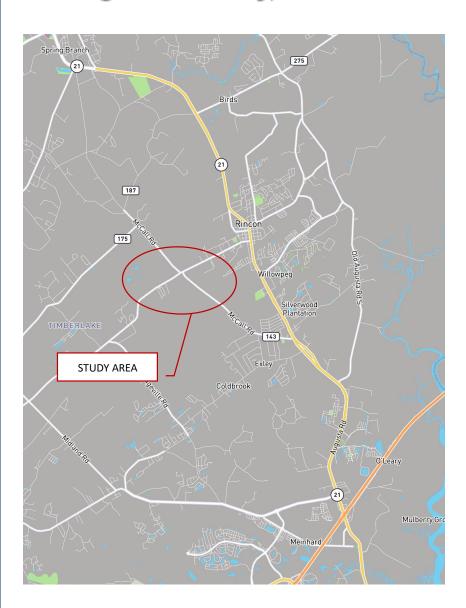
Traffic Operations Study

Blue Jay Rd & McCall Rd

Effingham County, GA

22 March 2022







Blue Jay Rd and McCall Rd Effingham County, GA

Prepared For:

Mr. Timothy Callanan County Manager Effingham County tcallanan@effinghamcounty.org Mr. Eric Larson Asistant County Manager eLarson@effinghamcounty.org

Prepared By:

Vern Wilburn, PE, PTOE Maldino & Wilburn 1864 Lower Fayetteville Rd Newnan, GA 30265 770.362.6184 vern@mwtraffic.com

Additional Investigation By:

Mallory Maldino, EIT

No. 16546
PROFESSIONAL

FROM ON WILDS

3-22-22

Maldino & Wilburn Project No.: 22-11

March 22, 2022

Table of Contents



1. Introduction	
2. Existing Conditions	3
Travel Lanes and Traffic Control	
Site Visit	
Peak Hour Traffic Volumes	7
Automatic Traffic Recorder (ATR) Counts	8
Existing Operating Speeds	8
3. Capacity Analysis	9
Capacity Analysis Results, Side-Street Stop Control	9
Capacity Analysis Results, All-Way Stop Control	10
Capacity Analysis Results, Signal Control	
4. Traffic Signal Warrant Analysis	11
Hourly Turning Movement Volumes	
Traffic Signal Warrant Analysis Results	13
5. Summary of Findings	14
6. Recommendations	15
Appendices	17

- A. Potential Intersection Improvement, NB Right Turn Lane
- B. Turning Movement Count Data
- C. ATR Count Data
- D. Capacity Analysis Reports, Existing Conditions
- E. Capacity Analysis Reports, All-Way Stop Control
- F. Capacity Analysis Reports, Signal Control
- G. Accident Reports
- H. Signal Warrant Analysis Report

List of Figures



Figure 1: Study Location Map	1
Figure 2: Study Area	
Figure 3: Intersection Configuration	
Figure 4: Existing Traffic Control	
Figure 5: Photos Taken From Stop Line	
Figure 6: Existing Peak Traffic Volumes	7
Figure 7: Collision Diagram	2
Figure 8: Recommended Changes in Traffic Control	

