
- 3) Speed Study Recommendations.
- 4) Keck+Wood Traffic Calming Measures Report.
- 5) Traffic Calming Measures Maps.
- 6) Traffic Calming measures Recommendations.

Update

N/A

CITY OF NORCROSS SPEED LIMIT STUDY

March 10, 2022

Prepared for:

**City of Norcross
345 Lively Avenue
Norcross, GA 30071**

Prepared by:



Engineering
Planning

145 Technology Parkway NW, Suite 210
Peachtree Corners, Georgia 30092
Phone: 404-329-5900 • Fax: 502-581-0406

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EXECUTIVE SUMMARY

Project Scope

The center of the City of Norcross is bounded by Peachtree Industrial Boulevard in the northwest, Buford Highway in the southeast, Langford Road/Medlock Bridge Road in the northwest and Jimmy Carter Boulevard in the southwest. There are no high-capacity commuter routes that cross these boundaries that directly connect the opposite sides of town. Instead, there are a number of two-lane streets that converge in the center of town and provide cross-town circulation via turns at multiple intersections. Due to the geographical position of Norcross within Gwinnett County, a large amount of traffic filters through the street network despite the lack of direct routes through town.

The focus of this study is to evaluate the overall operation and safety of three key street segments within Norcross by reviewing the vehicular volumes, speeds, and crash data. Based on review and analysis of this data along with review of existing street geometrics, changes to posted speed limits are recommended for each street. These segments include:

- Holcomb Bridge Road from Peachtree Industrial Blvd. to N. Peachtree Street
- N. Peachtree Street from Langley Road to Holcomb Bridge Road
- S. Peachtree Street from Jones Street to Buford Highway

Evaluation Methodologies

The existing speed limits were evaluated on each segment using three separate methodologies. Evaluation criteria for speed limit recommendations include traffic volumes and vehicle speed classification data, roadway cross sections, geometrics, number of driveways and cross streets and crash analysis.

The results of these evaluations served as a starting point before engineering judgment is applied to provide the actual recommendations. The correlation in speed limit recommendations from the different methodologies showed good correlation.

Recommendations

The following speed limits are recommended to be implemented on each of the street segments included in this study. Figure 3 is a map that displays the recommendations below:

Holcomb Bridge Road (Existing Speed Limit 35 MPH and 25 MPH)

- | | |
|--|------------------------|
| Peachtree Ind. Blvd to Atlantic Blvd | – Remain at 35 MPH |
| Atlantic Blvd to Christ Church Episcopal | – Reduce to 30 MPH |
| Christ Church Episcopal to West Peachtree St | – Reduce/remain 25 MPH |

North Peachtree Street (Existing Speed Limit 30 MPH)

- | | |
|--|--------------------|
| Holcomb Bridge Road to north of Ollie Street | – Reduce to 25 MPH |
| North of Ollie Street to Langley Road | – Remain at 30 MPH |

South Peachtree Street (Existing Speed Limit 35 MPH)

- | | |
|---|--------------------|
| Jones Steet to Buford Highway | – Reduce to 25 MPH |
| Norcross Tucker Road to Jimmy Carter Blvd | – Reduce to 30 MPH |

Work includes changing speed limit signs. Additional measures for traffic calming should also be considered, including adding radar speed signs, raised crosswalks, and additional on-street parking.

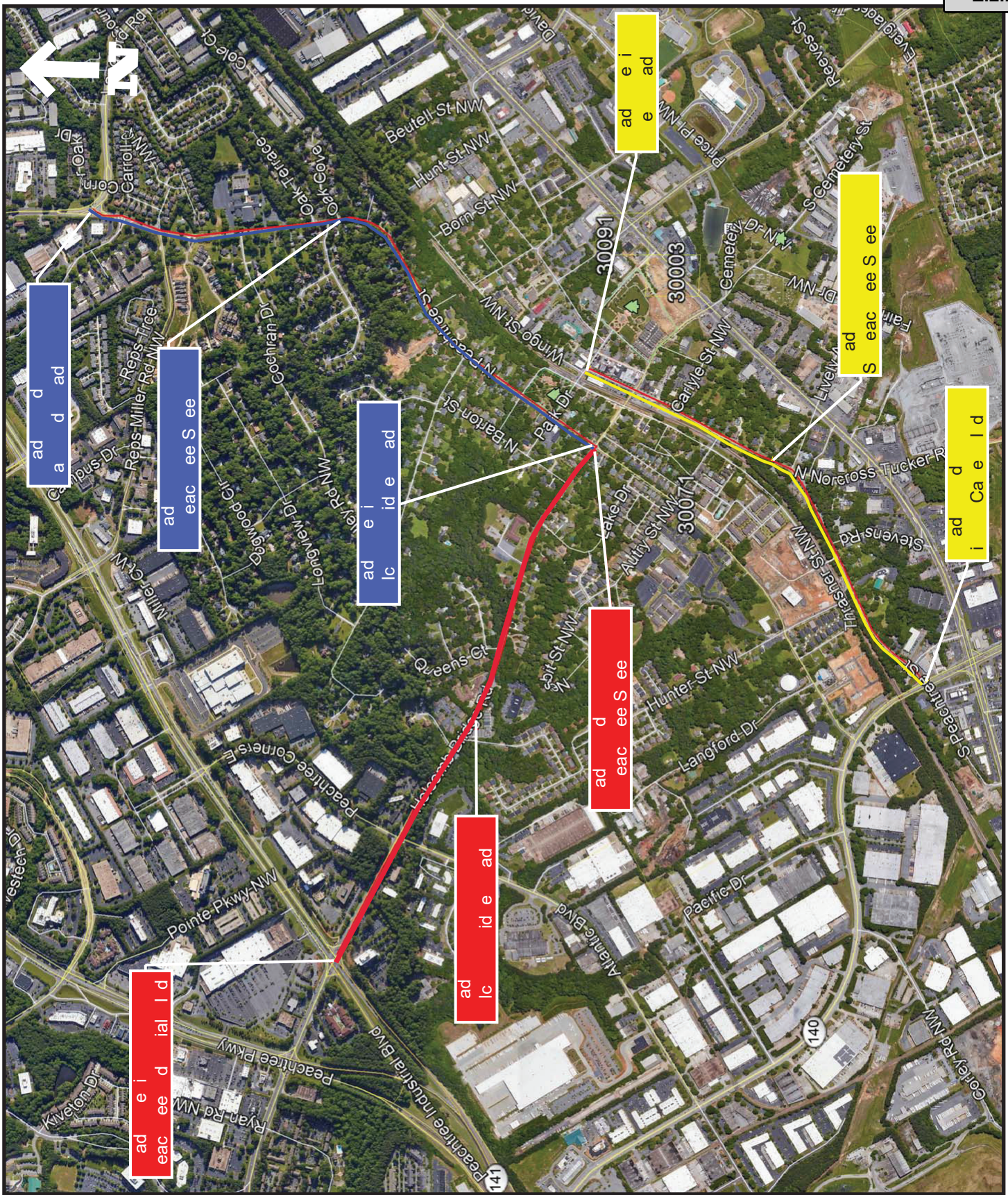


FIGURE 1
STREET SEGMENT LOCATIONS

OVERVIEW OF SEGMENTS STUDIED

Holcomb Bridge Road

This study segment includes the section of Holcomb Bridge Road starting at the intersection with Jimmy Carter Boulevard and continuing southeast to the intersection with West Peachtree Street. The distance of this segment is 5500 feet (1.04 miles). The functional classification of the entire section is an Urban Minor Arterial. The initial 1300-foot section between Peachtree Industrial Boulevard and Atlantic Boulevard is a four-lane undivided facility with no center turn lane provided with curb and gutter and sidewalks on both sides (Photo 1). The only exception is the approach to Peachtree Industrial Boulevard, where dual left-turn lanes are provided.

East of Atlantic Boulevard, Holcomb Bridge Road transitions to a two-lane undivided typical section, which continues to West Peachtree Street. Within this section, there are several locations where right-turn lanes are provided at the approaches to newer developments. There is continuous sidewalk



Photo 1: Looking east on Holcomb Bridge Rd four-lane section

provided on the northeast side of the roadway and several isolated segments of sidewalk on the southwest side. Much of the section east of Atlantic Boulevard has no curb and gutter and narrow or non-existent shoulders. Land use is a mixture of residential and commercial.

The typical through lane widths are 10 feet for this section east of Atlantic Boulevard (Photo 2). The majority of Holcomb Bridge Road has a posted speed limit of 35 MPH. The only exception is the short section on the east end approaching West Peachtree Street where the speed limit is 25 MPH. Table 1 summarizes posted speed limits along with their boundaries. Figure 2 (Page 9) shows the extent of the existing speed limits.



Photo 2: Looking east on Holcomb Bridge west of Christ Church Episcopal, showing typical 2-lane section

Location	Posted Speed Limit
Peachtree Industrial Blvd to 450' NW of West Peachtree St	35 MPH
From 450' NW of West Peachtree St to West Peachtree St	25 MPH

Table 1: Holcomb Bridge Road – Existing Posted Speed Limits

There are three horizontal curves located along Holcomb Bridge Road within the study area. Curve radii from northwest to southeast are 3000 feet 900 feet and 800 feet. All are adequate for the posted speed limit as per AASHTO Green Book Table 3-8. Vertical alignment was not precisely measured, although most appears to be adequate for the posted speed limit west of Christ Church Episcopal.

East of the church, the vertical alignment becomes more rolling, with the possibility that the vertical sight distance is below 35 MPH on the vertical crests.



Photo 3: Looking eastbound towards the 25 MPH advisory curve within the 35 MPH zone

The first crest curve east of the church is located on the 800-foot radius horizontal curve. That vertical-horizontal curve combination has a 25 MPH advisory speed, even though this curve is still located within the 35 MPH speed limit zone (Photo 3). This area is located approximately 900 feet west of West Peachtree Street.

At the west edge of the study limits, Holcomb Bridge Road crosses Peachtree Industrial Boulevard into Peachtree Corners as a five-lane facility, as the speed limit increases to 40 MPH. At the east end of the Holcomb Bridge study area, it crosses the Norfolk Southern railroad and continues through the downtown area to terminate at Buford Highway. East of South Peachtree Street, its functional classification changes to a Local Street from an Urban Minor

Arterial. The posted speed limit for all of Holcomb Bridge Road east of the study section is 25 MPH.

North Peachtree Street

This study corridor includes the section of North Peachtree Street starting at the intersection with Holcomb Bridge Road and continuing north to the intersection with Langley Road/Medlock Bridge Road. The distance of this segment is 5600 feet (1.06 miles). The functional classification of Peachtree Street in the 500-foot one-block section between Holcomb Bridge Road and Park Drive is an Urban Local Street. North of Park Drive, the functional classification of North Peachtree Street is an Urban Minor Arterial. South of Holcomb Bridge Road, North Peachtree Street changes name to West Peachtree Street.

For its entire length within this study area, North Peachtree Street has a two-lane undivided typical section with 11-foot lanes (Photo 4). The corridor passes through a predominantly residential area with numerous driveways and several widened areas that provide on-street parallel parking. There are a number of trees that line the street south of Cochran Drive, which includes the majority of the study area.

There is a sidewalk on the east side of the roadway throughout the study corridor. There is a sidewalk on the west side between Holcomb Bridge Road and Sunset Drive. The posted speed limit on North Peachtree Street is 30 MPH for the entire study area length.

There are four horizontal curves located along North Peachtree Street within the study area. Curve radii from south to north are 1000 feet, 450 feet, 1250 feet and 500 feet. All are adequate for the current 30 MPH speed limit as per AASHTO Green Book Table 3-8. Vertical alignment was not precisely measured, although it appears to be adequate for the posted speed limit.



Photo 4: Looking north on North Peachtree St. near One Heart Church, south of Cochran Dr.

South of Holcomb Bridge Road, West Peachtree Street continues to Jimmy Carter Boulevard as a two-lane facility with a similar cross section as North Peachtree Street. The posted speed limit between Jimmy Carter Boulevard and Holcomb Bridge Road is 25 MPH. Its functional classification is a Local Street.

South Peachtree Street

This study corridor includes the section of South Peachtree Street starting at Jones Street and continuing south to the intersection with Jimmy Carter Boulevard. The distance of this segment is 4600 feet (0.9 miles). South Peachtree Street within the study area is bisected by an intersection with Norcross Tucker Road, which is located near the center of the corridor. The functional classification north of Norcross Tucker Road is an Urban Minor Arterial. South of this intersection, the functional classification of South Peachtree Street is an Urban Major Collector.

For most of its length within the study area, South Peachtree Street has a two-lane undivided typical section with 10-foot lanes. South Peachtree Street passes through a mixture of mostly commercial land uses with some residential. There are many driveways abutting the east side of the roadway, especially in the residential areas. There are fewer driveways on the west side of the street, due to the presence of the railroad that parallels part of the corridor. The first 800 feet south of Jones Street serves as the heart of downtown Norcross with angle parking provided on both sides of the street (Photo 5).



Photo 5: Looking north in downtown section of South Peachtree Street from Holcomb Bridge Rd.

Sidewalks are provided on both sides of the street north of Norcross Tucker Road. South of Norcross Tucker Road, South Peachtree Street has a rural section with no curb and gutter and a continuous sidewalk provided on the east side of the roadway.

Both the horizontal and vertical alignment of South Peachtree Street appear to be adequate for the existing 35 MPH speed limit, as the area is relatively flat with gentle horizontal curvature.



Photo 6: Looking west at split between South Peachtree St (RT) and Norcross Tucker (LT)

Traffic control at the South Peachtree Street @ Norcross Tucker Road intersection is a “Y” configuration with the northeast approach of South Peachtree Street connecting directly with Norcross Tucker Road (Photo 6). Both of these southbound approaches have the right-of-way through the intersection. Vehicles approaching from the southwest on South Peachtree Street must stop and turn left before proceeding through the intersection on South Peachtree Street. Figure 2 on page 8 shows the existing speed limits along with existing speed limit sign locations for all the street segments discussed in this section.

EXISTING VOLUME, SPEEDS, & CRASH DATA

An important component of data collection for this study was the collection of 48-hour traffic counts with vehicular speed classifications on each street segment. Two traffic count and speed classification locations were selected along each street, resulting in a total of six locations. **Table 2** describes each traffic count and speed classification location.

Location ID	Posted Speed Limit	Street - Description
A	35	Holcomb Bridge Road - Between Peachtree Ind Blvd and Atlantic Blvd
B	35	Holcomb Bridge Road - near Christ Church Episcopal
C	30	North Peachtree Street - approx. 500' northeast of Park Drive
D	30	North Peachtree Street - approx. 400' south of Cochran Drive
E	35	South Peachtree Street - approx. 1050' northeast of Norcross Tucker Rd
F	35	South Peachtree Street - approx.. 1000' northeast of Jimmy Carter Blvd

Table 2: Traffic Count and Speed Classification Locations

Each location is identified with a letter, which is how they will be shown on maps and tables. Finally, the current posted speed limit at each count location is included in the table. Each location in **Table 2** is shown on **Figure 2** (Page 9).

Vehicular speeds in each direction over a 48-hour time period were recorded at each location identified in **Table 2**. Along with the directional traffic volumes, **Table 3** summarizes the average, 85th percentile, and 10 mile per hour pace speeds for each location and direction. The 85th percentile speed is defined as the speed that 85% of the traffic stream is not exceeding. The 10 MPH pace speed is the 10 miles per hour range that the highest concentration of the traffic stream is traveling in. The averaged 24-hour volume in each direction at each count location are also included in the table.

Table 3 shows the mean travel speed by direction at all locations. The mean travel speed varies between 25 and 34 miles per hour, all at or below the posted speed on the street segment where the count was recorded. This implies that the existing posted speed limit is obeyed by at least half of the vehicles at each location.

Location ID	Direction	Posted Speed Limit	Mean (Avg.) Speed (MPH)	85 th Percentile Speed (MPH)	10 MPH Pace Speed (MPH)	% of Traffic in Pace	Average 24-hr Volume
A	Eastbound	35	29	34	26-35	68	6977
A	Westbound	35	25	33	21-30	49	9013
B	Eastbound	35	31	37	31-40	58	6357
B	Westbound	35	33	39	31-40	72	6090
C	Northbound	30	27	31	21-30	69	1831
C	Southbound	30	29	34	26-35	75	2122
D	Northbound	30	30	34	26-35	79	2056
D	Southbound	30	29	34	26-35	70	2228
E	Northbound	35	27	32	21-30	66	1863
E	Southbound	35	28	33	26-35	60	1459
F	Eastbound	35	34	39	31-40	67	1073
F	Westbound	35	34	39	31-40	65	1150

Table 3: Vehicular Speed and Volume Summary

The 85th percentile speed is higher than the speed limit at most locations. The exceptions are location A in both directions (Holcomb Bridge Road), where the speeds are influenced by the proximity of traffic signals at Peachtree Industrial Boulevard and Atlantic Boulevard. The other location is E (South Peachtree Street), between Carlyle Street and Norcross Tucker Road. At locations A and E at least 85th percent of vehicles are traveling below the posted speed limit. Appendix A includes the raw traffic and speed classifications summarized in **Table 3**.

Crash data was collected separately for each street segment from the Georgia DOT database for the time period between mid-2015 and October 2021, a total of 6.25 years. Crash data was provided in tabular form and coded by description, vehicle movements, lighting condition and road surface condition. A large number of the recorded crashes occurred at or within the key boundary intersections of Peachtree Industrial Boulevard @ Holcomb Bridge Road, North Peachtree Street @ Langley Road, and South Peachtree Street @ Jimmy Carter Boulevard. Crashes at these intersections were excluded from the analysis since they relate to the individual intersections, and not to conditions along the street segments that are being evaluated.

The key information from the crash data needed for this analysis are the total number of crashes, which in-turn are divided into injury and non-injury crashes. From these totals, crash rates can be calculated for each street segment.

Table 4 summarizes the total number of crashes for each street included in this study. The raw crash data is useful for evaluating the overall safety of the roadway segment. The crash data is also used as an input for determining a recommended speed limit based on expert systems analysis. As can be seen in **Table 4**, Holcomb Bridge Road has the largest number of total crashes compared to the other two street segments. The percent of total crashes that involve injuries are similar on all three segments (18% to 22% range) despite the differences in total crashes between the street segments.

Street Segment	Total Crashes	Non-Injury Crashes	Injury Crashes	% Injury Crashes
Holcomb Bridge Road	114	93	21	18
North Peachtree Street	68	53	15	22
South Peachtree Street	56	46	10	18

Table 4: Crash Analysis Summary: 2015-2021

One of the best ways to evaluate the overall safety of a section of roadway at the macro level is to compute its crash rate and compare it to a statewide average for a similar type of roadway. Georgia DOT computes crash rates for various types of roadways from throughout the state and publishes them yearly. Crash rates are normally defined as the number of crashes per 100 vehicular miles traveled (MVM). This is done so that the rates are published as whole numbers, since crashes are relatively rare occurrences. Statewide average crash rates are subdivided by functional classifications and rural versus urban. The statewide crash rates fluctuate yearly and can vary year by year by significant amounts.

Tables 5 and 6 summarize the computed crash and injury rates for each of the three street segments and compares them with both the Georgia Statewide average crash and injury rates. Two of the three street corridors included in the study have both crash and injury rates higher than the statewide average.

Street Segment	Daily Traffic	Section Length (Feet)	6.25-year crashes	Crashes per 100 Million Veh Miles	2019 GA Statewide Avg
Holcomb Bridge Road	12,500	5,500	114	369	480
North Peachtree Street	4,200	5,600	68	643	480
South Peachtree Street	2,800	4,600	56	968	416

Table 5: Crash Rate Summary: 2015-2021

Street Segment	Daily Traffic	Section Length (Feet)	6.25-year injury crashes	Crashes per 100 Million Veh Miles	2019 GA Statewide Avg
Holcomb Bridge Road	12,500	5,500	21	68	124
North Peachtree Street	4,200	5,600	15	142	124
South Peachtree Street	2,800	4,600	10	173	107

Table 6: Injury Rate Summary: 2015-2021

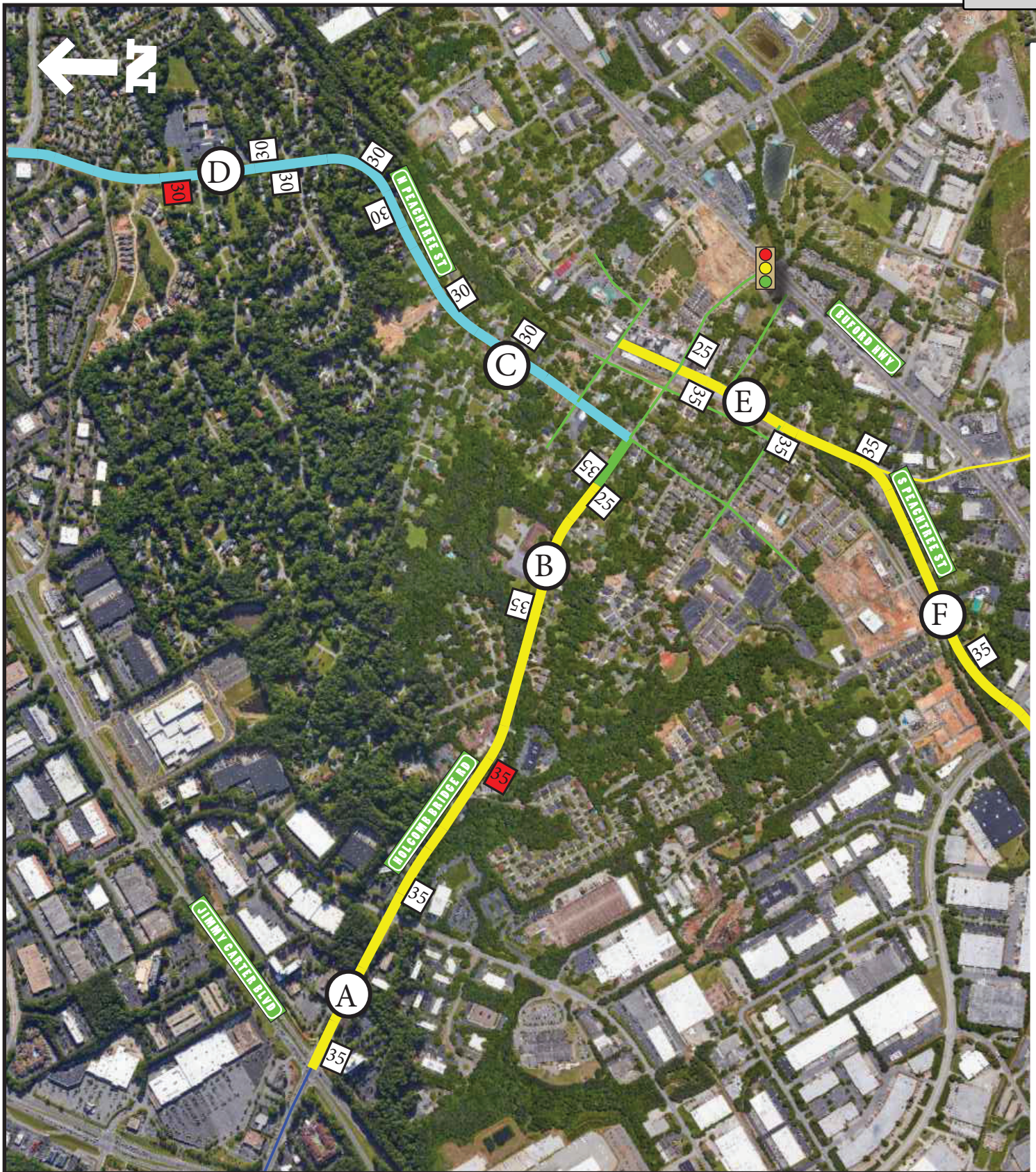


FIGURE 2
EXISTING SPEED LIMITS
& TRAFFIC COUNT LOCATIONS

- (A)** TRAFFIC COUNT LOCATIONS
- 30** EXISTING SPEED LIMIT SIGNS
- 35** EXISTING SPEED RADAR SIGNS

METHODS FOR REVIEWING AND SETTING SPEED LIMITS

There is no single universally accepted procedure for reviewing and setting speed limits. There is no specific guidance or procedure for setting speed limits identified in the Manual of Uniform Traffic Control Devices (MUTCD). Engineering judgement that considers specific factors related to the roadway and the vehicles traveling on that roadway is relied on in setting appropriate speed limits.

Based on the Federal Highway Administration (FHWA) publication, *Methods and Practices of Setting Speed Limits: An Informational Report*, there are four general approaches discussed in that document for setting speed limits that are commonly used as tools to provide a basis for determining speed limits. These are listed below:

- Engineering Approach
- Expert System (USLIMITS2 Web Application)
- Optimal Speeds
- Safe System

Engineering Approach

The Engineering Approach is a two-step process where a base speed limit is set according to an average of the 85th percentile speed, average speed, and upper limit of the 10 MPH pace. The base speed limit is then adjusted based on existing traffic and infrastructure conditions such as pedestrian use, parking, crashes, cross section, etc. The Engineering Approach based on the Illinois DOT (IDOT) method, as described in the FHWA publication, has been used for this study.

Expert System

The Expert System approach sets speed limits by use of a computer program that uses knowledge and inference procedures that simulate the judgement of speed limit experts. The web program USLIMITS2, which is distributed by FHWA, was used as the expert system tool. Appendix B includes the outputs of the USLIMITS2 analysis runs that are summarized in the USLIMITS2 analysis tables that included in the following sections.

Optimal Speeds

The Optimal Speeds method sets speed limits to minimize the total societal costs. Travel time, vehicle operating costs, road crashes, traffic noise and air pollution are considered in the speed limit determination.

Safe System

The Safe System approach, also known as the Injury Minimization approach, sets speed limits according to the crash types that are likely to occur. Each street segment was evaluated for speed limits using the Engineering Approach, Expert Systems and Safe System methods. The Optimal Speeds method is not included due to the large amount of data required, much of it not available for this study.

Keep in mind that the following speed limit evaluations are based on criteria and methodologies that will be considered as tools to assist in arriving at speed limit recommendations. They are not intended to be the recommendations themselves. Engineering judgment will be a factor, along with the results of the three methodologies and other relevant factors, in determining the actual speed limit recommendations.

SPEED LIMIT EVALUATIONS & RECOMMENDATIONS

Holcomb Bridge Road

As previously mentioned, Holcomb Bridge Road within the study corridor boundaries has a speed limit of 35 MPH for its entire length, except for 400 feet nearest to the center of Norcross, which has a 25 MPH speed limit. The two-lane roadway cross section is similar throughout the study corridor, except the four-lane section between Peachtree Industrial Boulevard and Atlantic Boulevard. Speed characteristics at count stations A and B differ in that the speeds at station A are noticeably lower, especially westbound, due to the influence of the nearby signalized intersections of Peachtree Industrial Boulevard and Atlantic Boulevard. The summary of the three methodologies used for evaluating the speed limit are described below.

Engineering Approach

The Engineering Approach uses “prevailing speed” as an initial basis of determining a speed limit. The prevailing speed is defined as the rounded average of the 85th percentile speed, average speed, and the upper limit of the 10 MPH pace. **Table 7** shows in bold text, the prevailing speed for count locations A and B in each direction, along with the average of both locations. The rounded prevailing speed is shown to be 35 MPH, for all locations and directions except for the westbound direction at location A (30 MPH), which approaches the signalized intersection with Peachtree Industrial Boulevard. The overall prevailing speed for Holcomb Bridge Road is considered to be 35 MPH.

Location ID	Direction	85 th Percentile Speed (MPH)	Upper Limit of 10 MPH Pace Speed (MPH)	Average Speed	Prevailing Speed	Rounded Prevailing Speed	Median Speed
A	Eastbound	34	35	29	32.7	35	29
A	Westbound	33	30	25	29.3	30	25
B	Eastbound	37	40	31	36.0	35	31
B	Westbound	39	40	33	37.3	35	34
AVG	Eastbound	35.5	37.5	30	34.3	35	30
AVG	Westbound	36	35	29	33.3	35	29.5

Table 7: Holcomb Bridge Rd – Prevailing Speed by Location

There is no speed deduction applied for an elevated crash risk since the overall crash rate (369) is less than the statewide average crash rate (480). As shown in **Table 8**, there are a number of single-family driveways, commercial driveways, and street intersections along the Holcomb Bridge Road study corridor.

# of Single-Family Driveways	# of Minor Comm Driveways and Street Intersections	# of Major Comm Driveways and Street Intersections	Segment Length (MI)	ACN
20	14	2	1.04	138.1

Table 8: Holcomb Bridge Rd – Access Control Deduction

As per the Engineering Approach, an access control number (ACN) is defined as the product of the number of single-family driveways, 5 times the number of minor streets and commercial driveways and 10 times the number of major streets and commercial driveways, with that product divided by the segment length. If the ACN is greater or equal to 60, then a 10% deduction to the prevailing speed is applied and the speed limit rounded.

Reducing the 35 MPH prevailing speed by 10%, arrives at an adjusted unrounded preliminary speed of 31.5 MPH. **The adjusted rounded preliminary speed for Holcomb Bridge Road using the Engineering Approach is 30 MPH.** Finally, the rounded preliminary speed limit is subject to a validation check against the 50th percentile or median speed. Based on **Table 7**, the average median speed in the eastbound direction (highest volume direction) is 30 MPH, which equals the adjusted rounded preliminary speed.

Injury Minimization Approach

The injury minimization approach to setting speed limits accounts for the tolerance of the human body to injury during a crash. It does not consider any other factors such as delay, fuel consumption or other objectives. Under the current road systems and vehicle fleet, speeds would be limited to those shown in **Table 9**.

Road Type	Speed Limit
Roads with mix of motorized and unprotected road users	35 MPH
Roads with uncontrolled access where side impact crashes can result	25 MPH
Undivided roads where head-on crashes can result	45 MPH
Controlled access facility with physical median separation	>60MPH

Table 9: Speed Limits for Injury Minimization

A sidewalk is provided along Holcomb Bridge Road, which minimizes the likelihood of pedestrians on the roadway, and there are a limited number of bicycles. Holcomb Bridge Road most resembles the second category, which is a road with uncontrolled access where side impacts can occur. The recommended speed limit for Holcomb Bridge Road under this category is 30 MPH.

Expert Systems Approach

As previously discussed, the web-based FHWA-distributed computer program, ULIMITS2, requires numerous inputs, including roadway characteristics, number and types of access points, crash and injury data, and traffic information. From these various inputs, the program provides a recommended speed limit. ULIMITS2 was used for Holcomb Bridge Road in separate runs using traffic data for count location A (Scenario 1), count location B (scenario 2) and average traffic data for both locations (Scenario 3). **As can be seen in Table 10, the recommended speed limit is 30 MPH for all scenarios.** This recommendation agrees with the recommendation based on the other two speed limit evaluation methodologies.

Scenario #	Road Type	Recommended Speed Limit
1	Location A using GA Statewide average crash rates	30 MPH
2	Location B using GA Statewide average crash rates	30 MPH
3	Avg of Locations A & B using GA statewide average crash rates.	30 MPH

Table 10: ULIMITS2 Analysis Summary

Recommendations

The current posted speed limit along Holcomb Bridge Road west of Peachtree Industrial Boulevard is 40 MPH. The existing 35 MPH zone begins immediately east of Peachtree Industrial Boulevard. Within the four-lane section of Holcomb Bridge Road between Peachtree Industrial Boulevard and Atlantic Boulevard, the existing vehicle speeds are primarily influenced by the signalized intersections, especially westbound. It is recommended that the speed limit within this 1400-foot section remain at 35 MPH. This section will serve as a transition between the 40 MPH speed limit to the west and lower speed limits to the east. The speed classification results from Location A show that excessive speed is not an issue in this area.

East of Atlantic Boulevard, Holcomb Bridge Road narrows from four-lanes to two lanes as the side road / driveway density increases. Based on the speed limit evaluation, 30 MPH is the recommended speed limit for the entire Holcomb Bridge Road study corridor. East of Atlantic Boulevard, it is recommended that the existing 35 MPH speed limit be lowered to 30 MPH, in accordance with the evaluation methodology recommendations. At the location of the driveway to Christ Church Episcopal, there is an eastbound curve warning sign with an advisory speed of 25 MPH, ahead of an 800-foot horizontal curve with a sharp vertical crest superimposed. Immediately east of this curve prior to West Peachtree Street, the existing speed limit is currently lowered to 25 MPH.

Since the speed advisory already recommends 25 MPH due to geometric conditions and the density of single-family homes with driveways increases east of this curve, it is recommended that the beginning of the 25 MPH speed zone be extended 1500 feet further west to include the curve with the 25 MPH speed advisory (**Photo 7**).

This would place the beginning of the 25 MPH speed limit immediately east of the Christ Church driveway. **Table 11** identifies the locations and approximate lengths of each recommended speed limit zone within the Holcomb Bridge Road study segment.



Photo 7: Looking east on Holcomb Bridge in section where speed limit changes to 25 MPH

Table 11 shows the recommended speed limits in the Holcomb Bridge Road corridor gradually declining from 35 MPH to 25 MPH. Figure 3 on page 21 shows the recommended speed limits as a map.

Location Description – West to East	Approx. Length (ft)	Recommended Speed Limit
Peachtree Ind. Blvd to Atlantic Boulevard	1300	35 MPH
Atlantic Boulevard to Christ Church Episcopal driveway	2300	30 MPH
Christ Church Episcopal driveway to North/West Peachtree St.	1900	25 MPH

Table 11: Holcomb Bridge Road – Recommended Speed Limit Zones

North Peachtree Street

North Peachtree Street within the study corridor boundaries has a speed limit of 30 MPH for its entire length. The two-lane roadway cross section is similar throughout the study corridor, except for the short section north of Reps Miller Road. Speed characteristics at count stations C and D differ in that the speeds at station C are lower than at D. Station C is located closer to the center of town and has a denser urban character. The summaries of the three methodologies for speed limit evaluation are described below.

Engineering Approach

Using the same methodology discussed with Holcomb Bridge Road, Table 11 summarizes in bold text, the prevailing speed for count locations C and D in each direction, along with the average of both locations. The rounded prevailing speeds reflect the differences between stations C and D. Count station D is 35 MPH in both directions while count station C is 30 MPH northbound and 35 MPH southbound. Since 4 out of 6 entries in **Table 12** are 35 MPH for rounded prevailing speed, 35 MPH is the assumed unadjusted prevailing speed for the entire corridor.

Location ID	Direction	85 th Percentile Speed (MPH)	Upper Limit of 10 MPH Pace Speed (MPH)	Average Speed	Prevailing Speed	Rounded Prevailing Speed	Median Speed
C	Northbound	31	30	27	29.3	30	26
C	Southbound	34	35	29	32.7	35	29
D	Northbound	34	35	30	33.0	35	30
D	Southbound	34	35	29	32.7	35	28
AVG	Northbound	33	33	29	31.7	30	28
AVG	Southbound	34	33	29	32.7	35	29

Table 12: North Peachtree Rd – Prevailing Speed by Location

A 10% speed deduction is applied for an elevated crash risk since the overall crash rate (643) is greater than the statewide average crash rate (480). As shown in **Table 13**, there are even more access points along North Peachtree Street than was the case on Holcomb Bridge Road, although most of them are single family driveways. Since the ACN is greater or equal to 60, a further 10% deduction to the prevailing speed is applied.

# of Single-Family Driveways	# of Minor Comm Driveways and Street Intersections	# of Major Comm Driveways and Street Intersections	Segment Length (MI)	ACN
55	6	6	1.06	122.7

Table 13: North Peachtree Rd – Access Control Deduction

Reducing the 35 MPH prevailing speed by 10% each for crashes and access control arrives at an adjusted unrounded preliminary speed of 28.4 MPH. **The adjusted rounded preliminary speed for North Peachtree Street using the Engineering Approach is 30 MPH.** Finally, the rounded preliminary speed limit is subject to a validation check against the 50th percentile or median speed. Based on **Table 12**, the average median speed in the northbound direction at station D (highest volume direction) is 30 MPH, which equals the adjusted rounded preliminary speed.

Injury Minimization Approach

As with Holcomb Bridge Road, recommended speed limits would be limited to those shown in **Table 9**. The predominant roadway cross section is similar on North Peachtree Street to Holcomb Bridge Road, including a parallel sidewalk on at least one side of the roadway. North Peachtree Street also best resembles the second category from **Table 9**, which is a road with uncontrolled access where side impacts can occur. **The recommended speed limit for North Peachtree Street under this approach is 30 MPH.**

Expert Systems Approach

The ULIMITS2 program was run for North Peachtree Street, in separate runs using traffic data for count location C (Scenario 1), count location D (scenario 2) and average traffic data for both locations (Scenario 3). As per **Table 14**, the recommended speed limit is 30 MPH for all scenarios. This recommendation agrees with the other two speed limit evaluation methodologies.

Scenario #	Road Type	Recommended Speed Limit
1	Location C using GA Statewide average crash rates	30 MPH
2	Location D using GA Statewide average crash rates	30 MPH
3	Avg of Locations C & D using GA statewide average crash rates.	30 MPH

Table 14: ULIMITS2 Analysis Summary – North Peachtree Street

Recommendations

The current posted speed limit along the entire North Peachtree Street study corridor is 30 MPH. The two-lane roadway cross section and adjacent land uses are similar throughout the corridor, except for the short section north of Reps Miller Road that approaches Langley Road. Based on the speed limit evaluation methodologies, the existing 30 MPH is recommended for the entire street segment.

As West Peachtree Street continues westbound across Holcomb Bridge Road, the speed limit already reduces from 30 MPH to 25 MPH. The functional classification of North Peachtree Street changes at the intersection with Park Drive, as the street name changes from North Peachtree to West Peachtree Street, with Peachtree Street classified as an urban local street west of the intersection. It is recommended that the 500-foot block of West Peachtree Street between Holcomb Bridge Road and Park Drive be lowered to 25 MPH to connect with West Peachtree Street west of Holcomb Bridge, which is already 25 MPH. There is poor vertical alignment within that 500 feet, and also, that area is within one block of the railroad crossing and the center of the downtown area.

There is currently an unsignalized crosswalk across North Peachtree Street at the Sunset Drive intersection (**Photo 8**). This crosswalk is preceded by a 1000-foot radius curve horizontal curve north of the intersection. Also, within this area the density of homes and driveways increases as North Peachtree Street approaches the downtown area.

Also, there is some on-street parallel parking in the northbound direction, which is safer and more compatible with lower operating speeds. For these reasons, we recommend that the 25 MPH speed zone begin immediately prior to start of the horizontal curve that is located immediately north of Ollie Avenue.



Photo 8: Looking south on North Peachtree towards crosswalk at Sunset Drive

Table 15 identifies the locations and approximate lengths of each speed limit zone within the North Peachtree Street study corridor. **Figure 3** shows the map of the recommended speed limits for North Peachtree Street.

Location Description – South to North	Approx. Length (ft)	Recommended Speed Limit
Holcomb Bridge Rd to north of Ollie Street	2000	25 MPH
North of Ollie Street to Langley Road	3600	30 MPH

Table 15: North Peachtree Street – Recommended Speed Limit Zones

South Peachtree Street

South Peachtree Street within the study corridor boundaries has an apparent speed limit of 35 MPH for its entire length. South Peachtree Street is a two-lane street for its entire length, but north of Carlyle Road, it has continuous angle on-street parking on both sides, which results in different traffic characteristics than the remainder of the study corridor. Count stations E has significantly lower speeds than station F, even though neither count location is located within the angle parking section. Station E is located close to the downtown area and within 500 feet of the angle parking section. Station F is located within 1000 feet of Jimmy Carter Boulevard.

Another differentiator between stations E and F that station E is located northeast of the intersection with Norcross Tucker Road, while station F is located west of the intersection. Since South Peachtree Street east of the intersection connects directly with Norcross Tucker Road, the two sections of South Peachtree Street are effectively two separate streets divided by the Norcross Tucker Road intersection, despite each section having the same street name. Because of this, the speed limits were evaluated in three separate sub-sections using the Engineering Approach methodology.

Engineering Approach

Using the same methodology discussed with other two streets, **Table 16** summarizes in bold text, the prevailing speed for count locations E and F in each direction, along with the average of both locations. The rounded prevailing speeds show a difference of 10 MPH between stations E and F, with those speeds being 30 MPH and 40 MPH respectfully. Although average prevailing speeds were computed, they won't be factors in arriving at recommended speed limits for the individual sections.

Location ID	Direction	85 th Percentile Speed (MPH)	Upper Limit of 10 MPH Pace Speed (MPH)	Average Speed	Prevailing Speed	Rounded Prevailing Speed	Median Speed
C	Northbound	32	30	27	29.7	30	26
C	Southbound	33	35	28	32.0	30	27
D	Northbound	39	40	34	37.7	40	33
D	Southbound	39	40	24	37.7	40	33
AVG	Northbound	36	35	31	34.0	35	30
AVG	Southbound	36	38	31	35.0	35	30

Table 16: South Peachtree Rd – Prevailing Speed by Location

There is a speed deduction applied for an elevated crash risk throughout the South Peachtree Street study corridor since the overall crash rate (968) is greater than the statewide average crash rate (416). As shown in **Table 17**, there are enough access points along South Peachtree Street to apply the access control deduction.

# of Single-Family Driveways	# of Minor Comm Driveways and Street Intersections	# of Major Comm Driveways and Street Intersections	Segment Length (MI)	ACN
30	3	3	0.9	78.3

Table 17: South Peachtree Rd – Access Control Deduction

The sub-section of South Peachtree Street that has on-street angle parking has an on-street parking reduction applied. **Table 18** summarizes the various reduction adjustments applied to the rounded prevailing speeds that were derived from **Table 16** for each count location. The final column of **Table 18** is the recommended speed limit for each sub-section before a validation check is applied.

Sub-Section Location Description	Prevailing Speed	Crash Rate Reduction	Access Control Reduction	Parking Reduction	Recommended Speed Limit MPH	Recommended Speed Limit (rounded) MPH
Angle parking area north of Carlyle St	30	10%	10%	5%	23.1	25
Between Norcross Tucker and angle parking area	30	10%	10%	0%	24.3	25
Between Jimmy Carter Blvd and Norcross Tucker Rd	40	10%	10%	0%	32.4	30

Table 18: South Peachtree Rd – Speed Limit Adjustment Table

A validation check for each of the two sub sections would keep the recommended speed limit at 25 MPH, since the unrounded median speed at location E is 27 MPH. The rounded median speed for location F is 33 MPH, which rounds up to 35 MPH, since the higher of the two speed limits applies. Based on results of the Engineering Approach, South Peachtree Street should have a posted speed limit of 25 MPH northeast of Norcross Tucker Road and a 35 MPH speed limit west of Tucker Road.

Injury Minimization Approach

As with the other two streets, recommended speed limits would be limited to those shown in **Table 9**. The predominant roadway cross section of South Peachtree Street is similar to both North Peachtree Street and Holcomb Bridge Road, including a parallel sidewalk on at least one side of the roadway. The recommended speed limit for the entire length of South Peachtree Street under this methodology is 30 MPH.

Expert Systems Approach

The ULIMITS2 program was run for South Peachtree Street, in separate runs using traffic data for count location E (Scenario 1), count location F (scenario 2) and average traffic data for both locations (Scenario 3). As can be seen in **Table 19**, the recommended speed limit is 25 MPH in the eastern section, especially where there is on-street parking. West of Norcross Tucker, the recommended speed limit is 35 MPH. The recommended speed limit average between the two count locations is 30 MPH. The recommendations for scenarios 1 and 2 agrees with the engineering evaluation methodologies.

Scenario #	Road Type	Recommended Speed Limit
1	Location E using GA Statewide average crash rates	25 MPH
2	Location F using GA Statewide average crash rates	35 MPH
3	Avg of Locations E & F using GA statewide average crash rates.	30 MPH

Table 19: ULIMITS2 Analysis Summary – South Peachtree Street

Recommendations

South Peachtree Street within the study corridor boundaries has an apparent speed limit of 35 MPH for its entire length, although there are no speed limit signs erected northeast of Carlyle Street. As previously discussed, South Peachtree Street is functionally two different segments. The northeast segment begins at Jones Street and continues southwest to the intersection with Norcross Tucker Road. The west segment begins at Norcross Tucker Road and continues to Jimmy Carter Boulevard. The short segment of Norcross Tucker Road between Buford Highway and South Peachtree Street serves as a continuation of the northeastern segment of South Peachtree Street. For this reason, Norcross Tucker Road is considered a part of the northeast segment of the South Peachtree Street corridor, even though it is not specifically defined as a part of the study corridor.

The subsection north of Carlyle Street is the center of downtown Norcross with on-street parking on both sides of the street, and mid-block crosswalks. Based on the existing land use, congestion and pedestrian activity, this section of South Peachtree Street is recommended to have a speed limit no higher than 25 MPH. This is reflected by results of the Engineering approach and Expert Systems

approach methodologies. Speed Limit signs need to be erected throughout this section of the corridor. Southwest of Carlyle Street, the street cross section and adjacent land use changes to residential on the south side and railroad right-of-way on the north side.

Despite there being no current on-street parking west of Carlyle Street, is recommended that the speed limit be lowered to 25 MPH for the entire subsection of South Peachtree Street between Carlyle Street and Norcross Tucker Road. The City has long-range plans to extend on-street parking on the northwest side of South Peachtree Street and there is a park currently under development in the southwest quadrant of South Peachtree Street @ Norcross Tucker Road.

The short section of Norcross Tucker Road (850') between South Peachtree Street and Buford Highway is aligned as the direct extension of South Peachtree Street from downtown Norcross, with the western segment of South Peachtree serving as the side road. There are no speed limit signs erected in either direction along Norcross Tucker. It is recommended that the speed limit of this section of Norcross Tucker match South Peachtree Street which results in a 25 MPH speed limit.

The section of South Peachtree Street west of Norcross Tucker Road has a rural cross section without curb and gutter except for the approach to Jimmy Carter Boulevard (**Photo 9**).



Photo 9: Looking west on South Peachtree St. on "rural" section west of Norcross Tucker.

Both the Engineering and Expert System approach methodologies recommend retention of the existing 35 MPH speed limit for this section of South Peachtree Street. However, the Engineering approach methodology recommended 30 MPH, except for an override based on the current median speed. The roadway still has narrow lanes with narrow shoulders. It is recommended that this section of South Peachtree Street be lowered to 30 MPH, despite the expert system and engineering approach methodologies.

Table 20 identifies the locations and approximate lengths of each recommended speed limit zone within the South Peachtree Street study corridor. Figure 3 shows the map of the recommended speed limits for South Peachtree Street.

Location Description – South to North	Approx. Length (ft)	Recommended Speed Limit
Jones Street to Buford Highway (including 850' of Norcross-Tucker Rd)	3100	25 MPH
Norcross Tucker Road to Jimmy Carter Blvd	2400	30 MPH

Table 20: South Peachtree Street – Recommended Speed Limit Zones

SPEED LIMIT SIGNAGE

A key field observation in the course of preparing this study is the sporadic and inconsistent location of existing speed limit signs. Some street sections have adequate and consistent signage throughout, other areas had few or no signs at all. This observation extends onto adjacent streets beyond the three street segments included in this study. Figure 2 shows the approximate existing locations of speed limit signs along each street segment studied, along with other nearby locations.

Along Holcomb Bridge Road, there are three 35 MPH speed limit signs in the eastbound direction, plus a 35 MPH radar speed sign. In the westbound direction, there are two signs. Within the existing 25 MPH zone, that extends to Buford Highway, there are two existing signs in the eastbound direction, and none in the westbound direction.

Along West/North Peachtree Street, within the existing 30 MPH zone, there are 4 speed limit signs in the northbound direction and two regular signs plus one radar speed sign in the southbound direction. Despite an overall adequate number of speed limit signs, there are none erected at the beginning of the speed zone in either direction.

West Peachtree Street has an existing speed limit of 25 MPH between Holcomb Bridge Road and Jimmy Carter Boulevard. There are no existing speed limit signs erected southbound within 900 feet of Holcomb Bridge Road, which is the boundary of our street segment, and the end of the existing 30 MPH speed zone.

South Peachtree Street has no speed limit signs erected northeast of Autry Street. This includes the downtown section in both directions. Just beyond Autry Street facing southwest is the first speed limit sign. Altogether, there are only two existing speed limit signs in the southwest direction and two speed limit signs in the northeast direction.

There are no speed limit signs erected on Norcross Tucker Road between Buford Highway and South Peachtree Street. Even though this section of street is in a 35 MPH zone, there are no signs that convey that information to the driver.

One of the recommendations of this study is add additional speed limit signage where needed in order to clearly convey the speed limit of a given section of street. This recommendation specifically applies to the three street segments included in this study, where approximate locations are identified in **Figure 3**. This recommendation also applies to other streets in Norcross that are beyond the scope of this study, especially the connecting street segments, previously described.

TRAFFIC CALMING

The purpose of traffic calming is to reduce automobile speeds by making it more comfortable for drivers to travel at lower speeds and less comfortable to travel at higher speeds. Traffic calming is most applicable in urban areas is most common on low-volume residential streets and on other urban streets with a large amount of bicycle and pedestrian activity. They are most commonly applicable on streets and roadways with low-speed limits, ideally 25 MPH or lower. The three streets that are included in this project may benefit by the application of some traffic calming measures.

A short-term traffic calming measure that should be implemented on each of the three corridors is additional use of radar speed signs, in conjunction with the erection of more regular speed limit signs. The radar signs provide instantaneous feedback to the driver as to their current speed, which draws attention to excessive speeds and allows drivers to adjust their speeds accordingly. There is already one radar speed sign installed on eastbound Holcomb Bridge Road and another installed on southbound North Peachtree Street (**Photo 10**).

It is recommended that both of these existing radar speed signs remain in use, although the speed limit on the Holcomb Bridge Road sign would have to be reset to 30 MPH, based on the recommended speed limit change. Along Holcomb Bridge Road, up to 3 additional radar speed signs should be considered, including a complimentary westbound sign at the approximate location of the existing eastbound sign, plus a pair of radar speed signs within the proposed 25 MPH speed zone.



Photo 10: Existing radar speed sign southbound on North Peachtree St.

On North Peachtree Street, the existing radar sign should remain at its current location without any changes, but a complimentary northbound sign should be installed at or near the existing location. A new complimentary pair of radar speed signs for the recommended 25 MPH zone should also be installed.

Along South Peachtree Street, one pair of radar speed signs are recommended to be installed in the proposed 25 MPH zone northeast of Norcross Tucker Road and one pair of radar speed signs are recommended for the proposed 30 MPH zone west of Norcross Tucker Road. The total number of additional radar speed signs for these corridors would be 10, based on the previous recommendations.

PEDESTRIAN CONNECTIVITY

North Peachtree Street has a sidewalk on the west side of the road for the entire length of the study. Crosswalks are located on the southern end as North Peachtree approaches downtown Norcross, including an uncontrolled intersection crosswalk located at the Sunset Drive intersection.

The east side of North Peachtree Street has sidewalk up to the Sunset Drive crosswalk from the south, a short (200' +/-) unconnected stretch of sidewalk south of Oak Cove, and sidewalk north of Reps Miller Road to the northern limits of the study.

To increase pedestrian connectivity, we recommend connecting the middle section south of Oak Cove to the sidewalk north of Reps Miller Road along the east side of North Peachtree Street. We also recommend installing a crosswalk at the Oak Terrace Intersection (**Photo 11**). This crosswalk will allow pedestrians access to the complete sidewalk on the west side of the north Peachtree Street into downtown Norcross.

The location for the crosswalk was chosen because it is away from the horizontal curve to the south and near the crest of a vertical curve, providing the required sight distance for motorists and pedestrians.

There is an existing 150' deceleration lane/shoulder into the Chastain Manor subdivision that increases the total roadway width, creating a wide crossing. We recommend eliminating most of this lane as shown in Figure 3 to decrease the width of the road and required length of the crosswalk. In addition, we recommend this crosswalk be equipped with the same signs and warning system as the Sunset Drive crosswalk (**Photo 11**).

Note that Gwinnett County requires a 200' long deceleration lane that is 12 feet wide into neighborhood streets off County Roads. However, North Peachtree Street is not a county road, nor does the 9' wide paved area meet the width requirement for a deceleration lane. We do not believe this lane is necessary.

FUNDING OPTIONS

In order to help pay for recommendations discussed in this study, we recommend a local Maintenance & Improvement Grant (LMIG), which can be used for 70% of project costs, including the engineering plans. These funds can be used for a variety of maintenance and improvement projects, including but not limited to roadway signs, pavement markings, and intersection improvements. The City would be required to pay 30% of the costs, which could be covered through the City's allocated portion of the Gwinnett County SPLOST funds.



Photo 11: Layout of N. Peachtree Pedestrian Crossing at Oak Terrace with new sidewalks.