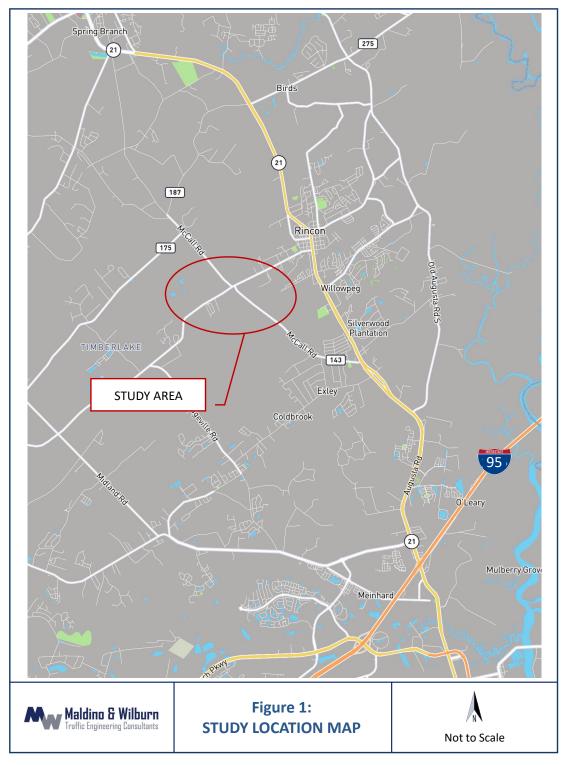
List of Tables



Table 1: Existing Hourly Volumes	8
Table 2: Observed Operating Speeds	8
Table 3: HCM Level of Service Scales	9
Table 4: Capacity Analysis Results, Existing Conditions	9
Table 5: Capacity Analysis Results, All-Way Stop Control	10
Table 6: Capacity Analysis Results, Signal Control	10
Table 7: Existing Hourly Turning Volumes	12
Table 8: Warrant Analysis Results	12

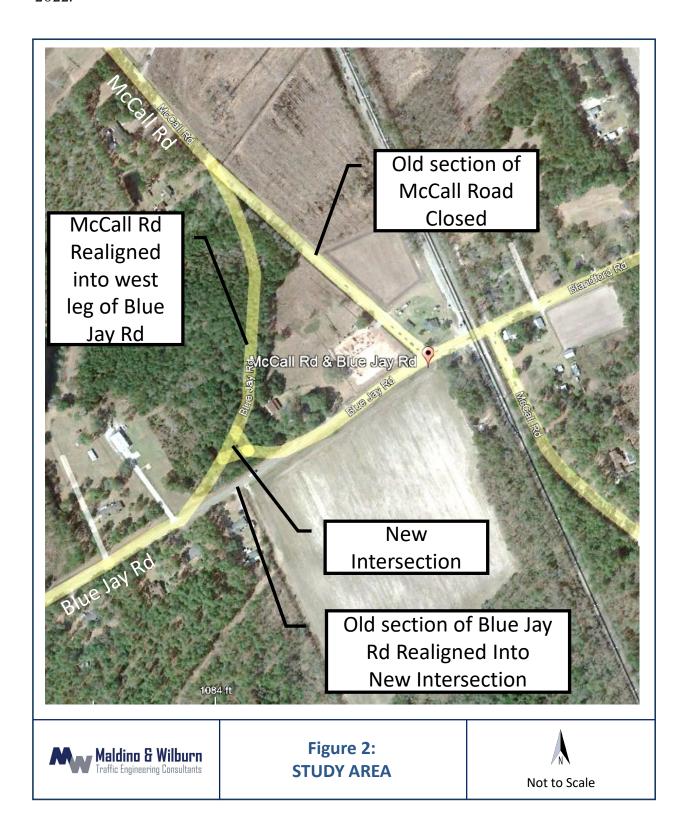


This study was conducted to evaluate the traffic operations of the intersection of Blue Jay Road and McCall Road. The intersection has recently been reconfigured and crash experience has been greater than expected. This study includes an evaluation of the intersection to identify measures to improve traffic safety and operations. The general location of the intersection is shown in Figure 1.



Study Area

Figure 2 illustrates how the existing roadways were reconfigured to form the new intersection that is the focus of this study. The construction was completed on January 10, 2022.



2. Existing Conditions



This chapter provides a description of the existing roadway geometrics, traffic control, and traffic volumes at the study intersection.

Travel Lanes and Traffic Control

Figure 3 illustrates the intersection configuration resulting from the recent construction project. Since the intersection does not directly align along any cardinal direction, Figure 3 includes assumed directions that will be used in this report.