Photo 12: Existing Pedestrian Crossing with Warning System at Sunset Drive

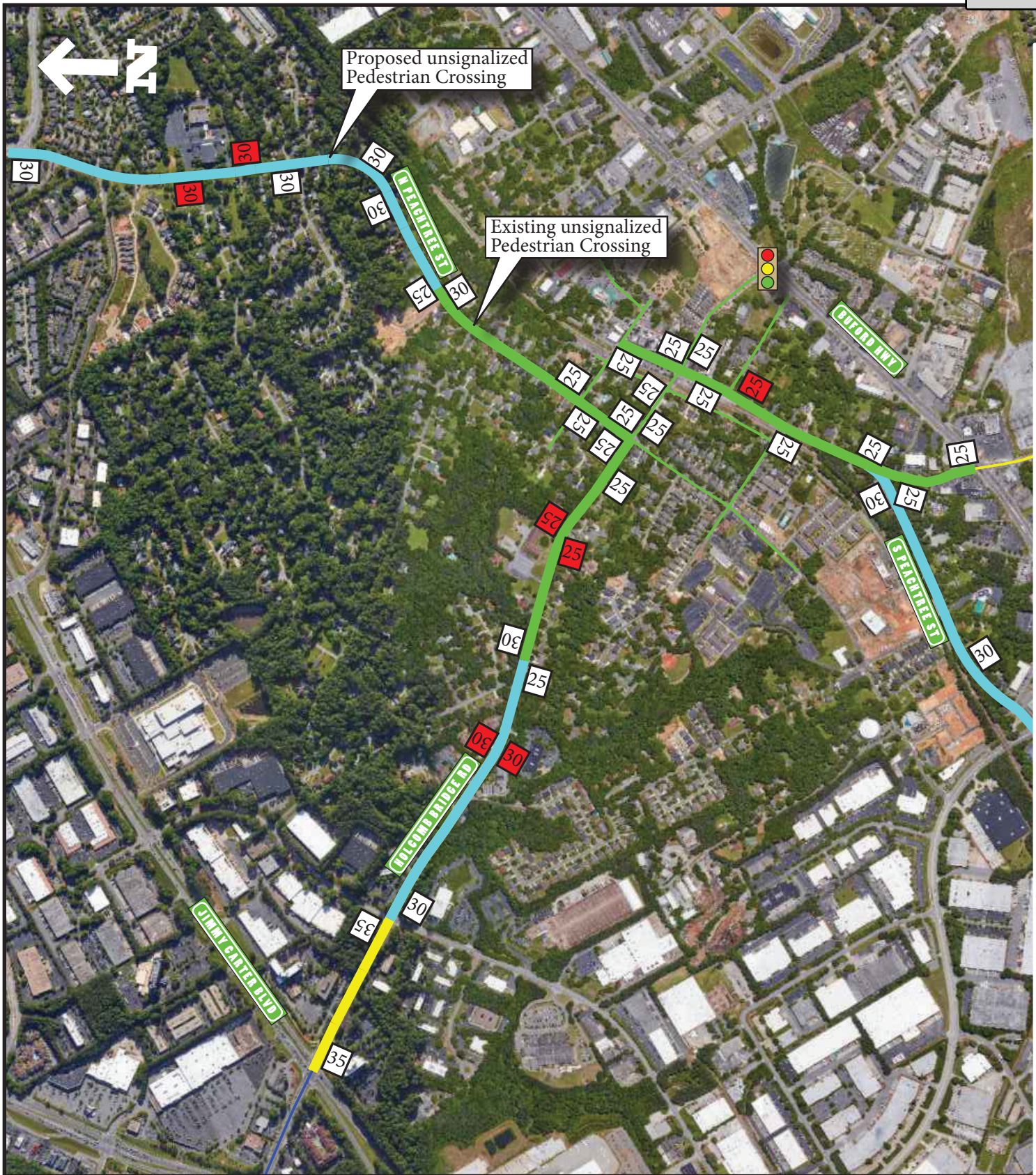
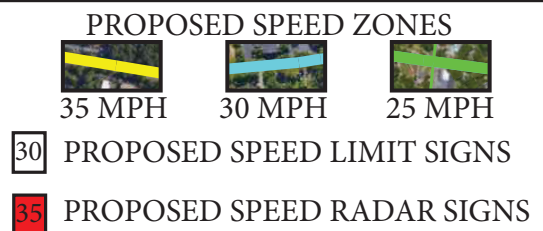


FIGURE 4
RECOMMENDED SPEED LIMITS
& SIGN LOCATIONS



Appendix A:

All Traffic Data

Raw Traffic Counts

And Speed Classifications

All Traffic Data Services

www.alltrafficdata.net

Site Code: A

Station ID: A

HOLCOMB BRIDGE ROAD WEST OF

PEACHTREE CORNERS

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

EB

Start Time	15	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	76999	Total
10/26/21	0	1	0	3	3	3	1	0	0	0	0	0	0	0	11
00:15	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4
00:30	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
00:45	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3
01:00	0	1	0	6	8	5	1	0	0	0	0	0	0	0	21
01:15	0	0	1	1	1	2	0	0	0	0	0	0	0	0	5
01:30	0	0	0	2	2	1	1	0	0	0	0	0	0	0	6
01:45	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:15	0	0	1	3	6	3	1	0	0	0	0	0	0	0	14
02:30	0	0	1	0	0	2	0	0	0	0	0	0	0	0	3
02:45	0	1	0	1	1	0	0	0	0	0	0	0	0	0	3
03:00	0	2	1	2	1	3	0	0	0	0	0	0	0	0	9
03:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
03:45	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	3	3	1	0	0	0	0	0	0	0	0	7
04:30	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
04:45	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
05:00	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	3	2	6	0	0	0	0	0	0	0	0	11
05:45	0	0	0	0	4	1	0	0	0	0	0	0	0	0	5
06:00	0	0	0	0	2	3	0	0	0	0	0	0	0	0	5
06:15	0	0	0	2	8	1	0	0	0	0	0	0	0	0	11
06:30	0	0	0	2	10	2	0	0	0	0	0	0	0	0	14
06:45	0	0	0	4	24	7	0	0	0	0	0	0	0	0	35
07:00	0	0	0	5	7	3	0	0	0	0	0	0	0	0	15
07:15	0	0	2	14	15	3	2	1	0	0	0	0	0	0	37
07:30	3	1	8	28	37	7	1	0	0	0	0	0	0	0	85
07:45	2	7	9	23	15	8	2	0	0	0	0	0	0	0	66
08:00	5	8	19	70	74	21	5	1	0	0	0	0	0	0	203
08:15	3	0	4	15	20	7	2	1	0	0	0	0	0	0	52
08:30	4	1	1	19	18	4	4	0	0	0	0	0	0	0	51
08:45	0	2	5	16	32	9	2	0	0	0	0	0	0	0	66
09:00	1	1	9	34	21	9	0	0	0	0	0	0	0	0	75
09:15	8	4	19	84	91	29	8	1	0	0	0	0	0	0	244
09:30	3	7	17	30	37	1	0	0	0	0	0	0	0	0	95
09:45	2	5	2	37	20	8	1	0	0	0	0	0	0	0	75
10:00	1	5	14	24	16	7	1	0	0	0	0	0	0	0	68
10:15	2	3	11	47	23	6	0	1	0	0	0	0	0	0	93
10:30	8	20	44	138	96	22	2	1	0	0	0	0	0	0	331
10:45	2	2	7	20	27	9	1	0	0	0	0	0	0	0	68
11:00	4	4	9	20	20	12	1	0	0	0	0	0	0	0	70
11:15	5	1	10	25	32	7	0	0	0	0	0	0	0	0	80
11:30	2	5	11	23	31	4	0	2	0	0	0	0	0	0	78
11:45	13	12	37	88	110	32	2	2	0	0	0	0	0	0	296
12:00	0	2	4	25	35	10	3	0	0	0	0	0	0	0	79
12:15	3	4	10	21	31	12	1	0	0	0	0	0	0	0	82
12:30	1	5	9	21	21	8	1	0	0	0	0	0	0	0	66
12:45	3	6	6	15	29	7	2	0	1	0	0	0	0	0	69
13:00	7	17	29	82	116	37	7	0	1	0	0	0	0	0	296
13:15	2	2	7	21	23	7	2	0	0	0	0	0	0	0	64
13:30	8	6	16	32	27	12	0	1	0	0	0	0	0	0	102
13:45	7	1	6	24	29	7	2	0	0	0	0	0	0	0	76
14:00	6	2	5	20	35	7	2	1	0	0	0	0	0	0	78
14:15	23	11	34	97	114	33	6	2	0	0	0	0	0	0	320
Total	64	75	184	580	645	199	32	7	1	0	0	0	0	0	1787

Attachment: Qk4 Norcross Speed Study-Complete (22-6432 : Speed & Traffic Calming Measures Studies Update on Selected City Roadways)

All Traffic Data Services

www.alltrafficdata.net

Site Code: A

Station ID: A

HOLCOMB BRIDGE ROAD WEST OF

PEACHTREE CORNERS

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	1	1	11	33	36	12	1	0	0	0	0	0	0	0	95
12:15	7	4	27	30	43	8	1	1	0	0	0	0	0	0	121
12:30	4	4	14	31	43	15	0	0	0	0	0	0	0	0	111
12:45	15	8	22	37	36	13	1	1	0	0	0	0	0	0	133
	27	17	74	131	158	48	3	2	0	0	0	0	0	0	460
13:00	8	3	15	43	57	13	1	0	0	0	0	0	0	0	140
13:15	4	4	5	41	25	11	0	2	0	0	0	0	0	0	92
13:30	14	1	12	37	46	14	1	0	0	0	0	0	0	0	125
13:45	3	2	9	48	40	5	3	1	0	1	0	0	0	0	112
	29	10	41	169	168	43	5	3	0	1	0	0	0	0	469
14:00	6	4	11	36	42	8	1	0	0	0	0	0	0	0	108
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14:30	0	0	11	54	41	11	1	0	0	0	0	0	0	0	118
14:45	6	2	3	29	37	26	2	0	0	0	0	0	0	0	105
	16	12	36	161	158	56	5	0	0	0	0	0	0	0	444
15:00	4	4	22	70	37	3	3	0	0	0	0	0	0	0	143
15:15	4	2	12	36	36	11	4	0	0	0	0	0	0	0	105
15:30	1	2	11	41	43	12	2	1	0	0	0	0	0	0	113
15:45	1	4	12	39	82	19	6	1	0	0	0	0	0	0	164
	10	12	57	186	198	45	15	2	0	0	0	0	0	0	525
16:00	2	0	11	60	62	23	4	0	0	0	0	0	0	0	162
16:15	9	12	18	75	50	21	0	0	0	0	0	0	0	0	185
16:30	10	15	21	55	61	17	0	0	0	0	0	0	0	0	179
16:45	5	6	30	75	58	17	0	0	0	0	0	0	0	0	191
	26	33	80	265	231	78	4	0	0	0	0	0	0	0	717
17:00	9	22	40	83	56	6	1	0	0	0	0	0	0	0	217
17:15	14	8	26	61	58	10	1	0	0	0	0	0	0	0	178
17:30	3	11	29	64	56	9	2	0	0	1	0	0	0	0	175
17:45	3	8	16	81	57	8	0	0	0	0	0	0	0	0	173
	29	49	111	289	227	33	4	0	0	1	0	0	0	0	743
18:00	15	20	32	68	31	4	0	0	0	0	0	0	0	0	170
18:15	9	14	42	78	38	7	0	0	0	0	0	0	0	0	188
18:30	6	7	20	72	63	12	1	1	0	0	0	0	0	0	182
18:45	2	3	16	74	43	20	2	0	0	0	0	0	0	0	160
	32	44	110	292	175	43	3	1	0	0	0	0	0	0	700
19:00	3	8	17	72	53	11	1	0	0	0	0	0	0	0	165
19:15	4	4	33	66	24	1	0	0	0	0	0	0	0	0	132
19:30	2	4	22	39	25	12	1	1	0	0	0	0	0	0	106
19:45	1	6	12	45	28	7	3	0	0	0	0	0	0	0	102
	10	22	84	222	130	31	5	1	0	0	0	0	0	0	505
20:00	2	2	13	25	34	7	2	0	0	0	0	0	0	0	85
20:15	1	4	5	22	27	12	2	0	0	1	0	0	0	0	74
20:30	2	0	5	28	20	8	1	0	0	0	0	0	0	0	64
20:45	4	4	2	9	16	7	3	1	0	0	0	0	0	0	46
	9	10	25	84	97	34	8	1	0	1	0	0	0	0	269
21:00	4	1	2	13	18	7	0	0	0	0	0	0	0	0	45
21:15	0	0	5	11	19	8	0	0	0	0	0	0	0	0	43
21:30	0	1	2	6	18	3	1	1	0	1	0	0	0	0	33
21:45	0	1	5	10	12	7	1	0	0	0	0	0	0	0	36
	4	3	14	40	67	25	2	1	0	1	0	0	0	0	157
22:00	0	0	1	8	17	5	1	0	0	0	0	0	0	0	32
22:15	1	0	2	14	11	5	1	0	0	0	0	0	0	0	34
22:30	0	0	0	4	5	5	1	0	0	0	0	0	0	0	15
22:45	0	0	2	3	13	3	1	0	0	0	0	0	0	0	22
	1	0	5	29	46	18	4	0	0	0	0	0	0	0	103
23:00	0	0	1	4	10	4	1	0	0	0	0	0	0	0	20
23:15	1	0	0	1	5	2	0	0	0	0	0	0	0	0	9
23:30	2	0	0	3	9	2	0	0	0	0	0	0	0	0	16
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	1	8	24	8	1	0	0	0	0	0	0	0	45
Total	196	212	638	1876	1679	462	59	11	0	4	0	0	0	0	5137

All Traffic Data Services

www.alltrafficdata.net

Site Code: A

Station ID: A

HOLCOMB BRIDGE ROAD WEST OF

PEACHTREE CORNERS

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

EB

Start Time	15	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	76999	Total
10/27/21	0	1	0	1	1	0	1	0	0	0	0	0	0	0	4
00:15	0	0	0	2	1	2	0	0	0	0	0	0	0	0	5
00:30	0	0	0	1	5	1	1	0	0	0	0	0	0	0	8
00:45	0	0	0	1	5	1	0	0	0	0	0	0	0	0	7
01:00	0	1	0	5	12	4	2	0	0	0	0	0	0	0	24
01:15	0	0	0	0	3	2	0	0	0	0	0	0	0	0	5
01:30	0	0	1	2	1	4	0	0	0	0	0	0	0	0	8
01:45	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
02:15	0	0	1	4	7	7	0	0	0	0	0	0	0	0	19
02:30	0	0	0	1	3	1	0	0	0	0	0	0	0	0	5
02:45	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3
03:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
04:00	0	0	0	1	2	2	0	0	0	0	0	0	0	0	5
04:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:30	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
04:45	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
05:00	0	0	0	2	1	0	1	0	0	0	0	0	0	0	4
05:15	0	0	1	2	3	2	3	0	0	0	0	0	0	0	11
05:30	0	0	0	2	2	1	0	0	0	0	0	0	0	0	5
05:45	0	0	0	2	3	2	0	0	0	0	0	0	0	0	7
06:00	0	0	0	2	5	3	1	0	0	0	0	0	0	0	14
06:15	0	0	0	7	16	13	1	0	0	0	0	0	0	0	11
06:30	0	0	0	7	8	5	0	0	0	0	0	0	0	0	37
06:45	0	0	3	4	11	10	2	0	0	0	0	0	0	0	20
07:00	0	1	1	25	29	15	2	0	0	0	0	0	0	0	30
07:15	0	0	6	15	27	10	4	1	0	0	0	0	0	0	73
07:30	0	1	10	51	75	40	8	1	0	0	0	0	0	0	63
07:45	1	4	0	14	26	9	0	0	0	0	0	0	0	0	186
08:00	0	0	3	21	26	9	0	1	0	0	0	0	0	0	54
08:15	1	1	6	24	37	5	1	0	0	0	0	0	0	0	60
08:30	1	2	7	23	39	8	1	0	0	0	0	0	0	0	75
08:45	3	7	16	82	128	31	2	1	0	0	0	0	0	0	81
09:00	1	1	3	27	40	6	2	1	0	0	0	0	0	0	270
09:15	0	0	3	19	33	10	0	0	0	0	0	0	0	0	81
09:30	9	1	9	17	25	5	1	0	0	0	0	0	0	0	65
09:45	5	6	11	24	26	9	1	0	0	0	0	0	0	0	67
10:00	15	8	26	87	124	30	4	1	0	0	0	0	0	0	82
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10:30	10	3	8	14	25	4	0	0	0	0	0	0	0	0	91
10:45	6	3	14	25	24	6	1	0	0	0	0	0	0	0	64
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11:15	24	12	39	78	96	32	6	3	0	0	0	0	0	0	56
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11:45	1	5	12	16	24	7	1	1	0	0	0	0	0	0	73
12:00	2	2	6	14	23	24	1	0	0	0	0	0	0	0	67
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12:30	15	10	24	70	98	57	4	2	0	0	0	0	0	0	68
12:45	3	9	6	27	23	8	0	0	0	0	0	0	0	0	280
13:00	3	2	11	31	38	14	3	0	0	0	0	0	0	0	76
13:15	8	6	7	28	31	9	1	0	0	0	0	0	0	0	102
13:30	0	2	10	24	42	11	1	0	0	0	0	0	0	0	90
13:45	14	19	34	110	134	42	5	0	0	0	0	0	0	0	90
Total	71	60	151	498	702	261	35	8	0	0	0	0	0	0	1786

All Traffic Data Services

www.alltrafficdata.net

Site Code: A

Station ID: A

HOLCOMB BRIDGE ROAD WEST OF

PEACHTREE CORNERS

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	3	5	8	30	52	13	1	0	0	0	0	0	0	0	112
12:15	7	4	13	40	47	4	0	1	1	0	0	0	0	0	117
12:30	10	4	36	48	31	12	0	0	0	0	0	0	0	0	141
12:45	1	2	25	42	30	9	3	0	0	0	0	0	0	0	112
	21	15	82	160	160	38	4	1	1	0	0	0	0	0	482
13:00	5	6	17	40	39	15	0	0	0	0	0	0	0	0	122
13:15	1	9	25	38	33	13	2	2	0	0	0	0	0	0	123
13:30	4	5	8	49	33	15	0	0	0	0	0	0	0	0	114
13:45	2	3	4	47	41	11	1	0	0	0	0	0	0	0	109
	12	23	54	174	146	54	3	2	0	0	0	0	0	0	468
14:00	3	1	12	49	34	7	2	0	0	0	0	0	0	0	108
14:15	4	4	21	34	32	9	2	0	0	0	0	0	0	0	106
14:30	14	2	22	55	31	3	2	0	0	0	0	0	0	0	129
14:45	6	3	11	44	54	6	1	0	0	0	0	0	0	0	125
	27	10	66	182	151	25	7	0	0	0	0	0	0	0	468
15:00	4	13	11	44	42	13	0	0	0	0	0	0	0	0	127
15:15	4	12	18	37	39	7	1	1	0	0	0	0	0	0	119
15:30	5	0	11	58	43	9	1	0	0	0	0	0	0	0	127
15:45	4	5	13	47	53	12	1	0	0	0	0	0	0	0	135
	17	30	53	186	177	41	3	1	0	0	0	0	0	0	508
16:00	14	4	18	52	73	10	0	2	1	0	0	0	0	0	174
16:15	14	17	30	70	60	9	2	0	0	0	0	0	0	0	202
16:30	10	7	28	84	57	11	1	0	0	0	0	0	0	0	198
16:45	18	16	29	84	48	7	1	0	0	0	0	0	0	0	203
	56	44	105	290	238	37	4	2	1	0	0	0	0	0	777
17:00	22	16	30	65	47	8	1	0	0	0	0	0	0	0	189
17:15	9	25	51	65	38	16	5	0	0	0	0	0	0	0	209
17:30	8	8	43	90	50	7	1	2	0	0	0	0	0	0	209
17:45	23	15	38	79	45	4	0	0	0	0	0	0	0	0	204
	62	64	162	299	180	35	7	2	0	0	0	0	0	0	811
18:00	36	25	41	56	22	1	0	0	0	0	0	0	0	0	181
18:15	6	4	31	61	64	9	2	0	0	0	0	0	0	0	177
18:30	4	2	27	74	66	6	0	1	0	0	0	0	0	0	180
18:45	5	5	15	69	35	5	1	0	0	0	0	0	0	0	135
	51	36	114	260	187	21	3	1	0	0	0	0	0	0	673
19:00	10	13	30	45	31	3	2	1	0	0	0	0	0	0	135
19:15	5	4	12	51	33	4	2	0	0	0	0	0	0	0	111
19:30	2	7	8	34	20	8	1	0	0	0	0	0	0	0	80
19:45	4	6	14	26	48	10	2	1	0	0	0	0	0	0	111
	21	30	64	156	132	25	7	2	0	0	0	0	0	0	437
20:00	1	2	7	33	26	8	0	0	0	0	0	0	0	0	77
20:15	1	1	9	27	19	13	2	1	0	0	0	0	0	0	73
20:30	6	5	6	26	28	9	3	0	0	0	0	0	0	0	83
20:45	0	0	4	27	18	2	0	0	0	0	0	0	0	0	51
	8	8	26	113	91	32	5	1	0	0	0	0	0	0	284
21:00	0	2	7	8	23	6	1	1	0	0	0	0	0	0	48
21:15	0	1	2	8	25	5	0	0	0	0	0	0	0	0	41
21:30	0	3	5	12	17	3	1	1	0	0	0	0	0	0	42
21:45	0	1	1	11	17	5	1	1	0	0	0	0	0	0	37
	0	7	15	39	82	19	3	3	0	0	0	0	0	0	168
22:00	0	0	1	8	21	8	1	0	0	0	0	0	0	0	39
22:15	1	0	3	9	14	4	1	0	0	0	0	0	0	0	32
22:30	0	0	1	12	9	3	0	0	0	0	0	0	0	0	25
22:45	0	1	0	6	9	6	1	0	0	0	0	0	0	0	23
	1	1	5	35	53	21	3	0	0	0	0	0	0	0	119
23:00	0	0	0	5	10	1	0	0	0	0	0	0	0	0	16
23:15	0	0	3	3	6	2	0	0	0	0	0	0	0	0	14
23:30	0	1	3	2	4	1	0	0	0	0	0	0	0	0	11
23:45	0	0	1	1	5	1	1	0	0	0	0	0	0	0	9
	0	1	7	11	25	5	1	0	0	0	0	0	0	0	50
Total	276	269	753	1905	1622	353	50	15	2	0	0	0	0	0	5245
Grand Total	607	616	1726	4859	4648	1275	176	41	3	4	0	0	0	0	13955

15th Percentile : 22 MPH
50th Percentile : 29 MPH
85th Percentile : 34 MPH
95th Percentile : 38 MPH

Stats

Mean Speed(Average) : 29 MPH
10 MPH Pace Speed : 26-35 MPH
Number in Pace : 9507

Percent in Pace :	68.1%
Number of Vehicles > 55 MPH :	4
Percent of Vehicles > 55 MPH :	0.0%

All Traffic Data Services

www.alltrafficdata.net

Site Code: A

Station ID: A

HOLCOMB BRIDGE ROAD WEST OF

PEACHTREE CORNERS

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
10/26/21	0	0	1	1	6	4	2	0	0	0	0	0	0	0	14
00:15	0	0	1	1	1	2	1	0	0	0	0	0	0	0	6
00:30	0	0	1	2	9	3	0	0	0	0	0	0	0	0	15
00:45	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4
01:00	0	0	3	4	18	11	3	0	0	0	0	0	0	0	39
01:15	0	0	0	3	3	0	0	0	0	0	0	0	0	0	6
01:30	0	0	0	1	6	0	0	0	0	0	0	0	0	0	7
01:45	0	0	0	4	0	4	0	1	0	0	0	0	0	0	9
02:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
02:15	0	0	0	8	11	4	0	1	0	0	0	0	0	0	24
02:30	0	0	0	3	2	0	0	1	0	0	0	0	0	0	6
02:45	0	0	0	2	2	1	0	0	0	0	0	0	0	0	5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	5	4	1	0	1	0	0	0	0	0	0	12
03:45	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4
04:00	0	0	0	3	3	1	1	0	0	0	0	0	0	0	8
04:15	0	0	0	2	3	1	1	0	0	0	0	0	0	0	6
04:30	0	0	1	4	2	1	0	0	0	0	0	0	0	0	8
04:45	0	0	0	10	9	4	2	0	0	0	0	0	0	0	26
05:00	0	0	1	3	1	2	1	0	0	0	0	0	0	0	7
05:15	0	0	0	2	5	0	0	0	0	0	0	0	0	0	7
05:30	0	0	2	1	7	1	0	0	0	0	0	0	0	0	11
05:45	0	0	1	6	4	4	0	0	0	0	0	0	0	0	15
06:00	0	0	3	12	17	7	1	0	0	0	0	0	0	0	40
06:15	0	1	1	4	10	2	0	0	0	0	0	0	0	0	18
06:30	0	0	0	6	13	8	0	1	0	0	0	0	0	0	28
06:45	0	0	1	3	10	8	0	1	0	0	0	0	0	0	23
07:00	1	0	4	12	12	8	0	0	0	0	0	0	0	0	37
07:15	1	1	6	25	45	26	0	2	0	0	0	0	0	0	106
07:30	0	2	8	14	22	5	3	0	0	0	0	0	0	0	54
07:45	0	3	6	19	24	7	3	0	0	0	0	0	0	0	62
08:00	2	5	16	29	29	10	3	1	1	0	0	0	0	0	96
08:15	2	12	31	46	38	12	0	0	0	0	0	0	0	0	141
08:30	4	22	61	108	113	34	9	1	1	0	0	0	0	0	353
08:45	8	8	24	58	21	17	3	1	0	0	0	0	0	0	140
09:00	6	12	22	35	29	9	6	0	0	0	0	0	0	0	119
09:15	12	15	44	31	15	9	3	1	0	0	0	0	0	0	130
09:30	48	36	34	19	9	1	0	0	0	0	0	0	0	0	147
09:45	74	71	124	143	74	36	12	2	0	0	0	0	0	0	536
10:00	41	18	41	23	3	1	0	0	0	0	1	0	0	0	128
10:15	39	28	25	19	4	1	0	1	0	0	0	0	0	0	117
10:30	36	28	32	31	7	2	0	0	0	0	0	0	0	0	136
10:45	25	36	39	31	15	1	1	0	0	0	0	0	0	0	148
11:00	141	110	137	104	29	5	1	1	0	0	1	0	0	0	529
11:15	26	14	32	30	19	4	0	0	0	0	0	0	0	0	125
11:30	28	25	47	33	22	5	2	0	0	0	0	0	0	0	162
11:45	10	19	43	36	20	8	2	1	0	0	0	0	0	0	139
12:00	33	19	39	36	26	5	4	0	0	1	0	0	0	0	163
12:15	97	77	161	135	87	22	8	1	0	1	0	0	0	0	589
12:30	8	16	37	36	27	16	2	2	0	0	0	0	0	0	144
12:45	15	9	17	43	28	5	1	0	0	0	0	0	0	0	118
13:00	7	10	31	39	26	7	1	1	0	0	0	0	0	0	122
13:15	1	16	26	36	28	14	1	0	0	0	0	0	0	0	122
13:30	31	51	111	154	109	42	5	3	0	0	0	0	0	0	506
13:45	6	2	27	46	26	16	3	0	0	0	0	0	0	0	126
14:00	14	22	32	47	32	8	5	3	0	0	0	0	0	0	163
14:15	12	32	45	50	13	10	1	0	0	0	0	0	0	0	163
14:30	9	21	44	47	43	20	2	1	0	0	0	0	0	0	187
14:45	41	77	148	190	114	54	11	4	0	0	0	0	0	0	639
Total	389	410	755	898	630	246	52	16	1	1	1	0	0	0	3399

Attachment: Qk4 Norcross Speed Study-Complete (22-6432 : Speed & Traffic Calming Measures Studies Update on Selected City Roadways)

All Traffic Data Services

www.alltrafficdata.net

Site Code: A

Station ID: A

HOLCOMB BRIDGE ROAD WEST OF

PEACHTREE CORNERS

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	31	27	41	44	29	5	4	1	0	0	0	0	0	0	182
12:15	21	20	47	48	36	11	1	0	0	0	0	0	0	0	184
12:30	16	23	53	59	29	8	5	0	1	0	0	0	0	0	194
12:45	27	32	44	36	19	5	2	0	0	0	0	0	0	0	165
13:00	95	102	185	187	113	29	12	1	1	0	0	0	0	0	725
13:15	12	18	43	41	31	11	3	0	0	0	0	0	0	0	159
13:30	15	27	41	48	43	8	1	0	0	0	0	0	0	0	183
13:45	14	17	41	43	35	6	3	0	0	0	0	0	0	0	159
14:00	10	10	32	51	41	11	2	1	0	0	0	0	0	0	158
14:15	51	72	157	183	150	36	9	1	0	0	0	0	0	0	659
14:30	21	22	44	42	39	10	2	0	0	1	0	0	0	0	181
14:45	13	16	33	35	18	5	1	0	0	0	0	0	0	0	121
15:00	9	11	45	33	21	8	1	0	0	0	0	0	0	0	128
15:15	5	8	46	60	34	18	6	1	0	0	0	0	0	0	178
15:30	48	57	168	170	112	41	10	1	0	1	0	0	0	0	608
15:45	22	18	28	41	25	7	1	1	0	0	0	0	0	0	143
16:00	8	17	39	46	27	7	1	1	0	0	0	0	0	0	146
16:15	8	13	26	48	29	8	5	2	0	0	0	0	0	0	139
16:30	6	14	34	34	26	13	2	2	0	0	0	0	0	0	131
16:45	44	62	127	169	107	35	9	6	0	0	0	0	0	0	559
17:00	9	7	36	46	24	9	2	1	0	0	0	0	0	0	134
17:15	13	14	33	35	24	5	0	0	0	0	0	0	0	0	124
17:30	29	23	29	47	24	7	1	0	0	0	0	0	0	0	160
17:45	21	27	40	38	14	9	2	0	0	0	0	0	0	0	151
18:00	72	71	138	166	86	30	5	1	0	0	0	0	0	0	569
18:15	14	25	35	43	31	9	2	0	0	0	0	0	0	0	159
18:30	40	32	45	42	14	5	1	0	0	0	0	0	0	0	179
18:45	27	26	42	35	22	5	0	0	0	0	0	0	0	0	157
19:00	20	25	48	39	19	8	0	0	0	0	0	0	0	0	159
19:15	101	108	170	159	86	27	3	0	0	0	0	0	0	0	654
19:30	31	21	28	46	33	10	1	2	0	0	0	0	0	0	172
19:45	31	31	33	37	10	3	1	0	0	0	0	0	0	0	146
20:00	8	24	34	46	27	13	2	1	0	0	0	0	0	0	155
20:15	44	27	37	36	20	2	1	1	0	0	0	0	0	0	168
20:30	114	103	132	165	90	28	5	4	0	0	0	0	0	0	641
20:45	9	7	34	32	25	11	5	0	0	0	0	0	0	0	123
21:00	7	11	36	43	25	10	0	0	0	0	0	0	0	0	132
21:15	6	7	14	42	30	13	5	0	0	0	0	0	0	0	117
21:30	9	10	28	37	39	4	2	2	0	0	0	0	0	0	131
21:45	31	35	112	154	119	38	12	2	0	0	0	0	0	0	503
22:00	3	4	17	40	29	7	2	1	1	0	0	0	0	0	104
22:15	6	3	10	37	30	11	2	0	0	0	0	0	0	0	99
22:30	2	1	8	30	42	5	1	0	0	0	0	0	0	0	89
22:45	0	2	12	28	26	7	1	0	0	0	0	0	0	0	76
23:00	11	10	47	135	127	30	6	1	1	0	0	0	0	0	368
23:15	1	0	8	24	29	2	2	0	0	0	0	0	0	0	66
23:30	0	6	6	19	17	8	1	0	0	0	0	0	0	0	57
23:45	2	0	5	14	19	12	4	0	1	0	0	0	0	0	57
24:00	1	0	3	11	17	6	2	0	0	0	0	0	0	0	40
24:15	4	6	22	68	82	28	9	0	1	0	0	0	0	0	220
24:30	0	0	5	10	11	0	1	0	0	0	0	0	0	0	27
24:45	0	1	6	14	15	4	0	1	0	0	0	0	0	0	41
25:00	0	1	1	8	20	7	1	0	1	0	0	0	0	0	39
25:15	0	0	5	7	9	11	2	1	0	0	0	0	0	0	35
25:30	0	2	17	39	55	22	4	2	1	0	0	0	0	0	142
25:45	0	0	0	2	12	6	0	0	0	0	0	0	0	0	20
26:00	0	1	2	5	8	5	1	0	0	0	0	0	0	0	22
26:15	1	0	3	3	8	3	2	0	0	0	0	0	0	0	20
26:30	0	0	0	4	5	3	3	0	0	0	0	0	0	0	15
26:45	1	1	5	14	33	17	6	0	0	0	0	0	0	0	77
Total	572	629	1280	1609	1160	361	90	19	4	1	0	0	0	0	5725

All Traffic Data Services

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Site Code: A

Station ID: A

HOLCOMB BRIDGE ROAD WEST OF

PEACHTREE CORNERS

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
10/27/21	0	0	2	4	1	3	2	0	0	0	0	0	0	0	12
00:15	0	0	0	4	1	5	1	1	0	0	0	0	0	0	12
00:30	0	0	0	1	6	2	2	0	0	0	0	0	0	0	11
00:45	0	0	0	1	3	2	1	0	0	0	0	0	0	0	7
01:00	0	0	2	10	11	12	6	1	0	0	0	0	0	0	42
01:15	0	0	1	4	2	2	0	0	0	0	0	0	0	0	9
01:30	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4
01:45	0	0	2	2	1	2	0	0	0	0	0	0	0	0	7
02:00	0	0	0	3	1	1	0	0	0	0	0	0	0	0	5
02:15	0	0	3	10	5	7	0	0	0	0	0	0	0	0	25
02:30	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4
02:45	0	0	1	3	3	2	0	0	0	0	0	0	0	0	9
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	4	4	4	0	0	0	0	0	0	0	0	14
03:45	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
04:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:15	0	0	1	2	3	2	0	0	0	0	0	0	0	0	8
04:30	0	0	1	1	3	1	0	1	0	0	0	0	0	0	7
04:45	0	0	2	5	7	4	1	1	0	0	0	0	0	0	20
05:00	0	0	2	1	0	2	1	1	0	0	0	0	0	0	6
05:15	0	0	1	3	2	2	0	0	0	0	0	0	0	0	8
05:30	0	0	0	2	3	2	0	0	0	0	0	0	0	0	8
05:45	0	0	1	1	3	2	0	0	0	0	0	0	0	0	8
06:00	0	0	2	6	5	5	2	0	0	0	0	0	0	0	20
06:15	0	0	6	11	10	11	3	1	0	0	0	0	0	0	42
06:30	0	0	0	6	5	3	2	0	0	0	0	0	0	0	16
06:45	0	0	1	7	12	7	2	0	0	0	0	0	0	0	29
07:00	0	0	2	6	8	12	0	0	0	0	0	0	0	0	28
07:15	0	0	0	5	14	8	4	0	0	0	0	0	0	0	31
07:30	0	0	3	24	39	30	8	0	0	0	0	0	0	0	104
07:45	0	0	3	10	24	8	5	3	0	0	0	0	0	0	53
08:00	0	1	4	23	17	9	2	0	0	0	0	0	0	0	56
08:15	11	9	13	20	28	10	9	1	0	0	0	0	0	0	101
08:30	5	15	30	37	28	10	0	1	0	0	0	0	0	0	126
08:45	16	25	50	90	97	37	16	5	0	0	0	0	0	0	336
09:00	4	5	28	50	24	11	2	2	0	1	0	0	0	0	127
09:15	10	14	34	42	25	7	1	0	0	0	0	0	0	0	133
09:30	29	28	20	34	22	14	2	0	0	0	0	0	0	0	149
09:45	43	31	46	28	12	3	1	0	1	0	0	0	0	0	165
10:00	86	78	128	154	83	35	6	2	1	1	0	0	0	0	574
10:15	25	18	56	48	23	4	3	1	1	0	0	0	0	0	179
10:30	31	26	61	39	11	3	1	0	0	0	0	0	0	0	172
10:45	54	34	45	8	1	0	0	0	0	0	0	0	0	0	142
11:00	39	26	35	32	14	4	1	0	0	0	0	0	0	0	151
11:15	149	104	197	127	49	11	5	1	1	0	0	0	0	0	644
11:30	33	24	25	35	17	2	2	0	0	0	0	0	0	0	138
11:45	34	29	32	26	11	6	3	1	0	0	0	0	0	0	142
12:00	15	16	30	44	12	4	1	0	0	0	0	0	0	0	122
12:15	6	23	37	40	24	11	1	0	0	0	0	0	0	0	142
12:30	88	92	124	145	64	23	7	1	0	0	0	0	0	0	544
12:45	19	14	28	35	18	8	5	1	0	0	0	0	0	0	128
13:00	5	18	31	38	20	11	5	2	0	0	0	0	0	0	130
13:15	8	20	40	47	28	4	2	2	0	0	0	0	0	0	151
13:30	6	7	32	44	37	18	3	1	0	0	0	0	0	0	148
13:45	38	59	131	164	103	41	15	6	0	0	0	0	0	0	557
14:00	7	16	30	41	26	17	6	0	0	0	0	0	0	0	143
14:15	12	14	20	36	41	6	6	0	1	0	0	0	0	0	136
14:30	12	14	39	49	34	13	3	1	1	0	0	0	0	0	166
14:45	20	20	48	47	37	13	2	0	0	0	0	0	0	0	187
15:00	51	64	137	173	138	49	17	1	2	0	0	0	0	0	632
Total	428	422	785	917	610	264	84	19	4	1	0	0	0	0	3534

All Traffic Data Services

www.alltrafficdata.net

Site Code: A

Station ID: A

HOLCOMB BRIDGE ROAD WEST OF

PEACHTREE CORNERS

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	18	18	52	44	27	2	1	0	0	0	0	0	0	0	162
12:15	26	28	41	49	32	13	2	3	0	0	0	0	0	0	194
12:30	24	24	53	42	17	4	0	0	0	0	0	0	0	0	164
12:45	21	24	39	40	36	8	2	0	0	0	0	0	0	0	170
	89	94	185	175	112	27	5	3	0	0	0	0	0	0	690
13:00	24	22	41	29	16	4	0	1	0	0	0	0	0	0	137
13:15	22	19	47	49	18	12	0	0	0	0	0	0	0	0	167
13:30	15	11	21	35	33	7	1	0	0	0	0	0	0	0	123
13:45	13	17	48	27	47	14	2	0	0	0	0	0	0	0	168
	74	69	157	140	114	37	3	1	0	0	0	0	0	0	595
14:00	18	17	18	33	22	3	0	0	0	0	0	0	0	0	111
14:15	12	18	36	55	30	7	4	2	0	0	0	0	0	0	164
14:30	13	17	36	43	17	5	0	0	0	0	0	0	0	0	131
14:45	13	15	41	39	29	6	1	1	0	0	0	0	0	0	145
	56	67	131	170	98	21	5	3	0	0	0	0	0	0	551
15:00	29	17	44	21	12	4	1	0	0	0	0	0	0	0	128
15:15	23	24	30	30	17	1	2	1	0	0	0	0	0	0	128
15:30	15	9	31	46	30	9	1	1	0	0	0	0	0	0	142
15:45	12	14	29	43	23	6	3	1	0	0	0	0	0	0	131
	79	64	134	140	82	20	7	3	0	0	0	0	0	0	529
16:00	21	7	26	44	25	6	0	2	0	0	0	0	0	0	131
16:15	27	12	25	24	13	5	3	0	0	0	0	0	0	0	109
16:30	12	7	28	34	15	8	3	0	0	0	0	0	0	0	107
16:45	26	27	23	35	15	1	0	0	0	0	0	0	0	0	127
	86	53	102	137	68	20	6	2	0	0	0	0	0	0	474
17:00	47	28	41	36	12	1	1	0	0	0	0	0	0	0	166
17:15	29	19	23	13	9	2	0	0	0	0	0	0	0	0	95
17:30	42	36	34	28	10	4	1	0	0	0	0	0	0	0	155
17:45	32	20	38	37	17	2	2	0	0	0	0	0	0	0	148
	150	103	136	114	48	9	4	0	0	0	0	0	0	0	564
18:00	49	30	36	21	9	1	0	0	0	0	0	0	0	0	146
18:15	31	25	37	25	14	0	1	0	0	0	0	0	0	0	133
18:30	36	23	39	33	11	4	0	0	0	0	0	0	0	0	146
18:45	3	14	53	54	23	7	0	0	0	0	0	0	0	0	154
	119	92	165	133	57	12	1	0	0	0	0	0	0	0	579
19:00	25	25	36	31	20	6	0	0	1	0	0	0	0	0	144
19:15	17	8	24	34	18	1	5	2	0	0	0	0	0	0	109
19:30	4	7	32	25	22	15	2	0	0	0	0	0	0	0	107
19:45	2	9	37	42	25	8	2	0	0	0	0	0	0	0	125
	48	49	129	132	85	30	9	2	1	0	0	0	0	0	485
20:00	1	4	23	44	36	11	3	1	0	0	0	0	0	0	123
20:15	2	0	14	43	32	9	2	1	0	0	0	0	0	0	103
20:30	0	4	24	25	27	9	2	2	0	0	0	0	0	0	93
20:45	0	1	17	22	19	8	4	1	0	0	0	0	0	0	72
	3	9	78	134	114	37	11	5	0	0	0	0	0	0	391
21:00	2	0	8	22	23	15	4	0	0	0	0	0	0	0	74
21:15	0	2	6	13	28	15	3	0	0	0	0	0	0	0	67
21:30	0	0	4	7	13	14	3	0	0	0	0	0	0	0	41
21:45	0	0	1	8	19	11	1	1	0	0	0	0	0	0	41
	2	2	19	50	83	55	11	1	0	0	0	0	0	0	223
22:00	0	0	1	10	13	9	3	2	1	0	0	0	0	0	39
22:15	0	0	0	15	19	7	3	0	0	0	0	0	0	0	44
22:30	0	0	3	8	12	8	2	1	0	0	0	0	0	0	34
22:45	0	3	6	18	19	12	4	1	0	0	0	0	0	0	63
	0	3	10	51	63	36	12	4	1	0	0	0	0	0	180
23:00	2	1	1	17	19	6	0	1	0	0	0	0	0	0	47
23:15	0	0	2	3	13	4	0	0	0	0	0	0	0	0	22
23:30	0	0	2	3	8	3	2	0	0	0	0	0	0	0	18
23:45	2	0	3	4	6	4	1	0	0	0	0	0	0	0	20
	4	1	8	27	46	17	3	1	0	0	0	0	0	0	107
Total	710	606	1254	1403	970	321	77	25	2	0	0	0	0	0	5368
Grand Total	2099	2067	4074	4827	3370	1192	303	79	11	3	1	0	0	0	18026

15th Percentile : 16 MPH
 50th Percentile : 25 MPH
 85th Percentile : 33 MPH
 95th Percentile : 37 MPH

Stats

Mean Speed(Average) : 25 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 8901

Attachment: Qk4 Norcross Speed Study-Complete (22-6432 : Speed & Traffic Calming Measures Studies Update on Selected City Roadways)

Percent in Pace :	49.4%
Number of Vehicles > 55 MPH :	4
Percent of Vehicles > 55 MPH :	0.0%

All Traffic Data Services

www.alltrafficdata.net

Site Code: B

Station ID: B

HOLCOMB BRIDGE ROAD WEST OF LAKE DRIVE

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

EB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	20	25	30	35	40	45	50	55	60	65	70	75	999		
10/26/21	0	0	0	1	1	1	1	1	0	0	0	0	0	0	5
00:15	0	0	0	1	2	2	2	0	0	0	0	0	0	0	7
00:30	0	0	0	1	2	2	1	0	0	0	0	0	0	0	6
00:45	0	0	0	1	1	7	1	0	0	0	0	0	0	0	10
01:00	0	0	0	4	6	12	5	1	0	0	0	0	0	0	28
01:15	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4
01:30	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
01:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
02:15	1	0	0	0	4	3	2	0	0	0	0	0	0	0	10
02:30	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4
03:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
03:30	1	0	0	0	1	1	0	0	0	0	0	0	0	0	3
03:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:15	1	0	0	0	2	2	0	2	0	0	0	0	0	0	7
04:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
05:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	8
05:15	0	0	0	1	3	3	0	1	0	0	0	0	0	0	8
05:30	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
05:45	1	0	0	2	2	2	4	0	0	0	0	0	0	0	11
06:00	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
06:15	1	0	0	3	5	8	7	1	0	0	0	0	0	0	25
06:30	0	0	0	0	1	7	1	1	1	0	0	0	0	0	11
06:45	1	0	0	1	1	1	2	1	0	0	0	0	0	0	7
07:00	0	0	0	3	9	6	5	0	0	0	0	0	0	0	23
07:15	2	0	1	9	13	13	3	1	0	0	0	0	0	0	42
07:30	3	0	1	13	24	27	11	3	1	0	0	0	0	0	83
07:45	2	0	0	3	17	14	2	0	0	0	0	0	0	0	38
08:00	4	0	0	6	35	23	7	0	0	0	0	0	0	0	75
08:15	4	1	0	11	30	25	2	0	0	0	0	0	0	0	73
08:30	7	0	0	6	38	7	2	0	0	0	0	0	0	0	60
08:45	17	1	0	26	120	69	13	0	0	0	0	0	0	0	246
09:00	9	0	0	6	30	25	4	0	0	0	0	0	0	0	74
09:15	6	0	0	0	28	16	4	0	0	0	0	0	0	0	54
09:30	6	1	4	10	21	7	7	0	0	0	0	0	0	0	56
09:45	9	0	0	8	23	14	4	1	0	0	0	0	0	0	59
10:00	30	1	4	24	102	62	19	1	0	0	0	0	0	0	243
10:15	5	0	0	3	27	26	6	1	0	0	0	0	0	0	68
10:30	5	0	2	7	20	23	9	0	0	0	0	0	0	0	66
10:45	4	0	0	1	12	23	4	1	0	0	0	0	0	0	45
11:00	2	0	0	6	22	19	8	2	0	0	0	0	0	0	59
11:15	16	0	2	17	81	91	27	4	0	0	0	0	0	0	238
11:30	3	0	0	13	20	21	9	1	0	0	0	0	0	0	67
11:45	7	5	1	3	11	12	5	0	0	0	0	0	0	0	44
12:00	1	0	0	8	22	22	6	0	0	0	0	0	0	0	59
12:15	4	0	0	4	19	25	2	0	0	0	0	0	0	0	54
12:30	15	5	1	28	72	80	22	1	0	0	0	0	0	0	224
12:45	4	1	0	9	24	27	3	0	0	0	0	0	0	0	68
13:00	1	0	6	5	28	16	7	0	0	0	0	0	0	0	63
13:15	6	0	0	19	47	13	9	1	0	0	0	0	0	0	95
13:30	9	0	0	26	39	22	4	1	0	0	0	0	0	0	101
13:45	20	1	6	59	138	78	23	2	0	0	0	0	0	0	327
Total	104	8	14	174	560	436	129	16	2	0	0	0	0	0	1443

Attachment: Qk4 Norcross Speed Study-Complete (22-6432 : Speed & Traffic Calming Measures Studies Update on Selected City Roadways)

All Traffic Data Services

www.alltrafficdata.net

Site Code: B

Station ID: B

HOLCOMB BRIDGE ROAD WEST OF LAKE DRIVE

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	7	0	4	20	44	8	2	0	0	0	0	0	0	0	85
12:15	7	1	7	6	35	38	4	0	0	0	0	0	0	0	98
12:30	3	0	2	12	33	27	3	0	0	0	0	0	0	0	80
12:45	8	0	0	8	29	20	8	2	0	0	0	0	0	0	75
	25	1	13	46	141	93	17	2	0	0	0	0	0	0	338
13:00	9	0	0	2	44	37	3	0	0	0	0	0	0	0	95
13:15	5	0	0	15	45	32	4	0	0	0	0	0	0	0	101
13:30	3	0	3	11	49	20	4	0	0	0	0	0	0	0	90
13:45	2	0	0	8	36	35	4	2	0	0	0	0	0	0	87
	19	0	3	36	174	124	15	2	0	0	0	0	0	0	373
14:00	5	2	7	33	65	30	2	0	0	0	0	0	0	0	144
14:15	4	0	5	27	49	18	3	0	0	0	0	0	0	0	106
14:30	8	0	7	39	44	28	4	2	0	0	0	0	0	0	132
14:45	5	0	1	16	59	40	8	0	0	0	0	0	0	0	129
	22	2	20	115	217	116	17	2	0	0	0	0	0	0	511
15:00	6	0	8	38	101	25	3	0	0	0	0	0	0	0	181
15:15	4	0	7	37	55	21	5	1	1	0	0	0	0	0	131
15:30	10	0	2	39	62	46	9	0	0	0	0	0	0	0	168
15:45	23	18	17	16	11	11	0	0	0	0	0	0	0	0	96
	43	18	34	130	229	103	17	1	1	0	0	0	0	0	576
16:00	6	0	14	24	76	33	2	1	0	0	0	0	0	0	156
16:15	9	6	9	37	63	22	2	0	0	0	0	0	0	0	148
16:30	41	11	15	38	30	5	0	0	0	0	0	0	0	0	140
16:45	22	19	36	73	62	10	1	0	0	0	0	0	0	0	223
	78	36	74	172	231	70	5	1	0	0	0	0	0	0	667
17:00	21	5	1	0	0	0	0	0	0	0	0	0	0	0	27
17:15	31	34	45	5	0	0	0	0	0	0	0	0	0	0	115
17:30	26	16	3	0	0	0	0	0	0	0	0	0	0	0	45
17:45	25	8	46	45	20	12	2	1	0	0	0	0	0	0	159
	103	63	95	50	20	12	2	1	0	0	0	0	0	0	346
18:00	27	7	12	48	65	12	1	0	0	0	0	0	0	0	172
18:15	20	8	42	55	13	0	0	0	0	0	0	0	0	0	138
18:30	29	23	38	44	3	0	0	0	0	0	0	0	0	0	137
18:45	3	0	7	43	56	32	3	0	0	0	0	0	0	0	144
	79	38	99	190	137	44	4	0	0	0	0	0	0	0	591
19:00	11	2	16	79	56	26	2	0	0	0	0	0	0	0	192
19:15	5	1	10	48	51	26	7	0	0	0	0	0	0	0	148
19:30	7	0	15	38	50	20	1	0	0	0	0	0	0	0	131
19:45	3	0	7	12	42	27	1	0	0	0	0	0	0	0	92
	26	3	48	177	199	99	11	0	0	0	0	0	0	0	563
20:00	4	0	4	23	45	13	1	0	0	0	0	0	0	0	90
20:15	2	0	0	14	50	23	6	0	0	0	0	0	0	0	95
20:30	0	0	2	18	37	26	2	0	0	0	0	0	0	0	85
20:45	1	0	1	6	30	14	3	0	0	0	0	0	0	0	55
	7	0	7	61	162	76	12	0	0	0	0	0	0	0	325
21:00	0	0	0	2	19	12	2	0	0	0	0	0	0	0	35
21:15	1	0	1	11	11	11	1	0	0	0	0	0	0	0	36
21:30	0	0	0	3	10	21	4	1	0	0	0	0	0	0	39
21:45	2	0	3	11	17	10	3	1	0	0	0	0	0	0	47
	3	0	4	27	57	54	10	2	0	0	0	0	0	0	157
22:00	0	0	0	3	11	16	4	1	0	0	0	0	0	0	35
22:15	1	2	0	10	9	4	2	0	0	0	0	0	0	0	28
22:30	0	0	1	0	4	9	1	1	0	0	0	0	0	0	16
22:45	1	0	1	1	4	7	2	1	0	0	0	0	0	0	17
	2	2	2	14	28	36	9	3	0	0	0	0	0	0	96
23:00	0	0	1	2	10	11	1	0	0	0	0	0	0	0	25
23:15	0	0	0	0	7	8	3	0	0	0	0	0	0	0	18
23:30	0	0	0	0	5	6	1	0	1	0	0	0	0	0	13
23:45	0	0	0	0	1	4	0	1	0	0	0	0	0	0	6
	0	0	1	2	23	29	5	1	1	0	0	0	0	0	62
Total	407	163	400	1020	1618	856	124	15	2	0	0	0	0	0	4605

All Traffic Data Services

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Site Code: B

Station ID: B

HOLCOMB BRIDGE ROAD WEST OF LAKE DRIVE

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

EB

Start Time	15	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	76999	Total
10/27/21	0	0	0	0	1	3	1	0	0	0	0	0	0	0	5
00:15	0	0	0	1	0	3	0	1	0	0	0	0	0	0	5
00:30	0	0	0	2	3	2	2	0	0	0	0	0	0	0	9
00:45	0	0	0	0	2	3	2	0	0	0	0	0	0	0	7
01:00	0	0	0	3	6	11	5	1	0	0	0	0	0	0	26
01:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:30	0	1	0	1	1	2	2	0	0	0	0	0	0	0	7
01:45	0	0	0	0	3	0	1	1	0	0	0	0	0	0	5
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	1	0	1	4	2	3	1	1	0	0	0	0	0	13
02:30	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:15	0	0	0	0	2	1	2	0	0	0	0	0	0	0	5
03:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
04:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	1	0	2	1	1	0	0	0	0	0	0	0	5
05:00	0	0	1	0	3	1	3	0	0	0	0	0	0	0	8
05:15	0	0	0	0	4	2	0	0	0	0	0	0	0	0	6
05:30	0	0	0	1	2	1	1	0	1	0	0	0	0	0	6
05:45	0	0	0	0	3	3	1	0	0	0	0	0	0	0	7
06:00	0	0	0	0	1	4	0	0	0	0	0	0	0	0	5
06:15	0	0	0	1	10	10	2	0	1	0	0	0	0	0	24
06:30	1	0	0	0	3	4	1	2	0	0	0	0	0	0	11
06:45	0	0	0	0	3	7	5	0	0	0	0	0	0	0	15
07:00	2	0	0	0	5	7	2	1	0	0	0	0	0	0	17
07:15	1	0	0	1	20	10	4	0	0	0	0	0	0	0	36
07:30	4	0	0	1	31	28	12	3	0	0	0	0	0	0	79
07:45	4	0	0	5	22	11	6	1	0	0	0	0	0	0	49
08:00	6	0	1	12	25	22	5	0	0	0	0	0	0	0	71
08:15	7	0	0	13	31	16	6	4	0	0	0	0	0	0	77
08:30	6	0	0	16	21	21	2	1	0	0	0	0	0	0	67
08:45	23	0	1	46	99	70	19	6	0	0	0	0	0	0	264
09:00	2	0	0	7	23	33	6	1	0	0	0	0	0	0	72
09:15	1	0	0	9	20	16	5	6	0	0	0	0	0	0	57
09:30	2	0	0	2	14	18	2	1	0	0	0	0	0	0	39
09:45	11	0	1	5	21	13	5	0	0	0	0	0	0	0	56
10:00	16	0	1	23	78	80	18	8	0	0	0	0	0	0	224
10:15	4	0	0	2	14	30	3	0	0	0	0	0	0	0	53
10:30	7	0	0	4	21	20	9	0	0	0	0	0	0	0	61
10:45	5	0	2	8	16	20	1	1	0	0	0	0	0	0	53
11:00	8	0	0	2	5	21	8	4	0	0	0	0	0	0	48
11:15	24	0	2	16	56	91	21	5	0	0	0	0	0	0	215
11:30	5	0	1	3	13	16	11	6	1	1	0	0	0	0	57
11:45	3	0	1	3	23	29	10	2	0	0	0	0	0	0	71
12:00	4	0	0	4	12	20	11	2	0	0	0	0	0	0	53
12:15	2	0	3	7	23	21	9	2	1	0	0	0	0	0	68
12:30	14	0	5	17	71	86	41	12	2	1	0	0	0	0	249
12:45	5	0	0	1	25	43	6	1	0	0	0	0	0	0	81
13:00	3	2	3	4	15	28	9	1	0	0	0	0	0	0	65
13:15	8	7	16	32	4	0	0	0	0	0	0	0	0	0	67
13:30	6	0	8	10	37	20	5	2	0	0	0	0	0	0	88
13:45	22	9	27	47	81	91	20	4	0	0	0	0	0	0	301
Total	103	10	37	156	442	472	146	40	4	1	0	0	0	0	1411

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HOLCOMB BRIDGE ROAD WEST OF LAKE DRIVE

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	4	0	1	13	27	50	13	0	0	0	0	0	0	0	108
12:15	4	1	0	22	42	27	9	1	0	0	0	0	0	0	106
12:30	4	0	0	10	49	22	3	0	0	0	0	0	0	0	88
12:45	4	0	2	10	37	40	5	2	0	0	0	0	0	0	100
	16	1	3	55	155	139	30	3	0	0	0	0	0	0	402
13:00	7	2	2	10	32	21	8	5	0	0	0	0	0	0	87
13:15	3	0	0	12	50	32	5	1	0	0	0	0	0	0	103
13:30	2	0	0	17	53	26	6	2	0	0	0	0	0	0	106
13:45	8	0	1	7	42	31	10	0	0	0	0	0	0	0	99
	20	2	3	46	177	110	29	8	0	0	0	0	0	0	395
14:00	6	1	0	6	59	27	7	2	0	0	0	0	0	0	108
14:15	5	3	9	37	58	28	4	2	0	0	0	0	0	0	146
14:30	11	1	14	27	44	16	2	0	0	0	0	0	0	0	115
14:45	5	0	1	11	75	43	4	1	0	0	0	0	0	0	140
	27	5	24	81	236	114	17	5	0	0	0	0	0	0	509
15:00	3	0	11	31	59	43	6	1	0	0	0	0	0	0	154
15:15	10	0	5	13	55	37	6	0	0	0	0	0	0	0	126
15:30	4	1	10	45	65	40	8	0	0	0	0	0	0	0	173
15:45	9	0	5	38	71	54	10	0	0	0	0	0	0	0	187
	26	1	31	127	250	174	30	1	0	0	0	0	0	0	640
16:00	13	0	3	30	65	38	6	0	0	0	0	0	0	0	155
16:15	21	5	15	42	43	45	7	1	0	0	0	0	0	0	179
16:30	18	7	35	76	76	17	0	0	0	0	0	0	0	0	229
16:45	31	18	26	48	57	18	1	0	0	0	0	0	0	0	199
	83	30	79	196	241	118	14	1	0	0	0	0	0	0	762
17:00	41	16	32	22	16	4	1	0	0	0	0	0	0	0	132
17:15	34	19	41	28	11	3	0	0	0	0	0	0	0	0	136
17:30	14	2	4	48	86	29	5	0	0	0	0	0	0	0	188
17:45	23	12	42	35	2	0	0	0	0	0	0	0	0	0	114
	112	49	119	133	115	36	6	0	0	0	0	0	0	0	570
18:00	29	14	43	57	6	1	0	0	0	0	0	0	0	0	150
18:15	22	8	15	48	53	10	2	0	0	0	0	0	0	0	158
18:30	10	9	21	82	81	27	0	0	0	0	0	0	0	0	230
18:45	15	5	42	68	50	15	3	0	0	0	0	0	0	0	198
	76	36	121	255	190	53	5	0	0	0	0	0	0	0	736
19:00	15	4	19	42	52	16	6	0	0	0	0	0	0	0	154
19:15	6	0	3	32	55	21	10	0	0	0	0	0	0	0	127
19:30	8	0	4	42	43	28	5	0	0	0	0	0	0	0	130
19:45	3	0	5	22	92	35	10	0	0	0	0	0	0	0	167
	32	4	31	138	242	100	31	0	0	0	0	0	0	0	578
20:00	5	0	5	21	31	36	4	0	0	0	0	0	0	0	102
20:15	0	0	0	12	38	22	4	1	0	0	0	0	0	0	77
20:30	5	0	4	23	38	23	5	0	0	0	0	0	0	0	98
20:45	1	0	1	4	23	17	4	0	0	0	0	0	0	0	50
	11	0	10	60	130	98	17	1	0	0	0	0	0	0	327
21:00	0	0	2	2	16	13	5	1	0	0	0	0	0	0	39
21:15	1	0	0	2	22	14	2	2	0	0	0	0	0	0	43
21:30	0	0	0	6	13	11	6	1	0	0	0	0	0	0	37
21:45	0	0	0	0	10	18	6	0	0	0	0	0	0	0	34
	1	0	2	10	61	56	19	4	0	0	0	0	0	0	153
22:00	1	0	0	5	11	13	3	1	0	0	0	0	0	0	34
22:15	0	0	0	2	19	12	3	1	0	0	0	0	0	0	37
22:30	0	0	0	2	10	13	3	0	0	0	0	0	0	0	28
22:45	0	0	1	3	5	5	3	1	0	0	0	0	0	0	18
	1	0	1	12	45	43	12	3	0	0	0	0	0	0	117
23:00	0	0	0	0	14	8	2	0	0	0	0	0	0	0	24
23:15	0	0	0	0	4	10	6	0	0	0	0	0	0	0	20
23:30	0	0	0	1	1	5	1	1	0	0	0	0	0	0	9
23:45	0	0	0	1	3	4	4	1	0	0	0	0	0	0	13
	0	0	0	2	22	27	13	2	0	0	0	0	0	0	66
Total	405	128	424	1115	1864	1068	223	28	0	0	0	0	0	0	5255
Grand Total	1019	309	875	2465	4484	2832	622	99	8	1	0	0	0	0	12714

15th Percentile : 23 MPH
 50th Percentile : 31 MPH
 85th Percentile : 37 MPH
 95th Percentile : 40 MPH

Stats

Mean Speed(Average) : 31 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 7316

Percent in Pace :	57.5%
Number of Vehicles > 55 MPH :	1
Percent of Vehicles > 55 MPH :	0.0%

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Longitude: 0' 0.0000 Undefined

WB

Start Time	15	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	76999	Total
10/26/21	0	0	0	0	3	0	3	0	0	0	0	0	0	0	6
00:15	0	0	0	0	1	1	2	1	0	0	0	0	0	0	5
00:30	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4
00:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	1	6	2	6	1	0	0	0	0	0	0	16
01:15	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
01:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
02:15	2	0	0	1	1	2	1	0	0	0	0	0	0	0	7
02:30	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
02:45	0	0	0	0	1	0	1	1	0	0	0	0	0	0	3
03:00	0	0	0	0	3	2	3	2	0	0	0	0	0	0	10
03:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
03:30	0	0	0	1	1	1	0	0	1	0	0	0	0	0	4
03:45	0	0	0	2	0	1	1	0	0	0	0	0	0	0	4
04:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
04:15	0	0	0	3	1	5	2	0	1	0	0	0	0	0	12
04:30	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
04:45	0	0	0	0	0	1	2	0	1	0	0	0	0	0	4
05:00	0	0	0	0	1	3	1	0	1	0	0	0	0	0	6
05:15	0	0	0	2	3	6	2	2	0	0	0	0	0	0	15
05:30	0	0	0	5	11	6	2	2	0	0	0	0	0	0	28
05:45	0	0	0	1	5	6	2	0	0	0	0	0	0	0	14
06:00	0	0	0	1	5	6	1	0	0	0	0	0	0	0	13
06:15	1	0	0	0	6	11	1	1	0	0	0	0	0	0	20
06:30	0	0	0	3	8	22	8	2	0	0	0	0	0	0	43
06:45	1	0	0	5	24	45	12	3	0	0	0	0	0	0	90
07:00	0	0	0	0	12	14	4	2	0	1	0	0	0	0	33
07:15	0	0	1	5	27	49	4	0	0	0	0	0	0	0	86
07:30	1	0	0	3	50	46	9	1	0	0	0	0	0	0	110
07:45	2	0	1	8	47	70	8	0	0	0	0	0	0	0	136
08:00	3	0	2	16	136	179	25	3	0	1	0	0	0	0	365
08:15	4	0	0	4	77	73	19	2	0	0	0	0	0	0	179
08:30	4	0	0	18	88	68	10	0	0	0	0	0	0	0	188
08:45	7	1	1	25	73	52	5	0	0	0	0	0	0	0	164
09:00	5	0	8	30	98	56	5	1	0	0	0	0	0	0	203
09:15	20	1	9	77	336	249	39	3	0	0	0	0	0	0	734
09:30	7	0	1	23	78	65	9	0	0	0	0	0	0	0	183
09:45	1	0	0	14	78	56	8	0	0	0	0	0	0	0	157
10:00	8	0	1	27	81	56	11	0	0	0	0	0	0	0	184
10:15	5	0	2	27	77	39	5	1	0	0	0	0	0	0	156
10:30	21	0	4	91	314	216	33	1	0	0	0	0	0	0	680
10:45	6	2	3	8	57	48	7	0	0	0	0	0	0	0	131
11:00	4	0	0	6	69	47	7	1	0	0	0	0	0	0	134
11:15	5	3	4	9	41	42	3	0	0	0	0	0	0	0	107
11:30	2	0	0	20	30	42	5	0	0	0	0	0	0	0	99
11:45	17	5	7	43	197	179	22	1	0	0	0	0	0	0	471
12:00	3	2	0	10	32	33	8	0	0	0	0	0	0	0	88
12:15	11	0	0	12	22	22	5	0	0	0	0	0	0	0	72
12:30	1	0	0	4	28	24	11	0	0	0	0	0	0	0	68
12:45	3	0	0	9	33	19	8	1	0	0	0	0	0	0	73
13:00	18	2	0	35	115	98	32	1	0	0	0	0	0	0	301
13:15	3	0	3	4	41	36	4	0	0	0	0	0	0	0	91
13:30	0	0	1	11	41	22	5	0	0	0	0	0	0	0	80
13:45	4	0	0	4	46	21	9	1	0	0	0	0	0	0	85
14:00	7	0	0	5	41	36	5	1	0	0	0	0	0	0	95
14:15	14	0	4	24	169	115	23	2	0	0	0	0	0	0	351
Total	96	8	26	298	1307	1103	204	19	3	1	0	0	0	0	3065

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Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	10	0	0	11	31	21	5	0	0	0	0	0	0	0	78
12:15	5	0	0	8	32	24	7	1	0	0	0	0	0	0	77
12:30	2	0	1	7	25	25	7	0	0	0	0	0	0	0	67
12:45	5	0	0	3	30	30	7	0	0	0	0	0	0	0	75
	22	0	1	29	118	100	26	1	0	0	0	0	0	0	297
13:00	2	0	1	10	25	33	7	0	0	0	0	0	0	0	78
13:15	2	0	1	12	55	31	2	1	0	0	0	0	0	0	104
13:30	4	1	1	13	46	39	1	0	0	0	0	0	0	0	105
13:45	5	1	4	20	49	32	2	1	0	0	0	0	0	0	114
	13	2	7	55	175	135	12	2	0	0	0	0	0	0	401
14:00	8	0	1	11	37	25	3	0	0	0	0	0	0	0	85
14:15	7	0	2	17	31	17	1	0	0	0	0	0	0	0	75
14:30	5	0	2	12	48	23	2	0	0	0	0	0	0	0	92
14:45	2	0	0	7	43	19	3	0	0	0	0	0	0	0	74
	22	0	5	47	159	84	9	0	0	0	0	0	0	0	326
15:00	7	0	4	5	33	23	2	0	0	0	0	0	0	0	74
15:15	4	0	3	18	41	18	1	0	0	0	0	0	0	0	85
15:30	10	0	0	12	36	27	1	0	0	0	0	0	0	0	86
15:45	43	0	10	13	26	13	5	0	0	0	0	0	0	0	110
	64	0	17	48	136	81	9	0	0	0	0	0	0	0	355
16:00	8	0	1	8	39	28	5	0	0	0	0	0	0	0	89
16:15	4	0	0	6	31	15	1	0	0	0	0	0	0	0	57
16:30	30	1	1	4	16	19	2	0	0	0	0	0	0	0	73
16:45	19	0	0	7	29	14	3	0	0	0	0	0	0	0	72
	61	1	2	25	115	76	11	0	0	0	0	0	0	0	291
17:00	57	0	1	6	8	6	0	0	0	0	0	0	0	0	78
17:15	45	0	1	1	20	12	4	0	0	0	0	0	0	0	83
17:30	45	0	0	4	16	11	2	0	0	0	0	0	0	0	78
17:45	13	0	0	6	22	13	4	0	0	0	0	0	0	0	58
	160	0	2	17	66	42	10	0	0	0	0	0	0	0	297
18:00	21	0	1	14	26	15	3	0	0	0	0	0	0	0	80
18:15	11	0	0	7	15	2	1	0	0	0	0	0	0	0	36
18:30	26	0	0	5	21	5	3	0	0	0	0	0	0	0	60
18:45	6	0	0	5	28	20	4	0	0	0	0	0	0	0	63
	64	0	1	31	90	42	11	0	0	0	0	0	0	0	239
19:00	10	0	2	8	32	9	1	0	0	0	0	0	0	0	62
19:15	4	1	1	12	29	14	2	0	0	0	0	0	0	0	63
19:30	5	0	0	6	48	17	1	0	0	0	0	0	0	0	77
19:45	1	0	3	7	23	22	6	0	0	0	0	0	0	0	62
	20	1	6	33	132	62	10	0	0	0	0	0	0	0	264
20:00	3	0	3	2	20	11	4	0	0	0	0	0	0	0	43
20:15	0	0	1	2	23	9	3	0	0	0	0	0	0	0	38
20:30	5	0	0	3	9	16	2	0	0	0	0	0	0	0	35
20:45	0	0	0	3	12	6	2	3	0	0	0	0	0	0	26
	8	0	4	10	64	42	11	3	0	0	0	0	0	0	142
21:00	0	0	0	1	6	12	1	2	0	0	0	0	0	0	22
21:15	4	0	0	4	12	8	2	0	0	0	0	0	0	0	30
21:30	1	0	0	3	7	8	3	0	0	0	0	0	0	0	22
21:45	0	0	0	0	15	12	2	0	0	0	0	0	0	0	29
	5	0	0	8	40	40	8	2	0	0	0	0	0	0	103
22:00	1	0	0	2	9	5	1	0	0	0	0	0	0	0	18
22:15	3	0	0	1	3	5	3	0	0	0	0	0	0	0	15
22:30	0	0	0	1	6	8	1	0	0	0	0	0	0	0	16
22:45	1	0	0	2	3	5	0	0	0	0	0	0	0	0	11
	5	0	0	6	21	23	5	0	0	0	0	0	0	0	60
23:00	0	0	0	0	2	4	1	1	0	0	0	0	0	0	8
23:15	0	0	0	1	2	3	9	0	0	0	0	0	0	0	15
23:30	0	0	1	0	2	3	2	0	0	0	0	0	0	0	8
23:45	0	0	0	0	1	2	2	0	0	0	0	0	0	0	5
	0	0	1	1	7	12	14	1	0	0	0	0	0	0	36
Total	444	4	46	310	1123	739	136	9	0	0	0	0	0	0	2811