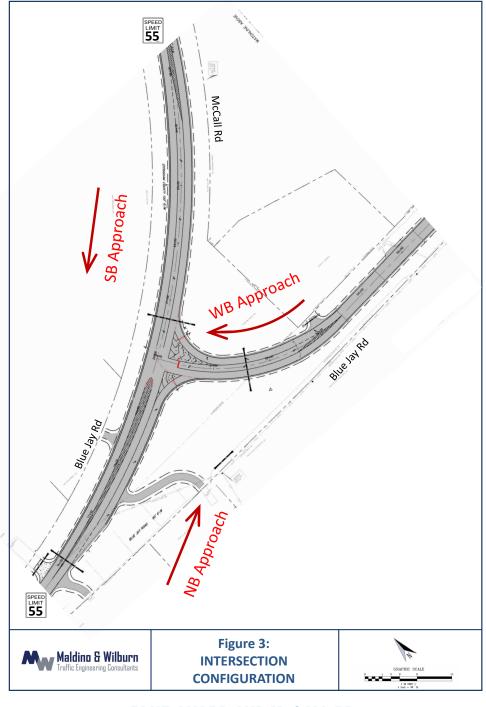
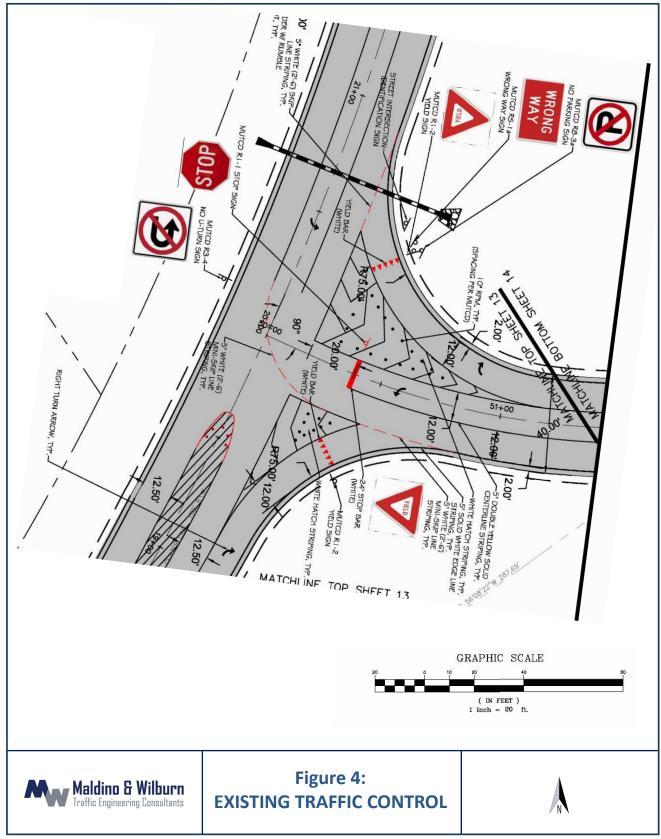
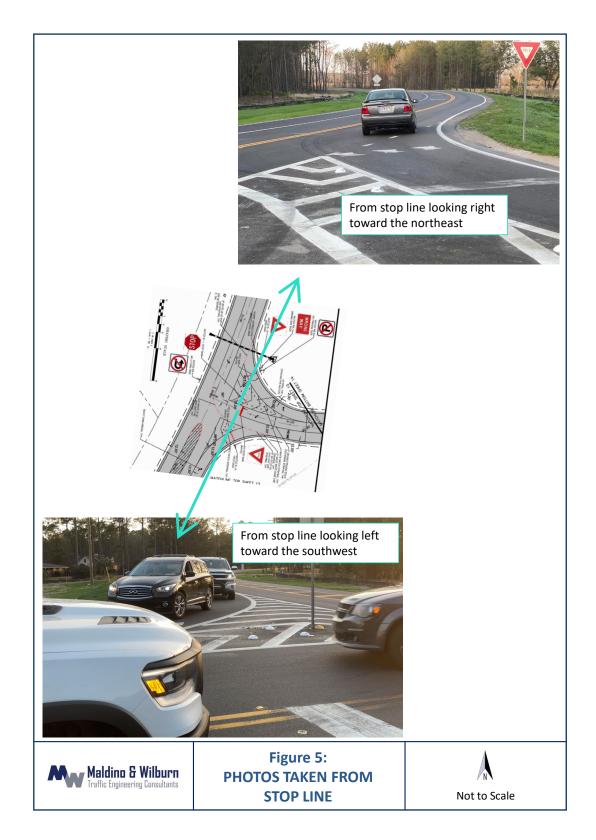


Figure 4 is an excerpt from the signing and marking plan that shows the traffic control that is currently in effect at the intersection.



Site Visit

An on-site intersection visit was conducted on March 7, 2022. The traffic engineer was on-site from 2:30 PM until 6:00 PM. This section provides the information gathered. Figure 5 includes photos taken from the driver's perspective while stopped at the stop line.



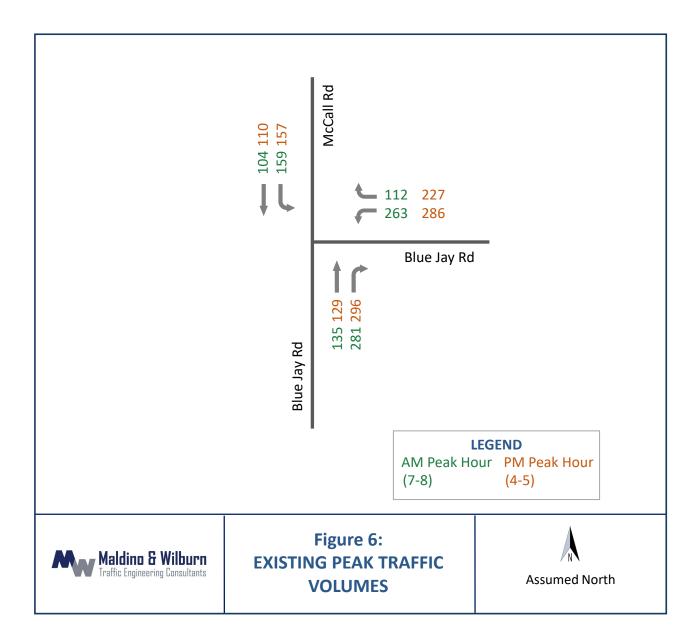
As can be seen from the photos in Figure 5, right-turning vehicles can create sight obstructions for drivers who are stopped, waiting for gaps in the mainline. This is a common issue that exists at many intersections.

The intersection configuration requires slow turning speeds for vehicles turning onto the east leg of Blue Jay Road. Each leg is in a horizontal curve and the mainline is also superelevated. An immediate measure that could be made to improve operations would be to widen the southeast corner. Appendix A contains a drawing that illustrates how the intersection could be widened to separate the right turn on the south leg from the through lane. This would eliminate the sight distance obstruction caused by right turning vehicles blocking the view of oncoming traffic for vehicles stopped at the stop line.

This improvement would eliminate the confusion that drivers currently have regarding which vehicle has the right of way when a southbound left turner and a northbound right turner arrive simultaneously. The improvement would also increase the receiving lane width for the southbound to eastbound left turn, thereby increasing capacity.

Peak Hour Traffic Volumes

Turning movement counts (TMCs) were conducted at the study intersection on Wednesday, March 9, 2022. Figure 6 summarizes the peak hourly volumes at the study intersection. Data reports from the turning movement counts are provided in Appendix B.



Automatic Traffic Recorder (ATR) Counts

Traffic counters were placed on each leg of the intersection to collect directional traffic data for each hour of the day on March 9, 2022. The ATRs measured volume and speed of each vehicle. Data reports from the ATR counts are provided in Appendix C. Table 1 summarizes the existing hourly volume on each approach.

	Table 1-	EXISTING HOURLY V	OLUMES	
TIME	NORTHBOUND BLUE JAY RD	SOUTHBOUND McCALL RD	WESTBOUND BLUE JAY RD	TOTAL
Midnight – 1 AM	22	19	21	62
1 – 2 AM	11	15	16	42
2 – 3 AM	8	9	12	29
3 – 4 AM	22	13	17	52
4 - 5 AM	113	16	19	148
5 – 6 AM	220	21	36	277
6 - 7 AM	332	135	175	642
7 – 8 AM	430	243	371	1044
8 – 9 AM	408	159	210	777
9 – 10 AM	335	147	202	684
10 – 11 AM	324	184	250	758
11 – 12 PM	283	165	259	707
12 – 1 PM	306	172	281	759
1 – 2 PM	282	201	370	853
2 – 3 PM	283	214	410	907
3 – 4 PM	306	260	399	965
4 – 5 PM	430	361	479	1270
5 – 6 PM	399	343	502	1244
6 – 7 PM	373	299	389	1061
7 – 8 PM	164	170	288	622
8 – 9 PM	102	132	232	466
9 – 10 PM	72	89	118	279
10 – 11 PM	43	59	96	198
11 - Midnight	21	32	39	92
TOTAL	5289	3458	5191	13,938

Existing Operating Speeds

The observed operating speeds are summarized in Table 2.