All Traffic Data Services

www.alltrafficdata.net

Site Code: B

Station ID: B

HOLCOMB BRIDGE ROAD WEST OF LAKE DRIVE

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

WB

Start Time	15	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	76999	Total
10/27/21	0	0	0	0	2	4	1	0	0	0	0	0	0	0	7
00:15	0	0	0	0	1	5	1	0	0	0	0	0	0	0	7
00:30	0	0	0	0	2	4	0	0	0	0	0	0	0	0	6
00:45	0	0	0	0	1	3	1	0	0	0	0	0	0	0	5
01:00	0	0	0	0	6	16	3	0	0	0	0	0	0	0	25
01:15	0	0	0	2	1	1	0	0	0	0	0	0	0	0	4
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	1	2	0	1	0	0	0	0	0	0	4
02:00	0	0	0	2	2	3	0	1	0	0	0	0	0	0	8
02:15	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
02:30	0	0	0	0	1	3	0	1	0	0	0	0	0	0	5
02:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	3	3	0	1	1	0	0	0	0	0	8
03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	3	2	1	0	0	0	0	0	0	0	6
04:15	0	0	0	0	3	3	0	1	1	0	0	0	0	0	9
04:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
05:00	0	0	0	0	2	3	2	0	0	0	0	0	0	0	7
05:15	0	0	0	1	1	7	2	0	0	0	0	0	0	0	11
05:30	0	0	0	1	4	11	5	0	0	0	0	0	0	0	21
05:45	0	0	0	0	0	3	2	2	0	0	0	0	0	0	7
06:00	0	0	0	1	6	5	3	1	0	0	0	0	0	0	16
06:15	0	0	0	1	7	8	4	0	0	0	0	0	0	0	20
06:30	0	0	0	1	9	19	10	2	0	0	0	0	0	0	41
06:45	0	0	0	3	22	35	19	5	0	0	0	0	0	0	84
07:00	0	0	0	0	8	19	4	3	0	0	0	0	0	0	34
07:15	0	0	0	0	15	33	12	1	0	0	0	0	0	0	61
07:30	1	0	0	2	38	56	19	1	0	0	0	0	0	0	117
07:45	1	0	0	3	40	78	38	1	0	0	0	0	0	0	161
08:00	2	0	0	5	101	186	73	6	0	0	0	0	0	0	373
08:15	5	0	0	0	26	67	28	2	0	0	0	0	0	0	128
08:30	9	3	4	6	37	43	10	1	0	0	0	0	0	0	113
08:45	3	0	1	10	55	56	15	3	0	0	0	0	0	0	143
09:00	3	0	4	17	83	80	9	0	0	0	0	0	0	0	196
09:15	20	3	9	33	201	246	62	6	0	0	0	0	0	0	580
09:30	7	1	1	14	45	68	20	7	0	0	0	0	0	0	163
09:45	3	0	1	24	82	47	11	2	0	1	1	0	0	0	172
10:00	1	0	0	10	65	91	18	0	0	0	0	0	0	0	185
10:15	8	0	0	18	84	121	11	0	0	0	0	0	0	0	242
10:30	19	1	2	66	276	327	60	9	0	1	1	0	0	0	762
10:45	2	0	1	5	51	62	9	0	0	0	0	0	0	0	130
11:00	4	0	1	7	50	69	18	2	0	0	0	0	0	0	151
11:15	4	0	1	18	79	82	6	0	0	0	0	0	0	0	190
11:30	8	0	0	13	29	65	51	16	3	0	0	0	0	0	185
11:45	18	0	3	43	209	278	84	18	3	0	0	0	0	0	656
12:00	13	4	1	3	32	46	27	4	0	0	0	0	0	0	130
12:15	3	0	0	2	20	59	21	2	1	0	0	0	0	0	108
12:30	5	0	4	6	35	90	23	1	0	0	0	0	0	0	164
12:45	4	0	0	6	27	55	24	1	0	0	0	0	0	0	117
13:00	25	4	5	17	114	250	95	8	1	0	0	0	0	0	519
13:15	6	0	1	7	35	44	8	2	0	0	0	0	0	0	103
13:30	13	0	5	8	24	31	11	1	0	0	0	0	0	0	93
13:45	35	10	15	6	1	1	0	0	0	0	0	0	0	0	68
14:00	8	1	5	2	24	25	2	0	0	0	0	0	0	0	67
14:15	62	11	26	23	84	101	21	3	0	0	0	0	0	0	331
Total	146	19	45	193	1025	1459	424	57	6	1	1	0	0	0	3376

All Traffic Data Services

www.alltrafficdata.net

Site Code: B

Station ID: B

HOLCOMB BRIDGE ROAD WEST OF LAKE DRIVE

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	2	0	1	4	43	30	4	0	0	0	0	0	0	0	84
12:15	2	0	0	4	37	37	6	1	0	0	0	0	0	0	87
12:30	6	0	0	3	42	39	14	3	0	0	0	0	0	0	107
12:45	7	0	1	3	27	39	17	1	0	0	0	0	0	0	95
	17	0	2	14	149	145	41	5	0	0	0	0	0	0	373
13:00	8	0	2	11	39	36	8	1	0	0	0	0	0	0	105
13:15	5	0	0	20	40	29	7	0	0	0	0	0	0	0	101
13:30	3	0	0	6	44	36	11	2	0	0	0	0	0	0	102
13:45	10	2	3	6	34	25	4	0	0	0	0	0	0	0	84
	26	2	5	43	157	126	30	3	0	0	0	0	0	0	392
14:00	6	0	0	7	36	21	2	0	0	0	0	0	0	0	72
14:15	5	0	2	10	42	17	4	1	0	0	0	0	0	0	81
14:30	6	0	0	11	46	24	2	0	0	0	0	0	0	0	89
14:45	5	0	1	2	45	38	3	2	0	0	0	0	0	0	96
	22	0	3	30	169	100	11	3	0	0	0	0	0	0	338
15:00	4	0	1	3	24	32	8	1	0	0	0	0	0	0	73
15:15	5	1	2	6	22	29	6	0	0	0	0	0	0	0	71
15:30	4	0	0	7	34	37	9	1	0	0	0	0	0	0	92
15:45	9	0	1	4	34	37	6	0	0	0	0	0	0	0	91
	22	1	4	20	114	135	29	2	0	0	0	0	0	0	327
16:00	8	0	1	1	35	33	4	0	0	0	0	0	0	0	82
16:15	8	0	0	0	14	27	6	0	0	0	0	0	0	0	55
16:30	13	1	1	8	29	24	9	1	0	0	0	0	0	0	86
16:45	21	0	0	3	23	17	4	0	0	0	0	0	0	0	68
	50	1	2	12	101	101	23	1	0	0	0	0	0	0	291
17:00	45	0	1	4	24	14	1	0	0	0	0	0	0	0	89
17:15	24	0	0	1	22	11	5	0	0	0	0	0	0	0	63
17:30	24	0	0	3	28	28	8	2	0	1	0	1	0	0	95
17:45	35	0	0	4	19	15	6	0	0	0	0	0	0	0	79
	128	0	1	12	93	68	20	2	0	1	0	1	0	0	326
18:00	29	0	0	5	15	7	1	1	1	0	0	0	0	0	59
18:15	15	0	0	7	26	12	1	0	0	0	0	0	0	0	61
18:30	4	0	2	7	28	28	1	0	0	0	0	0	0	0	70
18:45	17	1	2	10	21	21	7	0	0	0	0	0	0	0	79
	65	1	4	29	90	68	10	1	1	0	0	0	0	0	269
19:00	15	2	0	10	21	7	3	1	0	0	0	0	0	0	59
19:15	6	0	2	5	24	23	8	0	0	0	0	0	0	0	68
19:30	5	2	0	1	20	17	5	1	0	0	0	0	0	0	51
19:45	6	0	0	1	17	26	7	1	0	0	0	0	0	0	58
	32	4	2	17	82	73	23	3	0	0	0	0	0	0	236
20:00	1	0	0	1	25	19	3	0	0	0	0	0	0	0	49
20:15	0	0	0	0	16	27	13	0	0	0	0	0	0	0	56
20:30	10	0	0	4	12	15	4	1	0	0	0	0	0	0	46
20:45	4	0	0	2	12	16	5	1	0	0	0	0	0	0	40
	15	0	0	7	65	77	25	2	0	0	0	0	0	0	191
21:00	1	0	0	1	7	13	4	0	1	0	0	0	0	0	27
21:15	1	0	0	0	5	13	9	0	0	0	0	0	0	0	28
21:30	1	1	0	1	8	10	0	0	0	0	0	0	0	0	21
21:45	1	0	0	1	3	14	1	1	0	0	0	0	0	0	21
	4	1	0	3	23	50	14	1	1	0	0	0	0	0	97
22:00	1	0	0	0	7	9	2	0	0	0	0	0	0	0	19
22:15	0	0	0	0	2	11	4	0	0	0	0	0	0	0	17
22:30	0	0	0	0	0	6	1	0	0	0	0	0	0	0	7
22:45	0	0	0	0	1	8	4	2	0	0	0	0	0	0	15
	1	0	0	0	10	34	11	2	0	0	0	0	0	0	58
23:00	0	0	0	0	2	3	3	0	0	0	0	0	0	0	8
23:15	0	0	0	0	2	4	1	1	0	0	0	0	0	0	8
23:30	0	0	0	1	4	3	1	2	0	0	0	0	0	0	11
23:45	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
	0	0	0	1	8	11	6	4	0	0	0	0	0	0	30
Total	382	10	23	188	1061	988	243	29	2	1	0	1	0	0	2928
Grand Total	1068	41	140	989	4516	4289	1007	114	11	3	1	1	0	0	12180

15th Percentile : 27 MPH
 50th Percentile : 34 MPH
 85th Percentile : 39 MPH
 95th Percentile : 42 MPH

Stats

Mean Speed(Average) : 33 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 8805

Percent in Pace :	72.3%
Number of Vehicles > 55 MPH :	5
Percent of Vehicles > 55 MPH :	0.0%

All Traffic Data Services

www.alltrafficdata.net

Site Code: C

Station ID: C

NORTH PEACHTREE STREET NORTH OF

BUCHANNON STREET

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

NB

Start Time	15	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	76999	Total
10/26/21	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
00:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:15	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
05:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
05:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:00	0	0	1	1	2	1	0	0	0	0	0	0	0	0	5
06:15	1	0	0	2	3	0	0	0	0	0	0	0	0	0	6
06:30	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
06:45	1	0	4	4	3	0	0	0	0	0	0	0	0	0	12
07:00	3	0	3	6	5	0	0	0	0	0	0	0	0	0	15
07:15	0	0	8	15	11	0	0	0	0	0	0	0	0	0	37
07:30	0	0	4	9	1	3	0	0	0	0	0	0	0	0	17
07:45	1	0	7	10	5	3	0	0	0	0	0	0	0	0	26
08:00	4	1	6	19	13	0	0	0	0	0	0	0	0	0	43
08:15	1	1	11	23	9	1	0	0	0	0	0	0	0	0	46
08:30	6	2	28	61	28	7	0	0	0	0	0	0	0	0	132
08:45	1	1	9	19	2	2	0	0	0	0	0	0	0	0	34
09:00	1	1	5	9	2	1	1	0	0	0	0	0	0	0	20
09:15	0	1	13	14	9	2	0	0	0	0	0	0	0	0	39
09:30	2	2	2	16	6	1	0	0	0	0	0	0	0	0	29
09:45	4	5	29	58	19	6	1	0	0	0	0	0	0	0	122
10:00	2	1	5	15	3	0	1	0	0	0	0	0	0	0	27
10:15	0	0	5	7	6	0	0	0	0	0	0	0	0	0	18
10:30	0	2	8	16	3	0	0	0	0	0	0	0	0	0	29
10:45	0	0	9	6	2	0	0	0	0	0	0	0	0	0	17
11:00	2	3	27	44	14	0	1	0	0	0	0	0	0	0	91
11:15	0	1	11	10	3	0	0	0	0	0	0	0	0	0	25
11:30	0	0	4	9	3	0	0	0	0	0	0	0	0	0	16
11:45	0	1	4	11	3	1	0	0	0	0	0	0	0	0	20
12:00	2	1	4	6	4	1	0	0	0	0	0	0	0	0	18
12:15	2	3	23	36	13	2	0	0	0	0	0	0	0	0	79
12:30	0	1	2	9	1	0	0	0	0	0	0	0	0	0	13
12:45	2	0	6	9	4	0	0	0	0	0	0	0	0	0	21
13:00	1	0	5	14	1	0	0	0	0	0	0	0	0	0	21
13:15	1	0	10	6	5	1	0	0	0	0	0	0	0	0	23
13:30	4	1	23	38	11	1	0	0	0	0	0	0	0	0	78
Total	21	14	140	260	100	19	2	0	0	0	0	0	0	0	556

Attachment: Qk4 Norcross Speed Study-Complete (22-6432 : Speed & Traffic Calming Measures Studies Update on Selected City Roadways)

All Traffic Data Services

www.alltrafficdata.net

Site Code: C

Station ID: C

NORTH PEACHTREE STREET NORTH OF

BUCHANNON STREET

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	0	1	6	12	2	0	0	0	0	0	0	0	0	0	21
12:15	0	0	6	4	8	0	0	0	0	0	0	0	0	0	18
12:30	0	0	3	13	5	0	0	0	0	0	0	0	0	0	21
12:45	2	2	13	7	5	1	0	0	0	0	0	0	0	0	30
	2	3	28	36	20	1	0	0	0	0	0	0	0	0	90
13:00	1	2	13	18	3	0	0	0	0	0	0	0	0	0	37
13:15	7	2	14	11	2	1	0	0	0	0	0	0	0	0	37
13:30	2	3	11	11	4	0	0	0	0	0	0	0	0	0	31
13:45	1	1	8	15	7	1	0	0	0	0	0	0	0	0	33
	11	8	46	55	16	2	0	0	0	0	0	0	0	0	138
14:00	3	2	10	11	9	1	0	0	0	0	0	0	0	0	36
14:15	1	2	11	16	6	0	1	0	0	0	0	0	0	0	37
14:30	0	3	7	14	1	2	0	0	0	0	0	0	0	0	27
14:45	2	5	11	10	4	0	0	0	0	0	0	0	0	0	32
	6	12	39	51	20	3	1	0	0	0	0	0	0	0	132
15:00	1	3	11	13	3	1	0	0	0	0	0	0	0	0	32
15:15	1	0	4	19	10	2	0	0	0	0	0	0	0	0	36
15:30	0	0	8	25	9	0	0	0	0	0	0	0	0	0	42
15:45	2	3	6	17	18	3	0	0	0	0	0	0	0	0	49
	4	6	29	74	40	6	0	0	0	0	0	0	0	0	159
16:00	0	1	8	16	13	0	0	0	0	0	0	0	0	0	38
16:15	1	1	6	17	12	1	0	0	0	0	0	0	0	0	38
16:30	3	0	10	17	11	1	0	0	0	0	0	0	0	0	42
16:45	1	1	11	17	8	0	0	0	0	0	0	0	0	0	38
	5	3	35	67	44	2	0	0	0	0	0	0	0	0	156
17:00	2	1	15	23	8	0	0	0	0	0	0	0	0	0	49
17:15	7	2	7	20	8	1	0	0	0	0	0	0	0	0	45
17:30	3	0	7	21	9	3	0	0	0	0	0	0	0	0	43
17:45	4	3	17	27	11	2	1	0	0	0	0	0	0	0	65
	16	6	46	91	36	6	1	0	0	0	0	0	0	0	202
18:00	0	4	20	18	8	1	0	0	0	0	0	0	0	0	51
18:15	0	4	10	10	9	0	0	0	0	0	0	0	0	0	33
18:30	2	3	8	16	6	0	0	0	0	0	0	0	0	0	35
18:45	0	1	11	16	3	1	0	0	0	0	0	0	0	0	32
	2	12	49	60	26	2	0	0	0	0	0	0	0	0	151
19:00	1	1	11	9	7	0	0	0	0	0	0	0	0	0	29
19:15	5	4	10	10	2	0	0	0	0	0	0	0	0	0	31
19:30	0	0	3	8	5	0	0	0	0	0	0	0	0	0	16
19:45	0	1	6	10	4	2	0	0	0	0	0	0	0	0	23
	6	6	30	37	18	2	0	0	0	0	0	0	0	0	99
20:00	0	3	7	7	2	2	0	0	0	0	0	0	0	0	21
20:15	1	2	5	5	0	0	0	0	0	0	0	0	0	0	13
20:30	0	0	5	2	2	0	0	0	0	0	0	0	0	0	9
20:45	1	0	6	2	1	0	0	0	0	0	0	0	0	0	10
	2	5	23	16	5	2	0	0	0	0	0	0	0	0	53
21:00	1	0	1	5	2	3	0	0	0	0	0	0	0	0	12
21:15	0	1	2	3	1	0	0	0	0	0	0	0	0	0	7
21:30	0	1	2	5	1	0	0	0	0	0	0	0	0	0	9
21:45	0	1	1	2	1	0	0	0	0	0	0	0	0	0	5
	1	3	6	15	5	3	0	0	0	0	0	0	0	0	33
22:00	0	0	2	4	2	0	0	0	0	0	0	0	0	0	8
22:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
22:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
22:45	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
	0	1	5	7	3	0	0	0	0	0	0	0	0	0	16
23:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
23:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
23:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	2	0	3	1	0	1	0	0	0	0	0	0	0	0	7
Total	57	65	339	510	233	30	2	0	0	0	0	0	0	0	1236

All Traffic Data Services

www.alltrafficdata.net

Site Code: C

Station ID: C

NORTH PEACHTREE STREET NORTH OF

BUCHANNON STREET

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

NB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
10/27/21	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
00:15	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
00:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	1	1	3	1	2	1	0	0	0	0	0	0	0	0	0	9
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
02:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:45	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	5
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
05:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
06:15	1	0	3	5	0	1	0	1	0	0	0	0	0	0	0	3
06:30	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	6
06:45	0	0	5	10	1	1	0	0	0	0	0	0	0	0	0	17
07:00	1	0	10	17	6	2	0	1	0	0	0	0	0	0	0	37
07:15	0	0	4	9	4	0	0	1	0	0	0	0	0	0	0	18
07:30	0	1	5	14	2	0	0	0	0	0	0	0	0	0	0	22
07:45	0	1	6	22	5	3	0	0	0	0	0	0	0	0	0	37
08:00	1	2	8	25	7	2	0	0	0	0	0	0	0	0	0	45
08:15	1	4	23	70	18	5	0	1	0	0	0	0	0	0	0	122
08:30	2	0	11	18	8	1	1	0	0	0	0	0	0	0	0	41
08:45	2	5	6	10	6	0	0	0	0	0	0	0	0	0	0	29
09:00	1	3	6	21	7	1	0	0	0	0	0	0	0	0	0	39
09:15	2	2	8	13	13	2	0	0	0	0	0	0	0	0	0	40
09:30	7	10	31	62	34	4	1	0	0	0	0	0	0	0	0	149
09:45	2	3	8	15	6	0	0	0	0	0	0	0	0	0	0	34
10:00	2	2	12	9	7	1	0	0	0	0	0	0	0	0	0	33
10:15	0	0	3	10	4	0	0	0	0	0	0	0	0	0	0	17
10:30	0	1	4	10	9	2	0	0	0	0	0	0	0	0	0	26
10:45	4	6	27	44	26	3	0	0	0	0	0	0	0	0	0	110
11:00	0	0	3	11	8	0	0	0	0	0	0	0	0	0	0	22
11:15	2	2	1	9	2	0	0	0	0	0	0	0	0	0	0	16
11:30	0	1	2	6	3	1	0	0	0	0	0	0	0	0	0	13
11:45	1	0	5	5	3	2	0	0	0	0	0	0	0	0	0	16
12:00	3	3	11	31	16	3	0	0	0	0	0	0	0	0	0	67
12:15	1	1	9	4	4	2	0	0	0	0	0	0	0	0	0	21
12:30	6	1	5	6	1	0	0	0	0	0	0	0	0	0	0	19
12:45	1	4	4	4	3	1	0	0	0	0	0	0	0	0	0	17
13:00	1	3	11	6	5	0	0	0	0	0	0	0	0	0	0	26
13:15	9	9	29	20	13	3	0	0	0	0	0	0	0	0	0	83
Total	26	33	139	249	120	22	1	2	0	0	0	0	0	0	0	592

All Traffic Data Services

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Site Code: C

Station ID: C

NORTH PEACHTREE STREET NORTH OF
BUCHANNON STREET

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

NB

Start Time	15	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	76999	Total
12 PM	0	5	7	7	5	0	0	0	0	0	0	0	0	0	24
12:15	1	1	12	18	4	0	0	0	0	0	0	0	0	0	36
12:30	1	1	8	11	1	1	0	0	0	0	0	0	0	0	23
12:45	0	4	14	19	3	1	0	0	0	0	0	0	0	0	41
13:00	2	11	41	55	13	2	0	0	0	0	0	0	0	0	124
13:00	6	8	12	8	2	0	0	0	0	0	0	0	0	0	36
13:15	2	1	11	12	4	0	0	0	0	0	0	0	0	0	30
13:30	3	2	14	19	5	0	0	0	0	0	0	0	0	0	43
13:45	3	1	13	16	3	0	0	0	0	0	0	0	0	0	36
14:00	14	12	50	55	14	0	0	0	0	0	0	0	0	0	145
14:00	1	1	4	18	8	0	0	0	0	0	0	0	0	0	32
14:15	1	1	6	15	6	1	0	0	0	0	0	0	0	0	30
14:30	1	3	8	13	6	0	0	0	0	0	0	0	0	0	31
14:45	0	1	14	12	6	0	0	0	0	0	0	0	0	0	33
15:00	3	6	32	58	26	1	0	0	0	0	0	0	0	0	126
15:00	7	4	6	11	4	0	0	0	0	0	0	0	0	0	32
15:15	3	1	9	27	4	0	0	0	0	0	0	0	0	0	44
15:30	3	2	12	18	16	0	0	0	0	0	0	0	0	0	51
15:45	1	0	7	26	15	0	0	0	0	0	0	0	0	0	49
16:00	14	7	34	82	39	0	0	0	0	0	0	0	0	0	176
16:00	1	0	9	18	6	1	0	0	0	0	0	0	0	0	35
16:15	0	0	9	12	8	4	0	0	0	0	0	0	0	0	33
16:30	1	2	5	16	13	2	0	0	0	0	0	0	0	0	39
16:45	1	1	18	19	13	1	1	0	0	0	0	0	0	0	54
17:00	3	3	41	65	40	8	1	0	0	0	0	0	0	0	161
17:00	1	2	6	21	12	2	1	0	0	0	0	0	0	0	45
17:15	3	1	12	22	17	4	0	0	0	0	0	0	0	0	59
17:30	3	2	9	21	14	1	0	0	0	0	0	0	0	0	50
17:45	0	2	14	15	4	0	0	0	0	0	0	0	0	0	35
18:00	7	7	41	79	47	7	1	0	0	0	0	0	0	0	189
18:00	1	1	7	15	8	2	1	0	0	0	0	0	0	0	35
18:15	5	0	8	19	8	2	0	0	0	0	0	0	0	0	42
18:30	2	2	9	11	11	2	1	0	0	0	0	0	0	0	38
18:45	8	6	17	9	1	0	0	0	0	0	0	0	0	0	41
19:00	16	9	41	54	28	6	2	0	0	0	0	0	0	0	156
19:00	0	5	7	6	4	0	0	0	0	0	0	0	0	0	22
19:15	2	1	11	13	5	0	0	0	0	0	0	0	0	0	32
19:30	1	0	5	10	4	1	0	0	0	0	0	0	0	0	21
19:45	1	1	7	2	4	0	0	0	0	0	0	0	0	0	15
20:00	4	7	30	31	17	1	0	0	0	0	0	0	0	0	90
20:00	1	0	4	7	3	1	0	0	0	0	0	0	0	0	16
20:15	0	1	7	5	1	0	0	0	0	0	0	0	0	0	14
20:30	0	1	7	10	0	0	0	0	0	0	0	0	0	0	18
20:45	0	0	4	6	6	0	0	0	0	0	0	0	0	0	16
21:00	1	2	22	28	10	1	0	0	0	0	0	0	0	0	64
21:00	0	1	2	5	0	0	0	0	0	0	0	0	0	0	8
21:15	1	1	2	5	0	1	0	0	0	0	0	0	0	0	10
21:30	0	1	1	3	0	0	0	0	0	0	0	0	0	0	5
21:45	0	2	1	6	0	0	0	0	0	0	0	0	0	0	9
22:00	1	5	6	19	0	1	0	0	0	0	0	0	0	0	32
22:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
22:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	2	1	2	0	0	0	0	0	0	0	0	0	5
23:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:15	1	1	1	0	1	0	0	0	0	0	0	0	0	0	4
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	2	1	0	1	0	0	0	0	0	0	0	0	4
Total	1	1	4	2	1	1	0	0	0	0	0	0	0	0	10
Total	66	70	344	529	237	28	4	0	0	0	0	0	0	0	1278
Grand Total	170	182	962	1548	690	99	9	2	0	0	0	0	0	0	3662

15th Percentile : 21 MPH
50th Percentile : 26 MPH
85th Percentile : 31 MPH
95th Percentile : 34 MPH

Stats

Mean Speed(Average) : 27 MPH
10 MPH Pace Speed : 21-30 MPH
Number in Pace : 2510

Percent in Pace :	68.5%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

All Traffic Data Services

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Site Code: C

Station ID: C

NORTH PEACHTREE STREET NORTH OF

BUCHANNON STREET

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

SB

Start Time	15	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	76999	Total
10/26/21	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
00:15	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
00:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
01:00	0	1	0	1	1	2	1	0	0	0	0	0	0	0	6
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
05:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
05:15	0	0	0	2	2	0	0	0	0	0	0	0	0	0	6
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
06:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
06:15	0	1	0	1	0	2	0	0	0	0	0	0	0	0	4
06:30	0	0	1	2	5	0	0	0	0	0	0	0	0	0	5
06:45	1	0	1	5	1	0	0	0	0	0	0	0	0	0	8
07:00	1	0	5	7	14	0	0	0	0	0	0	0	0	0	20
07:15	2	1	7	22	24	4	0	0	0	0	0	0	0	0	27
07:30	1	0	1	30	9	0	0	0	0	0	0	0	0	0	60
07:45	1	0	6	14	23	2	0	0	0	0	0	0	0	0	41
08:00	3	0	6	17	18	5	2	0	0	0	0	0	0	0	46
08:15	2	0	6	19	19	4	0	1	0	0	0	0	0	0	51
08:30	7	0	19	80	69	11	2	1	0	0	0	0	0	0	189
08:45	0	0	2	26	10	2	0	0	0	0	0	0	0	0	40
09:00	1	0	2	20	16	3	0	0	0	0	0	0	0	0	42
09:15	0	0	0	18	24	4	0	0	0	0	0	0	0	0	46
09:30	4	0	5	15	21	1	0	0	0	0	0	0	0	0	46
09:45	5	0	9	79	71	10	0	0	0	0	0	0	0	0	174
10:00	1	0	5	14	18	6	0	0	0	0	0	0	0	0	44
10:15	1	0	1	11	12	1	0	0	0	0	0	0	0	0	26
10:30	0	0	2	18	18	0	0	0	0	0	0	0	0	0	38
10:45	0	0	2	12	9	2	1	0	0	0	0	0	0	0	26
11:00	2	0	10	55	57	9	1	0	0	0	0	0	0	0	134
11:15	0	0	1	6	8	2	0	0	0	0	0	0	0	0	17
11:30	0	1	1	13	8	0	0	0	0	0	0	0	0	0	23
11:45	0	0	1	6	7	6	0	0	0	0	0	0	0	0	20
Total	1	0	4	13	8	0	0	0	0	0	0	0	0	0	26
11:00	1	1	7	38	31	8	0	0	0	0	0	0	0	0	86
11:15	0	0	2	10	5	4	0	0	0	0	0	0	0	0	21
11:30	0	0	5	9	11	2	0	0	0	0	0	0	0	0	27
11:45	1	0	0	5	13	4	0	0	0	0	0	0	0	0	23
Total	0	0	0	6	16	5	0	0	0	0	0	0	0	0	27
Total	1	0	7	30	45	15	0	0	0	0	0	0	0	0	98
Total	18	3	60	310	300	65	4	1	0	0	0	0	0	0	761

Attachment: Qk4 Norcross Speed Study-Complete (22-6432 : Speed & Traffic Calming Measures Studies Update on Selected City Roadways)

All Traffic Data Services

www.alltrafficdata.net

Site Code: C

Station ID: C

NORTH PEACHTREE STREET NORTH OF

BUCHANNON STREET

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

SB

Start Time	15	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	76999	Total
12 PM	0	0	2	12	14	1	1	0	0	0	0	0	0	0	30
12:15	0	0	2	9	13	5	0	0	0	0	0	0	0	0	29
12:30	2	0	0	4	16	5	0	0	0	0	0	0	0	0	27
12:45	1	0	8	8	10	4	0	0	0	0	0	0	0	0	31
13:00	3	0	12	33	53	15	1	0	0	0	0	0	0	0	117
13:15	1	0	4	28	18	3	0	0	0	0	0	0	0	0	54
13:30	2	0	1	7	8	5	0	0	0	0	0	0	0	0	23
13:45	0	0	8	18	11	4	2	0	0	0	0	0	0	0	43
14:00	1	0	0	16	9	6	0	0	0	0	0	0	0	0	32
14:15	4	0	13	69	46	18	2	0	0	0	0	0	0	0	152
14:30	1	0	6	15	10	2	0	0	0	0	0	0	0	0	34
14:45	1	0	3	24	10	4	0	0	0	0	0	0	0	0	42
15:00	1	0	2	15	14	4	0	0	0	0	0	0	0	0	36
15:15	1	2	6	11	19	4	0	0	0	0	0	0	0	0	43
15:30	4	2	17	65	53	14	0	0	0	0	0	0	0	0	155
15:45	9	2	1	23	14	3	0	0	0	0	0	0	0	0	52
16:00	2	1	2	12	19	5	2	0	0	0	0	0	0	0	43
16:15	1	0	2	5	20	11	0	0	0	0	0	0	0	0	39
16:30	0	1	1	19	14	2	0	0	0	0	0	0	0	0	37
16:45	12	4	6	59	67	21	2	0	0	0	0	0	0	0	171
17:00	0	0	3	18	13	5	0	0	0	0	0	0	0	0	39
17:15	1	0	3	12	13	3	0	1	0	0	0	0	0	0	33
17:30	0	2	0	22	18	5	0	0	0	0	0	0	0	0	47
17:45	0	0	1	6	20	5	0	0	0	0	0	0	0	0	32
18:00	1	2	7	58	64	18	0	1	0	0	0	0	0	0	151
18:15	1	7	7	16	16	4	0	0	0	0	0	0	0	0	51
18:30	1	1	5	30	18	3	0	0	0	0	0	0	0	0	58
18:45	2	0	13	22	18	4	0	0	0	0	0	0	0	0	59
19:00	1	0	4	14	14	3	0	0	0	0	0	0	0	0	36
19:15	5	8	29	82	66	14	0	0	0	0	0	0	0	0	204
19:30	0	0	1	26	16	4	0	0	0	0	0	0	0	0	47
19:45	0	0	5	12	10	4	0	0	0	0	0	0	0	0	31
20:00	1	0	7	19	9	1	0	0	0	0	0	0	0	0	37
20:15	1	1	2	6	11	0	0	0	0	0	0	0	0	0	21
20:30	2	1	15	63	46	9	0	0	0	0	0	0	0	0	136
20:45	0	0	3	5	8	0	2	0	0	0	0	0	0	0	18
21:00	2	0	3	17	11	1	0	0	0	0	0	0	0	0	34
21:15	0	0	1	12	8	1	0	0	0	0	0	0	0	0	22
21:30	0	1	3	6	7	0	0	0	0	0	0	0	0	0	17
21:45	2	1	10	40	34	2	2	0	0	0	0	0	0	0	91
22:00	0	2	2	7	3	1	0	0	0	0	0	0	0	0	15
22:15	0	0	0	4	2	0	0	0	0	0	0	0	0	0	6
22:30	0	0	1	4	3	0	0	0	0	0	0	0	0	0	8
22:45	0	0	1	7	1	1	0	0	0	0	0	0	0	0	10
23:00	0	2	4	22	9	2	0	0	0	0	0	0	0	0	39
23:15	0	0	0	3	2	0	0	0	0	0	0	0	0	0	5
23:30	1	0	2	2	1	1	1	0	0	0	0	0	0	0	8
23:45	0	0	0	3	5	0	0	0	0	0	0	0	0	0	8
24:00	0	0	1	2	2	0	0	0	0	0	0	0	0	0	5
24:15	1	0	3	10	10	1	1	0	0	0	0	0	0	0	26
24:30	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
24:45	0	0	0	1	3	2	1	0	0	0	0	0	0	0	7
25:00	0	0	0	4	1	0	0	0	0	0	0	0	0	0	5
25:15	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
25:30	0	0	1	8	7	3	1	0	0	0	0	0	0	0	20
25:45	0	0	1	2	2	0	0	0	0	0	0	0	0	0	5
26:00	1	0	0	1	0	1	1	0	0	0	0	0	0	0	4
26:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27:00	1	0	1	3	4	1	1	0	0	0	0	0	0	0	11
Total	35	20	118	512	459	118	10	1	0	0	0	0	0	0	1273

All Traffic Data Services

www.alltrafficdata.net

Site Code: C

Station ID: C

NORTH PEACHTREE STREET NORTH OF

BUCHANNON STREET

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

SB

Start Time	15	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	76999	Total
10/27/21	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
00:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
00:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
04:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
05:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4
06:15	0	1	2	3	3	0	0	0	0	0	0	0	0	0	9
06:30	0	0	2	5	2	1	0	0	0	0	0	0	0	0	10
06:45	1	0	3	1	1	1	0	0	0	0	0	0	0	0	7
07:00	0	0	0	1	7	2	0	0	0	0	0	0	0	0	10
07:15	0	0	3	14	13	0	0	0	0	0	0	0	0	0	30
07:30	1	0	8	21	23	4	0	0	0	0	0	0	0	0	57
07:45	0	0	5	22	7	2	0	0	0	0	0	0	0	0	36
08:00	0	0	3	18	16	3	0	0	0	0	0	0	0	0	40
08:15	1	1	2	10	22	4	3	0	0	0	0	0	0	0	43
08:30	1	1	2	22	13	2	0	0	0	0	0	0	0	0	41
08:45	2	2	12	72	58	11	3	0	0	0	0	0	0	0	160
09:00	1	0	6	12	12	2	0	0	0	0	0	0	0	0	33
09:15	2	0	6	16	7	2	1	0	0	0	0	0	0	0	34
09:30	2	0	7	20	19	2	0	0	0	0	0	0	0	0	50
09:45	3	0	2	11	24	5	1	0	0	0	0	0	0	0	46
10:00	8	0	21	59	62	11	2	0	0	0	0	0	0	0	163
10:15	2	1	2	13	15	3	0	0	0	0	0	0	0	0	36
10:30	0	0	3	12	15	1	0	0	0	0	0	0	0	0	31
10:45	1	0	2	29	13	7	0	0	0	0	0	0	0	0	52
11:00	1	0	3	17	29	8	0	0	0	0	0	0	0	0	58
11:15	4	1	10	71	72	19	0	0	0	0	0	0	0	0	177
11:30	1	1	5	16	14	6	0	0	0	0	0	0	0	0	43
11:45	1	0	1	8	21	7	0	0	0	0	0	0	0	0	38
12:00	0	0	3	16	21	7	2	0	0	0	0	0	0	0	49
12:15	2	0	1	11	11	3	0	0	0	0	0	0	0	0	28
12:30	4	1	10	51	67	23	2	0	0	0	0	0	0	0	158
12:45	1	0	4	9	9	0	0	0	0	0	0	0	0	0	23
13:00	0	0	4	10	11	0	0	0	0	0	0	0	0	0	25
13:15	0	0	4	19	8	1	0	0	0	0	0	0	0	0	32
13:30	1	0	7	15	5	2	0	0	0	0	0	0	0	0	30
13:45	2	0	19	53	33	3	0	0	0	0	0	0	0	0	110
Total	21	5	82	334	324	72	7	0	0	0	0	0	0	0	845

Attachment: Qk4 Norcross Speed Study-Complete (22-6432 : Speed & Traffic Calming Measures Studies Update on Selected City Roadways)

All Traffic Data Services

www.alltrafficdata.net

Site Code: C

Station ID: C

NORTH PEACHTREE STREET NORTH OF
BUCHANNON STREET

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	0	0	8	9	11	7	0	0	0	0	0	0	0	0	35
12:15	2	1	1	22	8	2	0	0	0	0	0	0	0	0	36
12:30	2	0	2	12	8	4	0	0	0	0	0	0	0	0	28
12:45	11	2	3	9	7	1	0	0	0	0	0	0	0	0	33
	15	3	14	52	34	14	0	0	0	0	0	0	0	0	132
13:00	3	0	13	23	14	1	0	0	0	0	0	0	0	0	54
13:15	0	0	2	6	15	2	0	1	0	0	0	0	0	0	26
13:30	2	0	6	9	16	2	0	0	0	0	0	0	0	0	35
13:45	2	1	3	9	6	4	0	0	0	0	0	0	0	0	25
	7	1	24	47	51	9	0	1	0	0	0	0	0	0	140
14:00	1	0	1	14	11	1	0	0	0	0	0	0	0	0	28
14:15	3	7	8	21	12	6	0	0	0	0	0	0	0	0	57
14:30	2	2	8	23	7	2	1	0	0	0	0	0	0	0	45
14:45	3	2	7	11	10	4	0	0	0	0	0	0	0	0	37
	9	11	24	69	40	13	1	0	0	0	0	0	0	0	167
15:00	7	2	5	20	13	2	0	0	0	0	0	0	0	0	49
15:15	2	0	4	23	11	4	0	0	0	0	0	0	0	0	44
15:30	4	0	7	18	17	3	0	0	0	0	0	0	0	0	49
15:45	2	1	3	10	12	1	0	0	0	0	0	0	0	0	29
	15	3	19	71	53	10	0	0	0	0	0	0	0	0	171
16:00	1	0	8	12	16	4	0	0	0	0	0	0	0	0	41
16:15	0	0	4	11	13	3	1	1	0	0	0	0	0	0	33
16:30	0	0	9	19	15	6	0	0	0	0	0	0	0	0	49
16:45	2	2	4	14	14	3	1	0	0	0	0	0	0	0	40
	3	2	25	56	58	16	2	1	0	0	0	0	0	0	163
17:00	2	2	7	21	22	1	0	0	0	0	0	0	0	0	55
17:15	4	3	7	15	17	6	0	0	0	0	0	0	0	0	52
17:30	1	0	8	32	16	1	0	0	0	0	0	0	0	0	58
17:45	0	1	11	24	14	6	0	0	0	0	0	0	0	0	56
	7	6	33	92	69	14	0	0	0	0	0	0	0	0	221
18:00	0	0	10	23	21	4	0	0	0	0	0	0	0	0	58
18:15	2	0	1	21	10	2	0	0	0	0	0	0	0	0	36
18:30	1	1	9	15	12	2	0	0	0	0	0	0	0	0	40
18:45	3	5	4	8	7	1	0	0	0	0	0	0	0	0	28
	6	6	24	67	50	9	0	0	0	0	0	0	0	0	162
19:00	2	0	4	13	6	1	0	0	0	0	0	0	0	0	26
19:15	3	1	5	3	6	2	0	0	0	0	0	0	0	0	20
19:30	0	0	0	8	8	2	0	0	0	0	0	0	0	0	18
19:45	0	0	2	8	9	1	0	0	0	0	0	0	0	0	20
	5	1	11	32	29	6	0	0	0	0	0	0	0	0	84
20:00	3	0	3	7	4	0	0	0	0	0	0	0	0	0	17
20:15	0	0	0	7	7	1	0	0	0	0	0	0	0	0	15
20:30	0	0	2	6	2	0	0	0	0	0	0	0	0	0	10
20:45	1	0	0	3	3	2	0	0	0	0	0	0	0	0	9
	4	0	5	23	16	3	0	0	0	0	0	0	0	0	51
21:00	0	0	1	7	2	2	0	0	0	0	0	0	0	0	12
21:15	1	0	1	3	0	1	0	0	0	0	0	0	0	0	6
21:30	0	1	1	3	5	2	1	0	0	0	0	0	0	0	13
21:45	0	1	0	6	0	1	0	0	0	0	0	0	0	0	8
	1	2	3	19	7	6	1	0	0	0	0	0	0	0	39
22:00	0	0	1	3	0	1	0	0	0	0	0	0	0	0	5
22:15	0	0	2	2	2	1	0	0	0	0	0	0	0	0	7
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	2	4	2	0	0	0	0	0	0	0	0	8
	0	0	3	7	6	4	0	0	0	0	0	0	0	0	20
23:00	1	0	0	2	4	0	0	0	0	0	0	0	0	0	7
23:15	0	0	0	3	2	0	0	0	0	0	0	0	0	0	5
23:30	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
23:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	1	0	0	6	8	0	0	0	0	0	0	0	0	0	15
Total	73	35	185	541	421	104	4	2	0	0	0	0	0	0	1365
Grand Total	147	63	445	1697	1504	359	25	4	0	0	0	0	0	0	4244

15th Percentile : 24 MPH
 50th Percentile : 29 MPH
 85th Percentile : 34 MPH
 95th Percentile : 37 MPH

Stats

Mean Speed(Average) : 29 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 3201

Percent in Pace :	75.4%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

All Traffic Data Services

www.alltrafficdata.net

Site Code: D

Station ID: D

N PEACHTREET STREET NORTH OF OAK TERRACE

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

NB

Start Time	15	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	76999	Total
10/26/21	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
00:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	0	0	2	0	2	0	0	0	0	0	0	0	0	4
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4
04:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
05:00	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4
05:15	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
05:30	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
05:45	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4
06:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
06:15	0	0	0	3	4	2	1	0	0	0	0	0	0	0	10
06:30	0	0	1	5	7	0	0	0	0	0	0	0	0	0	12
06:45	2	0	1	4	4	1	0	0	0	0	0	0	0	0	9
07:00	0	0	3	3	6	4	0	0	0	0	0	0	0	0	16
07:15	1	0	0	11	7	1	0	0	0	0	0	0	0	0	20
07:30	3	0	4	20	6	0	0	0	0	0	0	0	0	0	57
07:45	0	0	1	9	11	2	2	0	0	0	0	0	0	0	25
08:00	0	0	2	16	1	1	0	0	0	0	0	0	0	0	35
08:15	2	0	0	17	31	2	1	0	0	0	0	0	0	0	53
08:30	0	0	2	16	33	5	1	0	0	0	0	0	0	0	57
08:45	2	0	5	58	90	10	5	0	0	0	0	0	0	0	170
09:00	0	0	4	20	12	0	1	0	0	0	0	0	0	0	37
09:15	1	0	1	12	10	3	1	0	0	0	0	0	0	0	28
09:30	0	0	2	12	20	7	0	0	0	0	0	0	0	0	41
09:45	1	0	0	8	20	4	0	0	0	0	0	0	0	0	33
10:00	2	0	7	52	62	14	2	0	0	0	0	0	0	0	139
10:15	0	0	0	15	10	2	1	0	0	0	0	0	0	0	28
10:30	6	0	3	11	8	2	0	0	0	0	0	0	0	0	30
10:45	11	1	3	10	10	4	0	0	0	0	0	0	0	0	39
11:00	0	0	0	9	15	3	0	0	0	0	0	0	0	0	27
11:15	17	1	6	45	43	11	1	0	0	0	0	0	0	0	124
11:30	0	2	1	9	13	1	0	0	0	0	0	0	0	0	26
11:45	2	0	0	6	7	3	2	0	0	0	0	0	0	0	20
12:00	0	1	1	7	14	2	1	0	0	0	0	0	0	0	26
12:15	0	0	1	5	15	2	0	0	0	0	0	0	0	0	23
12:30	2	3	3	27	49	8	3	0	0	0	0	0	0	0	95
12:45	2	0	0	2	13	4	0	0	0	0	0	0	0	0	21
13:00	0	0	0	9	9	4	1	0	0	0	0	0	0	0	23
13:15	1	1	1	5	17	0	1	0	0	0	0	0	0	0	26
13:30	4	0	0	5	23	6	0	0	0	0	0	0	0	0	38
13:45	7	1	1	21	62	14	2	0	0	0	0	0	0	0	108
Total	33	5	26	231	339	68	15	0	0	0	0	0	0	0	717

All Traffic Data Services

www.alltrafficdata.net

Site Code: D

Station ID: D

N PEACHTREET STREET NORTH OF OAK TERRACE

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

NB

Start Time	15	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	76999	Total
12 PM	0	0	1	9	12	2	0	0	0	0	0	0	0	0	24
12:15	2	1	1	3	7	4	2	0	0	0	0	0	0	0	20
12:30	3	0	0	8	19	3	1	0	0	0	0	0	0	0	34
12:45	1	0	1	6	14	5	0	0	0	0	0	0	0	0	27
	6	1	3	26	52	14	3	0	0	0	0	0	0	0	105
13:00	2	0	2	8	15	3	1	0	0	0	0	0	0	0	31
13:15	6	0	3	13	18	2	0	0	0	0	0	0	0	0	42
13:30	9	3	3	9	13	4	0	0	0	0	0	0	0	0	41
13:45	3	1	0	10	21	3	0	0	0	0	0	0	0	0	38
	20	4	8	40	67	12	1	0	0	0	0	0	0	0	152
14:00	1	0	1	11	14	6	0	0	0	0	0	0	0	0	33
14:15	0	0	0	11	24	6	1	0	0	0	0	0	0	0	42
14:30	1	2	4	14	19	5	0	0	0	0	0	0	0	0	45
14:45	1	1	2	9	10	1	0	0	0	0	0	0	0	0	24
	3	3	7	45	67	18	1	0	0	0	0	0	0	0	144
15:00	2	1	5	10	14	3	0	0	0	0	0	0	0	0	35
15:15	1	0	1	12	21	7	2	0	0	0	0	0	0	0	44
15:30	2	0	0	11	21	6	0	0	0	0	0	0	0	0	40
15:45	0	1	3	13	24	6	0	0	0	0	0	0	0	0	47
	5	2	9	46	80	22	2	0	0	0	0	0	0	0	166
16:00	0	0	2	14	20	8	0	0	0	0	0	0	0	0	44
16:15	0	0	0	11	25	8	0	0	0	0	0	0	0	0	44
16:30	0	0	6	3	24	7	0	0	0	0	0	0	0	0	40
16:45	1	0	1	12	24	2	0	0	0	0	0	0	0	0	40
	1	0	9	40	93	25	0	0	0	0	0	0	0	0	168
17:00	2	1	0	15	21	12	0	0	0	0	0	0	0	0	51
17:15	2	0	1	10	31	4	0	0	0	0	0	0	0	0	48
17:30	2	0	0	14	29	3	1	0	0	0	0	0	0	0	49
17:45	2	4	4	27	34	5	0	0	0	0	0	0	0	0	76
	8	5	5	66	115	24	1	0	0	0	0	0	0	0	224
18:00	1	0	2	19	20	6	2	0	0	0	0	0	0	0	50
18:15	0	0	3	9	22	4	0	0	0	0	0	0	0	0	38
18:30	1	0	3	17	16	1	0	0	0	0	0	0	0	0	38
18:45	4	2	3	18	10	1	0	0	0	0	0	0	0	0	38
	6	2	11	63	68	12	2	0	0	0	0	0	0	0	164
19:00	1	0	2	14	9	0	0	0	0	0	0	0	0	0	26
19:15	0	0	3	19	3	2	0	0	0	0	0	0	0	0	27
19:30	1	1	0	5	8	2	0	0	0	0	0	0	0	0	17
19:45	0	0	5	8	11	1	0	0	0	0	0	0	0	0	25
	2	1	10	46	31	5	0	0	0	0	0	0	0	0	95
20:00	0	0	0	4	6	2	0	0	0	0	0	0	0	0	12
20:15	0	0	1	6	5	0	0	0	0	0	0	0	0	0	12
20:30	0	0	1	4	7	1	0	0	0	0	0	0	0	0	13
20:45	0	0	0	4	2	1	0	0	0	0	0	0	0	0	7
	0	0	2	18	20	4	0	0	0	0	0	0	0	0	44
21:00	0	0	0	1	6	0	0	0	0	0	0	0	0	0	7
21:15	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
21:30	0	0	0	3	2	1	0	0	0	0	0	0	0	0	6
21:45	0	0	0	4	3	1	0	0	0	0	0	0	0	0	8
	0	0	0	9	12	3	0	0	0	0	0	0	0	0	24
22:00	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
22:15	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
22:30	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
22:45	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
	0	0	0	10	3	2	0	0	0	0	0	0	0	0	15
23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
	1	2	0	2	1	0	0	0	0	0	0	0	0	0	6
Total	52	20	64	411	609	141	10	0	0	0	0	0	0	0	1307

All Traffic Data Services

www.alltrafficdata.net

Site Code: D

Station ID: D

N PEACHTREET STREET NORTH OF OAK TERRACE

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

NB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
10/27/21	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
00:15	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
00:30	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
00:45	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	2	5	1	1	0	0	0	0	0	0	0	0	9
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
02:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
03:15	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	5
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	5
05:15	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
06:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
06:15	0	0	0	3	4	1	0	0	0	0	0	0	0	0	0	7
06:30	3	0	2	6	4	0	1	0	0	0	0	0	0	0	0	6
06:45	0	0	0	9	7	0	0	0	0	0	0	0	0	0	0	16
07:00	0	0	1	9	6	0	0	0	0	0	0	0	0	0	0	16
07:15	3	0	3	27	19	1	1	0	0	0	0	0	0	0	0	54
07:30	1	0	0	16	8	0	0	0	0	0	0	0	0	0	0	25
07:45	1	0	4	13	11	1	0	0	0	0	0	0	0	0	0	30
08:00	1	0	3	16	23	4	0	0	0	0	0	0	0	0	0	47
08:15	2	1	3	25	22	2	1	0	0	0	0	0	0	0	0	56
08:30	5	1	10	70	64	7	1	0	0	0	0	0	0	0	0	158
08:45	0	0	6	21	19	5	1	0	0	0	0	0	0	0	0	52
09:00	1	0	1	26	12	2	0	0	0	0	0	0	0	0	0	42
09:15	1	3	2	19	23	2	0	0	0	0	0	0	0	0	0	50
09:30	0	0	0	10	22	7	1	0	0	0	0	0	0	0	0	40
09:45	2	3	9	76	76	16	2	0	0	0	0	0	0	0	0	184
10:00	1	0	3	18	11	6	0	0	0	0	0	0	0	0	0	39
10:15	0	0	1	11	17	2	0	0	0	0	0	0	0	0	0	31
10:30	16	1	0	11	8	1	0	0	0	0	0	0	0	0	0	37
10:45	2	0	0	10	15	2	0	0	0	0	0	0	0	0	0	29
11:00	19	1	4	50	51	11	0	0	0	0	0	0	0	0	0	136
11:15	1	0	1	4	11	4	0	0	0	0	0	0	0	0	0	21
11:30	0	0	0	7	10	3	0	0	0	0	0	0	0	0	0	20
11:45	0	0	0	6	9	1	0	0	0	0	0	0	0	0	0	16
12:00	0	0	1	4	10	3	1	1	0	0	0	0	0	0	0	20
12:15	1	0	2	21	40	11	1	1	0	0	0	0	0	0	0	77
12:30	0	0	0	14	10	2	0	0	0	0	0	0	0	0	0	26
12:45	0	0	1	7	10	1	0	0	0	0	0	0	0	0	0	19
13:00	1	1	1	6	11	3	0	0	0	0	0	0	0	0	0	23
13:15	0	0	3	7	17	5	0	0	0	0	0	0	0	0	0	32
13:30	1	1	5	34	48	11	0	0	0	0	0	0	0	0	0	100
Total	31	6	34	287	313	61	6	1	0	0	0	0	0	0	0	739

All Traffic Data Services

www.alltrafficdata.net

Site Code: D

Station ID: D

N PEACHTREET STREET NORTH OF OAK TERRACE

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

NB

Start Time	15	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	76999	Total
12 PM	0	0	1	16	9	1	0	0	0	0	0	0	0	0	27
12:15	1	0	6	8	16	1	1	0	0	0	0	0	0	0	33
12:30	3	0	0	14	10	3	0	0	1	0	0	0	0	0	31
12:45	2	1	2	15	13	4	0	0	0	0	0	0	0	0	37
13:00	6	1	9	53	48	9	1	0	1	0	0	0	0	0	128
13:15	1	0	1	16	24	6	1	0	0	0	0	0	0	0	49
13:30	0	1	4	14	7	6	1	0	0	0	0	0	0	0	33
13:45	6	0	0	14	13	4	1	0	0	0	0	0	0	0	38
14:00	2	0	2	8	17	6	0	0	0	0	0	0	0	0	35
14:15	9	1	7	52	61	22	3	0	0	0	0	0	0	0	155
14:30	3	1	2	12	9	6	0	0	0	0	0	0	0	0	33
14:45	5	1	2	12	10	5	0	0	0	0	0	0	0	0	35
15:00	1	1	1	14	9	6	0	0	0	0	0	0	0	0	32
15:15	3	0	3	13	16	4	1	0	0	0	0	0	0	0	40
15:30	12	3	8	51	44	21	1	0	0	0	0	0	0	0	140
15:45	1	0	1	13	19	4	0	0	0	0	0	0	0	0	38
16:00	0	0	0	24	25	4	0	0	0	0	0	0	0	0	53
16:15	1	0	2	8	33	7	0	0	0	0	0	0	0	0	51
16:30	2	0	1	15	27	6	0	0	0	0	0	0	0	0	51
16:45	4	0	4	60	104	21	0	0	0	0	0	0	0	0	193
17:00	1	0	5	20	11	4	0	0	0	0	0	0	0	0	41
17:15	0	0	4	17	7	3	1	0	0	0	0	0	0	0	32
17:30	1	0	1	17	21	5	1	0	0	0	0	0	0	0	46
17:45	6	0	0	15	27	4	0	1	0	0	0	0	0	0	53
18:00	8	0	10	69	66	16	2	1	0	0	0	0	0	0	172
18:15	1	0	7	10	23	5	2	0	0	0	0	0	0	0	48
18:30	1	0	0	23	29	6	1	1	0	0	0	0	0	0	61
18:45	0	0	6	18	30	1	0	0	0	0	0	0	0	0	55
19:00	0	0	4	12	20	2	0	0	0	0	0	0	0	0	38
19:15	2	0	17	63	102	14	3	1	0	0	0	0	0	0	202
19:30	1	0	2	21	9	5	1	0	0	0	0	0	0	0	39
19:45	1	3	9	15	19	5	0	0	0	0	0	0	0	0	52
20:00	1	0	1	14	15	6	0	1	0	0	0	0	0	0	38
20:15	3	0	3	17	5	1	0	0	0	0	0	0	0	0	29
20:30	6	3	15	67	48	17	1	1	0	0	0	0	0	0	158
20:45	3	0	3	14	7	0	0	0	0	0	0	0	0	0	27
21:00	0	0	2	19	11	1	1	0	0	0	0	0	0	0	34
21:15	0	0	0	9	10	1	0	0	0	0	0	0	0	0	22
21:30	0	0	1	8	4	0	0	0	0	0	0	0	0	0	13
21:45	5	0	6	50	32	2	1	0	0	0	0	0	0	0	96
22:00	0	0	0	6	4	3	0	0	0	0	0	0	0	0	13
22:15	3	1	2	10	5	0	0	0	0	0	0	0	0	0	21
22:30	2	0	1	8	4	0	0	0	0	0	0	0	0	0	15
22:45	0	0	0	3	4	1	0	0	0	0	0	0	0	0	8
23:00	5	1	3	27	17	4	0	0	0	0	0	0	0	0	57
23:15	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
23:30	2	0	2	1	6	1	0	0	0	0	0	0	0	0	12
23:45	0	0	1	0	5	1	0	0	0	0	0	0	0	0	7
24:00	0	0	1	3	3	0	0	0	0	0	0	0	0	0	7
24:15	2	0	4	5	16	2	0	0	0	0	0	0	0	0	29
24:30	0	0	1	1	1	1	0	0	0	0	0	0	0	0	4
24:45	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
25:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
25:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
25:30	0	0	1	2	5	2	0	0	0	0	0	0	0	0	10
25:45	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
26:00	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
26:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
26:30	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
26:45	0	0	0	5	3	1	0	0	0	0	0	0	0	0	9
Total	59	9	84	504	546	131	12	3	1	0	0	0	0	0	1349
Grand Total	175	40	208	1433	1807	401	43	4	1	0	0	0	0	0	4112

15th Percentile : 25 MPH
 50th Percentile : 30 MPH
 85th Percentile : 34 MPH
 95th Percentile : 38 MPH

Stats

Mean Speed(Average) : 30 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 3240

Percent in Pace :	78.8%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

All Traffic Data Services

www.alltrafficdata.net

Site Code: D

Station ID: D

N PEACHTREET STREET NORTH OF OAK TERRACE

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

SB

Start Time	15	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	76999	Total
10/26/21	0	0	0	1	3	0	1	0	0	0	0	0	0	0	5
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
00:45	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
01:00	0	1	0	2	3	0	3	0	0	0	0	0	0	0	9
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:00	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
05:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
06:00	0	0	1	1	2	0	0	0	0	0	0	0	0	0	4
06:15	1	0	2	1	3	1	0	0	0	0	0	0	0	0	8
06:30	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4
06:45	0	0	0	1	1	0	2	0	0	0	0	0	0	0	4
07:00	2	0	6	10	1	2	0	0	0	0	0	0	0	0	21
07:15	1	0	2	21	6	1	0	0	0	0	0	0	0	0	31
07:30	3	0	8	32	10	5	2	0	0	0	0	0	0	0	60
07:45	1	0	7	26	3	1	0	0	0	0	0	0	0	0	38
08:00	1	0	6	22	7	3	0	0	0	0	0	0	0	0	39
08:15	2	1	5	23	11	4	1	1	0	0	0	0	0	0	48
08:30	3	0	10	19	7	5	2	1	0	0	0	0	0	0	47
08:45	7	1	28	90	28	13	3	2	0	0	0	0	0	0	172
09:00	1	3	13	17	7	1	1	1	0	0	0	0	0	0	44
09:15	2	1	4	25	8	1	0	0	0	0	0	0	0	0	41
09:30	1	0	2	24	19	4	0	0	0	0	0	0	0	0	50
09:45	3	1	9	11	14	4	0	0	0	0	0	0	0	0	42
10:00	7	5	28	77	48	10	1	1	0	0	0	0	0	0	177
10:15	2	2	1	12	16	6	1	0	1	0	0	0	0	0	41
10:30	5	1	6	12	8	3	0	0	0	0	0	0	0	0	35
10:45	2	3	7	15	11	2	0	0	0	0	0	0	0	0	40
11:00	0	0	11	14	4	2	0	0	0	0	0	0	0	0	31
11:15	9	6	25	53	39	13	1	0	1	0	0	0	0	0	147
11:30	0	0	0	8	6	0	1	0	0	0	0	0	0	0	15
11:45	2	1	2	15	5	1	0	0	0	0	0	0	0	0	26
Total	0	0	2	10	7	5	0	0	0	1	0	0	0	0	25
	0	0	3	13	7	4	1	0	0	0	0	0	0	0	28
	2	1	7	46	25	10	2	0	0	1	0	0	0	0	94
	1	1	1	6	4	5	1	0	1	0	0	0	0	0	20
	0	0	1	16	10	0	1	0	0	0	0	0	0	0	28
	1	0	0	9	12	6	2	1	0	0	0	0	0	0	31
	0	0	1	10	10	4	2	1	0	0	0	0	0	0	28
	2	1	3	41	36	15	6	2	1	0	0	0	0	0	107
Total	31	15	102	344	194	69	18	5	2	1	0	0	0	0	781

Attachment: Qk4 Norcross Speed Study-Complete (22-6432 : Speed & Traffic Calming Measures Studies Update on Selected City Roadways)

All Traffic Data Services

www.alltrafficdata.net

Site Code: D

Station ID: D

N PEACHTREET STREET NORTH OF OAK TERRACE

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

SB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
12 PM	0	0	2	9	15	5	2	0	0	0	0	0	0	0	0	33
12:15	1	2	6	20	15	3	0	0	0	0	0	0	0	0	0	47
12:30	0	0	1	7	10	7	3	0	0	0	0	0	0	0	0	28
12:45	0	0	2	12	13	4	0	0	0	0	0	0	0	0	0	31
1	1	2	11	48	53	19	5	0	0	0	0	0	0	0	0	139
13:00	2	0	11	16	20	3	1	0	0	0	0	0	0	0	0	53
13:15	1	0	9	19	7	3	0	0	0	0	0	0	0	0	0	39
13:30	1	0	2	15	9	9	1	1	0	0	0	0	0	0	0	38
13:45	0	0	1	16	16	5	1	0	0	0	0	0	0	0	0	39
4	4	0	23	66	52	20	3	1	0	0	0	0	0	0	0	169
14:00	0	0	2	20	7	4	0	0	0	0	0	0	0	0	0	33
14:15	2	0	2	27	18	4	1	0	0	0	0	0	0	0	0	54
14:30	1	3	7	15	8	4	0	0	0	0	0	0	0	0	0	38
14:45	0	0	3	8	16	3	2	0	0	0	0	0	0	0	0	32
3	3	3	14	70	49	15	3	0	0	0	0	0	0	0	0	157
15:00	0	0	2	19	21	7	0	0	0	0	0	0	0	0	0	49
15:15	0	1	0	6	22	10	4	0	0	0	0	0	0	0	0	43
15:30	2	0	3	16	17	7	0	0	0	0	0	0	0	0	0	45
15:45	0	0	6	28	15	1	0	0	0	0	0	0	0	0	0	50
2	2	1	11	69	75	25	4	0	0	0	0	0	0	0	0	187
16:00	2	0	5	12	12	7	3	0	0	0	0	0	0	0	0	41
16:15	4	0	6	19	11	1	1	0	0	0	0	0	0	0	0	42
16:30	0	0	3	16	20	7	1	0	0	0	0	0	0	0	0	47
16:45	0	0	1	15	21	6	1	0	0	0	0	0	0	0	0	44
6	6	0	15	62	64	21	6	0	0	0	0	0	0	0	0	174
17:00	2	1	2	34	19	5	2	0	0	0	0	0	0	0	0	65
17:15	2	0	6	21	20	7	2	0	0	0	0	0	0	0	0	58
17:30	5	0	8	24	15	4	2	0	0	1	0	0	0	0	0	59
17:45	2	2	5	27	17	6	0	0	0	0	0	0	0	0	0	59
11	11	3	21	106	71	22	6	0	0	1	0	0	0	0	0	241
18:00	4	1	7	29	9	1	0	0	0	0	0	0	0	0	0	51
18:15	0	5	8	15	5	3	0	0	0	0	0	0	0	0	0	36
18:30	0	1	6	17	6	4	1	0	0	0	0	0	0	0	0	35
18:45	3	0	5	10	7	4	0	0	0	0	0	0	0	0	0	29
7	7	7	26	71	27	12	1	0	0	0	0	0	0	0	0	151
19:00	0	2	6	17	5	3	0	0	1	0	0	0	0	0	0	34
19:15	0	0	5	20	7	2	0	0	0	0	0	0	0	0	0	34
19:30	0	0	1	16	14	3	1	0	0	0	0	0	0	0	0	35
19:45	0	0	3	13	6	4	0	0	0	0	0	0	0	0	0	26
0	0	2	15	66	32	12	1	0	1	0	0	0	0	0	0	129
20:00	0	1	3	5	7	0	0	0	0	0	0	0	0	0	0	16
20:15	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	5
20:30	0	1	0	5	10	1	0	0	0	0	0	0	0	0	0	17
20:45	0	0	2	5	8	0	0	0	0	0	0	0	0	0	0	15
0	0	2	6	15	28	2	0	0	0	0	0	0	0	0	0	53
21:00	0	0	1	5	4	0	1	0	0	0	0	0	0	0	0	11
21:15	0	0	1	3	4	2	0	0	0	0	0	0	0	0	0	10
21:30	0	0	0	8	1	1	0	0	0	0	0	0	0	0	0	10
21:45	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4
0	0	0	3	17	11	3	1	0	0	0	0	0	0	0	0	35
22:00	0	0	0	1	2	1	1	1	0	0	0	0	0	0	0	6
22:15	0	0	2	2	1	3	2	0	0	0	0	0	0	0	0	10
22:30	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
22:45	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0	6
0	0	0	2	8	5	6	3	1	0	0	0	0	0	0	0	25
23:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
23:15	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
23:30	0	2	0	1	2	1	0	0	0	0	0	0	0	0	0	6
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	0	2	6	1	0	0	0	0	0	0	0	0	0	11
Total	34	22	147	600	473	158	33	2	1	1	0	0	0	0	0	1471

All Traffic Data Services

www.alltrafficdata.net

Site Code: D

Station ID: D

N PEACHTREET STREET NORTH OF OAK TERRACE

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

SB

Start Time	15	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	76999	Total
10/27/21	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
00:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	2	2	1	0	0	0	0	0	0	0	0	0	5
01:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3
05:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	2	1	1	0	0	0	0	0	0	0	0	4
06:15	0	1	1	3	1	2	0	0	0	0	0	0	0	0	8
06:30	0	0	2	2	2	1	0	0	0	0	0	0	0	0	7
06:45	0	0	1	3	1	0	0	0	0	0	0	0	0	0	5
07:00	0	0	2	7	6	0	0	0	0	0	0	0	0	0	15
07:15	0	2	9	18	5	0	0	0	0	0	0	0	0	0	34
07:30	0	2	14	30	14	1	0	0	0	0	0	0	0	0	61
07:45	0	0	8	9	8	4	2	0	0	0	0	0	0	0	31
08:00	2	1	2	10	12	5	0	0	0	0	0	0	0	0	32
08:15	2	2	7	22	14	3	0	0	0	0	0	0	0	0	50
08:30	2	2	15	17	3	1	0	0	0	0	0	0	0	0	40
08:45	6	5	32	58	37	13	2	0	0	0	0	0	0	0	153
09:00	0	1	3	13	9	1	0	0	0	0	0	0	0	0	27
09:15	1	3	9	16	8	2	0	0	0	0	0	0	0	0	39
09:30	0	0	9	28	10	2	0	0	0	0	0	0	0	0	49
09:45	1	2	6	28	7	4	3	0	0	0	0	0	0	0	51
10:00	2	6	27	85	34	9	3	0	0	0	0	0	0	0	166
10:15	5	0	1	19	10	3	2	0	0	0	0	0	0	0	40
10:30	0	0	6	19	6	2	0	0	0	0	0	0	0	0	33
10:45	0	1	7	29	15	4	0	0	0	0	0	0	0	0	56
11:00	3	0	6	14	14	13	3	0	0	0	0	0	0	0	53
11:15	8	1	20	81	45	22	5	0	0	0	0	0	0	0	182
11:30	1	2	2	12	15	8	0	0	0	0	0	0	0	0	40
11:45	0	0	1	19	13	4	3	0	0	0	0	0	0	0	40
12:00	0	0	8	17	16	6	0	0	0	0	0	0	0	0	47
12:15	2	0	4	17	9	1	1	0	0	0	0	0	0	0	34
12:30	3	2	15	65	53	19	4	0	0	0	0	0	0	0	161
12:45	2	0	6	8	7	0	0	0	0	0	0	0	0	0	23
13:00	0	1	10	15	8	0	0	0	0	0	0	0	0	0	34
13:15	0	0	4	19	7	5	2	0	0	0	0	0	0	0	37
13:30	0	1	3	12	5	3	1	0	0	0	0	0	0	0	25
13:45	2	2	23	54	27	8	3	0	0	0	0	0	0	0	119
Total	21	19	135	379	216	76	18	0	0	0	0	0	0	0	864

Attachment: Qk4 Norcross Speed Study-Complete (22-6432 : Speed & Traffic Calming Measures Studies Update on Selected City Roadways)

All Traffic Data Services

www.alltrafficdata.net

Site Code: D

Station ID: D

N PEACHTREET STREET NORTH OF OAK TERRACE

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

SB

Start Time	15	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	76999	Total
12 PM	0	2	2	6	16	6	1	0	0	0	0	0	0	0	33
12:15	3	3	2	14	12	3	1	1	0	0	0	0	0	0	39
12:30	1	2	5	18	6	4	0	0	0	0	0	0	0	0	36
12:45	3	2	4	9	9	1	0	0	0	0	0	0	0	0	28
13:00	7	9	13	47	43	14	2	1	0	0	0	0	0	0	136
13:15	1	0	5	26	9	4	2	0	0	0	0	0	0	0	47
13:30	1	0	1	12	16	2	2	0	0	0	0	0	0	0	34
13:45	2	0	4	10	13	4	2	0	0	0	0	0	0	0	35
14:00	0	1	1	13	15	2	0	1	0	0	0	0	0	0	33
14:15	4	1	11	61	53	12	6	1	0	0	0	0	0	0	149
14:30	1	1	3	14	13	2	2	0	0	0	0	0	0	0	36
14:45	3	1	14	22	10	2	1	0	0	0	0	0	0	0	53
15:00	5	3	13	19	6	4	0	0	0	0	0	0	0	0	50
15:15	5	1	1	14	12	7	1	0	0	0	0	0	0	0	41
15:30	14	6	31	69	41	15	4	0	0	0	0	0	0	0	180
15:45	0	0	5	23	12	6	0	0	0	0	0	0	0	0	46
16:00	2	0	10	14	10	7	0	0	0	0	0	0	0	0	43
16:15	2	0	6	13	17	3	0	0	0	0	0	0	0	0	41
16:30	0	0	1	14	9	5	0	0	0	0	0	0	0	0	29
16:45	4	0	22	64	48	21	0	0	0	0	0	0	0	0	159
17:00	2	3	5	23	7	1	0	0	0	0	0	0	0	0	41
17:15	0	1	10	18	7	5	1	0	0	0	0	0	0	0	42
17:30	1	0	12	25	11	2	0	0	0	0	0	0	0	0	51
17:45	2	0	5	32	16	2	1	0	0	0	0	0	0	0	58
18:00	5	4	32	98	41	10	2	0	0	0	0	0	0	0	192
18:15	0	1	7	14	24	3	0	0	0	0	0	0	0	0	49
18:30	4	4	10	24	24	4	0	0	0	0	0	0	0	0	70
18:45	2	4	6	23	7	10	1	0	0	0	0	0	0	0	53
19:00	0	1	19	21	14	4	0	0	0	0	0	0	0	0	59
19:15	6	10	42	82	69	21	1	0	0	0	0	0	0	0	231
19:30	1	0	5	22	17	4	2	0	0	0	0	0	0	0	51
19:45	4	0	7	14	5	3	0	0	0	0	0	0	0	0	33
20:00	2	1	14	12	8	4	0	0	0	0	0	0	0	0	41
20:15	2	1	6	9	11	1	0	0	0	0	0	0	0	0	30
20:30	9	2	32	57	41	12	2	0	0	0	0	0	0	0	155
20:45	6	2	3	8	5	0	0	0	0	0	0	0	0	0	24
21:00	0	0	1	14	10	3	0	0	0	0	0	0	0	0	28
21:15	0	0	0	11	10	4	1	0	0	0	0	0	0	0	26
21:30	1	0	1	5	9	2	0	0	0	0	0	0	0	0	18
21:45	7	2	5	38	34	9	1	0	0	0	0	0	0	0	96
22:00	0	0	2	12	9	2	0	0	0	0	0	0	0	0	25
22:15	1	0	0	14	10	4	0	0	0	0	0	0	0	0	29
22:30	0	0	1	6	3	1	0	0	0	0	0	0	0	0	11
22:45	0	1	3	6	5	2	2	0	0	0	0	0	0	0	19
23:00	1	1	6	38	27	9	2	0	0	0	0	0	0	0	84
23:15	0	0	1	8	3	1	1	0	0	0	0	0	0	0	14
23:30	0	0	0	4	2	0	0	0	0	0	0	0	0	0	6
23:45	0	0	4	2	5	5	0	0	0	0	0	0	0	0	16
24:00	1	0	3	1	1	1	0	0	0	0	0	0	0	0	7
24:15	1	0	8	15	11	7	1	0	0	0	0	0	0	0	43
24:30	0	0	1	3	1	0	0	0	0	0	0	0	0	0	5
24:45	0	0	2	2	2	0	0	0	0	0	0	0	0	0	6
25:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
25:15	0	0	1	2	1	2	2	1	0	0	0	0	0	0	9
25:30	0	0	4	7	5	2	2	1	0	0	0	0	0	0	21
25:45	0	0	2	3	0	1	0	0	0	0	0	0	0	0	6
26:00	0	0	0	0	3	0	1	0	0	0	0	0	0	0	4
26:15	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
26:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
26:45	0	0	2	4	5	2	1	0	0	0	0	0	0	0	14
Total	58	35	208	580	418	134	24	3	0	0	0	0	0	0	1460
Grand Total	144	91	592	1903	1301	437	93	10	3	2	0	0	0	0	4576

15th Percentile : 23 MPH
 50th Percentile : 28 MPH
 85th Percentile : 34 MPH
 95th Percentile : 38 MPH

Stats

Mean Speed(Average) : 29 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 3204

Percent in Pace :	70.0%
Number of Vehicles > 55 MPH :	2
Percent of Vehicles > 55 MPH :	0.0%

All Traffic Data Services

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Site Code: E

Station ID: E

S PEACHTREE ST SOUTH OF CARLYLE ST

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

NB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
10/26/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	1	0	3	0	0	0	0	0	0	0	0	0	0	5
01:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:15	1	0	1	0	1	1	0	0	0	0	0	0	0	0	0	4
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	1	1	1	0	0	0	0	0	0	0	0	0	5
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	1
05:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	6
06:15	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1
06:30	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
06:45	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:00	0	0	1	2	6	2	0	0	0	0	0	0	0	0	0	11
07:15	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	7
07:30	0	0	0	7	6	2	1	0	0	0	0	0	0	0	0	16
07:45	0	0	3	7	6	1	0	0	0	0	0	0	0	0	0	17
08:00	1	2	0	7	7	3	0	0	0	0	0	0	0	0	0	20
08:15	1	2	3	24	22	7	1	0	0	0	0	0	0	0	0	60
08:30	1	0	3	12	7	1	0	0	0	0	0	0	0	0	0	24
08:45	0	2	5	22	4	0	0	0	0	0	0	0	0	0	0	33
09:00	2	0	16	19	4	1	0	0	0	0	0	0	0	0	0	42
09:15	1	3	6	16	3	1	1	0	0	0	0	0	0	0	0	31
09:30	4	5	30	69	18	3	1	0	0	0	0	0	0	0	0	130
09:45	1	1	5	12	2	2	0	0	0	0	0	0	0	0	0	23
10:00	0	1	5	14	11	1	0	0	0	0	0	0	0	0	0	32
10:15	1	2	14	11	4	0	0	0	0	0	0	0	0	0	0	32
10:30	0	2	9	14	4	0	1	0	0	0	0	0	0	0	0	30
10:45	2	6	33	51	21	3	1	0	0	0	0	0	0	0	0	117
11:00	2	1	4	8	2	2	0	0	0	0	0	0	0	0	0	19
11:15	0	4	1	8	5	1	0	0	0	0	0	0	0	0	0	19
11:30	1	3	6	14	2	0	0	0	0	0	0	0	0	0	0	26
11:45	1	0	7	7	4	0	0	0	0	0	0	0	0	0	0	19
12:00	4	8	18	37	13	3	0	0	0	0	0	0	0	0	0	83
12:15	0	2	3	2	5	0	0	0	0	0	0	0	0	0	0	12
12:30	0	1	5	5	6	2	0	0	0	0	0	0	0	0	0	19
12:45	0	0	6	10	3	1	0	0	0	0	0	0	0	0	0	20
12:59	0	4	6	8	5	1	0	0	0	0	0	0	0	0	0	24
Total	0	7	20	25	19	4	0	0	0	0	0	0	0	0	0	75
Total	12	30	107	215	108	24	3	0	0	0	0	0	0	0	0	499

All Traffic Data Services

www.alltrafficdata.net

Site Code: E

Station ID: E

S PEACHTREE ST SOUTH OF CARLYLE ST

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

NB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
12 PM	0	2	4	14	2	0	0	0	0	0	0	0	0	0	0	22
12:15	0	1	13	11	8	0	0	0	0	0	0	0	0	0	0	33
12:30	0	4	10	13	6	0	0	0	0	0	0	0	0	0	0	33
12:45	1	3	9	13	6	0	0	0	0	0	0	0	0	0	0	32
13:00	1	10	36	51	22	0	0	0	0	0	0	0	0	0	0	120
13:15	0	0	5	11	3	0	0	0	0	0	0	0	0	0	0	19
13:30	2	3	5	4	3	1	0	0	0	0	0	0	0	0	0	18
13:45	4	1	6	10	3	1	0	0	0	0	0	0	0	0	0	25
14:00	1	0	4	18	6	1	0	0	0	0	0	0	0	0	0	30
14:15	7	4	20	43	15	3	0	0	0	0	0	0	0	0	0	92
14:30	0	0	13	13	11	1	0	0	0	0	0	0	0	0	0	38
14:45	0	3	7	6	5	0	0	0	0	0	0	0	0	0	0	21
15:00	1	0	2	9	14	3	0	0	0	0	0	0	0	0	0	29
15:15	0	1	4	7	2	1	0	0	0	0	0	0	0	0	0	15
15:30	1	4	26	35	32	5	0	0	0	0	0	0	0	0	0	103
15:45	3	4	13	5	8	0	0	0	0	0	0	0	0	0	0	33
16:00	0	4	10	3	6	2	0	0	0	0	0	0	0	0	0	25
16:15	0	0	6	9	4	1	0	0	0	0	0	0	0	0	0	20
16:30	1	3	6	12	2	2	0	0	0	0	0	0	0	0	0	26
16:45	4	11	35	29	20	5	0	0	0	0	0	0	0	0	0	104
17:00	0	3	6	17	9	0	0	0	0	0	0	0	0	0	0	35
17:15	0	2	6	20	7	0	1	0	0	0	0	0	0	0	0	36
17:30	2	1	13	12	6	3	0	0	0	0	0	0	0	0	0	37
17:45	1	1	6	21	14	2	0	0	0	0	0	0	0	0	0	45
18:00	3	7	31	70	36	5	1	0	0	0	0	0	0	0	0	153
18:15	0	2	12	22	12	1	0	0	0	0	0	0	0	0	0	49
18:30	2	3	20	9	3	0	0	0	0	0	0	0	0	0	0	37
18:45	1	3	10	18	5	2	0	0	0	0	0	0	0	0	0	39
19:00	0	3	7	19	10	3	0	0	0	0	0	0	0	0	0	42
19:15	3	11	49	68	30	6	0	0	0	0	0	0	0	0	0	167
19:30	0	1	6	24	18	2	0	0	0	0	0	0	0	0	0	51
19:45	0	3	14	24	17	1	0	0	0	0	0	0	0	0	0	59
20:00	0	0	18	27	19	3	0	0	0	0	0	0	0	0	0	67
20:15	4	3	22	21	10	2	0	0	0	0	0	0	0	0	0	62
20:30	4	7	60	96	64	8	0	0	0	0	0	0	0	0	0	239
20:45	0	4	17	22	10	0	0	0	0	0	0	0	0	0	0	53
21:00	0	3	24	19	7	0	0	0	0	0	0	0	0	0	0	53
21:15	4	3	17	17	7	0	1	0	0	0	0	0	0	0	0	49
21:30	2	1	11	15	4	2	0	0	0	0	0	0	0	0	0	35
21:45	6	11	69	73	28	2	1	0	0	0	0	0	0	0	0	190
22:00	0	0	7	8	3	3	0	0	0	0	0	0	0	0	0	21
22:15	0	2	6	12	8	0	0	0	0	0	0	0	0	0	0	28
22:30	0	1	6	5	4	1	0	0	0	0	0	0	0	0	0	17
22:45	0	2	4	4	2	1	0	0	0	0	0	0	0	0	0	13
23:00	0	5	23	29	17	5	0	0	0	0	0	0	0	0	0	79
23:15	0	2	3	3	3	0	0	0	0	0	0	0	0	0	0	11
23:30	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	6
23:45	0	1	2	2	3	0	0	0	0	0	0	0	0	0	0	8
24:00	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	8
24:15	0	3	6	12	12	0	0	0	0	0	0	0	0	0	0	33
24:30	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	7
24:45	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	7
25:00	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4
25:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
25:30	0	3	5	7	4	0	0	1	0	0	0	0	0	0	0	20
25:45	0	1	0	2	2	1	0	0	0	0	0	0	0	0	0	6
26:00	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
26:15	1	0	0	3	0	1	0	0	0	0	0	0	0	0	0	5
26:30	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
26:45	1	2	2	7	3	2	0	0	0	0	0	0	0	0	0	17
Total	30	78	362	520	283	41	2	1	0	0	0	0	0	0	0	1317

All Traffic Data Services

www.alltrafficdata.net

Site Code: E

Station ID: E

S PEACHTREE ST SOUTH OF CARLYLE ST

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

NB

Start Time	15	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	76999	Total
10/27/21	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	2	3	1	0	0	0	0	0	0	0	0	0	6
01:15	0	0	0	1	2	0	1	0	0	0	0	0	0	0	4
01:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
01:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	1	0	2	3	0	1	0	0	0	0	0	0	0	7
02:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
04:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:45	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
06:00	0	0	2	0	4	0	1	0	0	0	0	0	0	0	7
06:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:45	0	0	2	2	0	2	0	0	0	0	0	0	0	0	6
07:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
07:15	0	0	3	3	1	2	0	0	0	0	0	0	0	0	9
07:30	0	0	1	4	2	1	0	0	0	0	0	0	0	0	8
07:45	0	0	1	6	6	0	0	0	0	0	0	0	0	0	13
08:00	0	0	1	10	12	0	0	0	0	0	0	0	0	0	23
08:15	0	1	8	6	6	3	0	0	0	0	0	0	0	0	24
08:30	0	1	11	26	26	4	0	0	0	0	0	0	0	0	68
08:45	0	2	11	13	8	0	0	0	0	0	0	0	0	0	34
09:00	2	2	9	14	8	0	0	0	0	0	0	0	0	0	35
09:15	0	5	17	23	4	0	0	0	0	0	0	0	0	0	49
09:30	2	3	6	17	4	2	2	0	0	0	0	0	0	0	36
09:45	4	12	43	67	24	2	2	0	0	0	0	0	0	0	154
10:00	1	0	7	14	4	1	0	0	0	0	0	0	0	0	27
10:15	1	11	12	17	4	1	0	0	0	0	0	0	0	0	46
10:30	5	0	10	12	4	2	0	0	0	0	0	0	0	0	33
10:45	0	2	5	12	7	0	0	0	0	0	0	0	0	0	26
11:00	7	13	34	55	19	4	0	0	0	0	0	0	0	0	132
11:15	1	4	9	11	5	0	0	0	0	0	0	0	0	0	30
11:30	4	3	7	12	4	0	0	0	0	0	0	0	0	0	30
11:45	0	6	5	8	7	1	0	0	0	0	0	0	0	0	27
12:00	1	4	6	5	2	0	1	0	0	0	0	0	0	0	19
12:15	6	17	27	36	18	1	1	0	0	0	0	0	0	0	106
12:30	0	4	3	6	5	1	0	0	0	0	0	0	0	0	19
12:45	0	3	3	4	2	1	0	0	0	0	0	0	0	0	13
13:00	1	5	4	10	4	0	0	0	0	0	0	0	0	0	24
13:15	0	1	6	9	4	0	0	0	0	0	0	0	0	0	20
13:30	1	13	16	29	15	2	0	0	0	0	0	0	0	0	76
Total	18	57	139	226	112	15	5	0	0	0	0	0	0	0	572

All Traffic Data Services

www.alltrafficdata.net

Site Code: E

Station ID: E

S PEACHTREE ST SOUTH OF CARLYLE ST

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

NB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
12 PM	2	2	3	9	6	1	0	0	0	0	0	0	0	0	0	23
12:15	1	3	2	10	3	2	0	0	0	0	0	0	0	0	0	21
12:30	1	4	8	13	8	2	0	0	0	0	0	0	0	0	0	36
12:45	0	0	7	13	6	1	0	0	0	0	0	0	0	0	0	27
13:00	4	9	20	45	23	6	0	0	0	0	0	0	0	0	0	107
13:15	1	2	12	8	3	1	0	0	0	0	0	0	0	0	0	27
13:30	2	0	9	15	5	0	0	0	0	0	0	0	0	0	0	31
13:45	4	2	7	9	1	0	0	0	0	0	0	0	0	0	0	23
14:00	1	0	1	14	8	1	0	0	0	0	0	0	0	0	0	25
14:15	8	4	29	46	17	2	0	0	0	0	0	0	0	0	0	106
14:30	1	1	13	9	7	0	0	0	0	0	0	0	0	0	0	31
14:45	0	2	6	12	7	1	1	0	0	0	0	0	0	0	0	29
15:00	1	2	12	18	8	0	0	0	0	0	0	0	0	0	0	41
15:15	2	1	6	10	2	2	0	0	0	0	0	0	0	0	0	23
15:30	4	6	37	49	24	3	1	0	0	0	0	0	0	0	0	124
15:45	1	1	5	5	5	2	0	0	0	0	0	0	0	0	0	19
16:00	0	2	12	10	8	3	0	0	0	0	0	0	0	0	0	35
16:15	1	2	8	15	7	0	0	0	0	0	0	0	0	0	0	33
16:30	0	2	4	15	7	3	0	0	0	0	0	0	0	0	0	31
16:45	2	7	29	45	27	8	0	0	0	0	0	0	0	0	0	118
17:00	2	2	8	17	6	1	0	0	0	0	0	0	0	0	0	36
17:15	0	2	12	18	6	0	0	0	0	0	0	0	0	0	0	38
17:30	4	1	8	26	9	2	0	0	0	0	0	0	0	0	0	50
17:45	3	0	13	25	10	0	1	0	0	0	0	0	0	0	0	52
18:00	9	5	41	86	31	3	1	0	0	0	0	0	0	0	0	176
18:15	1	2	7	16	13	2	0	0	0	0	0	0	0	0	0	41
18:30	1	3	6	18	16	1	0	0	0	0	0	0	0	0	0	45
18:45	3	0	10	17	12	3	0	0	0	0	0	0	0	0	0	45
19:00	0	2	12	26	9	3	0	0	0	0	0	0	0	0	0	52
19:15	5	7	35	77	50	9	0	0	0	0	0	0	0	0	0	183
19:30	1	5	8	19	12	3	0	0	0	0	0	0	0	0	0	48
19:45	1	1	19	25	11	1	0	0	0	0	0	0	0	0	0	58
20:00	2	9	16	20	3	0	0	0	0	0	0	0	0	0	0	50
20:15	4	8	17	21	7	0	0	0	0	0	0	0	0	0	0	57
20:30	8	23	60	85	33	4	0	0	0	0	0	0	0	0	0	213
20:45	3	9	23	11	7	0	0	0	0	0	0	0	0	0	0	53
21:00	1	3	12	15	7	0	0	0	0	0	0	0	0	0	0	38
21:15	2	2	14	17	5	3	0	0	0	0	0	0	0	0	0	43
21:30	0	3	6	11	3	1	0	0	0	0	0	0	0	0	0	24
21:45	6	17	55	54	22	4	0	0	0	0	0	0	0	0	0	158
22:00	0	0	9	13	8	0	0	0	0	0	0	0	0	0	0	30
22:15	0	1	4	10	5	0	0	0	0	0	0	0	0	0	0	20
22:30	1	2	5	10	0	0	0	0	0	0	0	0	0	0	0	18
22:45	1	1	1	8	0	0	0	0	0	0	0	0	0	0	0	11
23:00	2	4	19	41	13	0	0	0	0	0	0	0	0	0	0	79
23:15	0	2	1	7	3	1	0	0	0	0	0	0	0	0	0	14
23:30	0	2	1	5	2	0	0	0	0	0	0	0	0	0	0	10
23:45	1	0	0	3	4	0	0	0	0	0	0	0	0	0	0	8
24:00	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	5
24:15	1	4	3	17	11	1	0	0	0	0	0	0	0	0	0	37
24:30	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	7
24:45	0	1	1	3	2	0	0	0	0	0	0	0	0	0	0	7
25:00	0	2	2	2	1	0	0	0	0	0	0	0	0	0	0	7
25:15	0	0	1	2	1	0	1	0	0	0	0	0	0	0	0	5
25:30	0	3	5	10	6	1	1	0	0	0	0	0	0	0	0	26
25:45	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
26:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
26:15	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
26:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
26:45	0	0	4	4	2	0	0	0	0	0	0	0	0	0	0	10
Total	49	89	337	559	259	41	3	0	0	0	0	0	0	0	0	1337
Grand Total	109	254	945	1520	762	121	13	1	0	0	0	0	0	0	0	3725

15th Percentile : 21 MPH
 50th Percentile : 26 MPH
 85th Percentile : 32 MPH
 95th Percentile : 34 MPH

Stats

Mean Speed(Average) : 27 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 2465

Percent in Pace :	66.2%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

All Traffic Data Services

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Site Code: E

Station ID: E

S PEACHTREE ST SOUTH OF CARLYLE ST

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

SB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
10/26/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
01:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
04:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
05:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
05:45	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	3
06:00	0	1	2	3	2	1	0	0	0	0	0	0	0	0	0	9
06:15	0	1	1	3	0	1	0	0	0	0	0	0	0	0	0	6
06:30	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	7
06:45	0	0	1	5	2	2	0	0	0	0	0	0	0	0	0	10
07:00	0	0	7	8	6	3	0	0	0	0	0	0	0	0	0	24
07:15	0	1	11	21	8	6	0	0	0	0	0	0	0	0	0	47
07:30	1	2	11	14	6	1	0	0	0	0	0	0	0	0	0	35
07:45	2	2	9	8	8	1	0	0	0	0	0	0	0	0	0	30
08:00	0	9	17	18	7	0	2	0	0	0	0	0	0	0	0	53
08:15	1	2	14	8	14	1	0	1	0	0	0	0	0	0	0	41
08:30	4	15	51	48	35	3	2	1	0	0	0	0	0	0	0	159
08:45	2	1	4	5	10	4	0	0	0	0	0	0	0	0	0	26
09:00	0	3	4	8	10	2	0	0	0	0	0	0	0	0	0	27
09:15	0	0	4	11	5	0	1	0	0	0	0	0	0	0	0	21
09:30	0	2	6	10	10	1	0	0	0	0	0	0	0	0	0	29
09:45	2	6	18	34	35	7	1	0	0	0	0	0	0	0	0	103
10:00	1	2	2	7	9	6	0	0	0	0	0	0	0	0	0	27
10:15	0	1	5	3	8	0	0	0	0	0	0	0	0	0	0	17
10:30	1	1	7	4	3	2	0	1	0	0	0	0	0	0	0	19
10:45	0	1	3	4	5	1	0	0	0	0	0	0	0	0	0	14
11:00	2	5	17	18	25	9	0	1	0	0	0	0	0	0	0	77
11:15	0	1	4	7	3	2	0	0	0	0	0	0	0	0	0	17
11:30	0	2	1	2	1	1	0	0	0	0	0	0	0	0	0	7
11:45	0	0	2	5	1	0	1	0	0	0	0	0	0	0	0	9
Total	3	5	12	25	12	8	0	1	0	0	0	0	0	0	0	66
Total	11	36	120	169	126	40	4	3	0	0	0	0	0	0	0	509

All Traffic Data Services

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Site Code: E

Station ID: E

S PEACHTREE ST SOUTH OF CARLYLE ST

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

SB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
12 PM	1	0	3	9	4	1	0	0	0	0	0	0	0	0	0	18
12:15	0	1	5	6	7	3	0	0	0	0	0	0	0	0	0	22
12:30	0	1	3	8	8	3	0	0	0	0	0	0	0	0	0	23
12:45	2	0	3	10	3	2	0	0	0	0	0	0	0	0	0	20
13:00	3	2	14	33	22	9	0	0	0	0	0	0	0	0	0	83
13:15	0	0	5	9	11	1	0	0	0	0	0	0	0	0	0	26
13:30	2	0	4	7	9	5	0	0	0	0	0	0	0	0	0	27
13:45	7	0	7	4	6	0	0	0	0	0	0	0	0	0	0	24
14:00	0	1	2	13	5	1	0	0	0	0	0	0	0	0	0	22
14:15	9	1	18	33	31	7	0	0	0	0	0	0	0	0	0	99
14:30	1	0	3	13	6	1	1	0	0	0	0	0	0	0	0	25
14:45	2	3	18	16	8	1	0	0	0	0	0	0	0	0	0	48
15:00	1	5	11	14	3	2	0	0	0	0	0	0	0	0	0	36
15:15	0	2	8	3	4	1	0	0	0	0	0	0	0	0	0	18
15:30	4	10	40	46	21	5	1	0	0	0	0	0	0	0	0	127
15:45	1	0	11	9	13	0	0	0	0	0	0	0	0	0	0	34
16:00	0	1	7	6	5	3	0	1	0	0	0	0	0	0	0	23
16:15	0	0	7	10	6	2	0	0	0	0	0	0	0	0	0	25
16:30	0	0	6	7	10	2	1	0	0	0	0	0	0	0	0	26
16:45	1	1	31	32	34	7	1	1	0	0	0	0	0	0	0	108
17:00	0	4	4	7	7	3	0	0	0	0	0	0	0	0	0	25
17:15	0	2	6	7	6	2	1	0	0	0	0	0	0	0	0	24
17:30	0	0	4	7	13	3	2	0	0	0	0	0	0	0	0	29
17:45	2	0	4	10	17	6	0	0	0	0	0	0	0	0	0	39
18:00	2	6	18	31	43	14	3	0	0	0	0	0	0	0	0	117
18:15	1	5	9	6	7	0	0	0	0	0	0	0	0	0	0	28
18:30	0	1	7	4	7	3	0	0	0	0	0	0	0	0	0	22
18:45	1	0	3	6	5	2	0	0	0	0	0	0	0	0	0	17
19:00	0	0	7	9	4	4	0	0	0	0	0	0	0	0	0	24
19:15	2	6	26	25	23	9	0	0	0	0	0	0	0	0	0	91
19:30	0	2	4	9	9	1	2	0	0	0	0	0	0	0	0	27
19:45	1	1	2	5	6	0	0	0	0	0	0	0	0	0	0	15
20:00	0	1	3	2	1	2	0	0	0	0	0	0	0	0	0	9
20:15	1	0	7	10	5	2	0	0	0	0	0	0	0	0	0	25
20:30	2	4	16	26	21	5	2	0	0	0	0	0	0	0	0	76
20:45	3	1	3	1	9	3	0	0	0	0	0	0	0	0	0	20
21:00	1	1	6	16	8	1	0	0	0	0	0	0	0	0	0	33
21:15	0	2	4	4	2	4	0	0	1	0	0	0	0	0	0	17
21:30	2	0	3	9	1	0	0	0	0	0	0	0	0	0	0	15
21:45	6	4	16	30	20	8	0	0	1	0	0	0	0	0	0	85
22:00	0	0	3	5	5	1	0	0	0	0	0	0	0	0	0	14
22:15	1	1	6	2	2	1	0	0	0	0	0	0	0	0	0	13
22:30	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	9
22:45	0	0	0	8	6	0	0	0	0	0	0	0	0	0	0	14
23:00	1	1	13	20	13	2	0	0	0	0	0	0	0	0	0	50
23:15	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	8
23:30	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	6
23:45	0	1	2	5	2	0	0	0	0	0	0	0	0	0	0	10
24:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
24:15	0	2	6	14	5	0	0	0	0	0	0	0	0	0	0	27
24:30	0	1	0	1	3	0	0	0	0	0	0	0	0	0	0	5
24:45	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	6
25:00	0	1	4	0	3	0	0	0	0	0	0	0	0	0	0	8
25:15	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
25:30	0	2	4	5	10	1	0	0	0	0	0	0	0	0	0	22
25:45	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
26:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
26:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
26:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
26:45	0	2	2	0	0	2	0	0	0	0	0	0	0	0	0	6
Total	30	41	204	295	243	69	7	1	1	0	0	0	0	0	0	891

All Traffic Data Services

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Site Code: E

Station ID: E

S PEACHTREE ST SOUTH OF CARLYLE ST

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

SB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
10/27/21	0	1	1	0	2	1	0	0	0	0	0	0	0	0	0	5
00:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	2	2	2	1	0	0	0	0	0	0	0	0	0	8
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:15	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	5
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
06:00	0	3	1	2	0	1	1	0	0	0	0	0	0	0	0	8
06:15	0	0	1	5	2	0	0	0	0	0	0	0	0	0	0	8
06:30	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
06:45	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	5
07:00	1	0	3	10	4	1	0	0	0	0	0	0	0	0	0	19
07:15	1	1	5	18	8	2	0	0	0	0	0	0	0	0	0	35
07:30	1	2	9	20	5	2	0	0	0	0	0	0	0	0	0	39
07:45	0	5	12	13	5	3	0	0	0	0	0	0	0	0	0	38
08:00	2	4	22	9	9	2	0	0	0	0	0	0	0	0	0	48
08:15	0	4	6	12	7	3	2	0	0	0	0	0	0	0	0	34
08:30	3	15	49	54	26	10	2	0	0	0	0	0	0	0	0	159
08:45	0	0	5	6	8	4	0	0	0	0	0	0	0	0	0	23
09:00	1	2	1	9	5	3	0	0	0	0	0	0	0	0	0	21
09:15	1	2	4	2	6	0	0	0	0	0	0	0	0	0	0	15
09:30	0	0	3	6	6	1	1	1	0	0	0	0	0	0	0	18
09:45	2	4	13	23	25	8	1	1	0	0	0	0	0	0	0	77
10:00	1	1	2	3	4	3	0	0	0	0	0	0	0	0	0	14
10:15	1	1	3	10	5	1	0	0	0	0	0	0	0	0	0	21
10:30	0	2	7	4	4	3	0	0	0	0	0	0	0	0	0	20
10:45	0	1	6	5	8	2	0	0	0	0	0	0	0	0	0	22
11:00	2	5	18	22	21	9	0	0	0	0	0	0	0	0	0	77
11:15	1	1	7	9	3	3	0	0	0	0	0	0	0	0	0	24
11:30	0	2	0	9	7	0	0	0	0	0	0	0	0	0	0	18
11:45	0	1	2	7	4	2	0	0	0	0	0	0	0	0	0	16
Total	1	2	4	8	5	1	0	0	0	0	0	0	0	0	0	21
11:00	2	6	13	33	19	6	0	0	0	0	0	0	0	0	0	79
11:15	0	2	1	6	5	1	0	0	0	0	0	0	0	0	0	15
11:30	2	2	1	1	9	2	0	0	0	0	0	0	0	0	0	17
11:45	2	0	4	9	5	2	0	0	0	0	0	0	0	0	0	22
Total	1	2	5	6	1	1	0	0	0	0	0	0	0	0	0	16
Total	5	6	11	22	20	6	0	0	0	0	0	0	0	0	0	70
Total	15	42	113	177	121	44	4	1	0	0	0	0	0	0	0	517

All Traffic Data Services

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Site Code: E

Station ID: E

S PEACHTREE ST SOUTH OF CARLYLE ST

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

SB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
12 PM	0	1	3	8	5	1	0	0	0	0	0	0	0	0	0	18
12:15	1	0	4	11	7	0	1	0	0	0	0	0	0	0	0	24
12:30	0	2	6	11	7	3	2	0	0	0	0	0	0	0	0	31
12:45	1	3	6	6	10	1	0	0	0	0	0	0	0	0	0	27
	2	6	19	36	29	5	3	0	0	0	0	0	0	0	0	100
13:00	0	1	5	15	5	1	0	0	0	0	0	0	0	0	0	27
13:15	1	1	6	6	9	1	0	0	0	0	0	0	0	0	0	24
13:30	0	2	9	7	12	3	0	0	0	0	0	0	0	0	0	33
13:45	1	4	8	8	1	1	0	0	0	0	0	0	0	0	0	23
	2	8	28	36	27	6	0	0	0	0	0	0	0	0	0	107
14:00	0	2	6	12	8	4	2	0	0	0	0	0	0	0	0	34
14:15	0	2	9	11	8	3	0	0	0	0	0	0	0	0	0	33
14:30	0	2	5	10	6	2	0	1	0	0	0	0	0	0	0	26
14:45	0	3	12	9	6	3	0	0	0	0	0	0	0	0	0	33
	0	9	32	42	28	12	2	1	0	0	0	0	0	0	0	126
15:00	1	3	3	12	12	3	0	0	0	0	0	0	0	0	0	34
15:15	3	2	3	11	9	1	0	2	0	0	0	0	0	0	0	31
15:30	0	3	7	6	9	6	0	0	0	0	0	0	0	0	0	31
15:45	1	2	4	9	3	2	1	0	0	0	0	0	0	0	0	22
	5	10	17	38	33	12	1	2	0	0	0	0	0	0	0	118
16:00	1	2	2	9	12	2	1	0	0	0	0	0	0	0	0	29
16:15	0	1	3	9	19	1	1	0	0	0	0	0	0	0	0	34
16:30	1	1	5	11	11	5	0	0	0	0	0	0	0	0	0	34
16:45	2	1	5	12	10	4	2	1	0	0	0	0	0	0	0	37
	4	5	15	41	52	12	4	1	0	0	0	0	0	0	0	134
17:00	0	3	6	5	7	4	0	0	0	0	0	0	0	0	0	25
17:15	2	0	3	5	11	2	0	0	0	0	0	0	0	0	0	23
17:30	1	3	3	7	11	5	0	0	0	0	0	0	0	0	0	30
17:45	0	5	3	11	3	0	0	0	0	0	0	0	0	0	0	22
	3	11	15	28	32	11	0	0	0	0	0	0	0	0	0	100
18:00	2	1	2	9	6	1	1	0	0	0	0	0	0	0	0	22
18:15	2	2	7	7	4	1	0	0	0	0	0	0	0	0	0	23
18:30	0	0	5	8	6	2	1	0	0	0	0	0	0	0	0	22
18:45	0	5	4	9	4	2	0	0	0	0	0	0	0	0	0	24
	4	8	18	33	20	6	2	0	0	0	0	0	0	0	0	91
19:00	0	2	5	7	3	0	0	0	0	0	0	0	0	0	0	17
19:15	0	1	4	13	6	0	0	0	0	0	0	0	0	0	0	24
19:30	1	0	1	8	6	3	0	0	0	0	0	0	0	0	0	19
19:45	1	3	3	10	2	0	1	0	0	0	0	0	0	0	0	20
	2	6	13	38	17	3	1	0	0	0	0	0	0	0	0	80
20:00	0	1	4	9	4	0	0	0	0	0	0	0	0	0	0	18
20:15	0	0	6	9	3	2	0	0	0	0	0	0	0	0	0	20
20:30	0	1	4	5	2	1	0	0	0	0	0	0	0	0	0	13
20:45	1	0	3	4	2	0	0	0	0	0	0	0	0	0	0	10
	1	2	17	27	11	3	0	0	0	0	0	0	0	0	0	61
21:00	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
21:15	0	0	1	6	3	0	0	0	0	0	0	0	0	0	0	10
21:30	0	2	2	4	2	1	0	0	0	0	0	0	0	0	0	11
21:45	1	1	2	2	3	0	0	0	0	0	0	0	0	0	0	9
	1	3	7	14	8	2	0	0	0	0	0	0	0	0	0	35
22:00	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	7
22:15	0	0	4	4	3	2	0	0	0	0	0	0	0	0	0	13
22:30	0	0	4	1	1	0	0	0	0	0	0	0	0	0	0	6
22:45	0	0	1	1	4	0	0	0	0	0	0	0	0	0	0	6
	0	0	10	9	11	2	0	0	0	0	0	0	0	0	0	32
23:00	0	0	1	3	0	0	2	0	0	0	0	0	0	0	0	6
23:15	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	5
23:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
23:45	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	2	0	2	5	5	0	2	0	0	0	0	0	0	0	0	16
Total	26	68	193	347	273	74	15	4	0	0	0	0	0	0	0	1000
Grand Total	82	187	630	988	763	227	30	9	1	0	0	0	0	0	0	2917

15th Percentile : 21 MPH
 50th Percentile : 27 MPH
 85th Percentile : 33 MPH
 95th Percentile : 37 MPH

Stats

Mean Speed(Average) : 28 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 1751

Percent in Pace :	60.0%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

All Traffic Data Services

www.alltrafficdata.net

Site Code: F

Station ID: F

S PEACHTREE STREET WEST OF ROWAN STREET

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

EB

Start Time	15	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	76999	Total
10/26/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	2	3	0	0	0	0	0	0	0	0	5
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	1	0	2	3	0	0	0	0	0	0	0	0	6
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
03:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	3	1	0	0	0	0	0	0	0	4
04:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	1	4	1	0	0	0	0	0	0	0	6
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	3	2	0	0	0	0	0	0	0	0	5
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	3	2	0	0	0	0	0	0	0	0	5
06:15	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3
07:00	0	1	0	1	1	2	1	0	0	0	0	0	0	0	6
07:15	0	0	1	0	5	2	1	0	0	0	0	0	0	0	9
07:30	0	0	0	1	2	3	2	0	0	0	0	0	0	0	8
07:45	0	0	0	4	5	1	0	0	0	0	0	0	0	0	10
08:00	0	0	0	0	1	5	0	0	0	0	0	0	0	0	6
08:15	0	0	1	5	13	11	3	0	0	0	0	0	0	0	33
08:30	0	0	3	1	1	0	0	0	0	0	0	0	0	0	5
08:45	0	0	0	3	1	1	0	0	0	0	0	0	0	0	5
09:00	0	0	2	6	1	3	1	0	0	0	0	0	0	0	13
09:15	1	0	0	3	4	1	0	0	0	0	0	0	0	0	10
09:30	1	0	5	13	7	5	2	0	0	0	0	0	0	0	33
09:45	0	0	0	1	1	6	0	1	0	0	0	0	0	0	9
10:00	0	0	0	0	2	5	3	0	1	0	0	0	0	0	11
10:15	0	0	1	3	3	4	1	0	0	0	0	0	0	0	12
10:30	0	0	0	3	3	4	6	0	0	0	0	0	0	0	16
10:45	0	0	1	7	9	19	10	1	1	0	0	0	0	0	48
11:00	0	0	0	4	1	4	1	0	0	0	0	0	0	0	10
11:15	1	1	1	1	1	0	0	0	0	0	0	0	0	0	5
11:30	0	0	0	4	2	1	1	0	0	0	0	0	0	0	8
11:45	1	0	1	0	5	3	1	0	0	0	0	0	0	0	11
12:00	2	1	2	9	9	8	3	0	0	0	0	0	0	0	34
12:15	0	0	1	1	2	3	1	0	0	0	0	0	0	0	8
12:30	0	0	0	1	5	3	1	0	0	0	0	0	0	0	10
12:45	0	0	1	3	4	4	1	1	0	0	0	0	0	0	14
13:00	0	1	1	3	8	6	1	0	0	0	0	0	0	0	20
13:15	0	1	3	8	19	16	4	1	0	0	0	0	0	0	52
Total	3	3	13	44	65	72	24	2	1	0	0	0	0	0	227

Attachment: Qk4 Norcross Speed Study-Complete (22-6432 : Speed & Traffic Calming Measures Studies Update on Selected City Roadways)

All Traffic Data Services

www.alltrafficdata.net

Site Code: F

Station ID: F

S PEACHTREE STREET WEST OF ROWAN STREET

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

EB

Start Time	15	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	76999	Total
12 PM	4	0	0	4	5	5	0	0	0	0	0	0	0	0	18
12:15	2	0	1	2	6	3	0	0	0	0	0	0	0	0	14
12:30	0	0	1	2	2	5	2	0	0	0	0	0	0	0	12
12:45	0	0	0	2	6	4	2	1	0	0	0	0	0	0	15
13:00	6	0	2	10	19	17	4	1	0	0	0	0	0	0	59
13:15	1	0	0	1	4	4	1	1	0	0	0	0	0	0	12
13:30	0	0	1	1	5	4	1	0	0	0	0	0	0	0	12
13:45	0	0	1	4	3	3	1	1	0	0	0	0	0	0	13
14:00	0	0	2	4	1	10	2	0	0	0	0	0	0	0	19
14:15	1	0	4	10	13	21	5	2	0	0	0	0	0	0	56
14:30	0	0	2	5	6	6	0	1	0	0	0	0	0	0	20
14:45	0	0	1	4	11	6	3	1	0	0	0	0	0	0	26
15:00	1	0	0	3	7	8	3	0	0	0	0	0	0	0	22
15:15	0	0	0	1	5	7	1	0	0	0	0	0	0	0	14
15:30	1	0	3	13	29	27	7	2	0	0	0	0	0	0	82
15:45	1	0	0	7	6	4	0	0	0	0	0	0	0	0	18
16:00	3	0	3	3	5	7	3	0	0	0	0	0	0	0	24
16:15	0	0	0	2	5	9	1	2	0	0	0	0	0	0	19
16:30	0	0	0	1	7	4	1	0	0	0	0	0	0	0	13
16:45	4	0	3	13	23	24	5	2	0	0	0	0	0	0	74
17:00	0	0	0	1	9	10	5	0	0	0	0	0	0	0	25
17:15	0	0	1	1	5	11	2	0	0	0	0	0	0	0	20
17:30	0	0	0	5	13	9	2	0	0	0	0	0	0	0	29
17:45	0	0	2	6	12	7	3	0	2	0	0	0	0	0	32
18:00	0	0	3	13	39	37	12	0	2	0	0	0	0	0	106
18:15	1	0	0	4	12	9	4	0	0	0	0	0	0	0	30
18:30	2	0	0	5	10	18	4	0	0	0	0	0	0	0	39
18:45	0	0	1	7	11	21	7	1	0	0	0	0	0	0	48
19:00	0	0	0	2	20	16	2	2	1	0	0	0	0	0	43
19:15	3	0	1	18	53	64	17	3	1	0	0	0	0	0	160
19:30	0	0	1	3	13	12	4	1	0	0	0	0	0	0	34
19:45	0	0	5	9	13	18	5	1	0	0	0	0	0	0	51
20:00	0	0	0	9	15	13	8	0	0	0	0	0	0	0	45
20:15	0	0	1	3	8	14	3	0	0	0	0	0	0	0	29
20:30	0	0	7	24	49	57	20	2	0	0	0	0	0	0	159
20:45	0	0	0	4	15	8	6	0	0	0	0	0	0	0	33
21:00	0	0	0	4	6	9	1	0	1	0	0	0	0	0	21
21:15	0	0	0	1	9	3	1	0	0	0	0	0	0	0	14
21:30	0	0	0	1	9	2	3	1	0	0	0	0	0	0	16
21:45	0	0	0	10	39	22	11	1	1	0	0	0	0	0	84
22:00	0	0	0	4	3	3	0	0	0	0	0	0	0	0	10
22:15	0	0	0	0	4	3	2	0	2	0	0	0	0	0	11
22:30	0	0	0	1	3	1	0	0	0	0	0	0	0	0	5
22:45	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
23:00	0	0	0	6	12	8	2	0	2	0	0	0	0	0	30
23:15	0	0	0	1	5	1	0	0	0	0	0	0	0	0	7
23:30	0	0	0	1	3	6	0	0	0	0	0	0	0	0	10
23:45	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
24:00	0	0	0	2	5	1	0	0	0	0	0	0	0	0	8
24:15	0	0	0	4	13	9	2	0	0	0	0	0	0	0	28
24:30	0	0	0	3	0	0	1	0	0	1	0	0	0	0	5
24:45	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
25:00	0	0	0	1	1	2	2	0	0	0	0	0	0	0	6
25:15	0	0	0	1	3	1	0	1	0	0	0	0	0	0	6
25:30	0	0	0	6	5	4	3	1	0	1	0	0	0	0	20
25:45	0	0	0	1	0	4	1	0	0	0	0	0	0	0	6
26:00	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
26:15	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
26:30	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
26:45	0	0	0	2	1	7	4	0	0	0	0	0	0	0	14
Total	15	0	23	129	295	297	92	14	6	1	0	0	0	0	872

All Traffic Data Services

www.alltrafficdata.net

Site Code: F

Station ID: F

S PEACHTREE STREET WEST OF ROWAN STREET

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

EB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
10/27/21	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
00:15	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	2	3	2	0	0	0	0	0	0	0	0	7
01:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
06:15	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
06:30	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
06:45	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	3
07:00	0	0	1	2	3	5	2	0	0	0	0	0	0	0	0	13
07:15	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	4
07:30	0	0	0	1	4	5	1	0	0	0	0	0	0	0	0	11
07:45	1	1	2	1	7	1	0	0	0	0	0	0	0	0	0	13
08:00	2	1	3	5	16	13	2	0	0	0	0	0	0	0	0	42
08:15	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	5
08:30	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4
08:45	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	8
09:00	1	0	1	1	1	2	0	0	0	0	0	0	0	0	0	6
09:15	1	0	2	6	6	8	0	0	0	0	0	0	0	0	0	23
09:30	2	3	1	0	1	3	1	0	0	0	0	0	0	0	0	11
09:45	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	6
10:00	2	0	0	4	7	5	0	0	0	0	0	0	0	0	0	18
10:15	0	0	1	2	5	3	0	0	0	0	0	0	0	0	0	11
10:30	4	3	2	6	15	14	2	0	0	0	0	0	0	0	0	46
10:45	0	0	0	3	1	3	0	0	0	0	0	0	0	0	0	7
11:00	0	0	0	2	3	4	1	0	0	0	0	0	0	0	0	10
11:15	0	0	0	3	7	0	0	0	0	0	0	0	0	0	0	10
11:30	0	0	0	2	7	1	2	0	0	0	0	0	0	0	0	10
11:45	0	0	0	10	18	8	3	0	0	0	0	0	0	0	0	39
Total	0	0	1	1	3	9	2	0	0	0	0	0	0	0	0	16
	0	0	0	3	4	7	0	0	0	0	0	0	0	0	0	14
	0	0	1	5	4	0	0	0	0	0	0	0	0	0	0	10
	0	0	0	2	6	6	2	0	1	0	0	0	0	0	0	17
	0	0	2	11	17	22	4	0	1	0	0	0	0	0	0	57
Total	7	4	10	42	82	78	15	0	1	0	0	0	0	0	0	239

All Traffic Data Services

www.alltrafficdata.net

Site Code: F

Station ID: F

S PEACHTREE STREET WEST OF ROWAN STREET

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

EB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
12 PM	0	0	0	3	5	9	2	0	0	0	0	0	0	0	0	19
12:15	1	1	1	4	6	5	1	0	0	0	0	0	0	0	0	19
12:30	1	0	2	4	7	3	0	0	0	0	0	0	0	0	0	17
12:45	1	0	0	4	8	4	0	0	0	0	0	0	0	0	0	17
13:00	3	1	3	15	26	21	3	0	0	0	0	0	0	0	0	72
13:15	2	1	2	2	6	2	1	0	0	0	0	0	0	0	0	16
13:30	0	0	7	4	2	1	0	0	0	0	0	0	0	0	0	14
13:45	0	0	2	6	2	0	0	0	0	0	0	0	0	0	0	10
14:00	1	0	6	5	4	2	0	0	0	0	0	0	0	0	0	18
14:15	3	1	17	17	14	5	1	0	0	0	0	0	0	0	0	58
14:30	0	0	1	6	4	2	0	0	0	0	0	0	0	0	0	13
14:45	1	0	1	4	7	3	0	0	0	0	0	0	0	0	0	16
15:00	0	0	0	4	6	6	0	0	0	0	0	0	0	0	0	16
15:15	0	0	0	2	9	2	1	0	0	0	0	0	0	0	0	14
15:30	1	0	2	16	26	13	1	0	0	0	0	0	0	0	0	59
15:45	0	0	1	2	12	3	3	0	0	0	0	0	0	0	0	21
16:00	0	0	0	2	9	7	1	0	0	0	0	0	0	0	0	20
16:15	0	0	0	8	10	2	3	0	0	0	0	0	0	0	0	25
16:30	0	0	0	1	14	10	2	0	0	0	0	0	0	0	0	27
16:45	0	0	3	13	45	22	9	1	0	0	0	0	0	0	0	93
17:00	1	0	0	1	15	10	0	0	0	0	0	0	0	0	0	27
17:15	0	0	0	7	10	7	4	1	0	0	0	0	0	0	0	29
17:30	0	0	0	0	13	11	2	0	0	0	0	0	0	0	0	26
17:45	0	1	2	7	12	9	1	0	0	0	0	0	0	0	0	32
18:00	1	1	2	15	50	37	7	1	0	0	0	0	0	0	0	114
18:15	0	0	0	6	12	8	3	0	0	0	0	0	0	0	0	29
18:30	1	0	2	5	9	12	1	0	0	0	0	0	0	0	0	30
18:45	0	0	1	7	21	11	3	0	0	0	0	0	0	0	0	43
19:00	0	0	0	6	9	8	0	0	0	0	0	0	0	0	0	23
19:15	1	0	3	24	51	39	7	0	0	0	0	0	0	0	0	125
19:30	0	0	1	5	11	10	3	0	0	0	0	0	0	0	0	30
19:45	0	0	0	5	15	3	3	0	0	0	0	0	0	0	0	26
20:00	0	0	0	3	8	10	3	0	0	0	0	0	0	0	0	24
20:15	0	0	1	4	13	10	7	0	0	0	0	0	0	0	0	35
20:30	0	0	2	17	47	33	16	0	0	0	0	0	0	0	0	115
20:45	0	0	0	3	4	5	1	1	0	0	0	0	0	0	0	14
21:00	0	0	0	10	4	1	1	0	0	0	0	0	0	0	0	16
21:15	0	0	0	2	10	5	1	0	0	0	0	0	0	0	0	18
21:30	1	0	1	6	5	4	1	0	0	0	0	0	0	0	0	18
21:45	1	0	1	21	23	15	4	1	0	0	0	0	0	0	0	66
22:00	0	0	3	3	8	2	0	0	0	0	0	0	0	0	0	16
22:15	0	0	0	1	3	3	0	1	0	0	0	0	0	0	0	8
22:30	0	0	0	3	4	4	0	0	0	0	0	0	0	0	0	11
22:45	0	0	1	0	5	2	0	0	0	0	0	0	0	0	0	8
23:00	0	0	4	7	20	11	0	1	0	0	0	0	0	0	0	43
23:15	0	0	3	1	0	5	0	0	0	0	0	0	0	0	0	9
23:30	0	0	0	1	4	3	1	0	0	0	0	0	0	0	0	9
23:45	0	0	2	2	1	2	0	0	0	0	0	0	0	0	0	7
24:00	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	5
24:15	0	0	5	5	5	14	1	0	0	0	0	0	0	0	0	30
24:30	0	0	0	2	2	2	1	0	0	0	0	0	0	0	0	7
24:45	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
25:00	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
25:15	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	5
25:30	0	0	0	3	10	5	2	0	0	0	0	0	0	0	0	20
25:45	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	6
26:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
26:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
26:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
26:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
27:00	0	0	0	3	5	3	0	0	0	0	0	0	0	0	0	11
Total	10	3	42	156	322	218	51	4	0	0	0	0	0	0	0	806
Grand Total	35	10	88	371	764	665	182	20	8	1	0	0	0	0	0	2144