Table 2 – OBSERVED OPERATING SPEEDS								
NAOVENAENT.	85th PERCENTILE	10 MPH PACE	% EXCEEDING 55					
MOVEMENT	(MPH)	10 IVIPH PACE	MPH					
Northbound Approach on Blue Jay Rd	52	41-50	5.5					
Southbound Approach on McCall Rd	54	46-55	13.7					
Westbound Approach on Blue Jay Rd	39	31-40	0					

3. Capacity Analysis



Capacity analysis was performed for the intersection using *Synchro 10* software by Trafficware. The results of intersection capacity analyses are reported in terms of level of service (LOS), which is a function of average delay per vehicle, in seconds. The LOS scales according to the *Highway Capacity Manual* (HCM) are shown in Table 3.

Table 3 – HCM LEVEL OF SERVICE SCALES									
	AVERAGE DELAY F	PER VEHICLE (SECONDS)							
LEVEL OF SERVICE	WITH STOP CONTROL	WITH SIGNAL CONTROL							
A	≤10.0	≤10.0							
В	10.1 to 15.0	10.1 to 20.0							
C	15.1 to 25.0	20.1 to 35.0							
D	25.1 to 35.0	35.1 to 55.0							
E	35.1 to 50.0	55.1 to 80.0							
F	>50.0	>80.0							

Level of Service E is generally considered to be the limit of acceptable operations. While the LOS scale is similar to the grading scales used in schools, it is different in that LOS D is generally considered as good operation.

Capacity Analysis Results, Side-Street Stop Control

The capacity analysis results for the intersection, which is currently operating under Side-Street Stop Control (SSSC), are summarized in Table 4. Capacity analysis reports from the Synchro Program for the existing conditions are included in Appendix D.

Table 4 – CAPACITY ANALYSIS RESULTS, EXISTING CONDITIONS										
MOVEMENT AM PEAK HOUR PM PEAK HOUR										
SB Left Turn from Main-Line (McCall Rd)	A (7.9)	A (7.9)								
WB Left Turn from Side Rd (Blue Jay Rd)	F (74.7)	E (39.3)								
WB Right Turn from Side Rd (Blue Jay Rd)	A (0.7)	B (10.4)								

The results above indicate that the left turn movement from the east leg of Blue Jay Road to the south leg of Blue Jay Road operates with a poor level of service (LOS) F during the AM Peak Hour and LOS E during the PM Peak Hour.

Capacity Analysis Results, All-Way Stop Control

Since the side street left turn operates poorly under SSSC and since the side street left turn volume is higher than the through movements along the mainline, capacity analysis was conducted to estimate how the intersection would operate if it was converted to All-Way Stop Control (AWSC). The results are summarized in Table 5. Capacity analysis reports from the Synchro Program for AWSC are included in Appendix E.

Table 5 - CAPACITY ANALYSIS RESULTS, ALL-WAY STOP CONTROL										
MOVEMENT AM PEAK HOUR PM PEAK HOUR										
SB Left Approach from McCall R)	B (13.8)	B (13.5)								
NB Approach from Blue Jay Rd	B (14.8)	B (14.8)								
WB Approach from Blue Jay Rd	C (23.3)	C (16.9)								
Overall Intersection	C (18)	C (15.4)								

The results shown above indicate that the intersection would operate at LOS C or better with AWSC.

Capacity Analysis Results, Signal Control

Capacity analysis was also used to estimate how the intersection would operate with signal control. The results are summarized in Table 6. Capacity analysis reports from the Synchro Program for the Signal Control Condition are included in Appendix F.

Table 6 - CAPACITY ANALYSIS RESULTS, SIGNAL CONTROL									
MOVEMENT AM PEAK HOUR PM PEAK HOUR									
SB Left Approach from McCall R)	B (11.2)	B (10.6)							
NB Approach from Blue Jay Rd	A (5.4)	A (5.1)							
WB Approach from Blue Jay Rd	A (9.9)	A (7.7)							
Overall Intersection	A (8.6)	A (7.4)							

The results shown above indicate that the intersection would operate at LOS B or better with Signal Control. By comparing the results shown in Table 5 (All-Way Stop Control) to Table 6 (Signal Control), it is apparent that Traffic Signal Control will provide improved operation on every approach, especially westbound. The overall delay will decrease by 17.4 seconds per vehicle during the AM Peak Hour and 8 seconds per second per vehicle during the PM Peak Hour.