15th Percentile : 27 MPH
 50th Percentile : 33 MPH
 85th Percentile : 39 MPH
 95th Percentile : 42 MPH

Stats

Mean Speed(Average) : 34 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 1429

Percent in Pace :	66.7%
Number of Vehicles > 55 MPH :	1
Percent of Vehicles > 55 MPH :	0.0%

All Traffic Data Services

www.alltrafficdata.net

Site Code: F

Station ID: F

S PEACHTREE STREET WEST OF ROWAN STREET

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

WB

Start Time	15	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	76999	Total
10/26/21	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
05:15	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
05:30	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
05:45	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
06:00	0	0	0	2	4	1	2	0	0	0	0	0	0	0	9
06:15	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4
06:30	0	0	0	2	3	0	2	0	0	0	0	0	0	0	7
06:45	0	0	1	1	4	1	2	0	0	0	0	0	0	0	9
07:00	0	0	0	1	5	4	3	1	0	0	0	0	0	0	14
07:15	0	0	1	5	13	7	7	1	0	0	0	0	0	0	34
07:30	0	0	0	4	7	9	0	0	0	0	0	0	0	0	20
07:45	0	0	0	2	15	7	3	0	0	0	0	0	0	0	27
08:00	0	0	1	4	16	10	3	0	0	0	0	0	0	0	34
08:15	0	0	4	11	21	14	6	3	0	0	0	0	0	0	59
08:30	0	0	5	21	59	40	12	3	0	0	0	0	0	0	140
08:45	0	0	0	15	23	21	9	2	0	0	0	0	0	0	70
09:00	0	0	2	5	17	19	2	1	1	0	0	0	0	0	47
09:15	0	0	2	4	13	6	4	0	0	0	0	0	0	0	29
09:30	0	0	1	7	9	10	4	1	0	0	0	0	0	0	32
09:45	0	0	5	31	62	56	19	4	1	0	0	0	0	0	178
10:00	0	0	0	2	7	10	1	2	0	0	0	0	0	0	22
10:15	0	0	0	4	8	8	1	0	0	0	0	0	0	0	21
10:30	0	0	0	1	7	6	2	0	0	0	0	0	0	0	16
10:45	0	0	2	3	4	1	1	0	0	0	0	0	0	0	11
11:00	0	0	2	10	26	25	5	2	0	0	0	0	0	0	70
11:15	0	1	1	1	5	4	1	0	1	0	0	0	0	0	14
11:30	1	3	0	3	6	2	1	0	0	0	0	0	0	0	16
11:45	0	0	0	3	2	2	0	0	0	0	0	0	0	0	7
12:00	1	2	3	2	2	2	0	0	0	0	0	0	0	0	12
12:15	2	6	4	9	15	10	2	0	1	0	0	0	0	0	49
12:30	0	0	2	5	4	3	1	0	0	0	0	0	0	0	15
12:45	0	0	1	3	5	2	0	0	0	0	0	0	0	0	11
13:00	0	0	1	0	8	3	2	0	0	0	0	0	0	0	14
13:15	1	1	1	2	6	4	0	0	0	0	0	0	0	0	15
13:30	1	1	5	10	23	12	3	0	0	0	0	0	0	0	55
Total	3	7	22	89	204	154	51	10	2	0	0	0	0	0	542

Attachment: Qk4 Norcross Speed Study-Complete (22-6432 : Speed & Traffic Calming Measures Studies Update on Selected City Roadways)

All Traffic Data Services

www.alltrafficdata.net

Site Code: F

Station ID: F

S PEACHTREE STREET WEST OF ROWAN STREET

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

WB

Start Time	15	1620	2125	2630	3135	3640	4145	4650	5155	5660	6165	6670	7175	76999	Total
12 PM	0	0	1	4	10	1	0	0	0	0	0	0	0	0	16
12:15	2	0	3	1	1	3	1	0	0	0	0	0	0	0	11
12:30	0	0	0	1	8	4	2	0	0	0	0	0	0	0	15
12:45	0	0	1	0	2	4	1	0	0	0	0	0	0	0	8
13:00	2	0	5	6	21	12	4	0	0	0	0	0	0	0	50
13:15	0	0	2	2	5	3	1	0	0	0	0	0	0	0	13
13:30	0	0	0	3	3	2	0	1	0	0	0	0	0	0	9
13:45	0	0	0	2	9	6	4	0	0	0	0	0	0	0	21
14:00	0	0	0	0	4	3	2	0	0	0	0	0	0	0	9
14:15	0	0	2	7	21	14	7	1	0	0	0	0	0	0	52
14:30	0	0	1	1	2	1	2	0	1	0	0	0	0	0	8
14:45	0	0	0	4	4	1	0	2	0	0	0	0	0	0	11
15:00	1	0	2	3	7	4	3	1	0	0	0	0	0	0	21
15:15	0	0	1	2	3	3	2	0	0	0	0	0	0	0	11
15:30	1	0	4	10	16	9	7	3	1	0	0	0	0	0	51
15:45	0	2	0	0	4	6	1	1	0	0	0	0	0	0	14
16:00	1	0	0	7	13	8	2	1	0	0	0	0	0	0	32
16:15	1	0	3	6	8	10	3	0	0	0	0	0	0	0	31
16:30	0	0	1	1	1	10	4	0	0	0	0	0	0	0	17
16:45	2	2	4	14	26	34	10	2	0	0	0	0	0	0	94
17:00	0	0	0	3	4	2	4	0	0	0	0	0	0	0	13
17:15	0	0	0	1	7	11	6	0	0	0	0	0	0	0	25
17:30	0	0	1	2	5	6	2	0	0	0	0	0	0	0	16
17:45	0	0	0	2	8	3	2	0	0	0	0	0	0	0	15
18:00	0	0	1	8	24	22	14	0	0	0	0	0	0	0	69
18:15	0	0	0	3	1	7	3	0	0	0	0	0	0	0	14
18:30	1	0	0	8	2	7	1	1	0	0	0	0	0	0	20
18:45	0	0	2	2	6	4	0	0	0	0	0	0	0	0	14
19:00	0	0	1	3	6	1	1	1	0	0	0	0	0	0	13
19:15	1	0	3	16	15	19	5	2	0	0	0	0	0	0	61
19:30	0	0	2	2	11	3	1	0	0	0	0	0	0	0	19
19:45	0	0	0	4	2	4	0	1	0	0	0	0	0	0	11
20:00	0	0	0	1	0	1	1	0	0	0	0	0	0	0	5
20:15	0	0	0	3	4	4	0	0	0	0	0	0	0	0	11
20:30	0	0	4	10	17	12	2	1	0	0	0	0	0	0	46
20:45	1	0	2	3	3	4	0	0	0	0	0	0	0	0	13
21:00	0	0	1	1	6	3	0	0	0	0	0	0	0	0	11
21:15	0	0	0	2	4	2	1	0	0	0	0	0	0	0	10
21:30	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4
21:45	1	0	4	6	15	11	1	0	0	0	0	0	0	0	38
22:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
22:15	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3
22:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
22:45	0	0	0	1	0	2	1	0	0	0	0	0	0	0	4
23:00	0	0	1	1	2	5	2	0	0	0	0	0	0	0	11
23:15	0	0	0	0	1	0	2	1	0	0	0	0	0	0	4
23:30	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
23:45	0	0	0	1	3	2	2	1	0	0	0	0	0	0	9
24:00	0	0	0	1	1	0	0	2	0	0	0	0	0	0	4
24:15	0	0	0	2	6	3	4	4	0	0	0	0	0	0	19
24:30	0	0	0	3	3	0	0	0	0	0	0	0	0	0	6
24:45	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3
25:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	2	29	85	171	144	57	13	1	0	0	0	0	0	509

All Traffic Data Services

www.alltrafficdata.net

Site Code: F

Station ID: F

S PEACHTREE STREET WEST OF ROWAN STREET

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

WB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	20	25	30	35	40	45	50	55	60	65	70	75	999		
10/27/21	0	0	0	0	1	1	0	0	1	0	0	0	0	0	3
00:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	4	1	0	0	1	0	0	0	0	0	6
01:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
05:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
05:30	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
05:45	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
06:00	0	0	0	3	1	3	0	0	0	0	0	0	0	0	7
06:15	0	0	1	3	4	6	0	0	0	0	0	0	0	0	14
06:30	0	0	0	1	1	2	2	0	0	0	0	0	0	0	6
06:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
07:00	0	0	0	1	1	5	0	0	0	0	0	0	0	0	7
07:15	0	0	0	1	4	5	0	0	0	0	0	0	0	0	10
07:30	0	0	0	4	6	13	2	0	0	0	0	0	0	0	25
07:45	0	0	0	4	9	7	4	1	0	0	0	0	0	0	25
08:00	0	0	1	2	14	8	2	0	0	0	0	0	0	0	27
08:15	0	0	1	9	12	8	2	0	0	0	0	0	0	0	32
08:30	0	0	0	8	27	7	3	3	0	0	0	0	0	0	48
08:45	0	0	2	23	62	30	11	4	0	0	0	0	0	0	132
09:00	0	0	2	1	9	12	10	2	0	0	0	0	0	0	36
09:15	0	0	0	4	18	21	5	1	0	0	0	0	0	0	49
09:30	0	0	0	4	17	11	6	1	0	0	0	0	0	0	39
09:45	0	0	4	4	9	16	6	4	0	0	0	0	0	0	43
10:00	0	0	6	13	53	60	27	8	0	0	0	0	0	0	167
10:15	1	0	4	9	9	8	3	1	0	0	0	0	0	0	35
10:30	0	1	1	1	11	13	8	0	0	0	0	0	0	0	35
10:45	2	0	2	1	12	19	4	0	0	0	0	0	0	0	40
11:00	0	0	0	4	16	21	17	1	2	0	0	0	0	0	61
11:15	3	1	7	15	48	61	32	2	2	0	0	0	0	0	171
11:30	0	0	0	7	11	17	5	0	0	0	0	0	0	0	40
11:45	0	0	0	2	12	15	4	0	0	0	0	0	0	0	33
12:00	0	0	0	1	9	9	6	1	0	0	0	0	0	0	26
12:15	0	0	0	4	5	9	3	1	0	0	0	0	0	0	22
12:30	0	0	0	14	37	50	18	2	0	0	0	0	0	0	121
12:45	0	0	0	4	5	5	1	0	0	0	0	0	0	0	15
13:00	0	0	0	2	7	3	1	0	0	0	0	0	0	0	13
13:15	0	1	0	3	4	2	1	0	0	0	0	0	0	0	11
13:30	0	0	0	1	9	4	0	0	1	0	0	0	0	0	15
13:45	0	1	0	10	25	14	3	0	1	0	0	0	0	0	54
Total	3	2	16	82	241	237	94	17	4	0	0	0	0	0	696

Attachment: Qk4 Norcross Speed Study-Complete (22-6432 : Speed & Traffic Calming Measures Studies Update on Selected City Roadways)

All Traffic Data Services

www.alltrafficdata.net

Site Code: F

Station ID: F

S PEACHTREE STREET WEST OF ROWAN STREET

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

WB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
12 PM	0	0	0	0	5	2	4	0	1	0	0	0	0	0	0	12
12:15	1	0	1	1	5	2	0	0	0	0	0	0	0	0	0	10
12:30	0	0	1	3	4	3	2	0	0	0	0	0	0	0	0	13
12:45	1	0	0	2	0	3	1	0	0	0	0	0	0	0	0	7
13:00	2	0	2	6	14	10	7	0	1	0	0	0	0	0	0	42
13:15	0	0	0	7	8	5	0	0	0	0	0	0	0	0	0	20
13:30	0	0	4	5	4	1	1	0	0	0	0	0	0	0	0	15
13:45	0	0	1	7	9	2	0	0	0	0	0	0	0	0	0	19
14:00	1	0	2	1	2	3	2	0	0	0	0	0	0	0	0	11
14:15	0	0	7	20	23	11	3	0	0	0	0	0	0	0	0	65
14:30	0	0	0	3	8	2	1	4	0	0	0	0	0	0	0	18
14:45	0	0	1	1	9	1	1	0	0	0	0	0	0	0	0	13
15:00	0	0	1	3	6	5	1	0	0	0	0	0	0	0	0	16
15:15	0	0	0	1	9	1	0	0	0	0	0	0	0	0	0	11
15:30	0	0	2	8	32	9	3	4	0	0	0	0	0	0	0	58
15:45	0	0	0	1	4	5	1	0	0	0	0	0	0	0	0	11
16:00	0	0	3	4	14	7	2	0	0	0	0	0	0	0	0	30
16:15	1	0	1	10	14	5	0	1	0	0	0	0	0	0	0	32
16:30	0	0	1	2	10	6	2	0	0	0	0	0	0	0	0	21
16:45	1	0	5	17	42	23	5	1	0	0	0	0	0	0	0	94
17:00	1	0	1	1	8	6	1	0	0	0	0	0	0	0	0	18
17:15	1	0	0	2	5	3	1	0	1	0	0	0	0	0	0	13
17:30	0	0	0	4	5	9	0	0	0	0	0	0	0	0	0	18
17:45	0	0	1	2	7	6	1	1	0	0	0	0	0	0	0	18
18:00	2	0	2	9	25	24	3	1	1	0	0	0	0	0	0	67
18:15	0	0	0	0	4	6	3	1	0	0	0	0	0	0	0	14
18:30	0	0	0	4	9	5	1	1	0	0	0	0	0	0	0	20
18:45	0	0	0	4	8	3	0	0	0	0	0	0	0	0	0	15
19:00	0	0	1	10	5	1	0	0	0	0	0	0	0	0	0	17
19:15	0	0	1	18	26	15	4	2	0	0	0	0	0	0	0	66
19:30	0	0	2	3	4	7	0	0	0	0	0	0	0	0	0	16
19:45	0	1	1	2	5	4	1	0	0	0	0	0	0	0	0	14
20:00	0	0	0	3	7	1	0	2	0	0	0	0	0	0	0	13
20:15	0	0	0	3	3	4	0	0	0	0	0	0	0	0	0	10
20:30	0	1	3	11	19	16	1	2	0	0	0	0	0	0	0	53
20:45	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	6
21:00	0	0	1	5	5	3	0	0	0	0	0	0	0	0	0	14
21:15	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	8
21:30	1	0	0	3	4	0	1	0	0	0	0	0	0	0	0	9
21:45	1	0	1	9	14	9	3	0	0	0	0	0	0	0	0	37
22:00	0	0	1	1	4	2	3	1	0	0	0	0	0	0	0	12
22:15	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4
22:30	0	0	0	2	4	3	1	0	0	0	0	0	0	0	0	10
22:45	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	4
23:00	0	0	1	6	11	6	5	1	0	0	0	0	0	0	0	30
23:15	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	6
23:30	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	5
23:45	0	1	2	5	6	4	2	0	0	0	0	0	0	0	0	20
24:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
24:15	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4
24:30	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4
24:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25:00	0	0	1	1	4	4	0	0	0	0	0	0	0	0	0	10
25:15	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
25:30	0	0	1	3	2	2	0	0	0	0	0	0	0	0	0	8
25:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
26:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26:15	0	0	5	3	2	2	0	0	0	0	0	0	0	0	0	12
Total	7	2	32	113	218	133	36	11	2	0	0	0	0	0	0	554
Grand Total	20	13	99	369	834	668	238	51	9	0	0	0	0	0	0	2301

15th Percentile : 27 MPH
 50th Percentile : 33 MPH
 85th Percentile : 39 MPH
 95th Percentile : 43 MPH

Stats

Mean Speed(Average) : 34 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 1502

Percent in Pace :	65.3%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%

Appendix B:

Expert Systems

(USLIMITS2)

Output

For Speed Limit Evaluation

USLIMITS2 Speed Zoning Report

Project Overview

Project Name: HolcombBr1

Analyst: Jeff Dyer - Qk4

Date: 2021-12-01

Basic Project Information

Route Name: Holcomb Bridge Road
 From: Peachtree Ind. Blvd.
 To: N. Peachtree St.
 State: Georgia
 County: Gwinnett County
 City: Norcross city
 Route Type: Road Section in Developed Area
 Route Status: Existing

Crash Data Information

Crash Data Years: 6.50
 Crash AADT: 15990 veh/day
 Total Number of Crashes: 114
 Total Number of Injury Crashes: 21
 Section Crash Rate: 289 per 100 MVM
 Section Injury Crash Rate: 53 per 100 MVM
 Crash Rate Average for Similar Roads: 480
 Injury Rate Average for Similar Roads: 124

Roadway Information

Section Length: 1.04 mile(s)
 Statutory Speed Limit: None
 Existing Speed Limit: 35 mph
 Adverse Alignment: Yes
 One-Way Street: No
 Divided/Undivided: Undivided
 Number of Through Lanes: 2
 Area Type: Residential-Collector/Arterial
 Number of Driveways: 39
 Number of Signals: 1

Traffic Information

85th Percentile Speed: 34 mph
 50th Percentile Speed: 29 mph
 AADT: 15990 veh/day
 On Street Parking and Usage: Not High
 Pedestrian / Bicyclist Activity: High

Project Description: Speed Study for Holcomb Bridge Road in City of Norcross - Scenario 1, Location A - GA Statewide Averages

Recommended Speed Limit:



Note: Sections with adverse alignments may need specific 'advisory speed warnings' which may be different from the general speed limit for the section. See [Procedures for Setting Advisory Speeds on Curves](#), Publication No. FHWA-SA-11-22, June 2011, for more guidance.

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Equations Used in the Crash Data Calculations

Exposure (M)

$$M = (\text{Section AADT} * 365 * \text{Section Length} * \text{Duration of Crash Data}) / (100000000)$$

$$M = (15990 * 365 * 1.04 * 6.50) / (100000000)$$

$$M = 0.3945$$

Crash Rate (Rc)

$$Rc = (\text{Section Crash Average} * 100000000) / (\text{Section AADT} * 365 * \text{Section Length})$$

$$Rc = (17.54 * 100000000) / (15990 * 365 * 1.04)$$

$$Rc = 288.95 \text{ crashes per 100 MVM}$$

Injury Rate (Ri)

$$Ri = (\text{Section Injury Crash Average} * 100000000) / (\text{Section AADT} * 365 * \text{Section Length})$$

$$Ri = (3.23 * 100000000) / (15990 * 365 * 1.04)$$

$$Ri = 53.23 \text{ injuries per 100 MVM}$$

Critical Crash Rate (Cc)

$$Cc = \text{Crash Average of Similar Sections} + 1.645 * (\text{Crash Average of Similar Sections} / \text{Exposure}) ^ (1/2) + (1 /$$

(2 * Exposure))

$$C_c = 480.00 + 1.645 * (480.00 / 0.3945)^{(1/2)} + (1 / (2 * 0.3945))$$

$C_c = 538.64$ crashes per 100 MVM

Critical Injury Rate (Ic)

$$I_c = \text{Injury Crash Average of Similar Sections} + 1.645 * (\text{Injury Crash Average of Similar Sections} / \text{Exposure})^{(1/2)} + (1 / (2 * \text{Exposure}))$$

$$I_c = 124.00 + 1.645 * (124.00 / 0.3945)^{(1/2)} + (1 / (2 * 0.3945))$$

$I_c = 154.43$ injuries per 100 MVM

USLIMITS2 Speed Zoning Report

Project Overview

Project Name: HolcombBr2

Analyst: Jeff Dyer - Qk4

Date: 2021-12-01

Basic Project Information

Route Name: Holcomb Bridge Road
 From: Peachtree Ind. Blvd.
 To: N. Peachtree St.
 State: Georgia
 County: Gwinnett County
 City: Norcross city
 Route Type: Road Section in Developed Area
 Route Status: Existing

Crash Data Information

Crash Data Years: 6.50
 Crash AADT: 12500 veh/day
 Total Number of Crashes: 114
 Total Number of Injury Crashes: 21
 Section Crash Rate: 370 per 100 MVM
 Section Injury Crash Rate: 68 per 100 MVM
 Crash Rate Average for Similar Roads: 480
 Injury Rate Average for Similar Roads: 124

Roadway Information

Section Length: 1.04 mile(s)
 Statutory Speed Limit: None
 Existing Speed Limit: 35 mph
 Adverse Alignment: Yes
 One-Way Street: No
 Divided/Undivided: Undivided
 Number of Through Lanes: 2
 Area Type: Residential-Collector/Arterial
 Number of Driveways: 39
 Number of Signals: 1

Traffic Information

85th Percentile Speed: 38 mph
 50th Percentile Speed: 32 mph
 AADT: 12500 veh/day
 On Street Parking and Usage: Not High
 Pedestrian / Bicyclist Activity: High

Project Description: Speed Study for Holcomb Bridge Road in City of Norcross - Scenario 2, Location B - GA Statewide Averages

Recommended Speed Limit:



Note: Sections with adverse alignments may need specific 'advisory speed warnings' which may be different from the general speed limit for the section. See [Procedures for Setting Advisory Speeds on Curves](#), Publication No. FHWA-SA-11-22, June 2011, for more guidance.

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Equations Used in the Crash Data Calculations

Exposure (M)

$$M = (\text{Section AADT} * 365 * \text{Section Length} * \text{Duration of Crash Data}) / (100000000)$$

$$M = (12500 * 365 * 1.04 * 6.50) / (100000000)$$

$$M = 0.3084$$

Crash Rate (Rc)

$$Rc = (\text{Section Crash Average} * 100000000) / (\text{Section AADT} * 365 * \text{Section Length})$$

$$Rc = (17.54 * 100000000) / (12500 * 365 * 1.04)$$

$$Rc = 369.62 \text{ crashes per 100 MVM}$$

Injury Rate (Ri)

$$Ri = (\text{Section Injury Crash Average} * 100000000) / (\text{Section AADT} * 365 * \text{Section Length})$$

$$Ri = (3.23 * 100000000) / (12500 * 365 * 1.04)$$

$$Ri = 68.09 \text{ injuries per 100 MVM}$$

Critical Crash Rate (Cc)

$$Cc = \text{Crash Average of Similar Sections} + 1.645 * (\text{Crash Average of Similar Sections} / \text{Exposure}) ^ (1/2) + (1 /$$

(2 * Exposure))

$$C_c = 480.00 + 1.645 * (480.00 / 0.3084)^{(1/2)} + (1 / (2 * 0.3084))$$

$C_c = 546.52$ crashes per 100 MVM

Critical Injury Rate (Ic)

$$I_c = \text{Injury Crash Average of Similar Sections} + 1.645 * (\text{Injury Crash Average of Similar Sections} / \text{Exposure})^{(1/2)} + (1 / (2 * \text{Exposure}))$$

$$I_c = 124.00 + 1.645 * (124.00 / 0.3084)^{(1/2)} + (1 / (2 * 0.3084))$$

$I_c = 158.61$ injuries per 100 MVM

USLIMITS2 Speed Zoning Report

Project Overview

Project Name: HolcombBr3

Analyst: Jeff Dyer - Qk4

Date: 2021-12-01

Basic Project Information

Route Name: Holcomb Bridge Road
 From: Peachtree Ind. Blvd.
 To: N. Peachtree St.
 State: Georgia
 County: Gwinnett County
 City: Norcross city
 Route Type: Road Section in Developed Area
 Route Status: Existing

Crash Data Information

Crash Data Years: 6.50
 Crash AADT: 14218 veh/day
 Total Number of Crashes: 114
 Total Number of Injury Crashes: 21
 Section Crash Rate: 325 per 100 MVM
 Section Injury Crash Rate: 60 per 100 MVM
 Crash Rate Average for Similar Roads: 480
 Injury Rate Average for Similar Roads: 124

Roadway Information

Section Length: 1.04 mile(s)
 Statutory Speed Limit: None
 Existing Speed Limit: 35 mph
 Adverse Alignment: Yes
 One-Way Street: No
 Divided/Undivided: Undivided
 Number of Through Lanes: 2
 Area Type: Residential-Collector/Arterial
 Number of Driveways: 39
 Number of Signals: 1

Traffic Information

85th Percentile Speed: 36 mph
 50th Percentile Speed: 30 mph
 AADT: 14218 veh/day
 On Street Parking and Usage: Not High
 Pedestrian / Bicyclist Activity: High

Project Description: Speed Study for Holcomb Bridge Road in City of Norcross - Scenario 3, Location A B Average - GA Statewide Averages

Recommended Speed Limit:



Note: Sections with adverse alignments may need specific 'advisory speed warnings' which may be different from the general speed limit for the section. See [Procedures for Setting Advisory Speeds on Curves](#), Publication No. FHWA-SA-11-22, June 2011, for more guidance.

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Equations Used in the Crash Data Calculations

Exposure (M)

$$M = (\text{Section AADT} * 365 * \text{Section Length} * \text{Duration of Crash Data}) / (100000000)$$

$$M = (14218 * 365 * 1.04 * 6.50) / (100000000)$$

$$M = 0.3508$$

Crash Rate (Rc)

$$Rc = (\text{Section Crash Average} * 100000000) / (\text{Section AADT} * 365 * \text{Section Length})$$

$$Rc = (17.54 * 100000000) / (14218 * 365 * 1.04)$$

$$Rc = 324.96 \text{ crashes per 100 MVM}$$

Injury Rate (Ri)

$$Ri = (\text{Section Injury Crash Average} * 100000000) / (\text{Section AADT} * 365 * \text{Section Length})$$

$$Ri = (3.23 * 100000000) / (14218 * 365 * 1.04)$$

$$Ri = 59.86 \text{ injuries per 100 MVM}$$

Critical Crash Rate (Cc)

$$Cc = \text{Crash Average of Similar Sections} + 1.645 * (\text{Crash Average of Similar Sections} / \text{Exposure}) ^ (1/2) + (1 /$$

(2 * Exposure))

$$C_c = 480.00 + 1.645 * (480.00 / 0.3508)^{(1/2)} + (1 / (2 * 0.3508))$$

$C_c = 542.27$ crashes per 100 MVM

Critical Injury Rate (Ic)

$$I_c = \text{Injury Crash Average of Similar Sections} + 1.645 * (\text{Injury Crash Average of Similar Sections} / \text{Exposure})^{(1/2)} + (1 / (2 * \text{Exposure}))$$

$$I_c = 124.00 + 1.645 * (124.00 / 0.3508)^{(1/2)} + (1 / (2 * 0.3508))$$

$I_c = 156.35$ injuries per 100 MVM

USLIMITS2 Speed Zoning Report

Project Overview

Project Name: NorthPeachtree1

Analyst: Jeff Dyer - Qk4

Date: 2021-12-02

Basic Project Information

Route Name: North Peachtree St
 From: Holcomb Bridge Rd
 To: Langford Rd
 State: Georgia
 County: Gwinnett County
 City: Norcross city
 Route Type: Road Section in Developed Area
 Route Status: Existing

Crash Data Information

Crash Data Years: 6.50
 Crash AADT: 3953 veh/day
 Total Number of Crashes: 68
 Total Number of Injury Crashes: 15
 Section Crash Rate: 684 per 100 MVM
 Section Injury Crash Rate: 151 per 100 MVM
 Crash Rate Average for Similar Roads: 480
 Injury Rate Average for Similar Roads: 124

Roadway Information

Section Length: 1.06 mile(s)
 Statutory Speed Limit: None
 Existing Speed Limit: 30 mph
 Adverse Alignment: Yes
 One-Way Street: No
 Divided/Undivided: Undivided
 Number of Through Lanes: 2
 Area Type: Residential-Collector/Arterial
 Number of Driveways: 65
 Number of Signals: 1

Traffic Information

85th Percentile Speed: 33 mph
 50th Percentile Speed: 28 mph
 AADT: 3953 veh/day
 On Street Parking and Usage: Not High
 Pedestrian / Bicyclist Activity: High

Project Description: North Peachtree Rd between Holcomb Bridge and Langford Rd - Scenario 1 - Location C
 Speeds - GA Statewide average crash rates

Recommended Speed Limit:



Note: Sections with adverse alignments may need specific 'advisory speed warnings' which may be different from the general speed limit for the section. See Procedures for Setting Advisory Speeds on Curves, Publication No. FHWA-SA-11-22, June 2011, for more guidance.

Note: The section crash rate of 684 per 100 MVM is above the critical rate (599). A comprehensive crash study should be undertaken to identify engineering and traffic control deficiencies and appropriate corrective actions. The speed limit should only be reduced as a last measure after all other treatments have either been tried or ruled out.

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Equations Used in the Crash Data Calculations

Exposure (M)

$$M = (\text{Section AADT} * 365 * \text{Section Length} * \text{Duration of Crash Data}) / (100000000)$$

$$M = (3953 * 365 * 1.06 * 6.50) / (100000000)$$

$$M = 0.0994$$

Crash Rate (Rc)

$$Rc = (\text{Section Crash Average} * 100000000) / (\text{Section AADT} * 365 * \text{Section Length})$$

$$Rc = (10.46 * 100000000) / (3953 * 365 * 1.06)$$

$$Rc = 684.02 \text{ crashes per 100 MVM}$$

Injury Rate (Ri)

$$Ri = (\text{Section Injury Crash Average} * 100000000) / (\text{Section AADT} * 365 * \text{Section Length})$$

$$Ri = (2.31 * 100000000) / (3953 * 365 * 1.06)$$

$R_i = 150.89$ injuries per 100 MVM

Critical Crash Rate (C_c)

$C_c = \text{Crash Average of Similar Sections} + 1.645 * (\text{Crash Average of Similar Sections} / \text{Exposure})^{1/2} + (1 / (2 * \text{Exposure}))$

$C_c = 480.00 + 1.645 * (480.00 / 0.0994)^{1/2} + (1 / (2 * 0.0994))$

$C_c = 599.34$ crashes per 100 MVM

Critical Injury Rate (I_c)

$I_c = \text{Injury Crash Average of Similar Sections} + 1.645 * (\text{Injury Crash Average of Similar Sections} / \text{Exposure})^{1/2} + (1 / (2 * \text{Exposure}))$

$I_c = 124.00 + 1.645 * (124.00 / 0.0994)^{1/2} + (1 / (2 * 0.0994))$

$I_c = 187.13$ injuries per 100 MVM

USLIMITS2 Speed Zoning Report

Project Overview

Project Name: NorthPeachtree2

Analyst: Jeff Dyer - Qk4

Date: 2021-12-02

Basic Project Information

Route Name: North Peachtree St
 From: Holcomb Bridge Rd
 To: Langford Rd
 State: Georgia
 County: Gwinnett County
 City: Norcross city
 Route Type: Road Section in Developed Area
 Route Status: Existing

Crash Data Information

Crash Data Years: 6.50
 Crash AADT: 4344 veh/day
 Total Number of Crashes: 68
 Total Number of Injury Crashes: 15
 Section Crash Rate: 622 per 100 MVM
 Section Injury Crash Rate: 137 per 100 MVM
 Crash Rate Average for Similar Roads: 480
 Injury Rate Average for Similar Roads: 124

Roadway Information

Section Length: 1.06 mile(s)
 Statutory Speed Limit: None
 Existing Speed Limit: 30 mph
 Adverse Alignment: Yes
 One-Way Street: No
 Divided/Undivided: Undivided
 Number of Through Lanes: 2
 Area Type: Residential-Collector/Arterial
 Number of Driveways: 65
 Number of Signals: 1

Traffic Information

85th Percentile Speed: 34 mph
 50th Percentile Speed: 29 mph
 AADT: 4344 veh/day
 On Street Parking and Usage: Not High
 Pedestrian / Bicyclist Activity: High

Project Description: North Peachtree Rd between Holcomb Bridge and Langford Rd - Scenario 2 - Location D
 Speeds - GA Statewide average crash rates

Recommended Speed Limit:



Note: Sections with adverse alignments may need specific 'advisory speed warnings' which may be different from the general speed limit for the section. See Procedures for Setting Advisory Speeds on Curves, Publication No. FHWA-SA-11-22, June 2011, for more guidance.

Note: The section crash rate of 622 per 100 MVM is above the critical rate (594). A comprehensive crash study should be undertaken to identify engineering and traffic control deficiencies and appropriate corrective actions. The speed limit should only be reduced as a last measure after all other treatments have either been tried or ruled out.

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Equations Used in the Crash Data Calculations

Exposure (M)

$$M = (\text{Section AADT} * 365 * \text{Section Length} * \text{Duration of Crash Data}) / (100000000)$$

$$M = (4344 * 365 * 1.06 * 6.50) / (100000000)$$

$$M = 0.1092$$

Crash Rate (Rc)

$$Rc = (\text{Section Crash Average} * 100000000) / (\text{Section AADT} * 365 * \text{Section Length})$$

$$Rc = (10.46 * 100000000) / (4344 * 365 * 1.06)$$

$$Rc = 622.45 \text{ crashes per 100 MVM}$$

Injury Rate (Ri)

$$Ri = (\text{Section Injury Crash Average} * 100000000) / (\text{Section AADT} * 365 * \text{Section Length})$$

$$Ri = (2.31 * 100000000) / (4344 * 365 * 1.06)$$

$R_i = 137.31$ injuries per 100 MVM

Critical Crash Rate (C_c)

$C_c = \text{Crash Average of Similar Sections} + 1.645 * (\text{Crash Average of Similar Sections} / \text{Exposure})^{1/2} + (1 / (2 * \text{Exposure}))$

$C_c = 480.00 + 1.645 * (480.00 / 0.1092)^{1/2} + (1 / (2 * 0.1092))$

$C_c = 593.62$ crashes per 100 MVM

Critical Injury Rate (I_c)

$I_c = \text{Injury Crash Average of Similar Sections} + 1.645 * (\text{Injury Crash Average of Similar Sections} / \text{Exposure})^{1/2} + (1 / (2 * \text{Exposure}))$

$I_c = 124.00 + 1.645 * (124.00 / 0.1092)^{1/2} + (1 / (2 * 0.1092))$

$I_c = 184.00$ injuries per 100 MVM

USLIMITS2 Speed Zoning Report

Project Overview

Project Name: NorthPeachtree3

Analyst: Jeff Dyer - Qk4

Date: 2021-12-02

Basic Project Information

Route Name: North Peachtree St
 From: Holcomb Bridge Rd
 To: Langford Rd
 State: Georgia
 County: Gwinnett County
 City: Norcross city
 Route Type: Road Section in Developed Area
 Route Status: Existing

Crash Data Information

Crash Data Years: 6.50
 Crash AADT: 4148 veh/day
 Total Number of Crashes: 68
 Total Number of Injury Crashes: 15
 Section Crash Rate: 652 per 100 MVM
 Section Injury Crash Rate: 144 per 100 MVM
 Crash Rate Average for Similar Roads: 480
 Injury Rate Average for Similar Roads: 124

Roadway Information

Section Length: 1.06 mile(s)
 Statutory Speed Limit: None
 Existing Speed Limit: 30 mph
 Adverse Alignment: Yes
 One-Way Street: No
 Divided/Undivided: Undivided
 Number of Through Lanes: 2
 Area Type: Residential-Collector/Arterial
 Number of Driveways: 65
 Number of Signals: 1

Traffic Information

85th Percentile Speed: 34 mph
 50th Percentile Speed: 29 mph
 AADT: 4148 veh/day
 On Street Parking and Usage: Not High
 Pedestrian / Bicyclist Activity: High

Project Description: North Peachtree Rd between Holcomb Bridge and Langford Rd - Scenario 3 - Average of Location C and D Speeds - GA Statewide average crash rates

Recommended Speed Limit:



Note: Sections with adverse alignments may need specific 'advisory speed warnings' which may be different from the general speed limit for the section. See Procedures for Setting Advisory Speeds on Curves, Publication No. FHWA-SA-11-22, June 2011, for more guidance.

Note: The section crash rate of 652 per 100 MVM is above the critical rate (596). A comprehensive crash study should be undertaken to identify engineering and traffic control deficiencies and appropriate corrective actions. The speed limit should only be reduced as a last measure after all other treatments have either been tried or ruled out.

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Equations Used in the Crash Data Calculations

Exposure (M)

$$M = (\text{Section AADT} * 365 * \text{Section Length} * \text{Duration of Crash Data}) / (100000000)$$

$$M = (4148 * 365 * 1.06 * 6.50) / (100000000)$$

$$M = 0.1043$$

Crash Rate (Rc)

$$Rc = (\text{Section Crash Average} * 100000000) / (\text{Section AADT} * 365 * \text{Section Length})$$

$$Rc = (10.46 * 100000000) / (4148 * 365 * 1.06)$$

$$Rc = 651.87 \text{ crashes per 100 MVM}$$

Injury Rate (Ri)

$$Ri = (\text{Section Injury Crash Average} * 100000000) / (\text{Section AADT} * 365 * \text{Section Length})$$

$$Ri = (2.31 * 100000000) / (4148 * 365 * 1.06)$$

$R_i = 143.79$ injuries per 100 MVM

Critical Crash Rate (C_c)

$C_c = \text{Crash Average of Similar Sections} + 1.645 * (\text{Crash Average of Similar Sections} / \text{Exposure})^{1/2} + (1 / (2 * \text{Exposure}))$

$C_c = 480.00 + 1.645 * (480.00 / 0.1043)^{1/2} + (1 / (2 * 0.1043))$

$C_c = 596.38$ crashes per 100 MVM

Critical Injury Rate (I_c)

$I_c = \text{Injury Crash Average of Similar Sections} + 1.645 * (\text{Injury Crash Average of Similar Sections} / \text{Exposure})^{1/2} + (1 / (2 * \text{Exposure}))$

$I_c = 124.00 + 1.645 * (124.00 / 0.1043)^{1/2} + (1 / (2 * 0.1043))$

$I_c = 185.51$ injuries per 100 MVM

USLIMITS2 Speed Zoning Report

Project Overview

Project Name: SouthPeachtree1

Analyst: Jeff Dyer - Qk4

Date: 2021-12-02

Basic Project Information

Route Name: South Peachtree St
 From: Jones St
 To: Jimmy Carter Blvd
 State: Georgia
 County: Gwinnett County
 City: Norcross city
 Route Type: Road Section in Developed Area
 Route Status: Existing

Crash Data Information

Crash Data Years: 6.50
 Crash AADT: 3321 veh/day
 Total Number of Crashes: 56
 Total Number of Injury Crashes: 10
 Section Crash Rate: 790 per 100 MVM
 Section Injury Crash Rate: 141 per 100 MVM
 Crash Rate Average for Similar Roads: 416
 Injury Rate Average for Similar Roads: 107

Roadway Information

Section Length: 0.9 mile(s)
 Statutory Speed Limit: None
 Existing Speed Limit: 35 mph
 Adverse Alignment: Yes
 One-Way Street: No
 Divided/Undivided: Undivided
 Number of Through Lanes: 2
 Area Type: Commercial
 Number of Driveways: 39
 Number of Signals: 1

Traffic Information

85th Percentile Speed: 33 mph
 50th Percentile Speed: 27 mph
 AADT: 3321 veh/day
 On Street Parking and Usage: High
 Pedestrian / Bicyclist Activity: High

Project Description: Speed Study for South Peachtree Road in City of Norcross - Scenario 1, Location E, GA
 Statewide Crash Rates

Recommended Speed Limit:



Note: Sections with adverse alignments may need specific 'advisory speed warnings' which may be different from the general speed limit for the section. See Procedures for Setting Advisory Speeds on Curves, Publication No. FHWA-SA-11-22, June 2011, for more guidance.

Note: The section crash rate of 790 per 100 MVM is above the critical rate (549). The injury crash rate for the section of 141 per 100 MVM is more than 30 percent above the average for similar roads (107) but below the critical rate (178). A comprehensive crash study should be undertaken to identify engineering and traffic control deficiencies and appropriate corrective actions. The speed limit should only be reduced as a last measure after all other treatments have either been tried or ruled out.

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Equations Used in the Crash Data Calculations

Exposure (M)

$$M = (\text{Section AADT} * 365 * \text{Section Length} * \text{Duration of Crash Data}) / (100000000)$$

$$M = (3321 * 365 * 0.9 * 6.50) / (100000000)$$

$$M = 0.0709$$

Crash Rate (Rc)

$$Rc = (\text{Section Crash Average} * 100000000) / (\text{Section AADT} * 365 * \text{Section Length})$$

$$Rc = (8.62 * 100000000) / (3321 * 365 * 0.9)$$

$$Rc = 789.72 \text{ crashes per 100 MVM}$$

Injury Rate (Ri)

$R_i = (\text{Section Injury Crash Average} * 100000000) / (\text{Section AADT} * 365 * \text{Section Length})$
 $R_i = (1.54 * 100000000) / (3321 * 365 * 0.9)$
 $R_i = 141.02 \text{ injuries per 100 MVM}$

Critical Crash Rate (Cc)

$C_c = \text{Crash Average of Similar Sections} + 1.645 * (\text{Crash Average of Similar Sections} / \text{Exposure}) ^ {1/2} + (1 / (2 * \text{Exposure}))$
 $C_c = 416.00 + 1.645 * (416.00 / 0.0709) ^ {1/2} + (1 / (2 * 0.0709))$
 $C_c = 549.05 \text{ crashes per 100 MVM}$

Critical Injury Rate (Ic)

$I_c = \text{Injury Crash Average of Similar Sections} + 1.645 * (\text{Injury Crash Average of Similar Sections} / \text{Exposure}) ^ {1/2} + (1 / (2 * \text{Exposure}))$
 $I_c = 107.00 + 1.645 * (107.00 / 0.0709) ^ {1/2} + (1 / (2 * 0.0709))$
 $I_c = 177.95 \text{ injuries per 100 MVM}$

USLIMITS2 Speed Zoning Report

Project Overview

Project Name: SouthPeachtree2

Analyst: Jeff Dyer - Qk4

Date: 2021-12-02

Basic Project Information

Route Name: South Peachtree St
 From: Jones St
 To: Jimmy Carter Blvd
 State: Georgia
 County: Gwinnett County
 City: Norcross city
 Route Type: Road Section in Developed Area
 Route Status: Existing

Crash Data Information

Crash Data Years: 6.50
 Crash AADT: 2222 veh/day
 Total Number of Crashes: 56
 Total Number of Injury Crashes: 10
 Section Crash Rate: 1180 per 100 MVM
 Section Injury Crash Rate: 211 per 100 MVM
 Crash Rate Average for Similar Roads: 416
 Injury Rate Average for Similar Roads: 107

Roadway Information

Section Length: 0.9 mile(s)
 Statutory Speed Limit: None
 Existing Speed Limit: 35 mph
 Adverse Alignment: Yes
 One-Way Street: No
 Divided/Undivided: Undivided
 Number of Through Lanes: 2
 Area Type: Commercial
 Number of Driveways: 39
 Number of Signals: 1

Traffic Information

85th Percentile Speed: 39 mph
 50th Percentile Speed: 34 mph
 AADT: 2222 veh/day
 On Street Parking and Usage: High
 Pedestrian / Bicyclist Activity: High

Project Description: Speed Study for South Peachtree Road in City of Norcross - Scenario 2, Location F, GA
 Statewide Crash Rates

Recommended Speed Limit:



Note: Sections with adverse alignments may need specific 'advisory speed warnings' which may be different from the general speed limit for the section. See [Procedures for Setting Advisory Speeds on Curves](#), Publication No. FHWA-SA-11-22, June 2011, for more guidance.

Note: The section crash rate of 1180 per 100 MVM is above the critical rate (581). The injury crash rate for the section of 211 per 100 MVM is above the critical rate (196). A comprehensive crash study should be undertaken to identify engineering and traffic control deficiencies and appropriate corrective actions. The speed limit should only be reduced as a last measure after all other treatments have either been tried or ruled out.

Note: The road section is in an area with high pedestrian or bicycle activity. Consider implementing engineering measures to reduce speeds before lowering the recommended speed limit. See [Engineering Countermeasures for Speed Management](#) and [PedSafe](#) for more guidance.

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Equations Used in the Crash Data Calculations

Exposure (M)

$$M = (\text{Section AADT} * 365 * \text{Section Length} * \text{Duration of Crash Data}) / (100000000)$$

$$M = (2222 * 365 * 0.9 * 6.50) / (100000000)$$

$$M = 0.0474$$

Crash Rate (Rc)

$$Rc = (\text{Section Crash Average} * 100000000) / (\text{Section AADT} * 365 * \text{Section Length})$$

$$Rc = (8.62 * 100000000) / (2222 * 365 * 0.9)$$

$R_c = 1180.31$ crashes per 100 MVM

Injury Rate (R_i)

$R_i = (\text{Section Injury Crash Average} * 100000000) / (\text{Section AADT} * 365 * \text{Section Length})$

$R_i = (1.54 * 100000000) / (2222 * 365 * 0.9)$

$R_i = 210.77$ injuries per 100 MVM

Critical Crash Rate (C_c)

$C_c = \text{Crash Average of Similar Sections} + 1.645 * (\text{Crash Average of Similar Sections} / \text{Exposure}) ^ {1/2} + (1 / (2 * \text{Exposure}))$

$C_c = 416.00 + 1.645 * (416.00 / 0.0474) ^ {1/2} + (1 / (2 * 0.0474))$

$C_c = 580.57$ crashes per 100 MVM

Critical Injury Rate (I_c)

$I_c = \text{Injury Crash Average of Similar Sections} + 1.645 * (\text{Injury Crash Average of Similar Sections} / \text{Exposure}) ^ {1/2} + (1 / (2 * \text{Exposure}))$

$I_c = 107.00 + 1.645 * (107.00 / 0.0474) ^ {1/2} + (1 / (2 * 0.0474))$

$I_c = 195.66$ injuries per 100 MVM

USLIMITS2 Speed Zoning Report

Project Overview

Project Name: SouthPeachtree3

Analyst: Jeff Dyer - Qk4

Date: 2021-12-02

Basic Project Information

Route Name: South Peachtree St
 From: Jones St
 To: Jimmy Carter Blvd
 State: Georgia
 County: Gwinnett County
 City: Norcross city
 Route Type: Road Section in Developed Area
 Route Status: Existing

Crash Data Information

Crash Data Years: 6.50
 Crash AADT: 2771 veh/day
 Total Number of Crashes: 56
 Total Number of Injury Crashes: 10
 Section Crash Rate: 946 per 100 MVM
 Section Injury Crash Rate: 169 per 100 MVM
 Crash Rate Average for Similar Roads: 416
 Injury Rate Average for Similar Roads: 107

Roadway Information

Section Length: 0.9 mile(s)
 Statutory Speed Limit: None
 Existing Speed Limit: 35 mph
 Adverse Alignment: Yes
 One-Way Street: No
 Divided/Undivided: Undivided
 Number of Through Lanes: 2
 Area Type: Commercial
 Number of Driveways: 39
 Number of Signals: 1

Traffic Information

85th Percentile Speed: 36 mph
 50th Percentile Speed: 31 mph
 AADT: 2771 veh/day
 On Street Parking and Usage: High
 Pedestrian / Bicyclist Activity: High

Project Description: Speed Study for South Peachtree Road in City of Norcross - Scenario 3, Avg of Locations E and F, GA Statewide Crash Rates

Recommended Speed Limit:



Note: Sections with adverse alignments may need specific 'advisory speed warnings' which may be different from the general speed limit for the section. See Procedures for Setting Advisory Speeds on Curves, Publication No. FHWA-SA-11-22, June 2011, for more guidance.

Note: The section crash rate of 946 per 100 MVM is above the critical rate (562). The injury crash rate for the section of 169 per 100 MVM is more than 30 percent above the average for similar roads (107) but below the critical rate (185). A comprehensive crash study should be undertaken to identify engineering and traffic control deficiencies and appropriate corrective actions. The speed limit should only be reduced as a last measure after all other treatments have either been tried or ruled out.

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Equations Used in the Crash Data Calculations

Exposure (M)

$$M = (\text{Section AADT} * 365 * \text{Section Length} * \text{Duration of Crash Data}) / (100000000)$$

$$M = (2771 * 365 * 0.9 * 6.50) / (100000000)$$

$$M = 0.0592$$

Crash Rate (Rc)

$$Rc = (\text{Section Crash Average} * 100000000) / (\text{Section AADT} * 365 * \text{Section Length})$$

$$Rc = (8.62 * 100000000) / (2771 * 365 * 0.9)$$

$$Rc = 946.46 \text{ crashes per 100 MVM}$$

Injury Rate (Ri)

$R_i = (\text{Section Injury Crash Average} * 100000000) / (\text{Section AADT} * 365 * \text{Section Length})$
 $R_i = (1.54 * 100000000) / (2771 * 365 * 0.9)$
 $R_i = 169.01 \text{ injuries per 100 MVM}$

Critical Crash Rate (Cc)

$C_c = \text{Crash Average of Similar Sections} + 1.645 * (\text{Crash Average of Similar Sections} / \text{Exposure}) ^ {1/2} + (1 / (2 * \text{Exposure}))$
 $C_c = 416.00 + 1.645 * (416.00 / 0.0592) ^ {1/2} + (1 / (2 * 0.0592))$
 $C_c = 562.38 \text{ crashes per 100 MVM}$

Critical Injury Rate (Ic)

$I_c = \text{Injury Crash Average of Similar Sections} + 1.645 * (\text{Injury Crash Average of Similar Sections} / \text{Exposure}) ^ {1/2} + (1 / (2 * \text{Exposure}))$
 $I_c = 107.00 + 1.645 * (107.00 / 0.0592) ^ {1/2} + (1 / (2 * 0.0592))$
 $I_c = 185.40 \text{ injuries per 100 MVM}$

- List A Roads
- 1) Holcomb Bridge Road
 - 2) N. Peachtree Street
 - 3) S. Peachtree Street

Road 1 Begin @
Peachtree Industrial Blvd

Road 1 -
Holcomb Bridge Road

Road 1 End @
N. Peachtree Street

Road 2 End @
Langford Road

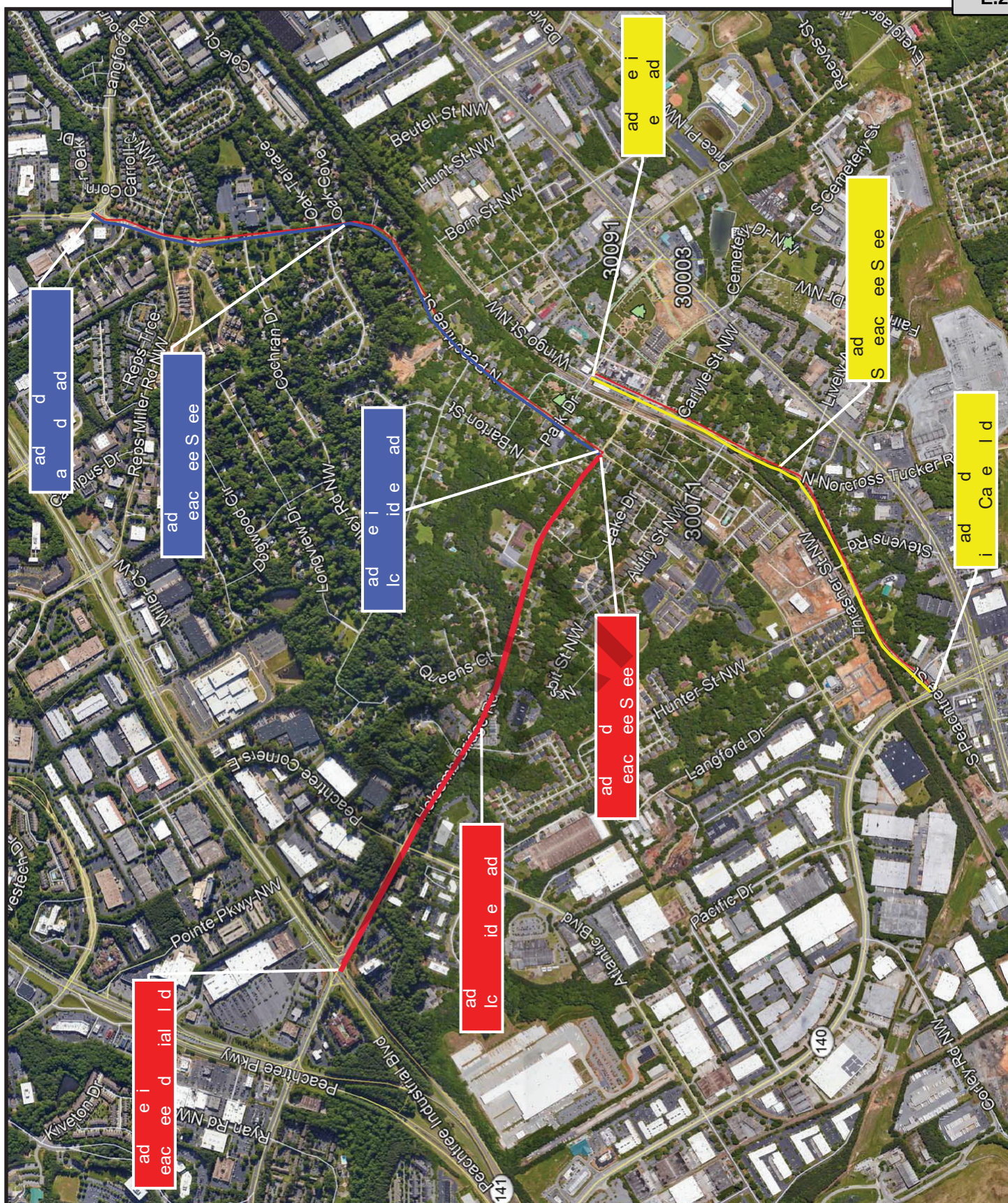
Road 2 -
N. Peachtree Street

Road 2 Begin @
Holcomb Bridge Road

Road 3 Begin @
Jones Road

Road 3 -
S. Peachtree Street

Road 3 End @
Jimmy Carter Blvd



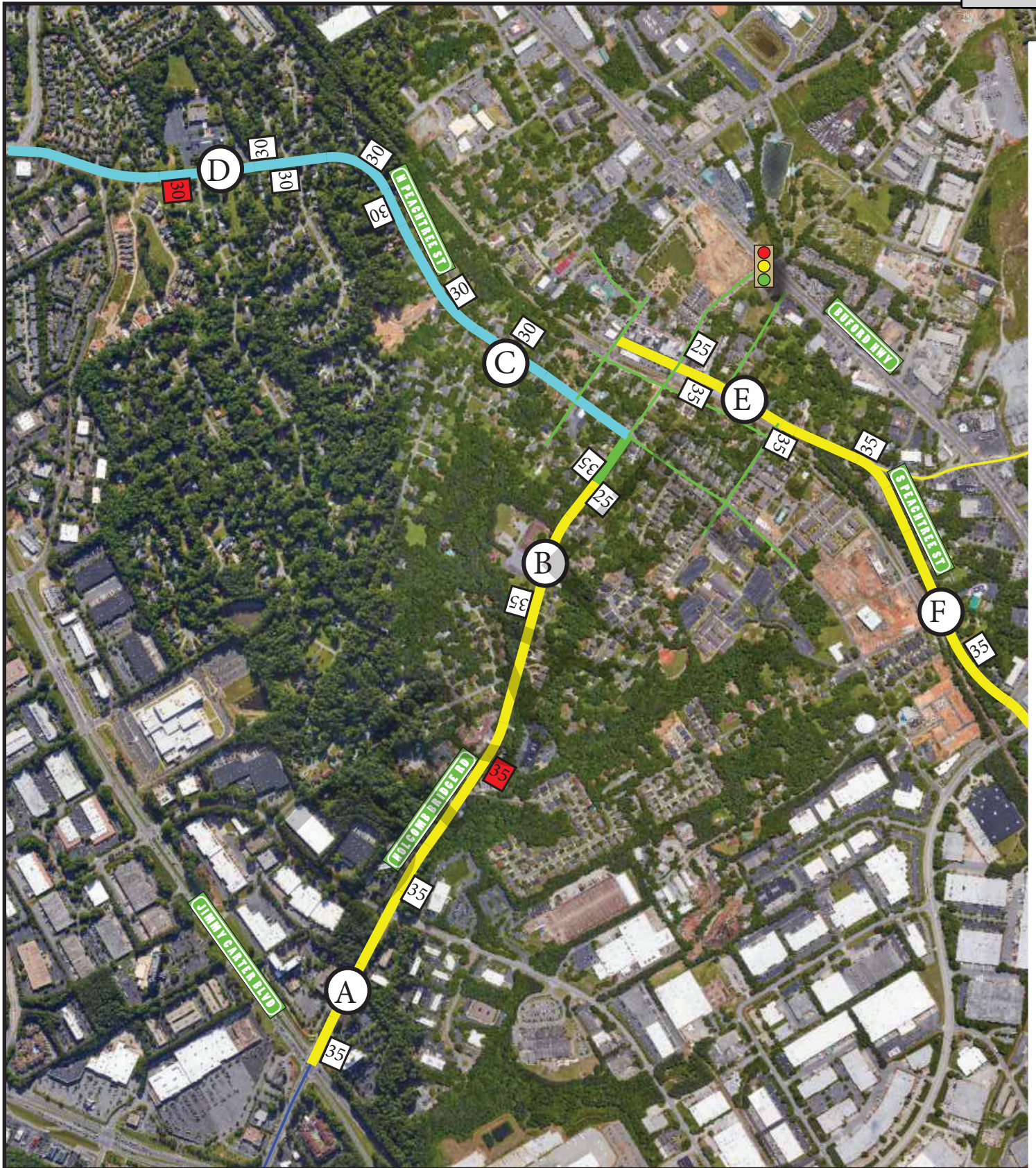


FIGURE 2
EXISTING SPEED LIMITS
& TRAFFIC COUNT LOCATIONS

- A TRAFFIC COUNT LOCATIONS
- 30 EXISTING SPEED LIMIT SIGNS
- 35 EXISTING SPEED RADAR SIGNS

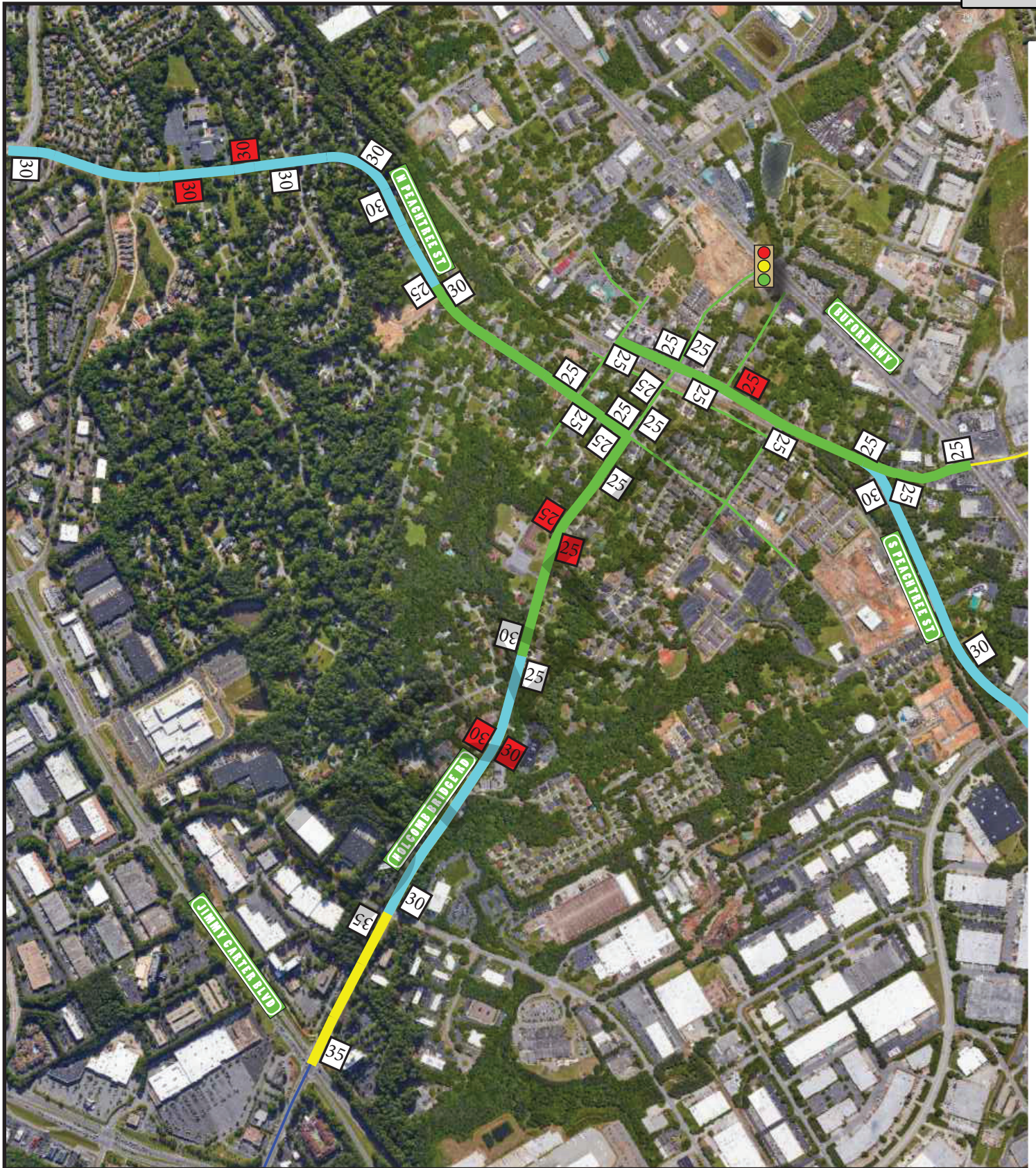


FIGURE 3
RECOMMENDED SPEED LIMITS
& SIGN LOCATIONS

- PROPOSED SPEED ZONES**
-  35 MPH
 -  30 MPH
 -  25 MPH
-  **PROPOSED SPEED LIMIT SIGNS**
-  **PROPOSED SPEED RADAR SIGNS**

City of Norcross SPEED STUDY & SIGN INVENTORY

City of Norcross
Gwinnett County, Georgia

Keck & Wood Project No.
210193.00

December 13, 2021

Prepared by:



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1. INTRODUCTION

A traffic engineering study was completed for the City of Norcross in order to determine the potential need for traffic calming measures to be implemented in the study area. The study included a crash data analysis, spot speed study, sight distance evaluation, existing roadway sign inventory, intersection evaluation, and operational analysis.

1.1. STUDY AREA

The study area is comprised of six separate roadways and six intersections located in the City of Norcross in Gwinnett County, Georgia, east of SR 140/Jimmy Carter Boulevard. Each of the study roadways and intersections are listed below with their locations presented in Figure 1, Figure 2, and Figure 3. The roadway segments are shown in bold.

1. Lanier Boulevard at SR 140/Jimmy Carter Boulevard
2. Lanier Boulevard at Hammond Drive
3. Rails Way at Mitchell Road
4. West Peachtree Street at Langford Drive
5. Hunter Street at Thrasher Street
6. West Peachtree Street at Holcomb Bridge Road
7. **Lanier Boulevard, from SR 140/Jimmy Carter Boulevard to Hammond Drive**
8. **Hammond Drive, from Lanier Boulevard to Kimberly Lane**
9. **Rails Way, from Mitchell Road to Station Circle**
10. **Langford Drive, from West Peachtree Street to Hunter Street**
11. **Hunter Street, from Thrasher Street to Georgetown Park Drive**
12. **West Peachtree Street, from SR 140/Jimmy Carter Boulevard to Holcomb Bridge Road**

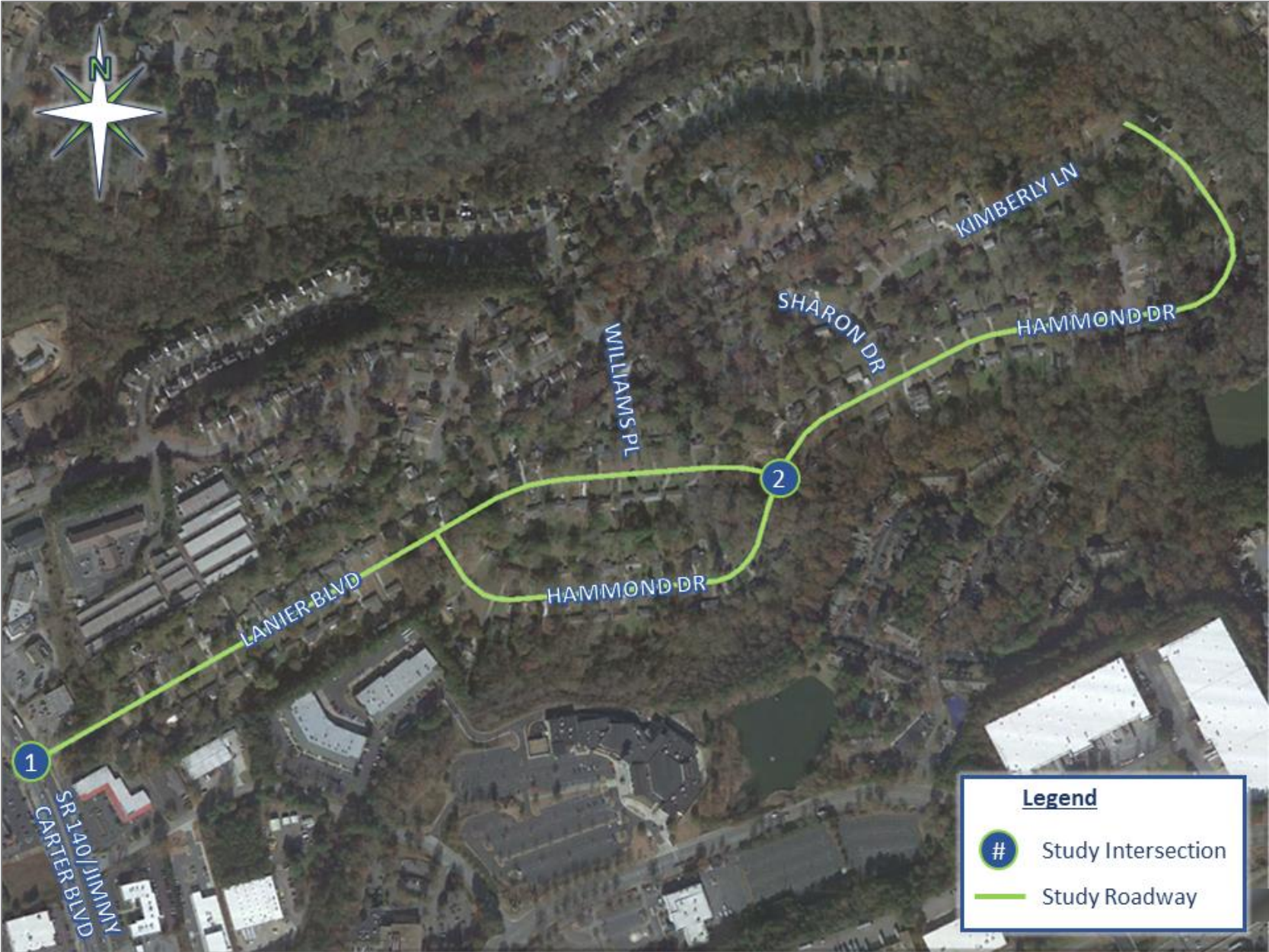


Figure 1 – Aerial View of Study Area #1



Figure 2 – Aerial View of Study Area #2

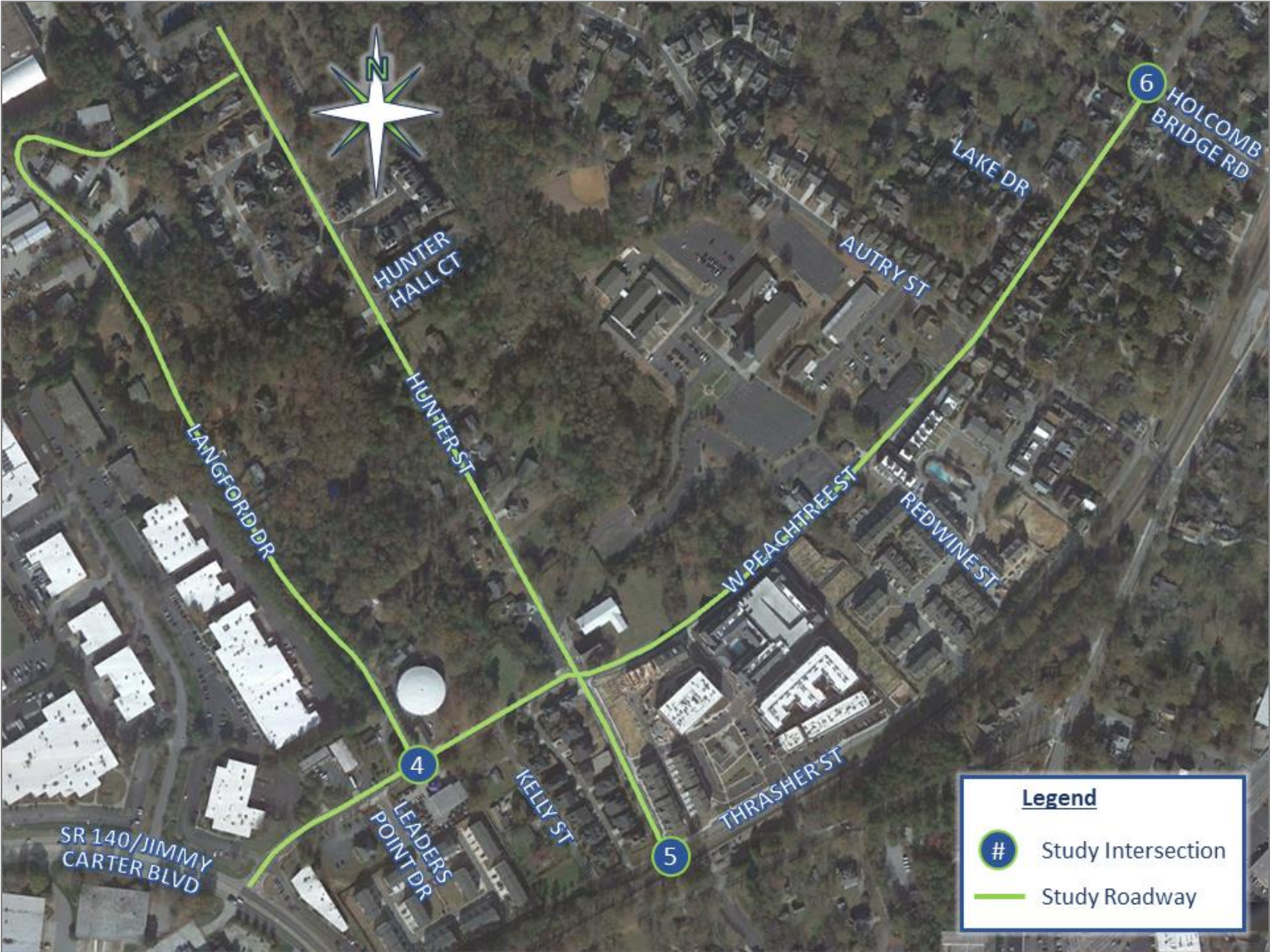


Figure 3 – Aerial View of Study Area #3

2. EXISTING CONDITIONS

2.1. ROADWAYS

Lanier Boulevard is a two-lane local roadway that traverses east-west and has a posted speed limit of 25 mph. It commences at the intersection with SR 140/Jimmy Carter Boulevard and continues east for approximately 0.5 miles, then terminates at the second intersection with Hammond Drive. There is a short section of sidewalk provided on the northern side of Lanier Boulevard at the intersection with SR 140/Jimmy Carter Boulevard, but there are no crosswalks at this location; no other bicycle or pedestrian facilities are present along the roadway. Lanier Boulevard serves as one of two access points to SR 140/Jimmy Carter Boulevard for a large residential area.

Hammond Drive is a two-lane local roadway that services a residential area and has a posted speed limit of 25 mph and total length of approximately 0.8 miles. The roadway traverses southward from the first intersection with Lanier Boulevard, then curves to continue in an eastward direction parallel to Lanier Boulevard. It then curves to the north to intersect Lanier Boulevard, this time at its terminus. Hammond Drive continues in a north-northeast direction until it curves sharply to the northwest, then terminates at the intersection with Kimberly Lane. There are no bicycle or pedestrian facilities along Hammond Drive.

Rails Way is a two-lane local road that provides access to the Oakbrook Station neighborhood and has a posted speed limit of 25 mph. It commences at the intersection with Mitchell Road and continues east for a distance then curves sharply to the south. The roadway crosses Station Circle and Hoot Owl Trail, then curves to continue northward to its terminus at Station Circle for a total distance of approximately 0.7 miles. A crosswalk is provided across Rails Way to connect the sidewalk running adjacent to Mitchell Road, but there are no additional bicycle or pedestrian facilities present along Rails Way.

Langford Drive is a local two-lane road with a posted speed limit of 25 mph that is approximately 0.6 miles long and services residential and commercial land uses. It commences at West Peachtree Street and traverses north for 0.4 miles, then curves sharply to continue east until it terminates at the intersection with Hunter Street. A sidewalk is provided along the eastern side of the roadway for the entire length of the segment with a crosswalk across Langford Drive at the intersection with Hunter Street.

Hunter Street is a two-lane local roadway that traverses north-south and has a posted speed limit of 25 mph. It commences at the intersection with Thrasher Street/Kelly Street, continues north for a distance of approximately 0.5 miles and terminates at Georgetown Park Drive. Hunter Street services primarily residential land uses as well as a few churches. Sidewalks are provided on the western side for the entire length of the roadway, and on the eastern side for the segment between Thrasher Street and West Peachtree Street and from Norcross Glen Trace to the end of the roadway. There are crosswalks in place at some intersections and a mid-block crossing at the Hunter-Walker Trail head north of Kenn Manor Way.

West Peachtree Street is a two-lane local roadway that traverses primarily east-west between SR 140/Jimmy Carter Boulevard and Park Drive for a distance of approximately 0.7 miles, at which point it transitions to North Peachtree Street. West Peachtree Street has a posted speed limit of 25 mph and services a combination of residential and commercial land uses as well as a few churches and a daycare facility. There is also a public charter school which services kindergarten through eighth grade located near the study area. Sidewalks are provided along the southern side of West Peachtree Street for the entire length of the study segment, and along the northern side between Langford Drive and Hunter Street and from Redwine Street to the end of the study segment with crosswalks in place at the busier intersections. On-street parallel parking is provided adjacent to the eastbound travel lane for the segment between Autry Street and Holcomb Bridge Road.

2.2. INTERSECTIONS

The following intersections were identified to be studied:

1. Lanier Boulevard at SR 140/Jimmy Carter Boulevard
2. Lanier Boulevard at Hammond Drive
3. Rails Way at Mitchell Road
4. West Peachtree Street at Langford Drive
5. Hunter Street at Thrasher Street
6. West Peachtree Street at Holcomb Bridge Road

The existing lane geometries and intersection control types are presented in Figure 4 and Figure 5.

2.3. VOLUME DATA

Traffic counts for the study area were collected on Tuesday, October 26, 2021, while school was in session. The counts included 4-hour turning movement counts at each of the study intersections and 24-hour bidirectional speed and classification counts on each of the study roadways. The raw count data is included in **Appendix A**. Table 1 includes the pedestrian and bicycle peak hour volumes collected at each of the study intersections. The vehicular peak hour volumes are shown in Figure 6 and Figure 7. The Average Annual Daily Traffic (AADT) volumes for each of the six study roadways are presented in Table 2 along with the corresponding heavy vehicle percentages and recommended design vehicle. The design vehicle for each roadway was based on the largest vehicle recorded. Single occurrences of vehicles larger than the chosen design vehicle were considered outliers.

Table 1 – Intersection Pedestrian & Bicycle Peak Hour Volume Data

No.	Location	AM Peak Hour			PM Peak Hour		
		Ped	Bicycle	Total	Ped	Bicycle	Total
1	Lanier Blvd at SR 140/Jimmy Carter Blvd	0	0	0	4	0	4
2	Lanier Blvd at Hammond Dr	3	0	3	0	0	0
3	Rails Way at Mitchell Rd	0	1	1	7	0	7
4	W Peachtree St at Langford Dr	1	0	1	1	0	1
5	Hunter St at Thrasher St	4	0	4	3	0	3
6	W Peachtree St at Holcomb Bridge Rd	4	0	4	3	0	3

Table 2 – Roadway Segment Volume Data

No.	Location	ADT	24-hr Truck Percentage			Design Vehicle
			S.U.	Comb.	Total	
7	Lanier Blvd, east of SR 140/Jimmy Carter Blvd	971	3.5%	0.4%	3.9%	Class 8 Single Trailer, 3- or 4-Axle Truck
8	Hammond Dr, east of Sharon Dr	488	3.5%	0.0%	3.5%	Class 6 Single Unit, 3-Axle Truck
9	Rails Way, east of Mitchell Rd	274	5.5%	0.4%	5.9%	Class 5 Single Unit, 2-Axle Truck
10	Langford Dr, north of W Peachtree St	875	5.4%	6.1%	11.5%	Class 9 Single Trailer, 5-Axle Truck
11	Hunter St, south of Hunter Hall Ct	709	9.3%	0.6%	9.9%	Class 8 Single Trailer, 3- or 4-Axle Truck
12	W Peachtree St, west of Redwine St	2062	4.7%	0.2%	4.9%	Class 8 Single Trailer, 3- or 4-Axle Truck

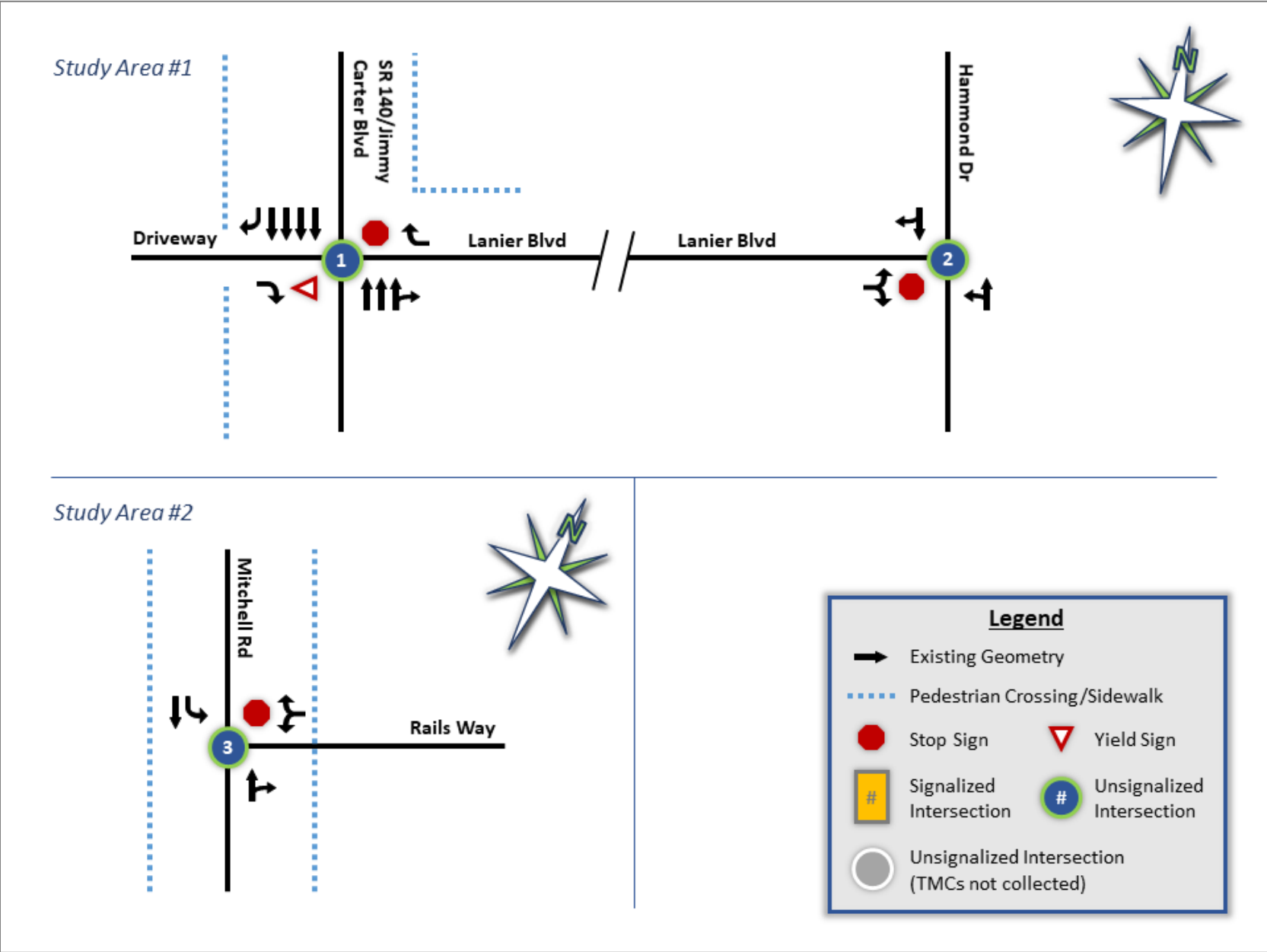


Figure 4 – Existing Intersection Geometry in Study Area #1 and #2

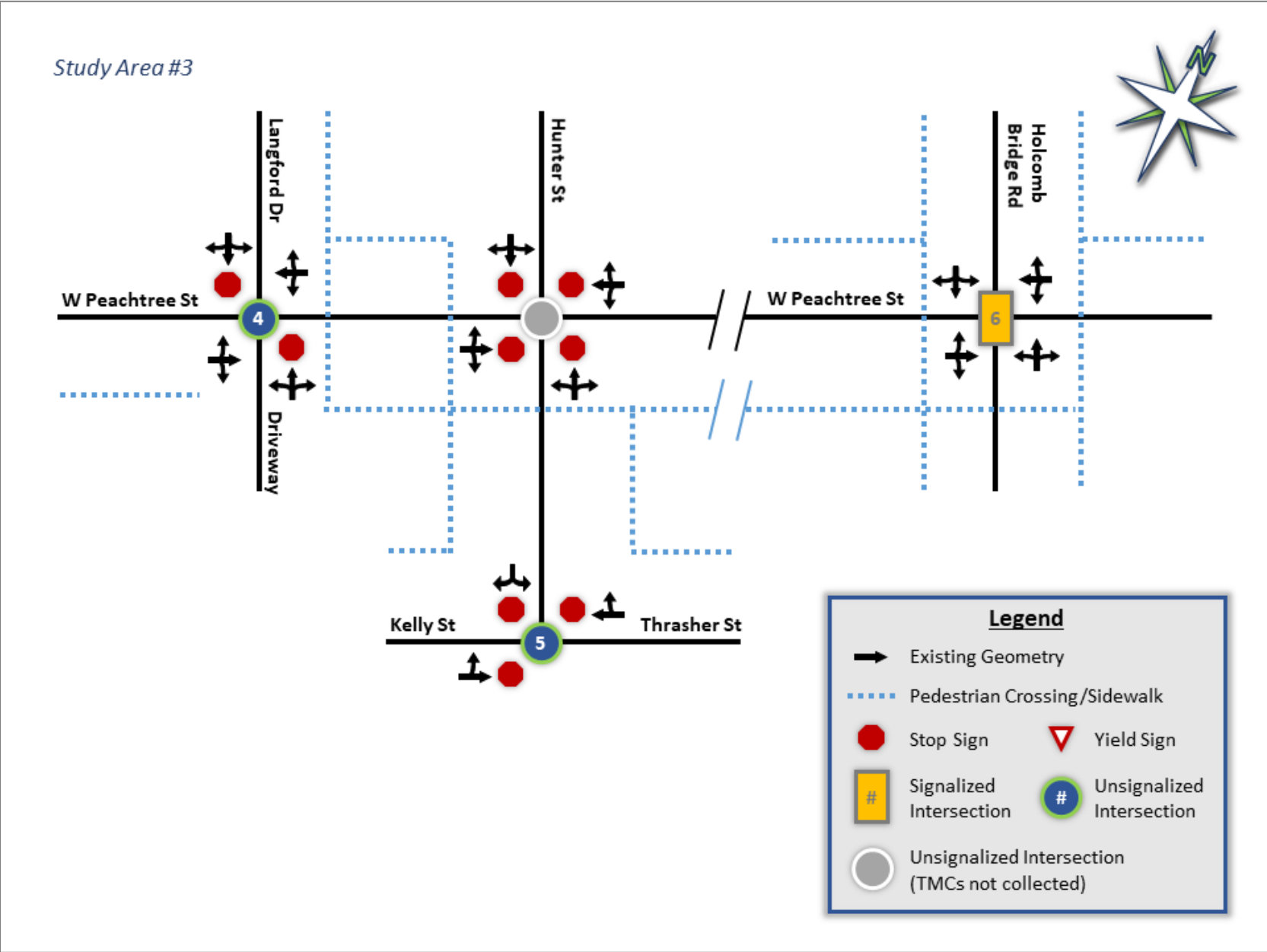


Figure 5 – Existing Intersection Geometry in Study Area #3

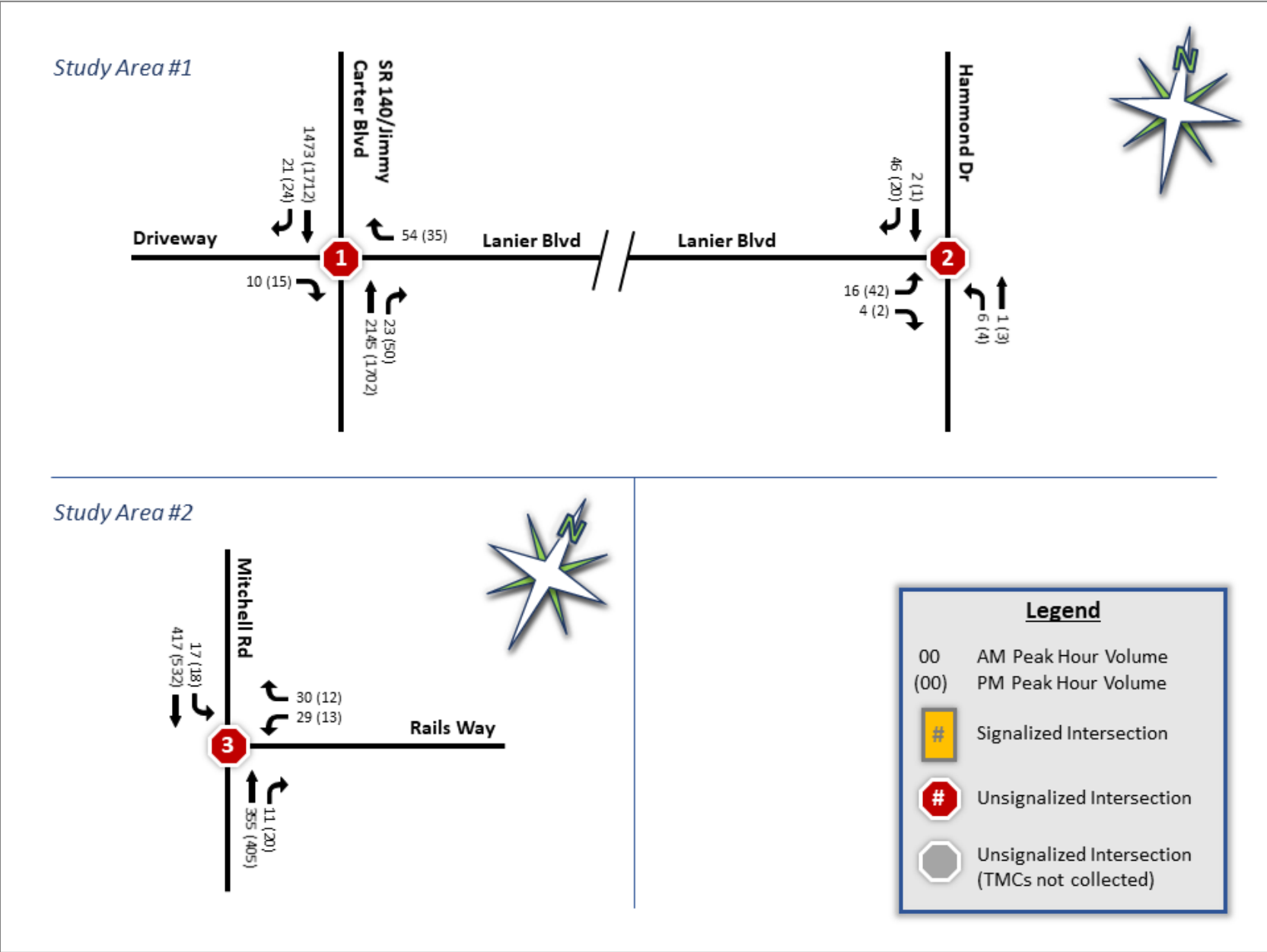


Figure 6 – Existing 2021 Peak Hour Volumes in Study Area #1 and #2

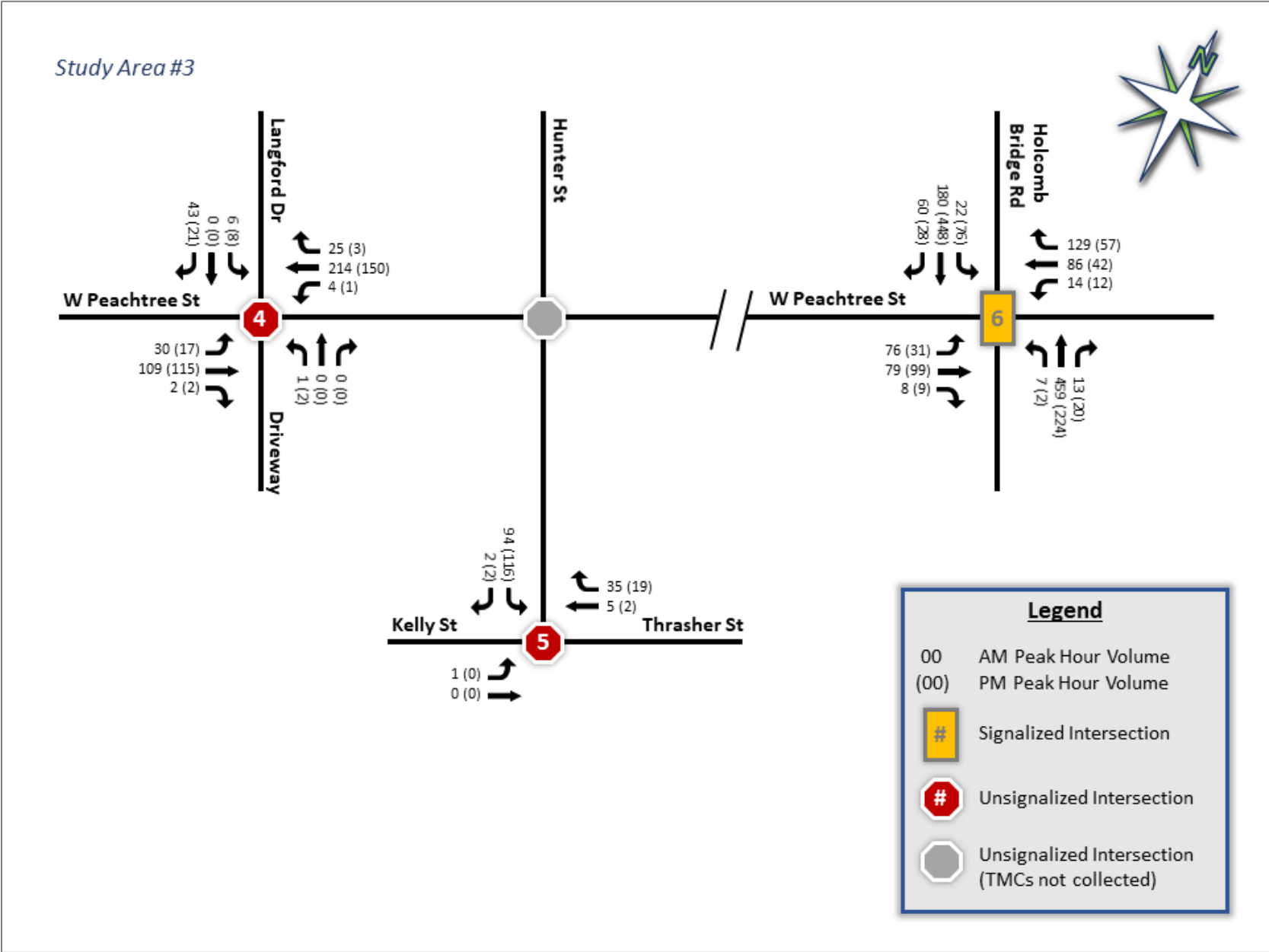


Figure 7 – Existing 2021 Peak Hour Volumes in Study Area #3

2.4. CRASH DATA

The crash data for each of the study roadways was obtained from Numetric for the 5-year period between 2016 and 2020. The sections that follow provide a summary of each set of data as well as any additional information pertaining to the reported crashes, such as areas of high crash frequency or patterns associated with contributing factors. **Appendix B** contains summaries of the data by crash type and severity in tabular format and heat maps of each roadway.

Lanier Boulevard

A total of fifteen crashes were reported for Lanier Boulevard, eleven of which occurred at the intersection with SR 140/Jimmy Carter Boulevard. Most of the intersection crashes were the result of distracted driving or failure to yield to oncoming traffic. The remaining four crashes reported for the segment occurred at four separate locations along Lanier Boulevard. Three of the four were caused by distracted drivers and involved vehicles crossing the centerline or running off the road. Of the total fifteen crashes, only one report identified the driver's speed as the contributing factor. The speed-related crash was a rear end crash that occurred on SR 140/Jimmy Carter Boulevard at the intersection with Lanier Boulevard. None of the crashes reported involved pedestrians or bicycles.

Hammond Drive

Six crashes were reported along Hammond Drive, none of which were reported to be speed-related or involving pedestrians or bicycles. Four of the crashes involved a vehicle striking another vehicle that was parked along the side of the road, three of which occurred in the evening hours while it was dark. All of the crashes were spread out along the roadway with no particular location experiencing a concentrated number of crashes.

Rails Way

A total of seventeen crashes were reported along Rails Way, with no crashes listed with vehicle speed as the contributing factor. Further, none of the crashes involved pedestrians or bicycles. Eight of the crashes involved vehicles that were parked along the side of Rails Way, seven of which occurred while it was dark. The remaining nine crashes were the result of distracted driving or failure to yield. Of those nine crashes, four occurred at the intersection of Rails Way and Mitchell Road.

Langford Drive

No crashes were reported along Langford Drive during the specified time period.

Hunter Street

Six crashes were reported for the time period along Hunter Street, none of which involved pedestrians or bicycles or had speed listed as a contributing factor. Four of the crashes occurred just north of the West Peachtree Street intersection. Three of those crashes were the result of drivers failing to yield when leaving a driveway and the fourth was a rear end caused by distracted driving. The remaining two crashes were sideswipe crashes that occurred near the intersection with Langford Drive.

West Peachtree Street

A total of twenty-four crashes were reported for West Peachtree Street, none of which included vehicle speed as a contributing factor. Sixteen of the crashes occurred at the intersection with Holcomb Bridge Road and four occurred at the intersection with Hunter Street. The remaining four crashes occurred at four separate locations along the roadway. Most of the crashes at the two intersections were the result of distracted driving or failure to yield. Additionally, none of the crashes reported involved pedestrians or bicycles.

2.5. SPEED DATA

Spot speed studies were performed to analyze existing travel speeds along each of the study roadways. The speed data was collected in October 2021, during the same 24-hour period as the bi-directional classification counts. The counters were placed at the following locations:

- Lanier Boulevard, approximately 900 feet east of SR 140/Jimmy Carter Boulevard
- Hammond Drive, approximately 110 feet east of Sharon Drive
- Rails Way, approximately 670 feet east of Mitchell Road
- Langford Drive, approximately 0.24 miles north of West Peachtree Street
- Hunter Street, approximately 235 feet south of Hunter Hall Court
- West Peachtree Street, approximately 320 feet west of Redwine Street

Using the spot speed study data for each roadway, the 50th and 85th percentile vehicle speeds were calculated as well as the pace speed. The 50th percentile speed represents the median speed at which vehicles are traveling. The 85th percentile speed is the speed at or below which 85 percent of the observed vehicles are traveling. The current edition of the Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) states that the posted speed limit should be within 5 mph of the 85th percentile speed. The pace speed is the 10-mph range that contains the highest number of vehicles observed. A summary of the speed study results is presented in Table 3.

Table 3 – Summary of Spot Speed Study Data

No.	Location	Posted Speed Limit	Direction	24-hr Volume	Percentile Speeds		Pace Speed	Traveling > 15 mph over Speed Limit	
					50th	85th		# veh	% veh
7	Lanier Blvd, east of SR 140/Jimmy Carter Blvd	25 mph	Eastbound	495	24 mph	29 mph	21-30 mph	0	0.0%
			Westbound	476	22 mph	28 mph	21-30 mph	0	0.0%
8	Hammond Dr, east of Sharon Dr	25 mph	Eastbound	261	21 mph	26 mph	16-25 mph	0	0.0%
			Westbound	227	19 mph	27 mph	16-25 mph	1	0.4%
9	Rails Way, east of Mitchell Rd	25 mph	Eastbound	151	16 mph	23 mph	16-25 mph	0	0.0%
			Westbound	123	18 mph	24 mph	16-25 mph	0	0.0%
10	Langford Dr, north of W Peachtree St	25 mph	Northbound	431	22 mph	27 mph	21-30 mph	2	0.5%
			Southbound	444	23 mph	28 mph	21-30 mph	0	0.0%
11	Hunter St, south of Hunter Hall Ct	25 mph	Northbound	332	22 mph	28 mph	21-30 mph	0	0.0%
			Southbound	377	22 mph	28 mph	21-30 mph	0	0.0%
12	W Peachtree St, west of Redwine St	25 mph	Eastbound	792	26 mph	32 mph	26-35 mph	7	0.9%
			Westbound	1270	30 mph	34 mph	26-35 mph	16	1.3%

Typically, speeding is considered a problem along a roadway if the 85th percentile speed exceeds the posted speed limit by more than 5 mph. Based on the study results, speeding concerns are only evident along one of the studied roadways. Vehicles traveling on West Peachtree Street exhibited speeds which exceeded the posted 25-mph speed limit by 7 mph in the eastbound direction and 9 mph in the westbound direction. Speeding is considered excessive when it exceeds the posted speed limit by more than 15 mph. Excessive speeds were observed on three of the six studied roadways. Approximately 1.1 percent of vehicles traveling in both directions along West Peachtree Street were exhibiting excessive speeds, while Hammond Drive and Langford Drive each showed about 0.2 percent of vehicles travelling in both directions were in excess of 15 mph over the speed limit.

3. ROADWAY AND INTERSECTION EVALUATION

3.1. SIGHT DISTANCE

Sight distance evaluations were performed for the study area using Google Street View and information collected during site visits. Typically, sight distance would be examined at locations with multiple crashes and locations involving pedestrians or bicycles. The only areas with multiple crashes were intersections and no pedestrian- or bicycle-related crashes were reported for any of the study roadways; therefore, only intersections with multiple crashes and the study intersections were evaluated. Table 4 presents a list of the intersections and any sight distance concerns that were identified.

Table 4 – Summary of Sight Distance Concerns

No.	Intersection	Intersection Control	Sight Distance Concerns
1	Lanier Blvd at SR 140/Jimmy Carter Blvd	Side Street Stop	none
2	Lanier Blvd at Hammond Dr	Side Street Stop	none
3	Rails Way at Mitchell Rd	Side Street Stop	none
4	W Peachtree St at Langford Dr	Side Street Stop	none
5	Hunter St at Thrasher St	All Way Stop	none
6	W Peachtree St at Holcomb Bridge Rd	Signalized	none
-	W Peachtree St at Hunter St	All Way Stop	none
-	Hunter St at Langford Dr	Side Street Stop	Embankment and retaining wall obstructing sight when looking south from EB approach on Langford Dr.

3.2. ROADWAY SIGNAGE

A roadway sign inventory was completed on Tuesday, November 9, 2021, using the Vaisala RoadAI tool. While driving each of the study roadways, the tool identified existing signs and recorded a photo as well as information such as location and sign type. In order to ensure that all existing roadway signs were included in the inventory, Google Earth Street View was used to locate any signs potentially overlooked by the RoadAI tool and a field visit was performed to confirm the Google Earth findings.

One hundred fifty-two (152) roadway signs were identified along the six study roadways. Most of the signs appeared to be in an acceptable condition with very few showing evidence of damage, while some of the existing signs are not in compliance with current MUTCD guidelines. **Appendix C** includes a complete list of the existing roadway signs along each study roadway and the current condition of each as well as diagrams showing the location of each sign.

3.3. INTERSECTIONS

In order to determine the level of service (LOS) at each of the study intersections, a capacity analysis was performed for the morning and evening peak hour conditions based on the methodology outlined in the Highway Capacity Manual (HCM). Synchro 11 was used to analyze the signalized intersection and HCS7 was used for the unsignalized intersections.

The HCM defines LOS in terms of the amount of control delay, including initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The LOS categories range from A to F, with different thresholds specified according to the type of stop control at the intersection. The LOS criteria for unsignalized and signalized intersections are listed in Table 5.

Table 5 – Level of Service Criteria

Level of Service (LOS)	Unsignalized Control Delay per Vehicle (sec)	Signalized Control Delay per Vehicle (sec)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

Rural, sparsely developed areas have a minimum LOS requirement of C based on rural residents' expectation for relatively uncongested conditions in combination with design flexibility associated with lower right of way costs. The minimum LOS for urban areas is D, reflecting the greater acceptance of delay and congestion by urban residents. Additionally, the increased density of developments makes right of way costs much higher in urban areas. The study area is within the city limits of Norcross; therefore, a minimum LOS D is assumed for the study intersections.

A capacity analysis was performed using the Existing 2021 peak hour volumes and the current intersection control and lane configurations. The results of the analysis are listed in Table 6 and the Synchro and HCS reports are included in **Appendix D**.

Table 6 – Existing Year 2021 Capacity Analysis Results

No.	Intersection	Intersection Control	Approach	Existing 2021			
				AM Peak		PM Peak	
				LOS	sec/veh	LOS	sec/veh
1	Lanier Blvd at SR 140/Jimmy Carter Blvd	Side Street Stop	Westbound	E	37.7	C	23.1
2	Lanier Blvd at Hammond Dr	Side Street Stop	Eastbound	A	8.8	A	8.8
			NB Left	A	7.5	A	7.5
3	Rails Way at Mitchell Rd	Side Street Stop	Westbound	C	15.1	C	16.9
			SB Left	A	8.2	A	8.4
4	W Peachtree St at Langford Dr	Side Street Stop	EB Left	A	8.0	A	7.7
			WB Left	A	7.8	A	7.4
			Northbound	C	17.8	B	11.0
			Southbound	B	11.0	A	9.8
5	Hunter St at Thrasher St	All Way Stop	Overall Intersection	A	7.8	A	8.0
6	W Peachtree St at Holcomb Bridge Rd	Signalized	Overall Intersection	B	10.2	B	17.1

The following inadequate operations were observed:

- Lanier Boulevard at SR 140/Jimmy Carter Boulevard
 - The westbound approach, which is a driveway to the Carter Norcross Plaza shopping center, exhibits LOS E during the morning peak hour.

4. RECOMMENDATIONS

4.1. CRASH REDUCTION ALTERNATIVES

Most of the crashes reported along the study roadways were the result of distracted driving or failure to yield to oncoming traffic. There were also several crashes that involved a vehicle parked on the side of the road on Hammond Drive and Rails Way, many of which occurred during the evening hours. It is unknown if these crashes occurred before or after the installation of the No Parking signs in place along both roadways. Intersection and roadway geometry does not appear to be a concern in regards to crash frequency and there are no sight distance concerns at any of the study intersections. Further, there were no crashes involving pedestrians or bicycles on any of the study roadways. It is recommended that additional lighting be installed along Hammond Drive and Rails Way in order to increase visibility.

4.2. TRAFFIC CALMING ALTERNATIVES

The spot speed study results indicated that only West Peachtree Street had an 85th percentile speed that was greater than 5 mph over the posted speed limit, the point at which speeding is considered problematic. West Peachtree Street is currently twenty-two feet in width with a posted speed limit of 25 mph and services primarily residential and commercial land uses. The lack of horizontal curvature along the roadway allows drivers to travel at higher speeds than is preferred, despite the narrow lane widths in place. Potential traffic calming solutions that are appropriate for local roadways with low speed limits include speed humps or speed cushions. Chicanes would typically be another potential solution but are not recommended for this area due to the existing lane widths. Speed cushions are preferable to speed humps as they do not hinder emergency response vehicles. Both options are relatively low-cost, with speed humps averaging approximately \$3,000 each and speed cushions averaging about \$4,000 each.

4.3. SIGHT DISTANCE IMPROVEMENTS

The sight distance evaluation indicated that only one intersection contained possible sight distance concerns. The embankment located on the southwest corner of the Langford Drive and Hunter Street intersection makes it difficult to see traffic approaching the intersection from the south. The embankment slope could be reduced, but would require accessing private property and could be costly. Given that the posted speed limit along Hunter Street is 25 mph, a simpler solution would be to increase drivers' awareness of the potential for entering vehicles ahead of the intersection. It is recommended that an intersection warning sign (W2-2) be installed on Hunter Street just south of Langford Drive based on the guidelines listed in the current version of the MUTCD.

4.4. SIGNAGE IMPROVEMENTS

There are several signs in place along the study roadways that are not in compliance with the current MUTCD, such as improper supplemental plaques at stop-controlled intersections, incorrectly shaped warning signs, and outdated school bus stop warning signs. A list of recommendations that involve removing, replacing, or otherwise modifying any existing roadway signs is included in **Appendix E**.

Many of the stop-controlled intersection approaches have stop signs with supplemental plaques which read "3-way" or "4-way." Section 2B.05 of the current MUTCD includes the following standard:

The ALL WAY plaque shall only be used if all intersection approaches are controlled by STOP signs. Supplemental plaques with legends such as 2-WAY, 3-WAY, 4-WAY, or other numbers of ways shall not be used with STOP signs.

For this reason, it is recommended that each of these supplemental plaques be replaced with the standard All Way plaque to ensure MUTCD compliance.

There are a number of warning signs located throughout the study area that are not included in the MUTCD, such as the Children at Play or Church Zone signs. Some of these warning signs are rectangular in shape as opposed to the MUTCD-standard diamond shape. Section 2C.03 of the MUTCD states that all warning signs are to be diamond-shaped with a black legend and border on a yellow background. It is recommended that any rectangular warning signs be replaced with a diamond-shaped sign.

The school bus stop warning signs installed along Rails Way are an older version of the S3-1 sign. The current MUTCD states that all school-related signs are required to have a black legend and border on a fluorescent yellow-green background. It is recommended that these signs be updated to the current version of the S3-1 sign.

In addition to updating or modifying the existing signage as previously mentioned, installing new signs is recommended for the locations identified in Table 7.

Table 7 – Recommended Sign Installations

Sign	MUTCD ID	Roadway	Direction/ Side	Location
Stop	R1-1	Kelly St	EB/Right	EB approach at Hunter Street intersection
All Way	R1-3P	Kelly St	EB/Right	EB approach at Hunter Street intersection
Turn (Right)	W1-1R	Langford Dr	NB/Right	ahead of curve just north of Langford Ln
Advisory Speed (15)	W13-1P	Langford Dr	NB/Right	ahead of curve just north of Langford Ln
Speed Limit (25)	R2-1	Lanier Blvd	EB/Right	approx 100 ft east of Hammond Dr
Speed Limit (25)	R2-1	Hammond Dr	SB/Right	approx 100 ft south of Lanier Blvd
Speed Limit (25)	R2-1	Hammond Dr	NB/Right	approx 100 ft north of Lanier Blvd
Speed Limit (25)	R2-1	Hammond Dr	WB/Right	approx 100 ft west of Sharon Dr
Speed Limit (25)	R2-1	Hammond Dr	EB/Right	approx 100 ft east of Sharon Dr
Speed Limit (25)	R2-1	Rails Way	SB/Right	approx 100 ft south of Hoot Owl Trail
Speed Limit (25)	R2-1	Langford Dr	NB/Right	approx 150 ft north of W Peachtree St
Speed Limit (25)	R2-1	Hunter St	NB/Right	approx 100 ft north of Thrasher St
Speed Limit (25)	R2-1	Hunter St	SB/Right	approx 100 ft south of W Peachtree St
Speed Limit (25)	R2-1	W Peachtree St	WB/Right	approx 150 ft west of Hunter St
Speed Limit (25)	R2-1	W Peachtree St	EB/Right	approx 150 ft east of Hunter St

4.5. POTENTIAL FUNDING MECHANISMS

The improvements mentioned in this report are generally low in cost and require minimal amounts of design work, if any. The City could choose to incrementally implement some or all of the improvements through budgeting mechanisms identified internally. The Gwinnett County Department of Transportation (GCDOT) could be a potential funding partner, particularly at the more heavily travelled locations. Lastly, the City could reach out to the Georgia Department of Transportation (GDOT) to determine the potential for allocating Safety funds to off-system safety improvements, such as refreshing pavement markings and updating signage along the study roadways. It is important to note that GDOT does not typically provide assistance for projects along neighborhood streets; however, it is possible that they would be willing to assist with improvements on higher-travelled roadways which are adjacent to state routes, such as West Peachtree Street.

4.6. PRIORITIES LIST AND IMPLEMENTATION SCHEDULE

It is recommended that the initial focus be on the roadway sign replacements and installations due to the lower costs associated with those improvements. These would then be prioritized by roadway usage, implementing the signage improvements on the roadway with the highest ADT first (West Peachtree Street) and saving the least-travelled road for last (Rails Way).

The next focus should be the potential lighting installations to correct the visibility concerns along Hammond Drive and Rails Way. Both roadways had a high frequency of parked vehicles being struck while it was dark out; these crashes accounted for forty-one percent of all crashes on Rails Way and fifty percent of all crashes on Hammond Drive. The higher-travelled roadway should take priority between these two; therefore, it is recommended that the Hammond Drive lighting improvements be implemented first.

The traffic calming alternatives on West Peachtree Street should come next. Further evaluations would need to be completed to determine which of the alternatives would be best suited for the roadway, after which a design would be required prior to implementation.

Falling lowest in priority would be potential projects to improve the sight distance at the intersection of Hunter Street and Langford Drive. Options could include removing the embankment and retaining wall on the southwest corner of the intersection or adjusting the vertical alignment of one or both of the roadways. Since the sight distance concern at this location was identified during a field visit and there is no other data which provides evidence of an existing problem, this improvement is considered optional and should be further explored if a problem becomes more evident.

5. REFERENCES

1. Synchro, Version 11, Trafficware Ltd., Sugar Land, TX, 2019.
2. Highway Capacity Manual, 6th Edition, Transportation Research Board, Washington, DC, 2016.
3. Highway Capacity Software, Version 7.9, McTrans, Gainesville, FL, 2021.
4. Manual on Uniform Traffic Control Devices, 2009 Edition, Federal Highway Administration, Washington, DC, 2012.

Table B.4 – Crash Data Summary for Hunter Street

Hunter Street Crash Data: 2016 - 2020							
Collision Type	Severity					Total	Percent
	K	A	B	C	O		
Angle	0	0	0	0	3	3	50%
Head On	0	0	0	0	0	0	0%
Rear End	0	0	0	0	1	1	17%
Sideswipe - Same Direction	0	0	0	0	0	0	0%
Sideswipe - Opposite Direction	0	0	0	0	2	2	33%
Not a Collision with a Motor Vehicle	0	0	0	0	0	0	0%
Total	0	0	0	0	6	6	100%
% Fatal Crashes	0%						
% Injury Crashes		0%					

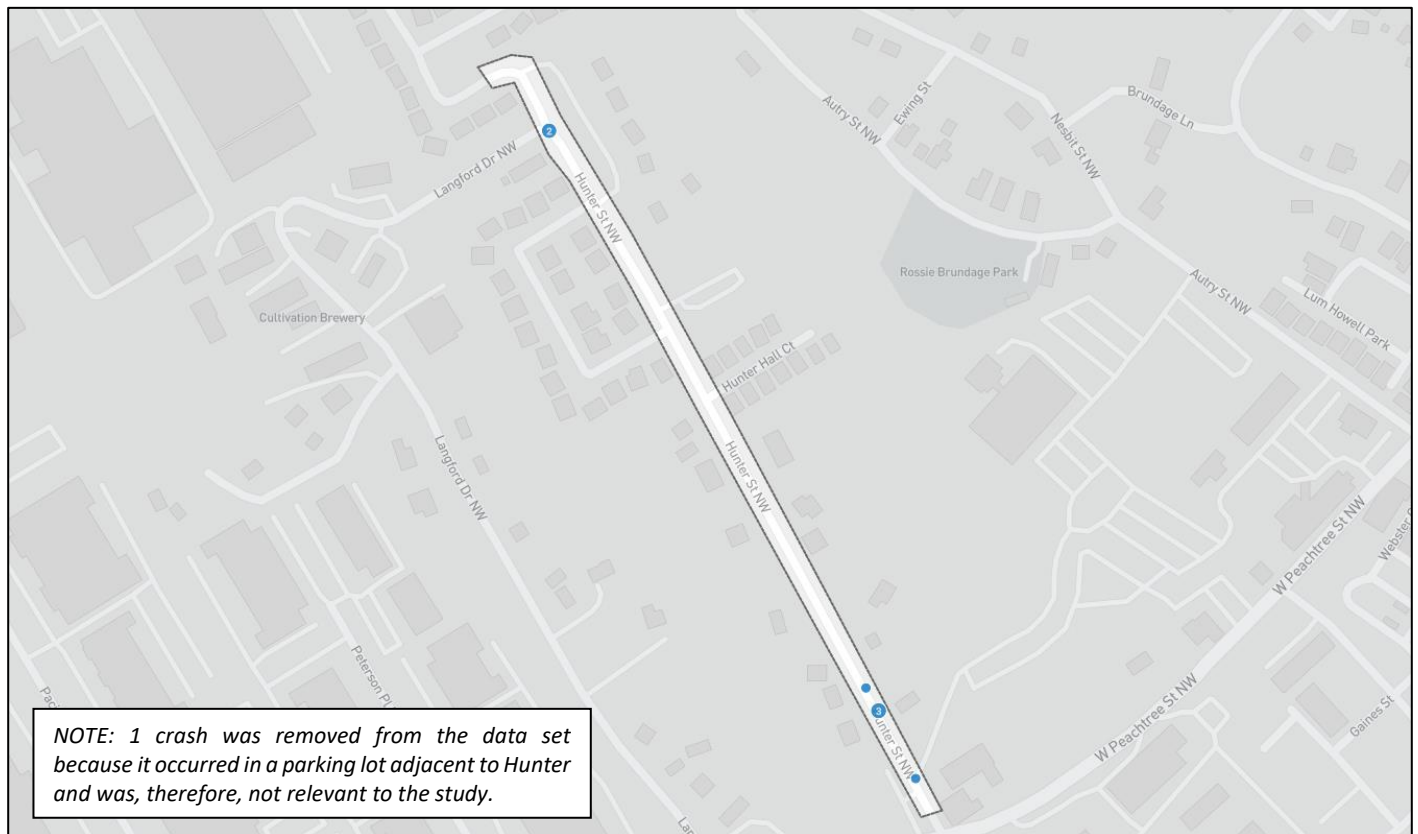


Figure B.8 – Heat Map of Crashes on Hunter Street



Figure B.9 – Crash Diagram for Hunter Street

West Peachtree Street Crash Data

Table B.5 – Crash Data Summary for West Peachtree Street

W Peachtree Street Crash Data: 2016 - 2020							
Collision Type	Severity					Total	Percent
	K	A	B	C	O		
Angle	0	0	0	1	10	11	46%
Head On	0	0	0	0	0	0	0%
Rear End	0	0	0	1	6	7	29%
Sideswipe - Same Direction	0	0	0	0	2	2	8%
Sideswipe - Opposite Direction	0	0	0	0	0	0	0%
Not a Collision with a Motor Vehicle	0	0	1	1	2	4	17%
Total	0	0	1	3	20	24	100%
% Fatal Crashes	0%						
% Injury Crashes		17%					



Figure B.10 – Heat Map of Crashes on West Peachtree Street

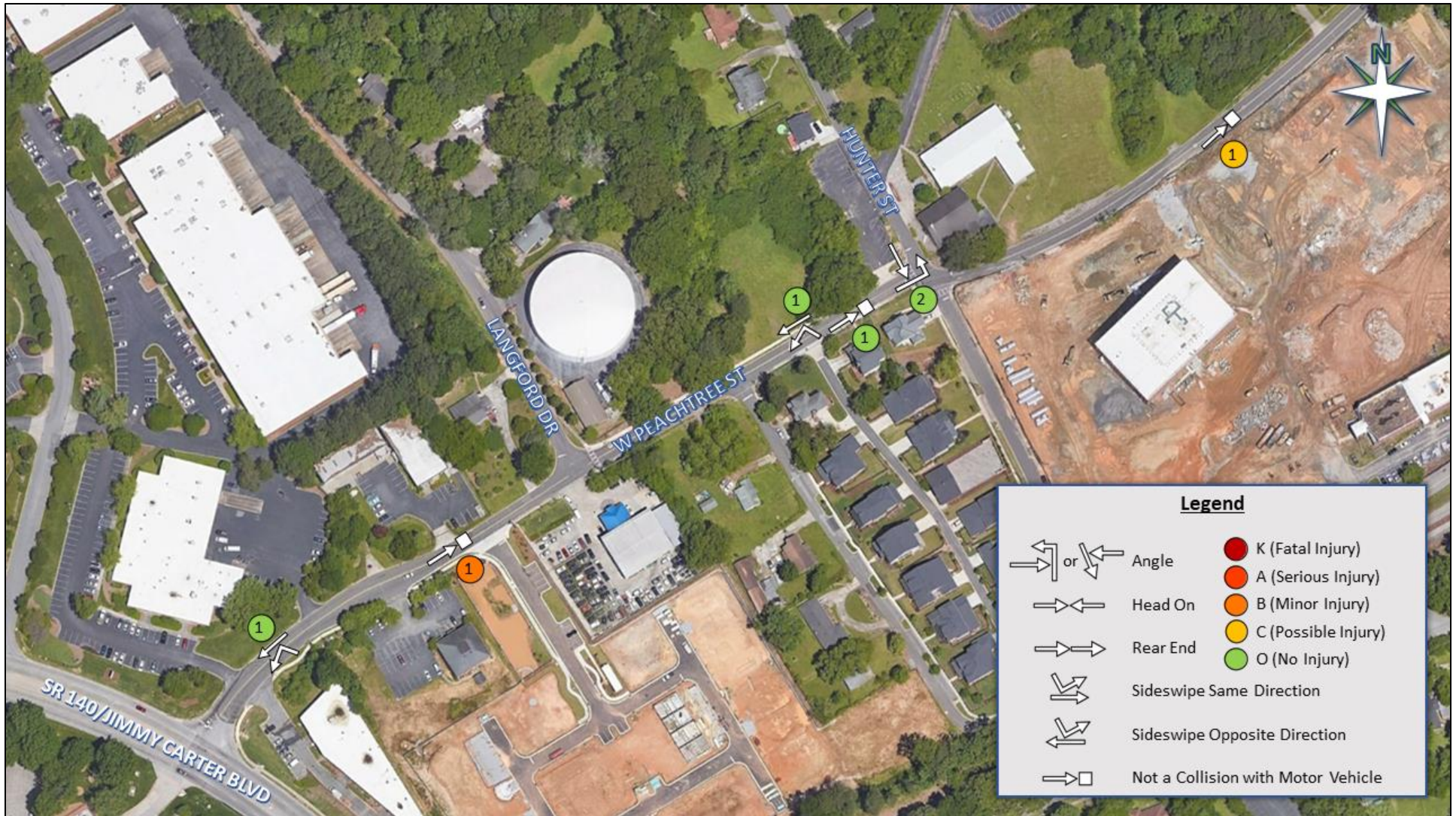


Figure B.11 – Crash Diagram for West Peachtree Street (1 of 2)

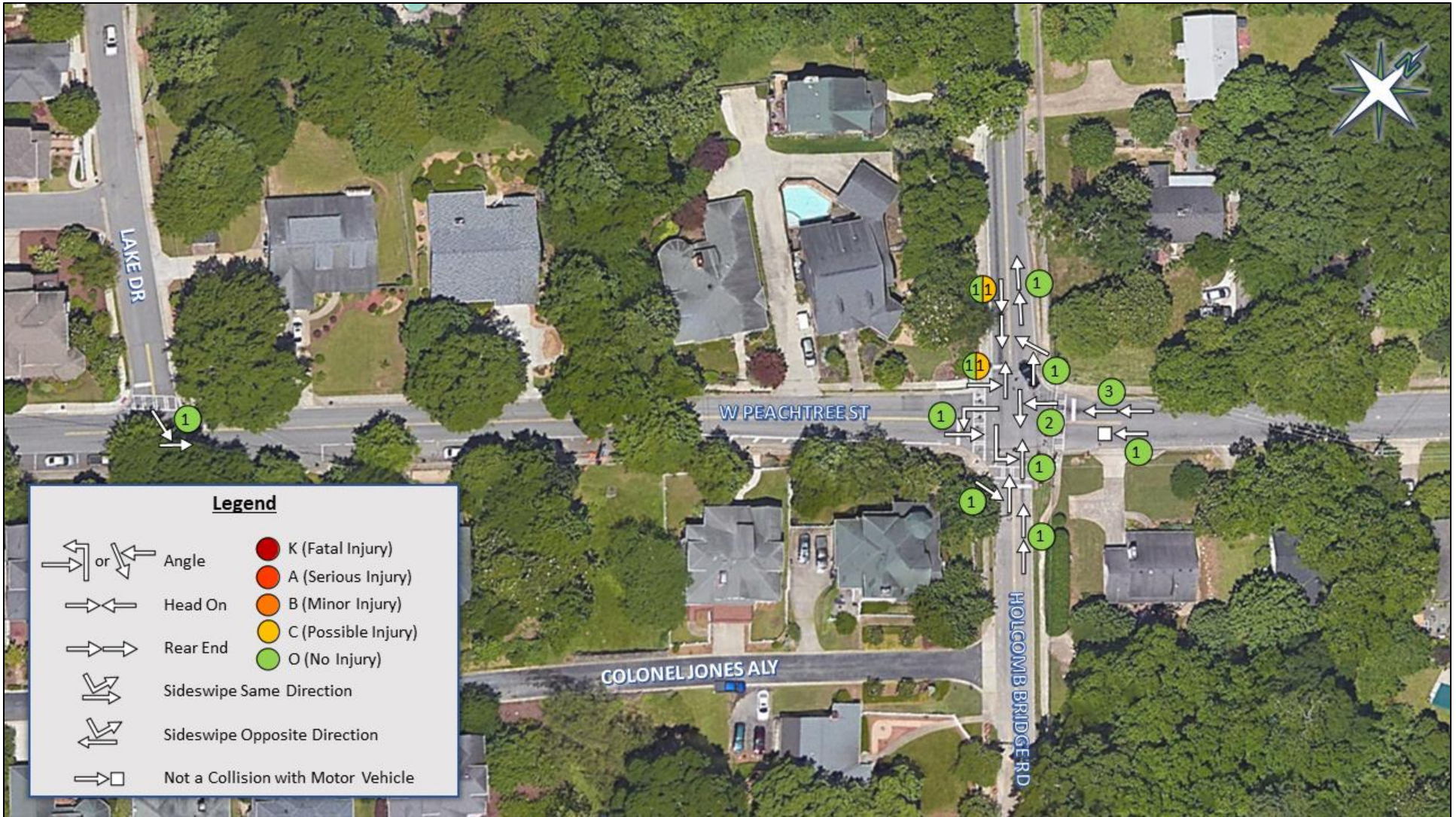


Figure B.12 – Crash Diagram for West Peachtree Street (2 of 2)

APPENDIX C – EXISTING SIGN INVENTORY & DIAGRAMS

- Lanier Boulevard Sign Inventory and Diagram
- Hammond Drive Sign Inventory and Diagram
- Rails Way Crash Sign Inventory and Diagram
- Hunter Street Sign Inventory and Diagram
- Langford Drive Sign Inventory and Diagram
- West Peachtree Street Sign Inventory and Diagrams

Lanier Boulevard Sign Inventory and Diagram

Table C.1 – Existing Sign Inventory for Lanier Boulevard

Lanier Boulevard Existing Sign Inventory								
Sign No.	MUTCD ID*	Name	Roadway	Direction	Side	Location	Notes	Condition
1	R1-1	Stop	Lanier Blvd	WB	Left	WB approach at SR 140/Jimmy Carter Blvd intersection	should be on right side of roadway	Good
2	R2-1	Speed Limit (25)	Lanier Blvd	EB	Right	approx 185 ft from SR 140/Jimmy Carter Blvd	shares post with #3	Good
3	n/a	Watch for Children	Lanier Blvd	EB	Right	approx 185 ft from SR 140/Jimmy Carter Blvd	shares post with #2	Good
4	W3-1	Stop Ahead	Lanier Blvd	WB	Right	approx 440 ft from SR 140/Jimmy Carter Blvd		Good
5	n/a	No Parking Anytime	Lanier Blvd	WB	Right	approx 580 ft east of SR 140/Jimmy Carter Blvd		Good
6	n/a	No Parking Anytime	Lanier Blvd	EB	Right	approx 680 ft east of SR 140/Jimmy Carter Blvd		Good
7	R7-1	No Parking Anytime	Lanier Blvd	WB	Right	approx 860 ft east of SR 140/Jimmy Carter Blvd		Good
8	n/a	No Parking Anytime	Lanier Blvd	EB	Right	approx 945 ft east of SR 140/Jimmy Carter Blvd		Good
9	n/a	No Parking Anytime	Lanier Blvd	WB	Right	approx 1115 ft east of SR 140/Jimmy Carter Blvd		Good
10	R7-1	No Parking Anytime	Lanier Blvd	EB	Right	approx 1270 ft east of SR 140/Jimmy Carter Blvd		Good
11	R2-1	Speed Limit (25)	Lanier Blvd	WB	Right	approx 335ft from Hammond Dr (west intersection)		Good
12	W3-1**	Stop Ahead	Lanier Blvd	EB	Right	approx 165ft west of Hammond Dr (west intersection)	word message version	Good
13	R7-1	No Parking Anytime	Lanier Blvd	EB/WB	LT/RT	approx 1540 ft east of SR 140/Jimmy Carter Blvd	double-sided	Good, but leaning
14	R1-1	Stop	Lanier Blvd	EB	Right	EB approach at Hammond Dr (west intersection)	use of 3-WAY plaque is non-compliant	Good
15	R1-1	Stop	Lanier Blvd	WB	Right	WB approach at Hammond Dr (west intersection)	use of 3-WAY plaque is non-compliant	Good
16	R2-1	Speed Limit (25)	Lanier Blvd	WB	Right	approx 115 ft from Williams Pl	shares post with #17	Good
17	n/a	Watch for Children	Lanier Blvd	WB	Right	approx 115 ft from Williams Pl	shares post with #16	Good
18	R2-1	Speed Limit (25)	Lanier Blvd	WB	Right	approx 150ft from Hammond Dr (east intersection)		Good
19	R1-1	Stop	Lanier Blvd	EB	Right	EB approach at Hammond Dr (east intersection)		Good

*An MUTCD ID of "n/a" indicates that the sign is not listed in the MUTCD, 2009 Edition.

**These signs are word message warning signs which are not included in the 2009 edition of the MUTCD. The MUTCD ID shown is that of the version of the sign(s) listed in the 2009 MUTCD.

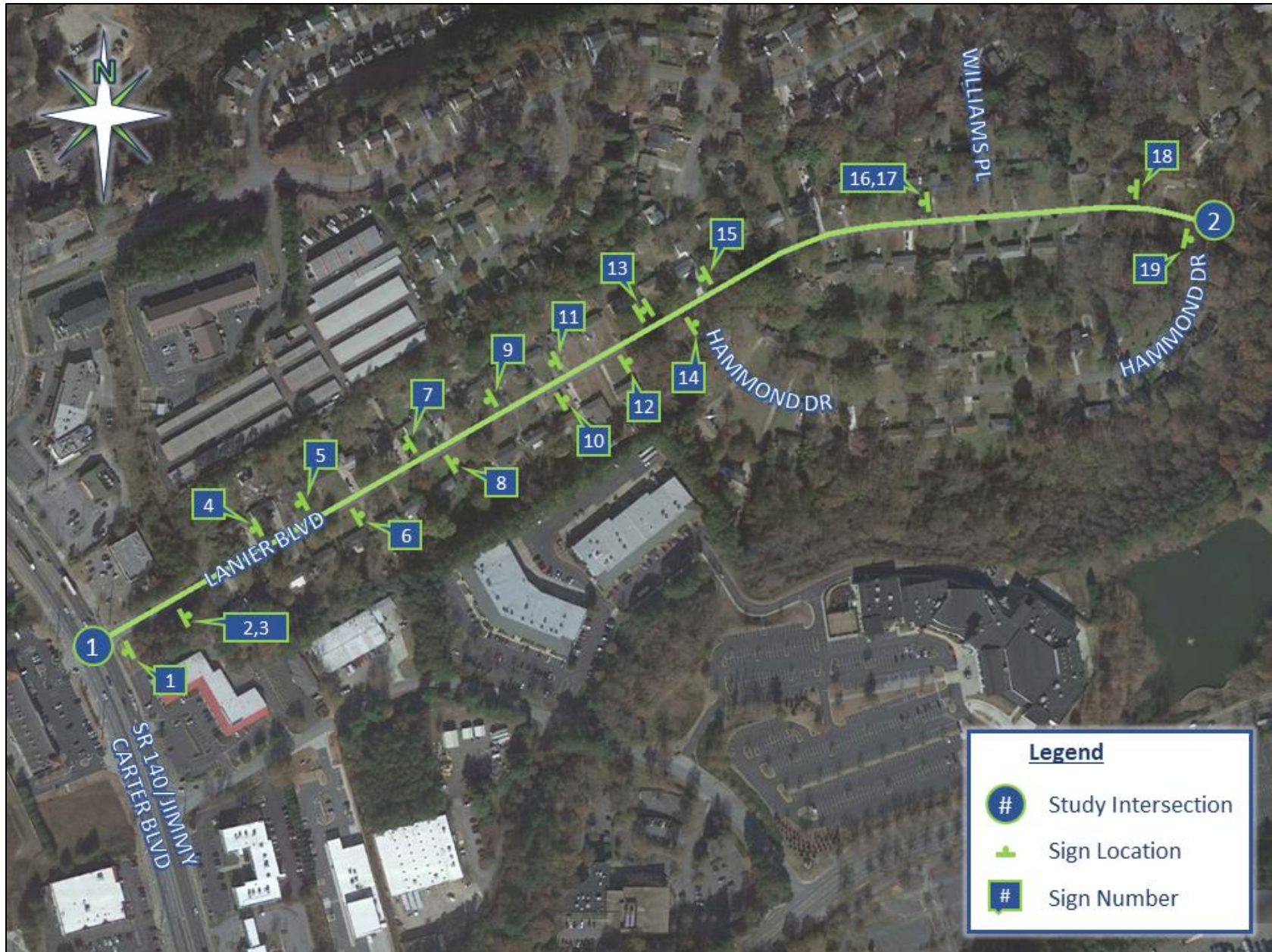


Figure C.1 – Map of Existing Signs on Lanier Blvd

Hammond Drive Sign Inventory and Diagram

Table C.2 – Existing Sign Inventory for Hammond Drive

Hammond Drive Existing Sign Inventory								
Sign No.	MUTCD ID*	Name	Roadway	Direction	Side	Location	Notes	Condition
20	R1-1	Stop	Hammond Dr	NB	Right	NB approach at Lanier Blvd (west intersection)	use of 3-WAY plaque is non-compliant	Good
21	R2-1	Speed Limit (25)	Hammond Dr	SB	Right	approx 175 ft south of Lanier Blvd (west intersection)		Good
22	n/a	No Parking This Side of Street	Hammond Dr	SB	Right	approx 215 ft south of Lanier Blvd (west intersection)		Good
23	n/a	No Parking This Side of Street	Hammond Dr	EB	Right	approx 325 ft south of Lanier Blvd (west intersection)		Good
24	n/a	No Parking This Side of Street	Hammond Dr	EB	Right	approx 475 ft south of Lanier Blvd (west intersection)		Good
25	n/a	No Parking This Side of Street	Hammond Dr	EB	Right	approx 635 ft south of Lanier Blvd (west intersection)		Good
26	n/a	No Parking This Side of Street	Hammond Dr	EB	Right	approx 820 ft south of Lanier Blvd (west intersection)		Good
27	n/a	No Parking This Side of Street	Hammond Dr	EB	Right	approx 640 ft south of Lanier Blvd (east intersection)		Good
28	n/a	No Parking This Side of Street	Hammond Dr	EB	Right	approx 470 ft south of Lanier Blvd (east intersection)		Good
29	n/a	No Parking This Side of Street	Hammond Dr	NB	Right	approx 330 ft south of Lanier Blvd (east intersection)		Good
30	n/a	No Parking This Side of Street	Hammond Dr	NB	Right	approx 200 ft south of Lanier Blvd (east intersection)		Good
31	n/a	No Parking This Side of Street	Hammond Dr	NB	Right	at east intersection with Lanier		Good
32	n/a	No Parking This Side of Street	Hammond Dr	NB	Right	approx 145 ft north of Lanier Blvd (east intersection)		Good
33	n/a	No Parking This Side of Street	Hammond Dr	EB	Right	approx 105 ft west of Sharon Dr		Good
34	n/a	No Parking This Side of Street	Hammond Dr	EB	Right	at intersection with Sharon Dr		Good, but leaning
35	n/a	No Parking This Side of Street	Hammond Dr	EB	Right	approx 200 ft east of Sharon Dr		Good
36	n/a	No Parking This Side of Street	Hammond Dr	EB	Right	approx 440 ft east of Sharon Dr		Good
37	n/a	No Parking This Side of Street	Hammond Dr	EB	Right	approx 625 ft east of Sharon Dr		Good
38	R2-1	Speed Limit (25)	Hammond Dr	WB	Right	approx 170 ft west of Lanier Terrace	shares post with #39	Good
39	n/a	Watch for Children	Hammond Dr	WB	Right	approx 170 ft west of Lanier Terrace	shares post with #38	Good
40	n/a	No Parking This Side of Street	Hammond Dr	EB	Right	approx 115 ft east of Lanier Terrace		Good
41	n/a	No Parking This Side of Street	Hammond Dr	EB	Right	approx 270 ft east of Lanier Terrace		Good
42	n/a	No Parking This Side of Street	Hammond Dr	NB	Right	approx 440 ft east of Lanier Terrace		Good
43	n/a	No Parking This Side of Street	Hammond Dr	NB	Right	approx 570 ft south of Kimberly Ln		Good
44	n/a	No Parking This Side of Street	Hammond Dr	NB	Right	approx 415 ft south of Kimberly Ln		Good
45	n/a	No Parking This Side of Street	Hammond Dr	NB	Right	approx 250 ft south of Kimberly Ln		Good
46	R2-1	Speed Limit (25)	Hammond Dr	SB	Right	approx 100 ft south of Kimberly Ln	shares post with #47	Dirt on sign faces reducing reflectivity
47	R8-3	No Parking	Hammond Dr	SB	Right	approx 100 ft south of Kimberly Ln	shares post with #46	
48	n/a	No Parking This Side of Street	Hammond Dr	NB	Right	approx 85 ft south of Kimberly Ln		Good
49	W1-1L	Turn (Left)	Hammond Dr	NB	Left	far side of intersection with Kimberly Ln		Good

*An MUTCD ID of "n/a" indicates that the sign is not listed in the MUTCD, 2009 Edition.



Figure C.2 – Map of Existing Signs on Hammond Drive

Rails Way Sign Inventory and Diagram

Table C.3 – Existing Sign Inventory for Rails Way

Rails Way Existing Sign Inventory								
Sign No.	MUTCD ID*	Name	Roadway	Direction	Side	Location	Notes	Condition
50	R1-1	Stop	Rails Way	WB	Right	WB approach at intersection with Mitchell Rd		Good
51	n/a	No Parking This Side of Street	Rails Way	WB	Right	approx 105 ft east of Mitchell Rd		Good
52	R2-1	Speed Limit (25)	Rails Way	EB	Right	approx 225 ft east of Mitchell Rd	shares post with #53	Good
53	n/a	Watch for Children	Rails Way	EB	Right	approx 225 ft east of Mitchell Rd	shares post with #52	Good
54	n/a	No Parking This Side of Street	Rails Way	WB	Right	approx 145 ft east of Station Cir (north segment)		Good
55	n/a	No Parking This Side of Street	Rails Way	WB	Right	approx 440 ft east of Station Cir (north segment)		Good
56	n/a	No Parking This Side of Street	Rails Way	WB	Right	approx 590 ft east of Station Cir (north segment)		Good
57	n/a	No Parking This Side of Street	Rails Way	WB	Right	approx 1000 ft east of Station Cir (north segment)		Good
58	n/a	No Parking This Side of Street	Rails Way	NB	Right	approx 170 ft north of Station Cir (south segment, east intersection)		Good
59	R2-1	Speed Limit (25)	Rails Way	NB	Right	approx 100 ft north of Station Cir (south segment, east intersection)		Good
60	R1-1	Stop	Rails Way	SB	Right	SB approach at Station Cir (south segment, east intersection)		Good
61	R1-1	Stop	Rails Way	NB	Right	NB approach at Station Cir (south segment, east intersection)		Good, but leaning
62	R2-1	Speed Limit (25)	Rails Way	SB	Right	approx 100 ft south of Station Cir (south segment, east intersection)		Good
63	n/a	No Parking	Rails Way	NB	Right	approx 145 ft south of Station Cir (south segment, east intersection)		Good
64	S3-1**	School Bus Stop Ahead	Rails Way	SB	Right	approx 425 ft south of Station Cir (south segment, east intersection)	should be fluorescent yellow-green	Good; wrong color
65	R2-1	Speed Limit (25)	Rails Way	NB	Right	approx 90 ft north of Hoot Owl Trail		Good
66	n/a	No Parking This Side of Street	Rails Way	NB	Right	approx 40 ft north of Hoot Owl Trail		Good
67	n/a	No Parking This Side of Street	Rails Way	NB	Right	approx 85 ft south of Hoot Owl Trail		Good
68	n/a	No Parking This Side of Street	Rails Way	NB	Right	approx 900 ft south of Station Cir (south segment, west intersection)		Good
69	S3-1**	School Bus Stop Ahead	Rails Way	NB	Right	approx 790 ft south of Station Cir (south segment, west intersection)	should be fluorescent yellow-green	Good; wrong color
70	R8-3	No Parking	Rails Way	SB	Right	approx 380 ft south of Station Cir (south segment, west intersection)		Good
71	n/a	No Parking Anytime	Rails Way	NB	Right	approx 120 ft south of Station Cir (south segment, west intersection)		Good
72	R2-1	Speed Limit (25)	Rails Way	SB	Right	approx 80 ft south of Station Cir (south segment, west intersection)		Good
73	R1-1	Stop	Rails Way	NB	Right	NB approach at Station Cir (south segment, west intersection)		Good

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Figure C.3 – Map of Existing Signs on RAILS WAY

Langford Drive Sign Inventory and Diagram

Table C.4 – Existing Sign Inventory for Langford Drive

Langford Drive Existing Sign Inventory								
Sign No.	MUTCD ID*	Name	Roadway	Direction	Side	Location	Notes	Condition
74	R1-1	Stop	Langford Dr	SB	Right	SB approach at W Peachtree St intersection		Good
75	n/a	Slow, Children at Play	Langford Dr	NB	Right	approx 45 ft north of W Peachtree St	rectangular	Incorrect shape
76	n/a	No Dumping	Langford Dr	NB/SB	LT/RT	approx 260 ft north of W Peachtree St	double-sided	Good
77	n/a	No Parking Anytime	Langford Dr	SB	Right	approx 300 ft north of W Peachtree St		Good
78	n/a	No Parking Anytime	Langford Dr	NB	Right	approx 350 ft north of W Peachtree St		Good, but leaning
79	n/a	No Dumping	Langford Dr	NB/SB	LT/RT	approx 445 ft north of W Peachtree St	double-sided	Good
80	R8-3	No Parking	Langford Dr	NB	Right	approx 495 ft north of W Peachtree		Good
81	R2-1	Speed Limit (25)	Langford Dr	NB	Right	approx 530 ft north of W Peachtree		Good
82	n/a	No Dumping	Langford Dr	SB	Right	approx 605 ft north of W Peachtree St		Good
83	n/a	Blind Drive	Langford Dr	NB	Right	approx 630 ft north of W Peachtree St	rectangular	Incorrect shape
84	n/a	No Dumping	Langford Dr	NB/SB	LT/RT	approx 750 ft north of W Peachtree St	double-sided	Good
85	R2-1	Speed Limit (25)	Langford Dr	SB	Right	approx 800 ft north of W Peachtree St	shares post with #86	Good
86	R7-1	No Parking Anytime	Langford Dr	SB	Right	approx 800 ft north of W Peachtree St	shares post with #85	Good
87	n/a	No Dumping	Langford Dr	NB/SB	LT/RT	approx 940 ft north of W Peachtree St	double-sided	Good
88	n/a	No Dumping	Langford Dr	NB/SB	LT/RT	approx 1245 ft north of W Peachtree St	double-sided	Good
89	R2-1	Speed Limit (25)	Langford Dr	SB	Right	approx 400 ft south of Langford Ln		Good, but leaning
90	R2-1	Speed Limit (25)	Langford Dr	NB	Right	approx 1360 ft north of W Peachtree St		Good
91	R1-1	Stop	Langford Ln	EB	Right	EB approach at Langford Ln intersection	posted on Langford Dr, facing Langford Ln	Spray paint on sign face
92	n/a	No Parking Anytime	Langford Dr	NB/SB	LT/RT	approx 435 ft north of Langford Ln	double-sided	Good
93	W1-1L	Turn (Left)	Langford Dr	WB	Right	approx 530 ft west of Hunter St	shares post with #94	Good
94	W13-1P	Advisory Speed (15)	Langford Dr	WB	Right	approx 530 ft west of Hunter St	shares post with #93	Dented/bent
95	R1-1	Stop	Langford Dr	EB	Right	EB approach at Hunter St intersection		Good

*An MUTCD ID of "n/a" indicates that the sign is not listed in the MUTCD, 2009 Edition.



Figure C.4 – Map of Existing Signs on Langford Drive

Hunter Street Sign Inventory and Diagram

Table C.5 – Existing Sign Inventory for Hunter Street

Hunter Street Existing Sign Inventory								
Sign No.	MUTCD ID*	Name	Roadway	Direction	Side	Location	Notes	Condition
96	R1-1	Stop	Thrasher St	WB	Right	WB approach at Hunter St intersection	use of 3-WAY plaque is non-compliant	Good
97	R1-1	Stop	Hunter St	SB	Right	SB approach at Thrasher St intersection	use of 3-WAY plaque is non-compliant	Good
98	R1-1	Stop	Hunter St	NB	Right	NB approach at W Peachtree St intersection	use of 4-WAY plaque is non-compliant	Good
99	R1-1	Stop	Hunter St	SB	Right	SB approach at W Peachtree St intersection	use of 4-WAY plaque is non-compliant	Good
100	R2-1	Speed Limit (25)	Hunter St	NB	Right	approx 260 ft north of W Peachtree St	shares post with #101	Good
101	n/a	Slow, Children at Play	Hunter St	NB	Right	approx 260 ft north of W Peachtree St	shares post with #100	Good
102	n/a	Unlawful to Litter	Hunter St	NB	Right	approx 410 ft north of W Peachtree St		Good
103	R2-1	Speed Limit (25)	Hunter St	NB	Right	approx 680 ft north of W Peachtree St	shares post with #104	Good
104	n/a	Slow, Children at Play	Hunter St	NB	Right	approx 680 ft north of W Peachtree St	rectangular; shares post with #103	Incorrect shape
105	R2-1	Speed Limit (25)	Hunter St	SB	Right	approx 1525 ft south of Georgetown Park Dr	shares post with #106	Good
106	n/a	Slow, Children at Play	Hunter St	SB	Right	approx 1525 ft south of Georgetown Park Dr	rectangular; shares post with #105	Incorrect shape
107	R2-1	Speed Limit (25)	Hunter St	NB	Right	approx 1035 ft north of W Peachtree St	with changeable sign for approaching speed	Good
108	n/a	Slow, Children at Play	Hunter St	SB	Right	approx 120 ft south of Hunter Hall Ct		Good
109	W3-1**	Stop Ahead	Hunter St	NB	Right	approx 100 ft south of Hunter Hall Ct	word message version	Good
110	R1-1	Stop	Hunter St	NB	Right	NB approach at Hunter Hall Ct intersection	use of 3-WAY plaque is non-compliant	Good
111	R1-1	Stop	Hunter St	SB	Right	SB approach at Hunter Hall Ct intersection	use of 3-WAY plaque is non-compliant	Good
112	R2-1	Speed Limit (25)	Hunter St	SB	Right	approx 820 ft south of Georgetown Park Dr	shares post with #113	Good
113	n/a	Slow, Children at Play	Hunter St	SB	Right	approx 820 ft south of Georgetown Park Dr	rectangular; shares post with #112	Incorrect shape
114	n/a	No Motor Vehicles	Hunter St	Trail	NB	at Hunter Walker Trail crossing	similar to R5-3	Good
115	R1-6a	In-Street Pedestrian Crossing	Hunter St	NB/SB	Center	at Hunter Walker Trail crossing		Good
116	R2-1	Speed Limit (25)	Hunter St	NB	Right	approx 1745 ft north of W Peachtree St	shares post with #117	Good
117	n/a	Slow, Children at Play	Hunter St	NB	Right	approx 1745 ft north of W Peachtree St	rectangular; shares post with #116	Incorrect shape
118	R2-1	Speed Limit (25)	Hunter St	SB	Right	approx 100 ft south of Langford Dr	shares post with #119	Good
119	n/a	Slow, Children at Play	Hunter St	SB	Right	approx 100 ft south of Langford Dr	shares post with #118	Good
120	R1-1	Stop	Hunter St	NB	Right	NB approach at Georgetown Park Dr intersection		Good

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Figure C.5 – Map of Existing Signs on Hunter Street

West Peachtree Street Sign Inventory and Diagrams

Table C.6 – Existing Sign Inventory for West Peachtree Street

W Peachtree Street Existing Sign Inventory								
Sign No.	MUTCD ID*	Name	Roadway	Direction	Side	Location	Notes	Condition
121	R1-1	Stop	W Peachtree St	WB	Right	WB approach at SR 140/Jimmy Carter Blvd		Good
122	n/a	Trucks Prohibited	W Peachtree St	EB	Right	approx 130 ft east of SR 140/Jimmy Carter Blvd		Good
123	R2-1	Speed Limit (25)	W Peachtree St	EB	Right	approx 150 ft east of SR 140/Jimmy Carter Blvd		Good
124	n/a	No Parking Anytime	W Peachtree St	EB	Right	approx 190 ft east of SR 140/Jimmy Carter Blvd		Good
125	n/a	No Parking Anytime	W Peachtree St	EB	Right	approx 255 ft east of SR 140/Jimmy Carter Blvd		Good
126	R8-3	No Parking	W Peachtree St	EB	Right	approx 360 ft east of SR 140/Jimmy Carter Blvd		Good
127	n/a	No Parking Anytime	W Peachtree St	EB	Right	approx 375 ft east of SR 140/Jimmy Carter Blvd	only 15 ft from #126	Unnecessary
128	n/a	No Parking Anytime	W Peachtree St	WB	Right	approx 120 ft west of Langford Dr		Good
129	W3-1**	Stop Ahead	W Peachtree St	EB	Right	approx 205 ft west of Kelly St	word message version	Good
130	W11-2	Pedestrian Crossing	W Peachtree St	WB	Right	approx 140 ft east of Langford Dr	needs "Ahead" plaque	Good
131	R1-1	Stop	W Peachtree St	EB	Right	EB approach at Kelly St intersection	with flags	Good
132	R5-1	Do Not Enter	Kelly St	SB	Right	west side of Kelly St facing W Peachtree St	shares post with #133; double-sided	Good
133	R6-2	One Way	Kelly St	EB/WB	LT/RT	west side of Kelly St facing W Peachtree St	shares post with #132; double-sided	Good
134	R5-1	Do Not Enter	Kelly St	SB	Left	east side of Kelly St facing W Peachtree St		Good
135	R3-2	No Left Turn	W Peachtree St	WB	Right	WB approach at Kelly St intersection	not MUTCD-compliant	Faded; non-compliant
136	n/a	Slow, Church Zone	W Peachtree St	EB	Right	approx 80 ft east of Kelly St	word message only	Good
137	R1-1	Stop	W Peachtree St	EB	Right	EB approach at Hunter St intersection	use of 4-WAY plaque is non-compliant	Good
138	R1-1	Stop	W Peachtree St	WB	Right	WB approach at Hunter St intersection	use of 4-WAY plaque is non-compliant	Good
139	n/a	Slow, Church Zone	W Peachtree St	WB	Right	approx 495 ft west of Redwine St	word message only	Good
140	n/a	Watch for Pedestrians	W Peachtree St	EB/WB	LT/RT	approx 290 ft west of Redwine St	word message only; double-sided	No longer needed
141	R2-1	Speed Limit (25)	W Peachtree St	WB	Right	approx 110 ft past Redwine St		Good
142	W11-2	Pedestrian Crossing	W Peachtree St	EB	Right	at crosswalk on EB approach at Redwine St	with downward diagonal arrow (W16-7P)	Good
143	R1-6a	In-Street Pedestrian Crossing	W Peachtree St	WB	Left	at crosswalk on EB approach at Redwine St	location on back side of #142 is non-compliant	Not MUTCD-compliant
144	W11-2	Pedestrian Crossing	W Peachtree St	WB	Right	at crosswalk on EB approach at Redwine St	with downward diagonal arrow (W16-7P)	Good
145	R1-6a	In-Street Pedestrian Crossing	W Peachtree St	EB	Left	at crosswalk on EB approach at Redwine St	location on back side of #144 is non-compliant	Not MUTCD-compliant
146	R2-1	Speed Limit (25)	W Peachtree St	WB	Right	approx 40 ft past Autry St	shares post with #147	Good, but leaning
147	n/a	Church Zone	W Peachtree St	WB	Right	approx 40 ft past Autry St	word message only; shares post with #146	Good, but leaning
148	R1-1	Stop	W Peachtree St	EB	Right	EB approach at Autry St intersection	use of 4-WAY plaque is non-compliant	Good
149	R1-1	Stop	W Peachtree St	WB	Right	WB approach at Autry St intersection	use of 4-WAY plaque is non-compliant	Good
150	R2-1	Speed Limit (25)	W Peachtree St	EB	Right	approx 360 ft east of Autry St		Good
151	R1-1	Stop	W Peachtree St	EB	Right	EB approach at Lake Dr intersection	use of 3-WAY plaque is non-compliant	Good
152	R1-1	Stop	W Peachtree St	WB	Right	WB approach at Lake Dr intersection	use of 3-WAY plaque is non-compliant	Good

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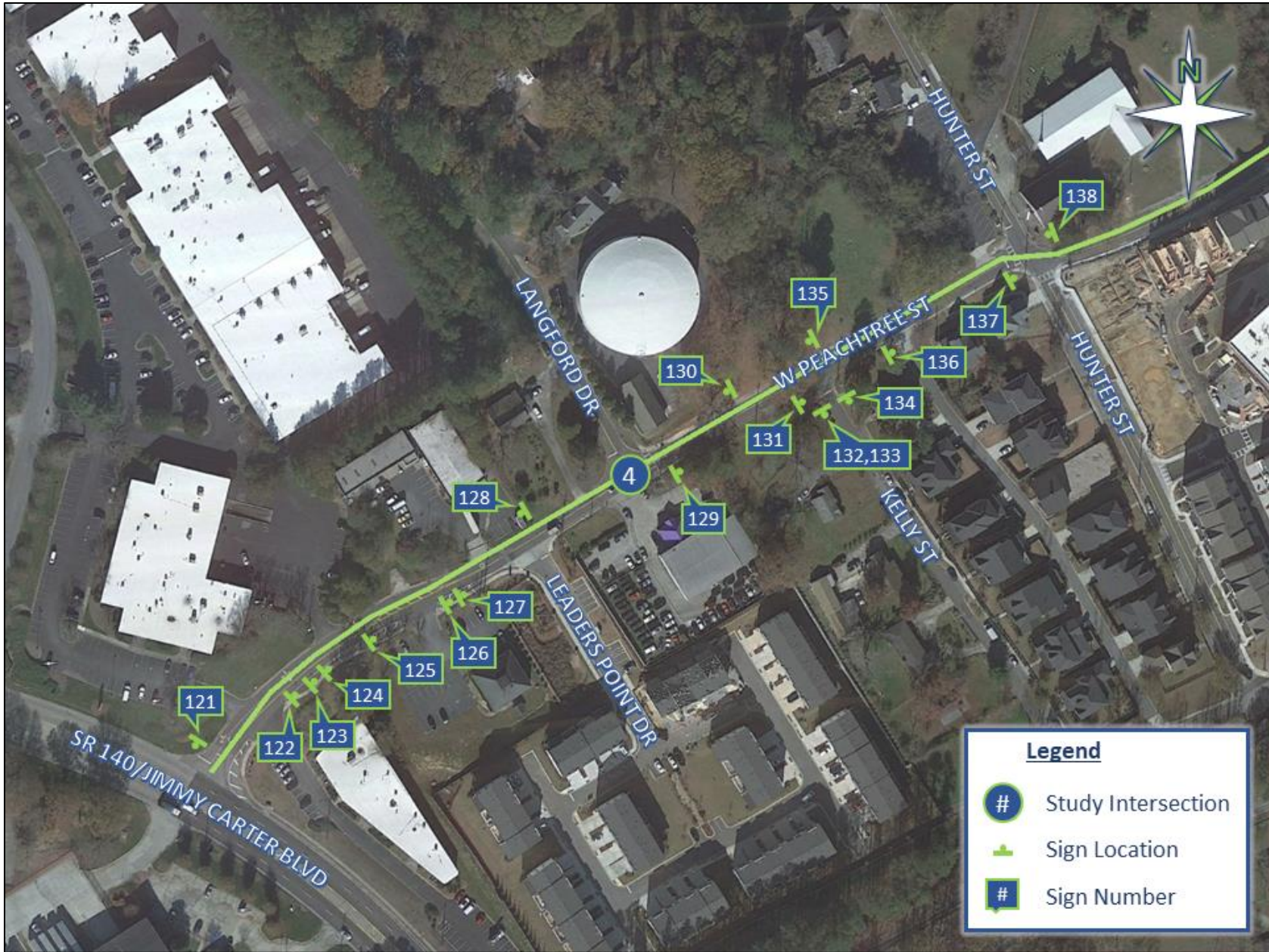


Figure C.6 – Map of Existing Signs on West Peachtree Street (1 of 2)



Figure C.7 – Map of Existing Signs on West Peachtree Street (2 of 2)

APPENDIX E – RECOMMENDATIONS FOR EXISTING SIGNS

Table E.1 – Recommendations for Existing Signage

Sign No.	MUTCD ID*	Name	Roadway	Direction	Side	Location	Recommendation(s)
1	R1-1	Stop	Lanier Blvd	WB	Left	WB approach at SR 140/Jimmy Carter Blvd intersection	Move to right side of roadway
13	R7-1	No Parking Anytime	Lanier Blvd	EB/WB	LT/RT	approx 1540 ft east of SR 140/Jimmy Carter Blvd	Straighten sign post
14	R1-1	Stop	Lanier Blvd	EB	Right	EB approach at Hammond Dr (west intersection)	Replace 3-WAY with ALL WAY plaque (R1-3P)
15	R1-1	Stop	Lanier Blvd	WB	Right	WB approach at Hammond Dr (west intersection)	Replace 3-WAY with ALL WAY plaque (R1-3P)
20	R1-1	Stop	Hammond Dr	NB	Right	NB approach at Lanier Blvd (west intersection)	Replace 3-WAY with ALL WAY plaque (R1-3P)
34	n/a	No Parking This Side of Street	Hammond Dr	EB	Right	at intersection with Sharon Dr	Straighten sign post
46	R2-1	Speed Limit (25)	Hammond Dr	SB	Right	approx 100 ft south of Kimberly Ln	Remove dirt or replace sign
47	R8-3	No Parking	Hammond Dr	SB	Right	approx 100 ft south of Kimberly Ln	Remove dirt or replace sign
49	W1-1L	Adv Warning: Turn (Left)	Hammond Dr	NB	Left	far side of intersection with Kimberly Ln	Trim vegetation away from sign
61	R1-1	Stop	Rails Way	NB	Right	NB approach at Station Cir (south segment, east intersection)	Straighten sign post
64	S3-1**	School Bus Stop Ahead	Rails Way	SB	Right	approx 425 ft south of Station Cir (south segment, east intersection)	Replace with fluorescent yellow-green S3-1 sign
69	S3-1**	School Bus Stop Ahead	Rails Way	NB	Right	approx 790 ft south of Station Cir (south segment, west intersection)	Replace with fluorescent yellow-green S3-1 sign
75	n/a	Slow, Children at Play	Langford Dr	NB	Right	approx 45 ft north of W Peachtree St	Replace with sign of correct shape (diamond)
78	n/a	No Parking Anytime	Langford Dr	NB	Right	approx 350 ft north of W Peachtree St	Straighten sign post
83	n/a	Blind Drive	Langford Dr	NB	Right	approx 630 ft north of W Peachtree St	Replace with sign of correct shape (diamond)
88	n/a	No Dumping	Langford Dr	NB/SB	LT/RT	approx 1245 ft north of W Peachtree St	Trim vegetation away from sign
89	R2-1	Speed Limit (25)	Langford Dr	SB	Right	approx 400 ft south of Langford Ln	Straighten sign post
91	R1-1	Stop	Langford Ln	EB	Right	EB approach at Langford Ln intersection	Replace sign due to spray paint on sign face
93	W1-1L	Adv Warning: Turn (Left)	Langford Dr	WB	Right	approx 530 ft west of Hunter St	Trim vegetation away from signs
94	W13-1P	Advisory Speed (15)	Langford Dr	WB	Right	approx 530 ft west of Hunter St	Replace sign (existing is dented/bent)
96	R1-1	Stop	Thrasher St	WB	Right	WB approach at Hunter St intersection	Replace 3-WAY with ALL WAY plaque (R1-3P)
97	R1-1	Stop	Hunter St	SB	Right	SB approach at Thrasher St intersection	Replace 3-WAY with ALL WAY plaque (R1-3P)

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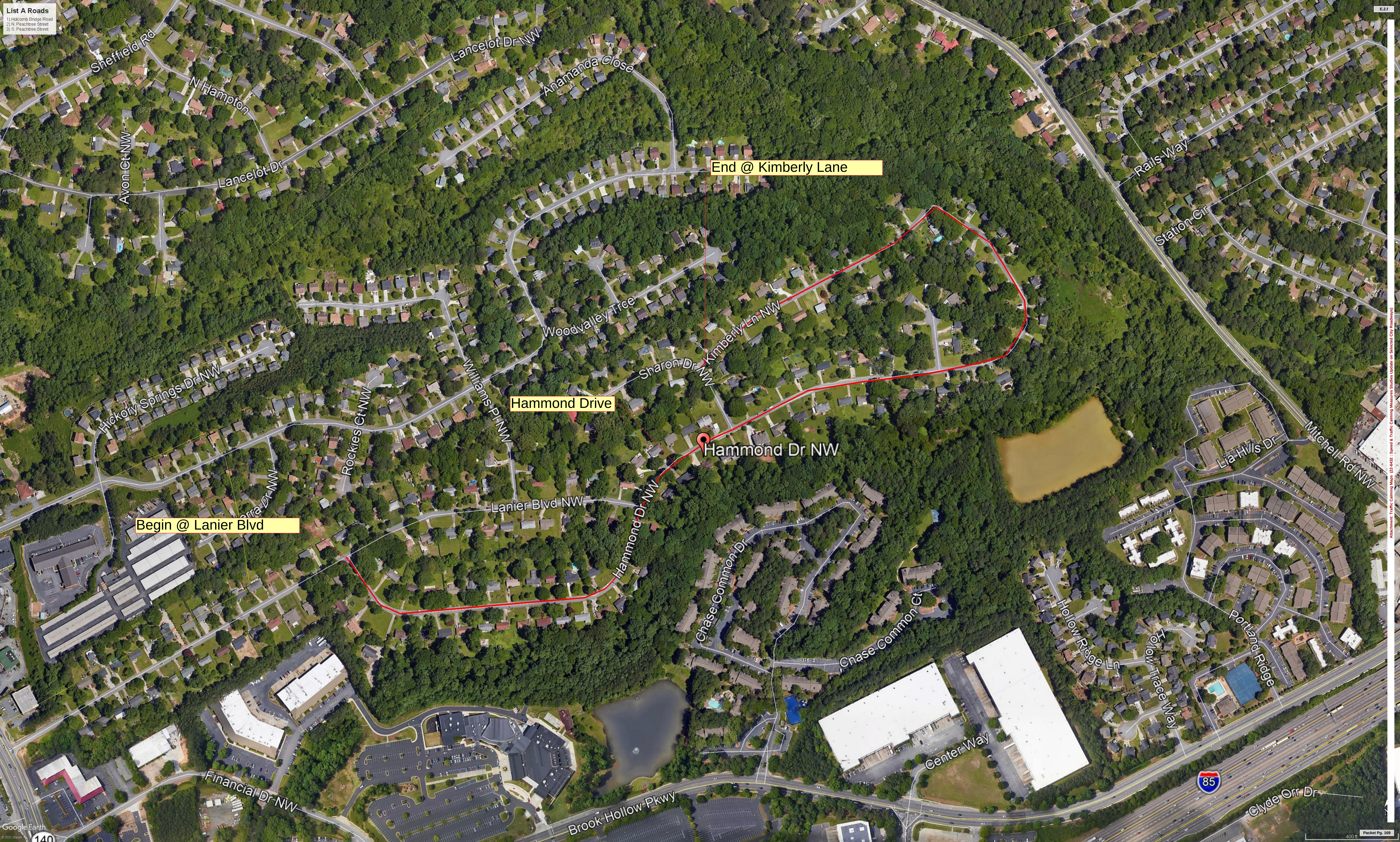
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Table E.2 – Recommendations for Existing Signage, continued

Sign No.	MUTCD ID*	Name	Roadway	Direction	Side	Location	Recommendation(s)
98	R1-1	Stop	Hunter St	NB	Right	NB approach at W Peachtree St intersection	Replace 4-WAY with ALL WAY plaque (R1-3P)
99	R1-1	Stop	Hunter St	SB	Right	SB approach at W Peachtree St intersection	Replace 4-WAY with ALL WAY plaque (R1-3P)
104	n/a	Slow, Children at Play	Hunter St	NB	Right	approx 680 ft north of W Peachtree St	Replace with sign of correct shape (diamond)
106	n/a	Slow, Children at Play	Hunter St	SB	Right	approx 1525 ft south of Georgetown Park Dr	Replace with sign of correct shape (diamond)
110	R1-1	Stop	Hunter St	NB	Right	NB approach at Hunter Hall Ct intersection	Replace 3-WAY with ALL WAY plaque (R1-3P)
111	R1-1	Stop	Hunter St	SB	Right	SB approach at Hunter Hall Ct intersection	Replace 3-WAY with ALL WAY plaque (R1-3P)
113	n/a	Slow, Children at Play	Hunter St	SB	Right	approx 820 ft south of Georgetown Park Dr	Replace with sign of correct shape (diamond)
117	n/a	Slow, Children at Play	Hunter St	NB	Right	approx 1745 ft north of W Peachtree St	Replace with sign of correct shape (diamond)
127	n/a	No Parking Anytime	W Peachtree St	EB	Right	approx 375 ft east of SR 140/Jimmy Carter Blvd	Remove (excessive signage)
130	W11-2	Pedestrian Crossing	W Peachtree St	WB	Right	approx 140 ft east of Langford Dr	Install AHEAD plaque (W16-9P)
135	R3-2	No Left Turn	W Peachtree St	WB	Right	WB approach at Kelly St intersection	Replace with MUTCD-compliant R3-2
137	R1-1	Stop	W Peachtree St	EB	Right	EB approach at Hunter St intersection	Replace 4-WAY with ALL WAY plaque (R1-3P)
138	R1-1	Stop	W Peachtree St	WB	Right	WB approach at Hunter St intersection	Replace 4-WAY with ALL WAY plaque (R1-3P)
140	n/a	Watch for Pedestrians	W Peachtree St	EB/WB	LT/RT	approx 290 ft west of Redwine St	Remove (no longer needed)
143	R1-6a	In-Street Pedestrian Crossing	W Peachtree St	WB	Left	at crosswalk on EB approach at Redwine St	Relocate to centerline or remove entirely
145	R1-6a	In-Street Pedestrian Crossing	W Peachtree St	EB	Left	at crosswalk on EB approach at Redwine St	Relocate to centerline or remove entirely
146	R2-1	Speed Limit (25)	W Peachtree St	WB	Right	approx 40 ft past Autry St	Straighten sign post and trim vegetation
147	n/a	Church Zone	W Peachtree St	WB	Right	approx 40 ft past Autry St	Straighten sign post and trim vegetation
148	R1-1	Stop	W Peachtree St	EB	Right	EB approach at Autry St intersection	Replace 4-WAY with ALL WAY plaque (R1-3P)
149	R1-1	Stop	W Peachtree St	WB	Right	WB approach at Autry St intersection	Replace 4-WAY with ALL WAY plaque (R1-3P)
151	R1-1	Stop	W Peachtree St	EB	Right	EB approach at Lake Dr intersection	Replace 3-WAY with ALL WAY plaque (R1-3P)
152	R1-1	Stop	W Peachtree St	WB	Right	WB approach at Lake Dr intersection	Replace 3-WAY with ALL WAY plaque (R1-3P)

*An MUTCD ID of "n/a" indicates that the sign is not listed in the MUTCD, 2009 Edition.

**These signs are word message warning signs which are not included in the 2009 edition of the MUTCD. The MUTCD ID shown is that of the version of the sign(s) listed in the 2009 MUTCD.

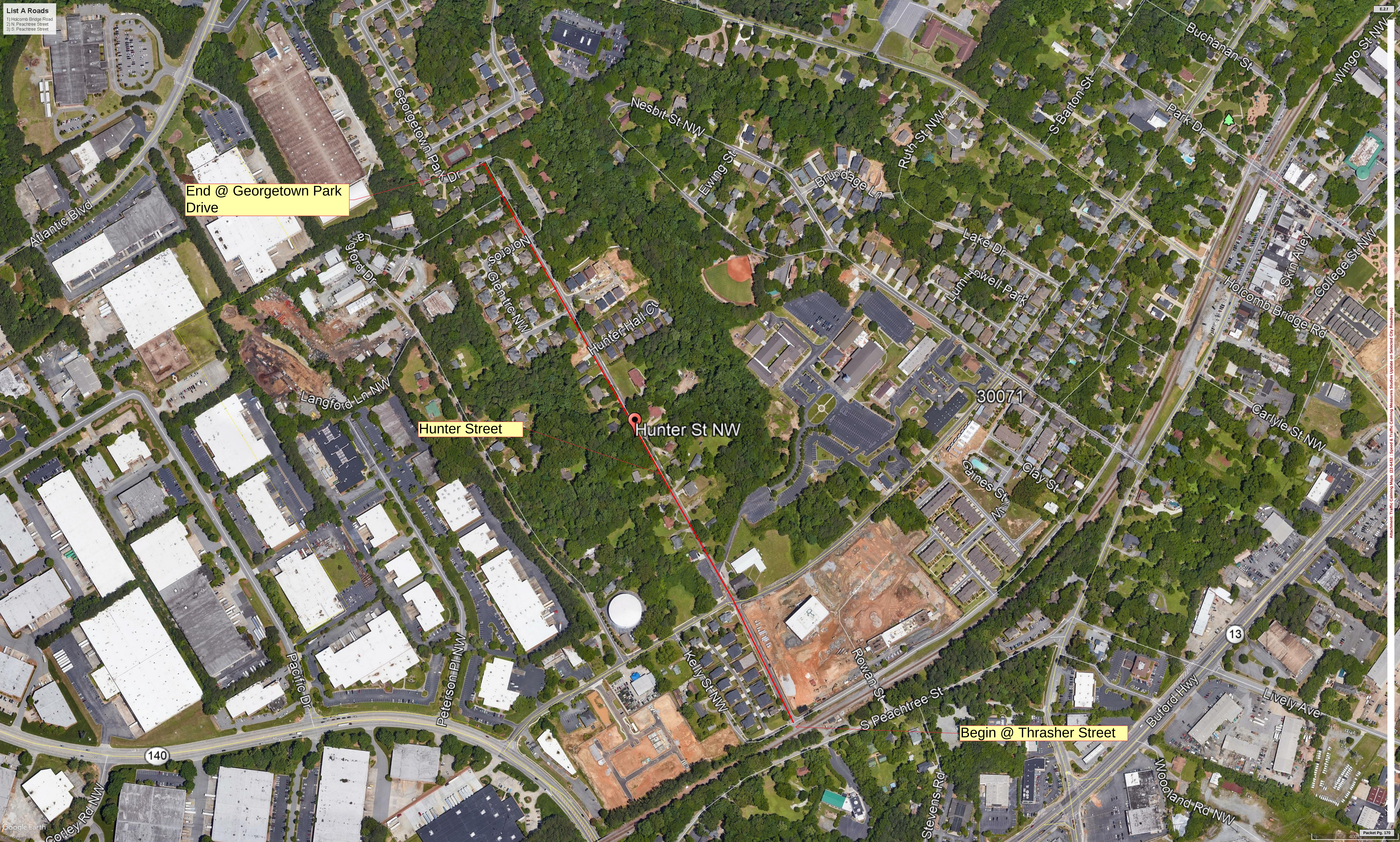


End @ Kimberly Lane

Hammond Drive

Hammond Dr NW

Begin @ Lanier Blvd

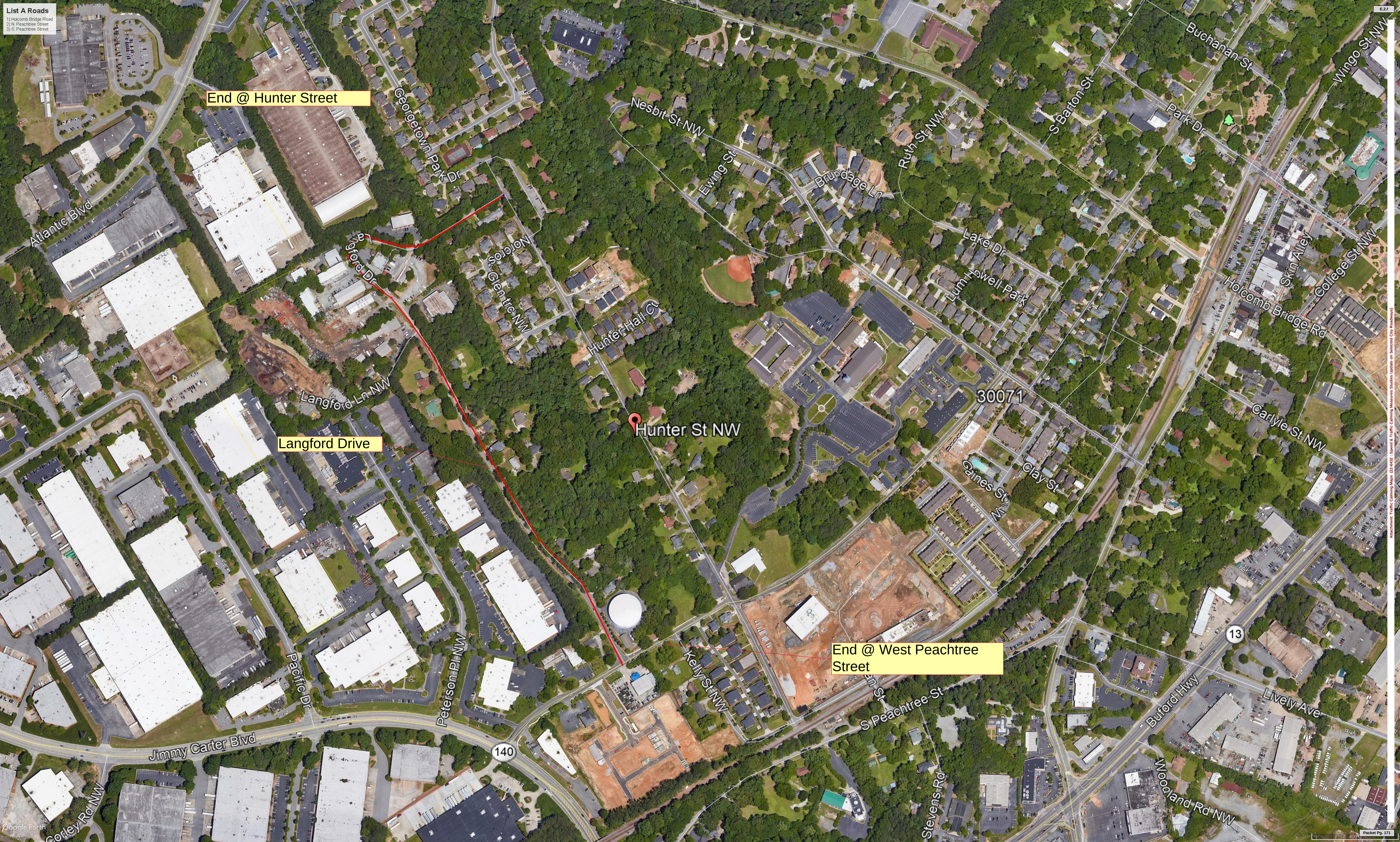


End @ Georgetown Park Drive

Hunter Street

Hunter St NW

Begin @ Thrasher Street



End @ Hunter Street

Langford Drive

Hunter St NW

End @ West Peachtree Street

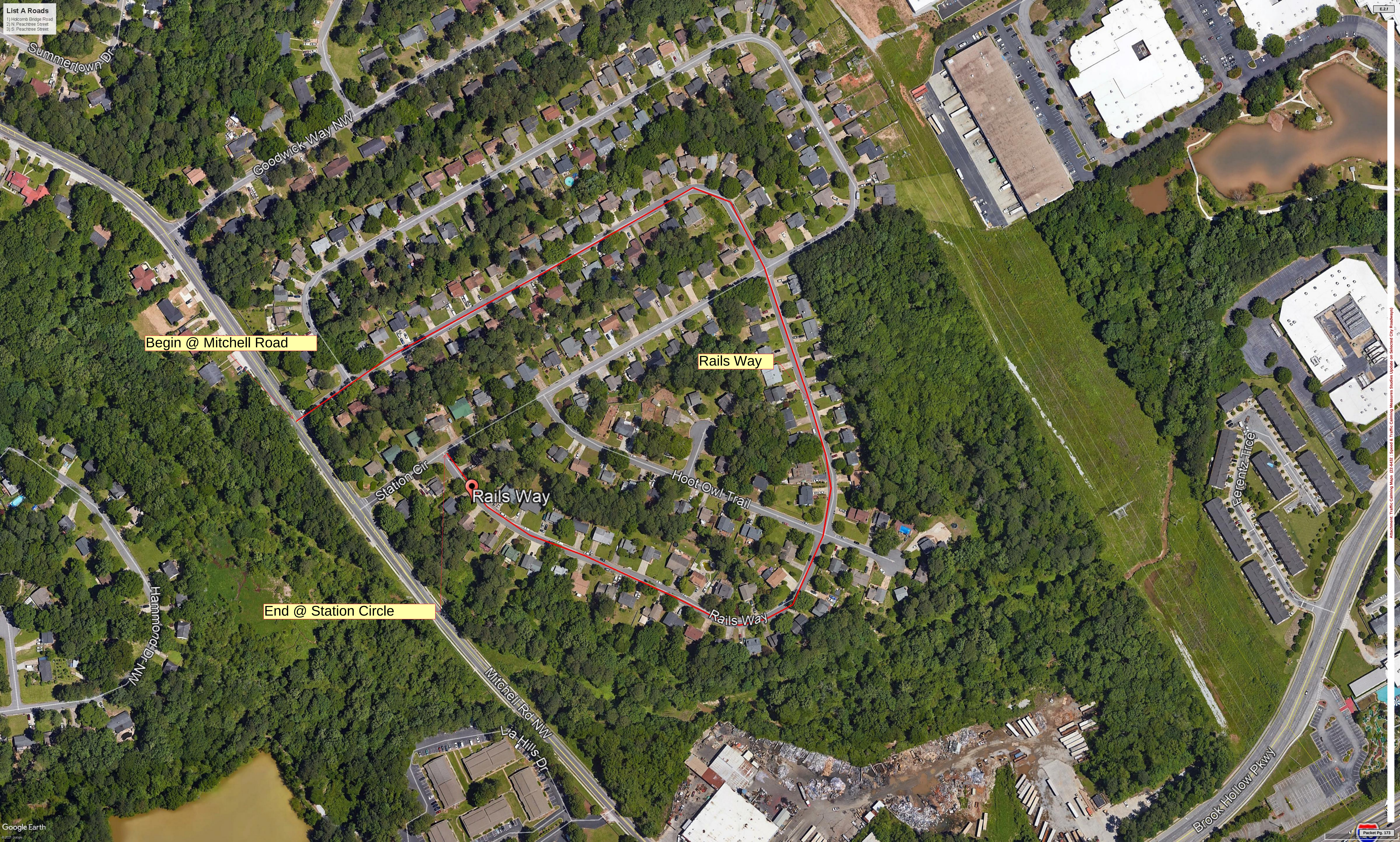


Lanier Blvd

Lanier Blvd NW

End @ Hammond Drive

Begin @ JCB/SR 140



Begin @ Mitchell Road

Rails Way

Rails Way

Hoot Owl Trail

Rails Way

End @ Station Circle

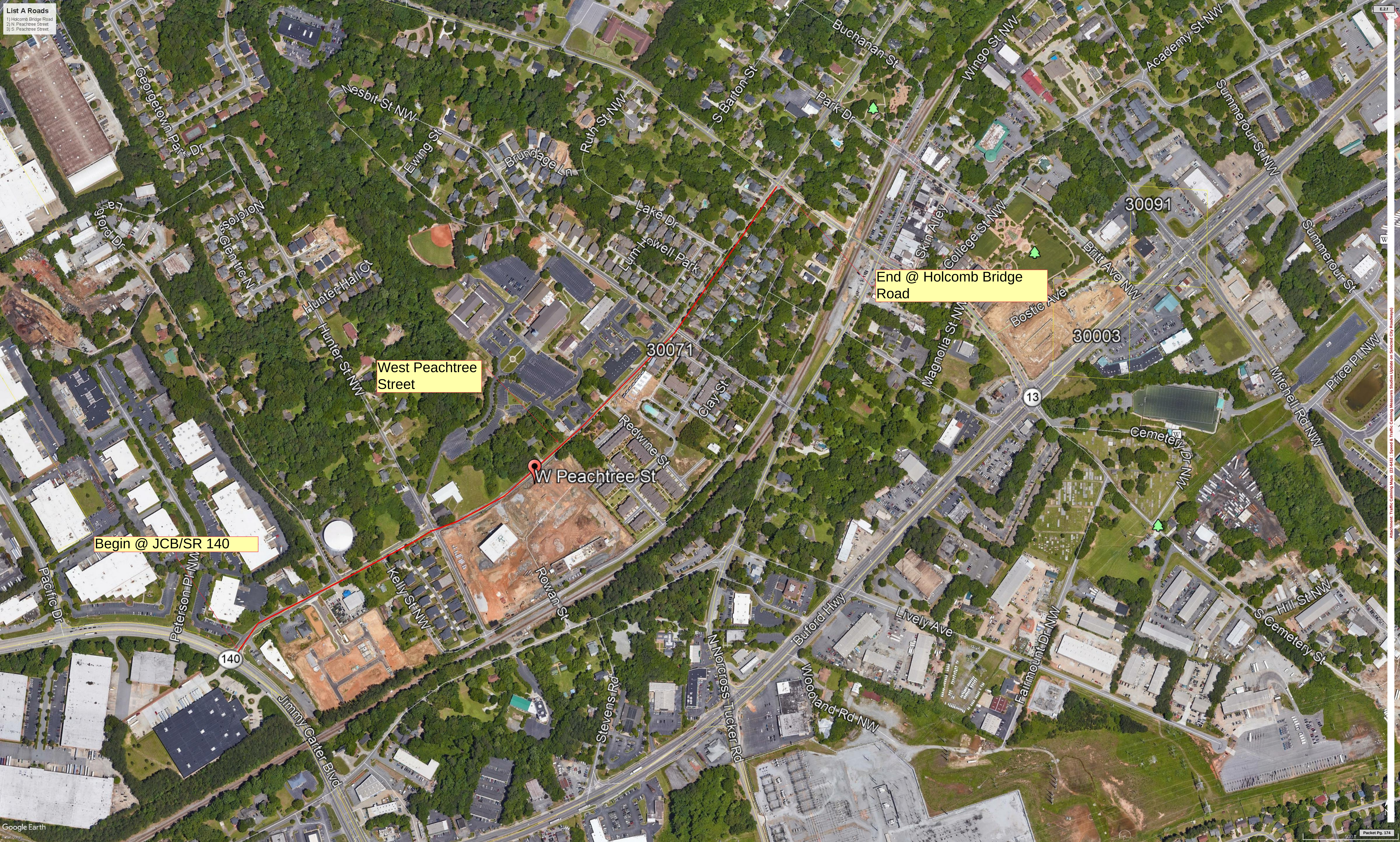
Station Cir

Mitchell Rd NW

Va Hills Dr

Brook Hollow Pkwy

Ferentz Trce



End @ Holcomb Bridge Road

West Peachtree Street

Begin @ JCB/SR 140

W Peachtree St



MAYOR **CRAIG NEWTON** · MAYOR PRO TEM **MATT MYERS** · COUNCILMEMBER **ANDREW HIXSON** · COUNCILMEMBER **JOSH BARE**
COUNCILMEMBER **ARLENE BECKLES** · COUNCILMEMBER **BRUCE GAYNOR** · CITY MANAGER **ERIC JOHNSON** · CITY CLERK **MONIQUE LANG**

City of Norcross

Legislation Details (With Details)

File #:	22-6436	Version:	
Type #:	Agenda Item	Status:	Agenda Ready
On Agenda:	3/28/2022 6:30 PM	In Control:	Special Called Meeting
Title:	Sanitation Services RFP		

Sponsors:

Code Sections:

Attachments:

1. [Agenda Report- Sanitation Services RFP](#)
2. [RFP PWUP 22-02, Sanitation w-QTYs](#)

Title
Sanitation Services RFP

Drafter
Mary Beth Bender



MAYOR **CRAIG NEWTON** • MAYOR PRO TEM **MATT MYERS** • COUNCILMEMBER **ANDREW HIXSON** • COUNCILMEMBER **JOSH BARE**
COUNCILMEMBER **BRUCE GAYNOR** • COUNCILMEMBER **ARLENE BECKLES** • CITY MANAGER **ERIC JOHNSON** • CITY CLERK **MONIQUE LANG**

Agenda Report

To: Mayor and Council

From: Mary Beth Bender

Meeting Date: March 21, 2022 – Policy Work Session

Item No.: 22-6436

Title: Sanitation Services RFP

CC: Eric Johnson

Recommendation – Direction from Mayor and Council needed on whether staff should proceed with a Request for Proposal for residential and commercial solid waste collection and disposal services or extend the contract with Waste Management.

Background – The current contract for waste services between Waste Management and the City of Norcross will expire on August 31st, 2022. The initial contract was put in place on 9/1/2004. There have since been 4 amendments to the contract to continue services. The amendment dates are listed below.

Initial contract	9/1/2004
First Amendment	7/6/2009
Second Amendment	8/1/2011
Third Amendment	6/5/2017
Fourth Amendment	4/2/2018 (recycling 1X/week modification)

Based on the results of a competitive Request for Proposals (RFP) awarded by the City of Alpharetta in August 2021, for which there were five proposals (Republic Services, Waste Management, Waste Pro of Georgia, Capital Waste Services, and Red Oak Sanitation) a significant increase in cost for Norcross sanitation services – particularly for residential collection – is anticipated through a competitive process. The cost to the City of Alpharetta, excluding an added cost for glass recycling, was \$25.69 per month (\$308.28 per year). The cost of the second lowest price was 22 percent higher. Current rates in other local municipalities vary widely. Waste Management currently charges the City of Norcross \$15.73 per month for residential service and the City charges residential customers \$15.05. Several hundred residential customers over the age of 62 receive free service regardless of income from the City that is recovered through other customers (there is no City subsidy of sanitation, which is operated as an enterprise).

Waste Management has indicated that an extension would also result in a large increase. factors should be considered in whether to issue an RFP or extend the current contract for a

year through negotiation with Waste Management and then compete a contract: First, proposals submitted within the next 60 days will factor in what is known now about fuel and other costs. Cost information, particularly for fuel, may stabilize over the next year. Second, should a company other than Waste Management be awarded a contract, there is a likelihood of some service disruption as a new contractor's employees learn routes. That could occur anytime there is a contractor change. Doing so in current Covid-impacted labor markets and with current supply chain challenges could compound those impacts and service impacts would occur simultaneous with higher costs to customers. Either option can be implemented. A contract extension is recommended, coupled with a phased increase in residential charges.

Financial Impact – A significant increase is anticipated; staff will present options by contractor to reduce costs (yard waste, bulk waste, vacuum services). *Costs to customers will be higher than that paid to any contractor to account for City administrative costs as well as to recover the cost of free service to residential customers age 62 or older. A subsidy could be used in FY 23, using a portion of accumulated reserves in the Sanitation Fund, to spread the impact of residential rate increases over two years.*

Consistent with Comprehensive Plan? Yes, Consistent with Goal 6: Further the City's Tradition of Strong Leadership and High Level of Quality Services.

Next Steps – Public Works to issue Request for Proposal in April 2022

Attachments

Proposed Request for Proposal

65 LAWRENCEVILLE STREET, NORCROSS, GEORGIA 30071
(678) 421-2027 **UPSTAIRS CITY HALL** (770) 242-0824 **FAX** (770) 448-2111 **POLICE DEPARTMENT**
<http://www.norcrossga.net>

**City of Norcross
Department of Public Works**

Request For Proposal PWUP 22-02

**RESIDENTIAL AND COMMERCIAL SOLID WASTE
COLLECTION AND DISPOSAL SERVICES**

PROJECT SCOPE

The City of Norcross is seeking proposals from interested and qualified offerors to provide residential and commercial solid waste collection and disposal services. Contract term will be for 5 years starting on September 1, 2022, and subject to O.C.G.A 36-60-13 (one-year annual renewals each calendar year) as a result of this RFP.

INSTRUCTIONS

All sealed bids must be submitted by Friday, May 13, 2022, @ 11:00 AM to the address below: Please submit two hard (paper) copies and one soft (PDF or other electronic document on a CD) of your bid package to:

Melissa Zeigler
PWUP 22-02
Department of Public Works, Utilities & Parks
345 Lively Avenue
Norcross, GA 30071

Please request bidding documents/specifications and submit questions via e-mail only. Submit questions/requests to Melissa Zeigler via e-mail at Melissa.zeigler@norcrossga.net.

All questions/requests must be submitted via e-mail prior to Friday, April 29, 2022.

We appreciate your interest in the City of Norcross!

Attachment: RFP PWUP 22-02, Sanitation w- QTYs [Revision 1] (22-6436 : Sanitation Services RFP)

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Request For Proposal Residential and Commercial Solid Waste Collection Program

Section 1.0 – Introduction/Overview

1.1 Purpose/Objective

Norcross, Georgia (hereinafter, “City”) has issued this Request For Proposal (hereinafter, “RFP”) for the sole purpose and intent of obtaining proposals from interested and qualified Offerors to provide residential and commercial solid waste collection and disposal services.

1.2 Background

The city currently operates its solid waste collection services through a private contractor for curbside collection services. The city seeks to provide residential curbside collection services for approximately 4529 homes and 697 commercial front end load containers.

1.3 Inquiries

Direct questions related to this RFP should be sent to Melissa Zeigler, Executive Coordinator and Capital Project Administrator. All questions should be submitted in writing to email address melissa.zeigler@norcrossga.net. Please include the RFP page number and paragraph number for each question in order to ensure that questions asked are responded to correctly.

Offerors must clearly understand that the only official answer or position of the City will be the one stated in writing and that answers will be sent to all offerors via posted addendums.

1.4 Method of Source Selection

The city is using the Competitive Sealed Proposals Points Based method of source selection for this procurement.

An award will be made to the responsible Offeror whose proposal ranks the highest among the points received and is most advantageous to the city, taking into consideration the factors set forth in this RFP.

Points Structure Parameters

References in Atlanta Area	20 points
Qualifications/Experience	15 points
Customer Service	10 points
Technology	10 points
Sustainability	15 Points
Pricing	30 points

The city may, as is deemed necessary, conduct discussions with the top highest ranking responsible Offeror that have been determined to be reasonably susceptible of being selected for award for the purpose of clarification to assure full understanding of, and responsiveness to solicitation requirements.

1.5 Minimum Criteria Used to Determine “Responsibility” of Each Offeror

- Describe your approach to service using Technology.
- Describe your Truck Fleet. Will you use rear end load trucks or automated side load trucks?
- Describe your customer service plan in detail.
- Describe your company history, experience, and qualifications.
- Provide resumes of key staff that the city will interact with.
- Describe your financial capacity and ability?
- Provide your transition plan in detail.
- Describe your contracts in GA similar size and scope? List five or more current references in the Atlanta Area with contact information and scope of service. List any municipal contracts in the Atlanta area with contact information that proposer lost for any reason within the last 10 years.
- Describe your hauling facility’s location and capabilities.
- List and describe your disposal sites for solid waste and recycling facilities for recyclables and yard waste.
- Describe your sustainability aspect to your proposal.

1.6 Projected Timetable

The following projected timetable should be used as a working guide for planning purposes. The City reserves the right to adjust this timetable as required during the course of the RFP process.

<u>Event</u>	<u>Date</u>
RFP Notice Issued	4/11/2022
Last Date for Receipt of Questions	4/29/2022
Proposal Close Date	5/13/2022
Projected Contract Start Date	9/1/2022

Section 2.0 – General Description of Required Performance Outcomes

At a minimum, the contractor must achieve and maintain the performance outcomes listed below, and consistent with performance standards agreed to by all parties through a 5-year contract subject to O.C.G.A 36-60-13 (one-year annual renewals each calendar year) as a result of this RFP.

2.1 Scope of Work

Service(s) to be provided include weekly collection of residential solid waste from 95-gallon City logoed roll-carts provided by the contractor.

Services also include once a week recycling service with City logoed 95-gallon roll-carts provided by the contractor. Recyclable materials include aluminum and steel cans, newspapers, plastics #1-#7, cardboard, and magazines.

Services include once per week bulk item collection on an on-call basis. Only two bulk item per week will be collected.

Yard waste services are an unlimited number of loose materials once per week curbside. Plastic bags and tree stumps will not be collected. In November, December, and January, Contractor collects unlimited loose yard waste with a vacuum truck. Yard waste must be separated from solid waste and must be recycled and not landfilled.

Contractor provides Commercial Front End Load and Roll Off services to match the frequencies of each customer.

The city will pay the Contractor on a monthly basis for residential and commercial services based on the timely invoice with details regarding each household.

Contractor will provide backdoor/side door service at no additional charge for up to 3% of the total unit count that cannot physically roll the cart to the curb.

2.2 Proposal Cost Format

Proposals must be in the following format to be considered as the RFP Cost Format. Rates must include all fees, charges, surcharges, and extra pick-ups.

Monthly Rate for one time per week residential garbage service with City logoed Contractor provided 95-gallon carts \$_____per month per unit

Monthly rate for extra garbage 95-gallon roll-carts \$_____per month

Monthly Rate for one time per week residential recycling service with City logoed Contractor provided 95-gallon carts \$_____per month per unit

(Option 1) Monthly Rate for once every other week residential recycling service with City logoed Contractor provided 95-gallon carts \$_____per month per unit

Monthly Rate for one time per week unlimited curbside yard waste services \$_____per month per unit

Monthly Rate for with unlimited vacuum yard waste curbside services for November, December, and January \$_____per month

Monthly Rate for call in Bulk item collection once per week at a total of 2 household items per week \$_____per week

(Option 2) Monthly Rate for call in Bulk item collection once per week at a cost per item limited to a total of 2 household items per week \$_____per week

Offeror may propose alternative ideas but must be listed separate as “Alternative proposal”.

Commercial Service Rates

Size	1 x week	2 x week	3 x week	4 x week	5 x week	6 x week
2 yard qty	107	5	1			
RATE:						
4 yard qty	101	10	2	1	1	
RATE:						
6 yard qty	77	29	35	1	1	
RATE:						
8 yard qty	140	99	56	8	23	
RATE:						

Extra pick-ups are \$_____ each

Single Stream Front End Load Recycling

Size	1 x week	2 x week	3 x week	4 x week	5 x week	6 x week
8 yard	40					
RATE:						

Extra Pick-ups are \$_____ each/Contamination Fees are \$_____ each

Temporary Open Top Rates

	Monthly Rent	Haul Charge	Disposal Charge	Delivery Fee
20 yard open top	4	4	4	4
RATE:				
30 yard open top	20	20	20	20
RATE:				

Permanent Roll Off Service & Compactor Service

	Monthly Rent	Haul Charge	Disposal Charge
20-yard Open Top	12	12	12
RATE:			
30-yard Open Top	42	42	42
RATE:			
40-yard Open Top	8	8	8
RATE:			
12-yard Compactor	1	1	1
RATE:			
35-yard Compactor	5	5	5
RATE:			
40-yard Compactor	11	11	11
RATE:			
40-yard Compactor Recycling	3	3	3
RATE:			

Contractor is responsible for 100% of all expenses for compactor installations.

20 yard open top for glass bottle recycling at 345 Lively Ave emptied once per month \$ _____
Per Haul Charge. Contractor must provide proof of where glass will be recycled.

Commercial Hand Pick Up Rates for 95-gallon carts Downtown Norcross \$ _____ per month per unit

Free service will consist of (1) 6 yard once a week for Lillian Webb Park, Public Works, and Thrasher Park & Rossie Brundage.

Contractor is responsible for providing 75 event boxes for downtown events each year.

Section 3.0 – Contractor’s Responsibilities

Before submitting a proposal, each Offeror shall make all investigations and examinations necessary to ascertain all conditions and requirements affecting the full performance of the contract. No pleas of ignorance of such conditions and requirements resulting from failure to make such investigations and examinations will relieve the successful Offeror from any obligation to comply with every detail and with all provisions and requirements of the contract documents or will be accepted as a basis for any claim whatsoever for any monetary consideration on the part of the Offeror.

3.1 Guarantee to Accompany Bid

If the proposer’s bid is greater than \$30,000.00, Bids must be accompanied by a certified check or cashier’s check or acceptable bid bond in an amount not less than five percent (5%) of the amount bid per section, and failure to submit a bid bond will be cause for rejection.

Section 4.0 – Instructions for Proposal

4.1 Compliance with the RFP

Proposals must be in strict compliance with this Request for Proposal. Failure to comply with all provisions of the RFP may result in disqualification.

4.2 Acknowledgement of Insurance Requirements

The Offeror understands that the evidence of required State Insurance Certificate must be submitted within ten (10) working days following signed Notice to Proceed; otherwise, the City may rescind its acceptance of the Offeror’s proposal. Insurance capabilities of workers compensation, auto & liability insurance must be included with the Offeror’s proposal.

The successful Offeror shall maintain the following insurance: (a) comprehensive general liability, including blanket contractual, covering bodily injuries with limits of no less than \$1,000,000.00 per occurrence, and property damage with limits of no less than \$500,000.00 per occurrence; (b) statutory worker’s compensation insurance, including employer’s liability insurance; and (c)

employee dishonesty and/or crimes coverage with respect to personnel of the contractor having access to City buildings, with limits of no less than \$50,000.00 per occurrence. All insurance shall be provided by an insurer(s) acceptable to the City, and shall provide for thirty (30) days prior notice of cancellation to the City. Upon request, the contractor shall deliver to the city a certificate or policy of insurance evidencing the contractor's compliance with this policy. The Successful Offeror shall abide by all terms and conditions of the insurance and shall do nothing to impair or invalidate the coverage; (c) employee dishonesty and/or crimes coverage with respect to personnel of the Successful Offeror having access to City buildings, with limits of no less than \$50,000.00 per occurrence."

The cancellation provision shall provide 30 days advance notice of cancellation to the City.

Certificate Holder should read:

City of Norcross, its elected officials and employees
65 Lawrenceville Street
Norcross, Georgia 30071

Indemnification

The successful Offeror will indemnify and hold harmless the City and its agents and employees from and against all claims, damages, losses and expenses including attorneys' fees arising out of or resulting from the performance of the services, provided that any such claims, damage, loss or expense is attributable to bodily injury, sickness, disease or death, or to injury to or destruction of tangible property, including the loss of use resulting therefrom; and is caused in whole or in part by any negligent or willful act or omission of the Successful Offeror and anyone directly or indirectly employed by the Successful Offeror or anyone for whose acts any of them may be liable. In any and all claims against the City or any of its agents or employees, by any employee of the Successful Offeror, directly or indirectly employed by the Successful Offeror, or anyone for whose acts any of them may be liable, the indemnification obligation shall not be limited in any way by any limitation on the amount or type of damages, compensation or benefits payable by or for the Successful Offeror or under the Worker Compensation Acts, Disability Benefits Acts or other employee benefits acts.

4.3 Delivery of Proposals

All proposals are to be sealed and delivered and clearly marked "SEALED BID" on the outside of the envelope before 11:00 a.m. Eastern Standard Time (EST), on May 13, 2022, to:

City of Norcross Public Works

Attn: Melissa Zeigler

345 Lively Avenue

Norcross, GA 30071

The City will not accept any proposals received after the date/time stated herein and shall request Offeror to decide to retrieve late proposals.

The City shall not bear the responsibility for proposals delivered past the stated date and/or time, or to an incorrect address by Offeror's personnel or by the Offeror's outside carrier.

Offerors must submit one (1) designated original hard copy, and one (1) numbered exact copy of the proposal (total of 2) along with one soft (PDF or other electronic document on a CD). Proposals will be opened publicly.

4.4 Evaluation of Proposals (Procedure)

The city will examine proposals to eliminate those that are clearly non-responsive to the stated requirements. Therefore, Offerors should exercise particular care in reviewing the proposal format required for this RFP.

The City shall then score all proposals based upon the points evaluation factors detailed above.

Upon completion of the scoring, the City may shortlist the top highest-ranking proposals. At this point, the City may request presentations by Offerors.

City reserves the right to withdraw this RFP at any time and for any reason, and to issue such clarifications, modifications, and/or amendments as it may deem appropriate.

Receipt of a proposal by the City or a submission of a proposal to the City offers no rights upon the Offeror nor obligates the City in any manner.

The City reserves the right to waive minor irregularities in proposals, provided that such action is in the best interest of the City. Any such waiver shall not modify any remaining RFP requirements or excuse the Offeror from full compliance with the RFP specifications and other contract requirements if the Offeror is awarded the contract.

The contract will be awarded to the lowest responsive and responsible bidder whose bid will be most advantageous to the City, price and other factors considered. The City is to make the determination.

4.5 Ambiguity, Conflict, or Other Errors in the RFP

If an Offeror discovers any ambiguity, conflict, discrepancy, omission, or other error in the RFP, they shall immediately notify the City of such error in writing and request modification or clarification of the document. The City will make modifications by issuing a written revision and will give written notice to all parties who have received this RFP from the City.

The Offeror is responsible for clarifying any ambiguity, conflict, discrepancy, omission, or other error in the Request For Proposal prior to submitting the proposal or it shall be waived.

4.6 Proposals and Presentation Costs

The City will not be liable in any way for any costs incurred by any Offeror in the preparation of its proposal in response to this RFP, nor for the presentation of its proposal and/or participation in any discussions or negotiations.

4.7 Rejection of Proposals

The City reserves the right to accept or reject in whole or in part any or all proposals submitted. The City shall reject the proposal of any Offeror that is determined to be non-responsive. The unreasonable failure of an Offeror to promptly supply information in connection with respect to responsibility may be grounds for a determination of non-responsibility.

4.8 Acceptance of Proposals

The City shall accept all proposals that are submitted properly. However, the City reserves the right to request clarifications or corrections to proposals.

4.9 Requests for Clarification of Proposals

Requests by the City for clarification of proposals shall be in writing. Said requests shall not alter the Offeror's pricing information contained in its proposal.

4.10 Validity of Proposals

All proposals shall be valid for a period of ninety (90) days from the submission date.

4.11 Response Format

Proposals should be prepared simply and economically, providing a straightforward concise description of the Offeror's approach and ability to meet the City's needs, as stated in the RFP.

5.0 Contract Draft Conditions

It is anticipated that the successful proposer will be awarded a contract subject to O.C.G.A 36-60-13 which is one-year periods at each calendar year unless either party gives notice to the other at least 30 days' notice before the close of each year on each anniversary date. After the first year of the anniversary date of the agreement, contractor shall be able to receive automatic Consumer Price Adjustments under Water, Sewer, and Trash Collection Services.

Prior to execution of a Contract, if the contract amount is greater than \$30,000.00, a Contract Performance Bond and a Payment Bond, each equal to 100% of the Contract amount per section, must be provided by the successful bidder by a surety company qualified to do business in the State of Georgia with an AM Best rating of B+ or higher and satisfactory to the City of Norcross. Bonds given shall meet the requirements as listed in this Bid package.

Failure to execute the Contract, Contract Performance Bond and Payment Bond, or furnish satisfactory proof of carriage of the insurance required within ten days after the date of Notice of Award of the Contract may be just cause for the annulment of the award and for the forfeiture of the bid guaranty of City of Norcross, not as a penalty, but as liquidation of damages sustained. At the discretion of the City, the award may then be made to the next lowest, responsible bidder, or the work may be re-advertised or constructed by City forces. The Contract and Contract Bonds shall be executed in duplicate.

BID PACKET CHECKLIST

PROJECT: _____

BID DATE: _____

Enclosed with this Bid Packet are the following Forms and instructions. Use this checklist to ensure you have properly completed all Forms. You must return the following pages to be eligible for consideration of this project.

- _____ Two Hard Copies & One Electronic Copy of Bid
- _____ RFP Cost Format
- _____ Bid Bond or Certified Check, if bid is over \$30,000
- _____ Certificate of Liability Insurance
- _____ E-Verify Contractor & SAVE Affidavits
- _____ Reference Page
- _____ Deliver Proposal to: City of Norcross
 345 Lively Avenue
 Norcross, GA 30071
 Attn: Mary Beth Bender, Assistant City Manager

Attachment: RFP PWUP 22-02, Sanitation w- QTYs [Revision 1] (22-6436 : Sanitation Services RFP)

References for _____

The Contractor must provide at the time of bid opening a list of contact numbers, addresses and a contact person from three (3) jobs completed having similar specification within the metro Atlanta area.

City of Norcross requests a minimum of three (3) references where work of a similar size and scope has been completed.

1. Company Name: _____
 Description of Project: _____
 Completion Date: _____
 Contact Person: _____
 Telephone: _____ Fax: _____
 Email address: _____

2. Company Name: _____
 Description of Project: _____
 Completion Date: _____
 Contact Person: _____
 Telephone: _____ Fax: _____
 Email address: _____

3. Company Name: _____
 Description of Project: _____
 Completion Date: _____
 Contact Person: _____
 Telephone: _____ Fax: _____
 Email address: _____



E-Verify Contractor Affidavit O.C.G.A. § 13-10-91 (b)(1)

Physical performance of services: Contracts with the City involving both physical labor and any services over \$2499.99 in value.

Contractors must be registered with and use the E-Verify program. If you have not registered, you can find the information at www.uscis.gov (click on E-verify Homepage, see start here directions.)

It is the responsibility of the Contractor to submit additional E-Verify Affidavits on every Sub-Contractor for this project.

By executing this affidavit, the undersigned contractor verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm or corporation which is engaged in the physical performance of services on behalf of the City of Norcross has registered with, is authorized to use and uses the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91. Furthermore, the undersigned contractor will continue to use the federal work authorization program throughout the contract period and the undersigned contractor will contract for the physical performance of services in satisfaction of such contract only with subcontractors who present an affidavit to the contractor with the information required by O.C.G.A. § 13-10-91(b). Contractor hereby attests that its federal work authorization user identification number and date of authorization are as follows:

Project Name: _____ Date of Project: _____

Legal Name of Contractor: _____

Address: _____ City: _____ State: _____ Zip Code: _____

Federal Work Authorization User Identification Number (E-Verify Number): _____ (4-6 digit numeric #)

Date of Authorization: _____

EXEMPT: YES OR NO

****If a contractor has no employees and does not hire or intend to hire they may satisfy the law by submission of (State DL or State ID) Drivers' License Number: _____***

I hereby declare under penalty of perjury that the foregoing is true and correct

Signature of Authorized Officer/Agent

Date

Printed Name and Title of Authorized Officer/Agent

MUST BE COMPLETED BY NOTARY

SUBSCRIBED AND SWORN BEFORE ME ON THIS THE _____ DAY OF _____, 20____

Executed in _____ (City), _____ (State)

NOTARY PUBLIC Signature

My Commission Expires



SAVE Public Benefit Affidavit O.C.G.A. § 50-36-1

Instructions: As required by Georgia Security and Immigration Compliance Act of 2006, as amended, every agency administering or providing Public Benefits is responsible for requiring that applicants for public benefits execute a sworn affidavit verifying the applicant's lawful presence in the United States (Ga. Code 50-36-1(f)(2)). The applicant shall execute this affidavit in front of a Notary and return it to the city along with the associated application, renewal form, contract, bid packet, or other applicable document.

By executing this affidavit under oath, as an applicant for _____ (Occupational Tax license or Alcoholic Beverage license or any other Public benefit) as referenced in O.C.G.A. § 50-36-1, from the City of Norcross, the undersigned applicant verifies one of the following with respect to my application for public benefit. (Please check one)

- 1) _____ I am a United States citizen. (REQUIRES VERIFICATION AT SUBMISSION)
- 2) _____ I am a legal permanent resident of the United States.
- 3) _____ I am a qualified alien or non-immigrant under the Federal Immigration and Nationality Act with an alien number issued by the Department of Homeland Security or other federal immigration agency.

My alien number issued by the Department of Homeland Security or other federal immigration agency is: _____.

The undersigned applicant has also hereby verifies that he or she is 18 years of age or older and has provided at least one secure and verifiable document, as required by Georgia Law O.C.G.A § 50-36-1(f) (1) A complete list of secure and verifiable documents on back of this form.

REQUIRES VERIFICATION AT SUBMISSION – Which type of secure and verifiable document was provided with this affidavit? _____.

In making the above representation under oath, I understand that any person who knowingly and willfully who makes a false, fictitious, or fraudulent statement or representation in this affidavit shall be guilty of a violation of O.C.G.A. § 16-10-20, and face criminal penalties as allowed by such criminal statute.

MUST BE COMPLETED BY NOTARY

I, _____ (representative for) _____
(Printed NAME of individual and natural person) (Name of BUSINESS, corporation, partnership, etc.)

Signature of Applicant

Date

SUBSCRIBED AND SWORN BEFORE ME ON THIS THE _____ DAY OF _____, 20____

Executed in _____ (City), _____ (State)

NOTARY PUBLIC Signature

My Commission Expires

Attachment: RFP PWUP 22-02, Sanitation w- QTYs [Revision 1] (22-6436 : Sanitation Services RFP)

SECURE AND VERIFIABLE DOCUMENTS

The following list of secure and verifiable documents, published under the authority of O.C.G.A.

§ 50-36-2 contains documents that are verifiable for identification purposes, and documents on this list may not necessarily be indicative of residency or immigration status.

- A United States passport or passport card
- A United States military identification card
- A driver's license issued by one of the United States, the District of Columbia, the Commonwealth of Puerto Rico, Guam, the Commonwealth of the Northern Marianas Islands, the United States Virgin Island, American Samoa, or the Swain Islands, provided that it contains a photograph of the bearer or lists sufficient identifying information regarding the bearer, such as name, date of birth, gender, height, eye color, and address to enable the identification of the bearer. **Please note that a driver's license from one of the following states is NOT acceptable at this point due to non-compliance with the immigration verification prior to issuance: Alaska, Idaho, Illinois, New Jersey, New Mexico, New York, Rhode Island, Utah or Washington, PENDING: Maryland and Massachusetts.
- An identification card issued by one of the United States, the District of Columbia, the Commonwealth of Puerto Rico, Guam, the Commonwealth of the Northern Marianas Islands, the United States Virgin Island, American Samoa, or the Swain Islands, provided that it contains a photograph of the bearer or lists sufficient identifying information regarding the bearer, such as name, date of birth, gender, height, eye color, and address to enable the identification of the bearer.
- A tribal identification card of a federally recognized Native American tribe, provided that it contains a photograph of the bearer or lists sufficient identifying information regarding the bearer, such as name, date of birth, gender, height, eye color, and address to enable the identification of the bearer. A listing of federally recognized Native American tribes may be found at:
<http://www.bia.gov/WhoWeAre/BIA/OIS/TribalGovernmentServices/TribalDirectory/index.htm>
- A United States Permanent Resident Card or Alien Registration Receipt Card
- An Employment Authorization Document that contains a photograph of the bearer
- A passport issued by a foreign government
- A Merchant Mariner Document or Merchant Mariner Credential issued by the United States Coast Guard
- A Free and Secure Trade (FAST) card
- A NEXUS card
- A Secure Electronic Network for Travelers Rapid Inspection (SENTRI) card
- A driver's license issued by a Canadian government
- A Certificate of Citizenship issued by the United States Department of Citizenship and
- Immigration Services (USCIS) (Form N-560 or Form N-561)
- A Certificate of Naturalization issued by the United States Department of Citizenship and Immigration Services (USCIS) (Form N-550 or Form N-570)

In addition to the documents listed herein, if, in administering a public benefit or program, an agency is required by federal law to accept a document or other form of identification for proof of or documentation of identity, that document or other form of identification will be deemed a secure and verifiable document solely for that particular program or administration of that particular public benefit. [O.C.G.A. § 50-36-2(c)]



MAYOR **CRAIG NEWTON** • MAYOR PRO TEM **MATT MYERS** • COUNCILMEMBER **ANDREW HIXSON** • COUNCILMEMBER **JOSH BARE**
 COUNCILMEMBER **ARLENE BECKLES** • COUNCILMEMBER **BRUCE GAYNOR** • CITY MANAGER **ERIC JOHNSON** • CITY CLERK **MONIQUE LANG**

City of Norcross

Legislation Details (With Details)

File #:	21-6331	Version:	
Type #:	Agenda Item	Status:	Agenda Ready
On Agenda:	3/28/2022 6:30 PM	In Control:	Special Called Meeting
Title:	Norcross Letter Art Installation		

Sponsors:

Code Sections:

Attachments:

1. [Agenda Report- Norcross Letters](#)
2. [Diagram of Proposed Location- Stevens and Buford Highway](#)

Title
Norcross Letter Art Installation

Drafter
Eric Johnson



MAYOR **CRAIG NEWTON** • MAYOR PRO TEM **MATT MYERS** • COUNCILMEMBER **ANDREW HIXSON** • COUNCILMEMBER **JOSH BARE**
 COUNCILMEMBER **BRUCE GAYNOR** • COUNCILMEMBER **ARLENE BECKLES** • CITY MANAGER **ERIC JOHNSON** • CITY CLERK **MONIQUE LANG**

Agenda Report

To: Mayor and Council

From: Eric Johnson, City Manager

Meeting Date: March 21, 2022 – Policy Work Session

Item #: 2 -

Title: NORCROSS letters

CC: Eric Johnson

Recommendation: Provide guidance on a permanent or temporary location for the installation of the NORCROSS letters.

Background: Funding for the artwork was donated by The Brunswick and the fabrication has been completed. The artwork remains at the fabricator, IMG, pending identification of a location for installation.

One recent proposal is to place it next to the intersection below the former Norcross Library on Buford Highway at the intersection with Stevens Road. A diagram showing that potential location is attached.

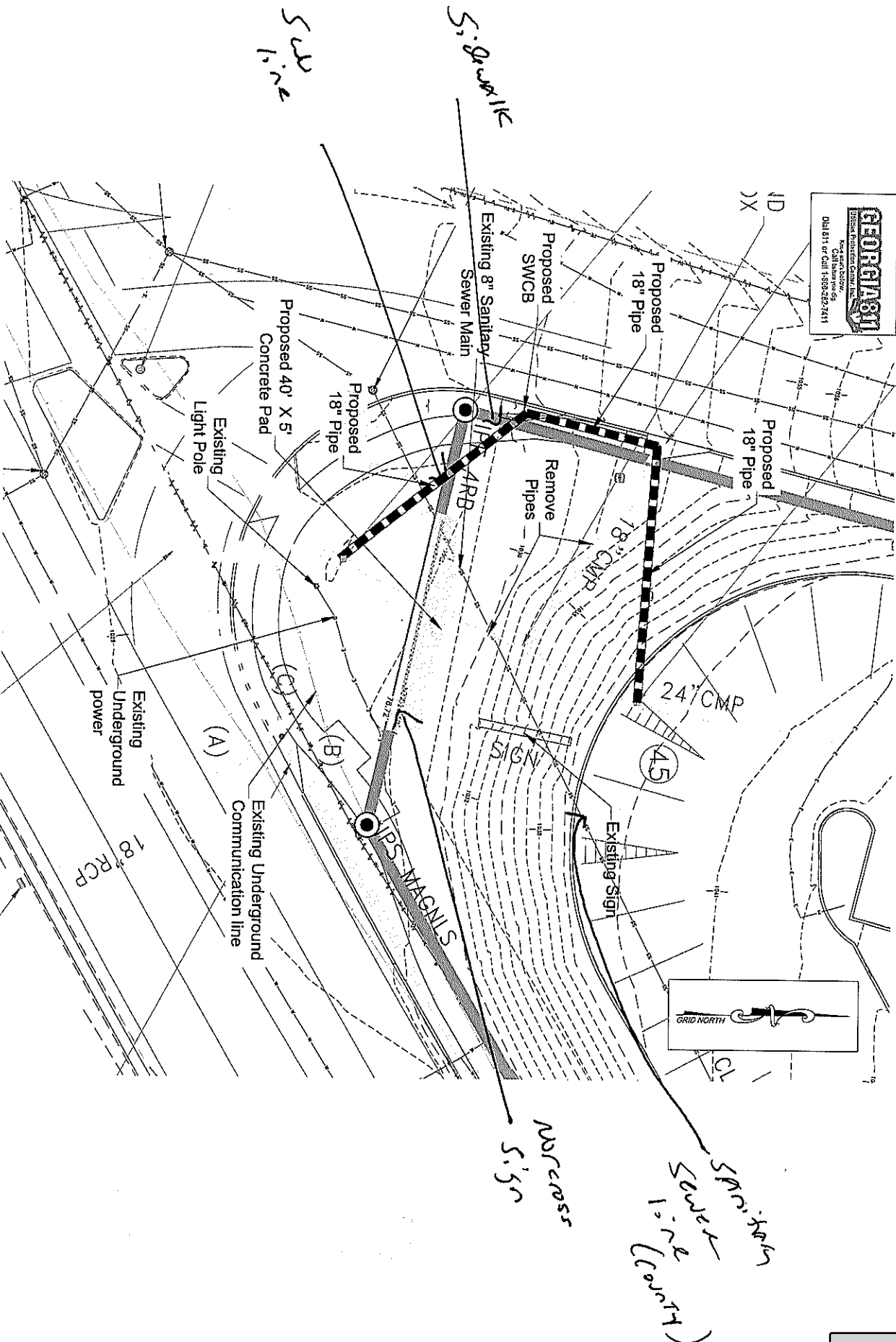
Financial Impact: Installation will cost \$3,500 plus any costs associated with the foundation and site preparation. Lighting is not included in these costs.

Consistent with Comprehensive Plan? Yes.

Next Steps: Once a location is identified, the total cost of installation can be determined and funding identified.

Attachment: Diagram showing a proposed location at Stevens and Buford Highway.

Attachment: Agenda Report- Norcross Letters (21-6331 : Norcross Letter Art Installation)



Attachment: Diagram of Proposed Location- Stevens and Buford Highway (21-6331 : Norcross Letter Art Installation)



MAYOR **CRAIG NEWTON** • MAYOR PRO TEM **MATT MYERS** • COUNCILMEMBER **ANDREW HIXSON** • COUNCILMEMBER **JOSH BARE**
COUNCILMEMBER **ARLENE BECKLES** • COUNCILMEMBER **BRUCE GAYNOR** • CITY MANAGER **ERIC JOHNSON** • CITY CLERK **MONIQUE LANG**

City of Norcross

Legislation Details (With Details)

File #:	22-6438	Version:	
Type #:	Agenda Item	Status:	Agenda Ready
On Agenda:	3/28/2022 6:30 PM	In Control:	Special Called Meeting
Title:	Participation Agreement with the Georgia Municipal Employees Benefits System (GMEBS) Establishing a Tax-Exempt Irrevocable Trust to Prefund a Portion of The City's Other Post- Employment Benefits (OPEB) Liability.		

Sponsors:

Code Sections:

Attachments:

1. [Agenda Report- GMA's OPEB Irrevocable Trust Agreement](#)
2. [2022 OPEB Participation Agreement](#)

Title

**Participation Agreement with the Georgia Municipal Employees Benefits System (GMEBS)
Establishing a Tax-Exempt Irrevocable Trust to Prefund a Portion of The City's Other Post-
Employment Benefits (OPEB) Liability.**

Drafter

Eric Johnson



MAYOR **CRAIG NEWTON** • MAYOR PRO TEM **MATT MYERS** • COUNCILMEMBER **ANDREW HIXSON** • COUNCILMEMBER **JOSH BARE**
COUNCILMEMBER **BRUCE GAYNOR** • COUNCILMEMBER **ARLENE BECKLES** • CITY MANAGER **ERIC JOHNSON** • CITY CLERK **MONIQUE LANG**

Agenda Report

To: Mayor and Council

From: Eric Johnson, City Manager

Meeting Date: March 21, 2022 – Policy Work Session

Item #: 22-6438

Title: Participation Agreement with the Georgia Municipal Employees Benefits System (GMEBS) establishing a tax-exempt irrevocable trust to prefund a portion of the City's Other Post-Employment Benefits (OPEB) liability

CC: Eric Johnson

Recommendation: Approve a Participation Agreement with the Georgia Municipal Employees Benefits System (GMEBS) establishing a tax-exempt irrevocable trust to prefund a portion of the City's Other Post-Employment Benefits (OPEB) liability and authorize a payment of \$1 million to that trust from an appropriation from the General Fund unassigned fund balance.

Background: OPEB reflects the health insurance cost to the City for retirees. It includes those retirees and/or dependents under the age of 65 who participate in the City-subsidized employee health insurance program, as well as those 65 or older who participate in a City-subsidized Medicare Supplement plan.

As discussed at the February 17, 2022 Mayor and Council Retreat, this action would be part of a multi-pronged approach to both limiting the City's exposure to "Other Post Retirement Benefits (OPEB)" liability and to funding a portion of that liability. The most recent actuarial valuation, measured at August 31, 2020 for August 31, 2021 reporting, showed a net (unfunded) liability of \$17,576,128.

The City recently began phasing in higher contributions to those plans by new retirees, and there were three prior levels of City subsidy of those plans. The City has closed participation in these benefits for new hires who receive a job offer on or after March 8, 2022.

Since 2008, the City has participated in obtaining annual actuarial valuations but has not set aside funding for the future liability, choosing instead to make annual payments for health coverage for existing retirees and eligible dependents. GMEBS, which is administered by the Georgia Municipal Association, provides the City the opportunity to establish a tax-exempt plan in which

City contributions would be held exclusively for City use in paying for the future costs of retiree health insurance. Such an irrevocable trust would benefit from GMEBS long-term investment strategies. For example, the City's pension plan anticipates a 7-3/8th percent rate of return. As proposed, the City would continue paying annual premiums, net of retiree contributions, for existing retirees and make an initial one-time deposit of \$1 million. It is recommended that the City make future annual contributions to the trust fund in addition to paying current retiree premiums. Those contributions will be part of the annual budget process. Over time, the intent is to significantly shrink the net liability as a result of the combination of city actions

Financial Impact: Appropriating \$1 million from unassigned General Fund fund balance will reduce the amount available for other purposes. The preliminary result for FY 21 was a \$2.6 million increase in fund balance, so the City will continue to have strong resources for unexpected events. As appropriate, transfers can be made to the General Fund from other funds to recover a portion of this cost from other funds.

Consistent with Comprehensive Plan? . There is no relationship to any Community Work Program project.

Next Steps: Once the agreement is approved by GMEBS, the City will deposit \$1 million in the trust fund. Consideration should be given to the OPEB actuary's suggestion of future annual contributions of \$500,000 as annual budgets are adopted. The increase in the trust fund balance, coupled with the impacts of the City's actions to reduce the gross liability, can influence future City contributions.

Attachment: Ordinance
GMEBS Participation Agreement

No guaranty that payments or reimbursements to employees, former employees, or retirees will be tax free: The Trust has obtained a private letter ruling from the Internal Revenue Service concerning only the federal tax treatment of the Trust's income. That ruling may not be cited or relied upon by the Participating Employer whatsoever as precedent concerning any matter relating to the Participating Employer's health plan(s) (including post-retirement health plans). In particular, that ruling has no effect on whether payments from the Participating Employer's health plans (including reimbursements of medical expenses) are excludable from the gross income of employees, former employees or retirees, under the Internal Revenue Code. The federal income tax consequences to employees, former employees and retirees depend on the terms and operation of the Participating Employer's health plan(s).

OPEB LIABILITY ANNUAL VALUATION AND REPORTING SERVICES & GMEBS OPEB TRUST

ORDINANCE AND PARTICIPATION AGREEMENT

City of Norcross

**Administered by:
Georgia Municipal Association, Inc.
201 Pryor Street, SW
Atlanta, Georgia 30303
Telephone: (404)688-0472
Facsimile: (678)686-6289**

ORDINANCE

WHEREAS, the City of Norcross (hereinafter referred to as the "Participating Employer") has determined that it is in its best interest to receive discounted annual Governmental Accounting Standards Board ("GASB") Statement No. 75 valuation and reporting services from the independent actuarial firm that provides actuarial services to the Georgia Municipal Employees Benefits System ("GMEBS") and take all actions required for the Participating Employer to be able to prefund any portion of the post-employment benefits other than pension ("OPEB") liabilities reported in the GASB 75 report by making contributions to the GMEBS OPEB Trust; and

WHEREAS, the City of Norcross ("Governing Authority") is authorized by law to adopt this Ordinance approving the annual purchase of discounted GASB 75 reporting actuarial services from the GMEBS Actuary; and

WHEREAS, the Participating Employer has reviewed the GMEBS OPEB Trust Agreement ("Trust") effective as of July 1, 2007, which Trust is intended to be a tax-exempt trust established under Internal Revenue Code Section 115 and an irrevocable trust under applicable laws of the State of Georgia and GASB; and

WHEREAS, the Participating Employer is an Eligible Employer as defined in the Trust; and

WHEREAS, the Governing Authority is authorized by law to adopt this Ordinance/Resolution approving participation in the Trust on behalf of the Participating Employer, which participation will start when the Participating Employer first makes a contribution to the Trust and becomes a Participating and Contributing Employer;

THEREFORE, the Governing Authority of the Participating Employer hereby ordains:

Section 1. The Participating Employer adopts the attached Participation Agreement, which is attached hereto and made a part of this Ordinance, effective as of the effective date of this Ordinance.

Section 2. The Participating Employer acknowledges that all actuarial services purchased at discounted rates pursuant to the attached Participation Agreement shall be provided exclusively by the independent actuarial firm that provides actuarial services for GMEBS, and neither the Board of Trustees of GMEBS ("Trustees") nor Georgia Municipal Association, Program Administrator for GMEBS nor the custodian of the Trust assets, nor any of their respective officers or employees, perform any actuarial, legal, accounting, or tax services for the Participating Employer as a result of the Participation Agreement.

Section 3. The Participating Employer adopts the Trust effective on the date of its first contribution to the Trust, at which time it will become a Contributing Employer as defined in the Trust.

Section 4. The Participating Employer acknowledges that the Trustees are responsible only for providing a funding vehicle as set forth in the Trust and have no

responsibility for the adequacy of the contribution amounts chosen by the Participating Employer or for the benefits disbursed to or by the Participating Employer.

Section 5. The Participating Employer adopts the Participation Agreement, which is attached hereto and made a part of this Ordinance. The Participating Employer may discontinue participation as set forth in the Participation Agreement. However, once a contribution to the Trust is made, the Trust's provisions related to termination apply.

Section 6. The Participating Employer agrees that all benefit disbursements from the Trust will be solely used to provide health and welfare benefits to eligible retirees, and other eligible former employees, and any eligible spouses or dependents, and in accord with the requirements of GASB 75 and Sections 79, 104, 105, and 106 of the Internal Revenue Code. The Participating Employer is responsible for determining the tax status of all disbursements made to or on behalf of eligible recipients and for performing any tax reporting obligations resulting from such disbursements.

Section 7. The following apply on or after the date of the Participating Employer's first contribution to the Trust:

(a) The Participating Employer shall abide by the terms of the Trust, including amendments made by the Trustees and Rules thereunder, all investment, administrative, and other service agreements of the Trust, and all applicable provisions of the Internal Revenue Code and other applicable law.

(b) The Participating Employer accepts the administrative services to be provided by the Georgia Municipal Association ("GMA") as Program Administrator for the Trust, and T acknowledges that a licensing fee and other fees related to the Trust administration services provided by GMA or any other third-party service provider will be imposed, and that such fees may be deducted from its trust sub-account and/or may be billed directly to the Participating Employer.

(c) The Participating Employer hereby authorizes the Trustees and the GMA, the Program Administrator for the Trust, to act on its behalf in all matters involving the Trust.

Section 8. This Ordinance and the Participation Agreement shall be submitted to the Trustees for their approval. The Trustees may refuse to approve a Participation Agreement by an employer that does not have state statutory authority to participate in the Trust, or is not an eligible entity under Code Section 115. The Governing Authority hereby acknowledges that it is responsible to assure that this Ordinance and the Participation Agreement are adopted and executed in accordance with the requirements of applicable law.

Adopted by the Governing Authority on _____, 2022, in accordance with applicable law.

By: _____
Signature

Name and Title

Attest: _____

Date: _____

PARTICIPATION AGREEMENT

OPEB LIABILITY ANNUAL VALUATION AND REPORTING SERVICES

&

GMEBS OPEB TRUST

GMEBS PROGRAM ADMINISTRATOR

Georgia Municipal Association, Inc. (GMA)
201 Pryor Street, SW
Atlanta, Georgia 30303
Telephone: (404)688-0472
Facsimile: (678)686-6289

PARTICIPATING EMPLOYER

City of Norcross

GOVERNING AUTHORITY

Name: City of Norcross

Address: 65 Lawrenceville Street, Norcross, GA 30071

Phone: (678) 421-2042

Facsimile: (770) 242-0824

Title of Person Authorized to receive Official Notices about OPEB Liability Annual Valuation and Reporting Services ("Actuarial Services") or Trust administration from the Trust or GMA:

☐ Mayor

☐ City Clerk

☐ Human Resources Director

E-mail: paul.hanebuth@norcrossga.net

☐ City Manager/Administrator

☒ Finance Director

☐ Other: _____

Title of Person Authorized to Make Irrevocable Contributions to the Trust:

☐ Mayor

☐ City Manager/Administrator

☐ City Clerk

☒ Finance Director

☐ Human Resources Director

☐ Other: _____

E-mail: paul.hanebuth@norcrossga.net

Title of Person Authorized to Request Disbursements from the Trust:

☐ Mayor

☐ City Manager/Administrator

☐ City Clerk

☒ Finance Director

☐ Human Resources Director

☐ Other: _____

E-mail: paul.hanebuth@norcrossga.net

TYPE OF ADOPTION AND EFFECTIVE DATE

This Participation Agreement is for the following purpose **(check one)**:

- ☒ This is a new Participation Agreement adopted by the Participating Employer effective April 5, 2022.
- ☐ This is an amendment of the current Participation Agreement. The effective date of this amended Participation Agreement is _____, 20____. This Participation Agreement is intended to replace and serve as an amendment of the Employer's Participation Agreement that became effective _____, 20____[insert date]. This amendment makes the following change(s) to the Participation Agreement (describe): _____.

1. Available Health and Welfare Benefits Following Retirement (Other than Through COBRA or as a Result of Termination Benefits) (check all that apply):

- ☒ Medical
- ☒ Prescription Drug
- ☒ Dental
- ☐ Vision
- ☐ Hearing
- ☐ Life
- ☐ Disability
- ☐ Long-Term Care
- ☐ Other _____

The Participating Employer agrees that no disbursements will be made from the Trust Fund except for the payment of post-employment "Health and Welfare Benefit(s)," as defined in Section 1.01 of the GMEBS OPEB Trust, and associated reasonable expenses.

ACTUARIAL SERVICES

Acknowledgement

The Participating Employer acknowledges that GMEBS has contracted with the independent actuary who provides actuarial services for the GMEBS Defined Benefit Retirement Plan ("GMEBS Actuary" or "Actuary") to provide annual GASB 75 valuation and reporting services at a discounted rate to employers that have adopted this Participation Agreement. The amount of the discount varies depending upon how much required information is already maintained by the Actuary or by the GMEBS Program Administrator due to the Participating Employer's participation in other GMEBS benefits. The

Participating Employer agrees that the terms and conditions contained in this Participation Agreement and the Ordinance/Resolution adopting this Participation Agreement will govern the provision of said services. The Participating Employer agrees to cooperate with the Actuary and to fulfill its responsibilities as outlined in this Participation Agreement. The Trustees, custodian of Trust assets, and Program Administrator do not perform any actuarial services and shall not be responsible for the accuracy of the GASB 75 valuation or report or the analysis provided by the Actuary or for the adequacy of the recommended contributions to properly pre-fund OPEB liabilities.

Scope of Services – Annual OPEB Valuation

Subject to the terms and conditions contained in this Participation Agreement, the Actuary will perform an annual actuarial valuation for each Participating Employer. The valuation report will be completed in accordance with generally accepted actuarial principles and practices. At a minimum, the valuation report will include the following information:

- 1) an executive summary of the valuation;
- 2) a statement by the Senior Supervising Actuary (who is a Member of the American Academy of Actuaries and an Enrolled Actuary) that the valuation report has been completed in accordance with generally accepted actuarial principles and practices, and that in his or her opinion, the actuarial assumptions used are reasonably related to the experience of and the expectations for the participating employer's plan;
- 3) a description of actuarial assumptions, cost methods and procedures used to value the OPEB liabilities;
- 4) the Actuarially Determined Contribution (ADC), expressed as a dollar amount and as a percentage of covered payroll (split between normal cost and unfunded actuarial liability components), a comparison with prior year's ADC and percentage of payroll amount and a comparison with the prior year's ADC;
- 5) valuation of present assets and liabilities, including normal cost, market value of assets, actuarial value of assets, actuarial accrued liability, unfunded (or over-funded) actuarial accrued liability and present value of future normal costs;
- 6) a summary of actuarial experience for the year, including net gain/loss from investments, net gain/loss from other experience, market and actuarial rates of return and a summary statement of income and expenses;
- 7) GASB 74/75 required information including, but not limited to, comparison of required contributions versus actual contributions, funded ratio, schedule of employer contributions, sensitivities to changes in discount rates and trend, description of the development of the discount rate, development of the Net OPEB Liability, Schedule of Changes in the Net OPEB Liability, Schedule of Deferred Inflows and Outflows, and Annual OPEB Expense;
- 8) demographic data, including number of retired participants and beneficiaries, number of terminated vested participants, number of active participants, total payroll and reconciliation of participant data with prior year's results;
- 9) a summary of the Participating Employer's plan provisions, including an explanation of any changes in plan benefits since the last valuation;
- 10) a glossary of terms used in the valuation report.

Some Required Supplementary Information for GASB 75 purposes with regard to the administration of the plan/s will need to be collected by the Participating Employer and its auditors.

The Actuary will provide three bound originals (upon request) and one electronic copy of the actuarial valuation report for the Participating Employer. At the discretion of GMA, Program Administrator for GMEBS, this report may be delivered to GMA, which will then deliver it to the Participating Employer,

or it may be delivered directly to the Participating Employer by the Actuary. If delivered directly to the Participating Employer, the Actuary also will provide one electronic copy of the actuarial valuation report to GMA.

The Actuary may perform additional consulting services associated with Other Postemployment Benefits (OPEB), upon the written request of the Participating Employer submitted to GMEBS. There may be additional fees associated with the provision of such services that will be billed directly to the Participating Employer (see “Fees” below).

Responsibilities of Participating Employer

It is the responsibility of the Participating Employer to furnish to the Actuary the name(s) of the OPEB plan(s) to be examined, plan provisions, financial data, participant data, total claims and premium data, and other information necessary to complete the annual actuarial valuation, as requested by the Actuary. Data will be submitted by the Participating Employer in a format that is acceptable to the Actuary. All data requested by the Actuary will be provided by the Participating Employer on a timely basis and in an accurate and complete format, as determined by the Actuary. If the data is not presented in an acceptable format, additional fees or processing time may be assessed to the Participating Employer as necessary to convert and/or reconcile data that contains errors, duplicate records, or missing information.

The Participating Employer is responsible to document all plan provisions to be included in the Actuary’s review and valuation. The Participating Employer must provide a copy of all relevant plan documents for review by the actuary.

Although it is the Participating Employer’s responsibility to provide all necessary documentation to the Actuary, if the Participating Employer participates in GMEBS Defined Benefit Retirement Plan, the Actuary already has certain information he or she needs to perform the valuation and reporting services. The Participating Employer acknowledges that the Actuary will use any information related to the GMEBS Defined Benefit Retirement Plan that it has in its custody as it deems appropriate for performing the actuarial services. Such information includes, but is not limited to:

- For each GMEBS Defined Benefit Retirement Plan participant - name, social security number, date of birth, date of hire, salary, retirement plan status, years of service, and special position codes.

Likewise, GMA, Program Administrator for the GMEBS Life & Health Fund, maintains certain information necessary for the valuation and reporting services if the Participating Employer offers the GMEBS Health and Dental Plan or life insurance plan to retirees. In that case, a request for actuarial services through this Participation Agreement includes a request for GMA to securely transmit enrollment information that could be provided directly to the Participating Employer under applicable law directly to the Actuary on behalf of the Participating Employer. It also includes a request for GMA to provide plan design information to the Actuary. This information is necessary for the Actuary to value OPEB liabilities associated with the GMEBS Health and Dental Plan and the fully-insured life insurance plans offered through GMEBS, and includes the following:

- Retiree census (retirees enrolled in health plan or in life insurance plan) as of the valuation date. Census includes the name, social security number, gender, date of birth, plan and tier of coverage, spouse’s date of birth and gender if covered under the plan, and indication of whether a spouse is a surviving spouse.
- Enrollment by coverage tier for active employees and retirees for each plan as of the valuation date.

- Benefit Summary Documents or booklets and/or Summaries of Benefits Coverage for all plans effective on the valuation date. All notices to participants and /or summaries of material modifications that were sent after the prior valuation date, and a description of all plan changes that came into effect after the prior valuation date or are expected to take effect after the valuation date.

The Actuary is bound by contract and applicable law to maintain the privacy and security of the individually identifiable information it collects in order to perform the OPEB valuation and reporting services. GMA protects the information described above in accordance with the same GMA information privacy and security policies and procedures that apply to all individually identifiable GMEBS information.

Involvement of Program Administrator.

GMA, Program Administrator for GMEBS, has no responsibility for providing any information to the Actuary other than the information described above. GMA has no responsibility for reviewing the actuarial services report except as described below, and provides no actuarial services to the Participating Employer. GMA may, but is not required to, provide assistance to the Participating Employer by obtaining quotes for the discounted actuarial services, billing for the services, transmitting payment to the Actuary, and delivering the reports. GMA will maintain valuation reports in its records as it deems appropriate and use and disclose them as necessary for internal recordkeeping, GMEBS accounting and reporting, Trust accounting and reporting, and for purposes of responding to requests by the Participating Employer's auditor.

Fees

Annually the cost of the valuation or interim valuation will be presented to the Participating Employer for approval, based on a fee schedule agreed upon with GMEBS. The Participating Employer agrees to remit payment for actuarial services when due.

Change of Circumstances

The Participating Employer acknowledges and agrees that the aforementioned arrangement with the Actuary is subject to change and that such change may affect fees charged or other terms or conditions associated with provision of OPEB actuarial services.

Discontinuation of Actuarial Services

The Participating Employer agrees to provide written notice to GMEBS at least 90 days prior to the one-year anniversary of its most recent GMEBS OPEB valuation date if it wishes to terminate its participation in the Actuarial Services. The GMEBS Program Administrator will advise the Participating Employer of the consequences of a discontinuation. Consequences may include some or all of the following: a requirement for a new ordinance/resolution to be adopted before the Participating Employer may contribute to the OPEB Trust, termination of the Participating Employer's participation in the OPEB Trust (if already a Contributing Employer), imposition of fees for interacting with the Participating Employer's other actuary, and imposition of fees for additional work associated with responding to the Participating Employer's auditors.

GMEBS will provide written notice to the Participating Employer within the same 90-day timeframe if the Actuary is unable to provide actuarial services in connection with the Participating Employer's next annual valuation. Such notice will include information about available alternatives for the annual valuation, which may include an amendment to the Participation Agreement.

GMEBS OPEB TRUST

The Participating Employer has adopted the GMEBS OPEB Trust Agreement in order to be able to pre-fund OPEB liabilities. Participation in the Trust starts when the Participating Employer makes its first contribution to the Trust and is thereafter referred to as a Participating and Contributing Employer. The Participating Employer acknowledges that it must obtain an annual GASB 75 OPEB liability valuation and report from the GMEBS Actuary in accordance with this Participation Agreement before it makes any contribution to the Trust.

EXECUTION BY EMPLOYER

This Participation Agreement may only be used in conjunction with adoption of the GMEBS OPEB Trust (with participation in the OPEB Trust to start on the date of the first contribution). The failure to properly complete this Participation Agreement may result in ineligibility to participate in the GMEBS OPEB Trust. Inquiries regarding the adoption of the Trust or the meaning of Trust provisions should be directed to the Program Administrator (the Georgia Municipal Association) at the address or phone number shown above.

The foregoing Participation Agreement is hereby adopted and approved on the ____ day of _____, 2022.

Signed: _____

Printed Name: Craig Newton

Title: Mayor

Date of Signature: _____

TRUSTEES APPROVAL

The Participation Agreement is approved by the Board of Trustees of the GMEBS OPEB Trust effective as of _____.

Dated: _____

By: _____

Title: _____
on behalf of the Board of Trustees



MAYOR **CRAIG NEWTON** · MAYOR PRO TEM **MATT MYERS** · COUNCILMEMBER **ANDREW HIXSON** · COUNCILMEMBER **JOSH BARE**
COUNCILMEMBER **ARLENE BECKLES** · COUNCILMEMBER **BRUCE GAYNOR** · CITY MANAGER **ERIC JOHNSON** · CITY CLERK **MONIQUE LANG**

City of Norcross

Legislation Details (With Details)

File #:	22-6437	Version:	
Type #:	Agenda Item	Status:	Agenda Ready
On Agenda:	3/28/2022 6:30 PM	In Control:	Special Called Meeting
Title:	Adoption of Proposed 2023 SPLOST Allocations		

Sponsors:

Code Sections:

Attachments:

1. [Agenda Report- 2023 SPLOST Allocation](#)

Title
Adoption of Proposed 2023 SPLOST Allocations

Drafter
Eric Johnson



MAYOR **CRAIG NEWTON** • MAYOR PRO TEM **MATT MYERS** • COUNCILMEMBER **ANDREW HIXSON** • COUNCILMEMBER **JOSH BARE**
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Agenda Report

To: Mayor and Council

From: Eric Johnson, City Manager

Meeting Date: March 21, 2022 – Policy Work Session

Item #: 22-6437

Title: Adoption of Proposed 2023 SPLOST Allocations

CC: Eric Johnson

Recommendation: Approve allocations of the City's share of the proposed 2023 SPLOST.

Background: As discussed at the February 17, 2022 Mayor and Council Retreat, the City will submit to Gwinnett County a list of purposes for which the SPLOST revenue will be spent. In the 2014 SPLOST, those categories were 16% Administrative Facilities, 15% Parking Facilities, 13% Recreation Facilities and Equipment, and 56% Transportation (roads, streets, bridges, drainage, sidewalks, and related facilities and equipment). In the current, 2017 SPLOST, those categories were 30% Parking, 30% Recreation, and 40% Transportation.

The Beaver Ruin Greenway is classified as a transportation project in the 2017 SPLOST and may need a portion of the City's 20% match from the 2023 SPLOST if inadequate funding is available from the 2017 SPLOST. The 2020 pavement assessment analysis identified \$1.7 million per year in resurfacing needs for a 10-year period, of which about \$0.2 million is available annually from a combination of the Georgia Local Maintenance & Improvement Grant (LMIG) and the City's 30% General Fund matching dollars.

At the Retreat, a preliminary 2023 SPLOST allocation was: 40% Transportation (e.g., road resurfacing), 40% Administrative Facilities (e.g., a portion of funding for a public safety building, city hall renovation, cultural arts center), 20% Parks and Recreation (e.g., facility/equipment upgrades, pocket parks). Staff were directed to bring this allocation forward for discussion at the March Policy Work Session, for approval at the April Council Meeting.

Financial Impact: The current six-year estimate for Norcross is \$23.86 million. That would equate to \$9.54 million for Transportation, \$9.54 million for Administrative Facilities, and \$4.77 million for Parks and Recreation under the preliminary allocations.

Consistent with Comprehensive Plan? Yes. For example, the Beaver Ruin Greenway was identified as one of the top implementation actions for the 2019-2024 Community Work Program. Policy 2-2 reads “Support existing neighborhoods through regular public investment in recreational amenities....”

Next Steps: Transmit the City’s proposed 2023 SPLOST funding allocation to Gwinnett County.

Attachment: None.