4. Traffic Signal Warrant Analysis



The previous chapter indicated that benefits would result from converting the intersection from Side-Street Stop-Control (SSSC) to All-Way Stop Control (AWSC). Furthermore, the intersection would operate even better with signal control. This chapter contains warrant analyses to determine the extent to which these alternative types of traffic control are warranted.

Warrant analyses were conducted in accordance with the requirements of the *Manual on Uniform Traffic Control Devices*, 2009 (MUTCD) published by the Federal Highway Administration.

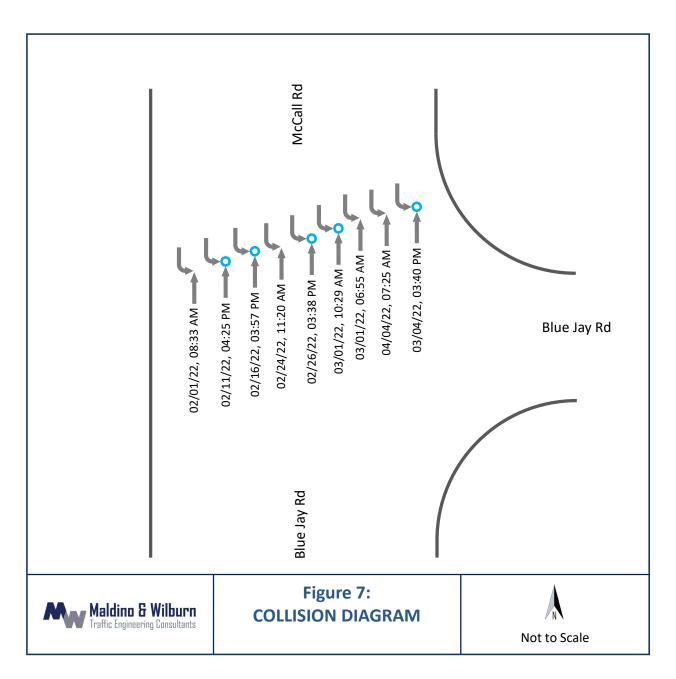
According to the MUTCD, the investigation of the need for traffic signal control shall include an analysis of the applicable factors contained in the following traffic signal warrants and other factors related to existing operation and safety at the study intersection:

- Warrant 1 Eight-Hour Vehicular Volume
- Warrant 2 Four-Hour Vehicular Volume
- Warrant 3 Peak Hour
- Warrant 4 Pedestrian Volume
- Warrant 5 School Crossing
- Warrant 6 Coordinated Signal System
- Warrant 7 Crash Experience
- Warrant 8 Roadway Network

Warrants 1 through 3 are relevant for the conditions in this study and possibly Warrant 7 (Crash Experience). The crash reports for the period between January 10, 2022 (When the new intersection was substantially complete) and March 4, 2022 were obtained. Copies of the accident reports are included in Appendix G.

Crash Experience

Figure 7 is a collision diagram for all crashes reported after the new intersection was completed. There were nine (9) crashes, and all involved the left turn from the north leg of Blue Jay Road turning to the east leg of Blue Jay Road. These crashes may not be fully correctible with signalization unless the left turn is operated as 'Protected Only'. Several drivers indicated being distracted by the presence of other conflicting vehicles, so signalization may correct some of the crashes. Since the data is only for about a two (2) month period, it is felt that Warrant 7 is satisfied.



Hourly Turning Movement Volumes

Turning movement counts were conducted for a 10-Hour period on March 9, 2022, for use in conducting the warrant analysis. Table 7 summarizes the 10-Hour TMC data.

Table 7- EXISTING HOURLY TURNING VOLUMES									
TIME		IBOUND JAY RD	SOUT McC	WESTBO BLUE JA					
	Thru	Right	Left	Thru	Left	Right			
7 – 8 AM	135	281	159	104	263	112			
8 – 9 AM	81	241	173	82	138	70			
9 – 10 AM	74	198	136	61	130	82			
10 – 11 AM	77	169	142	62	150	107			
11 – 12 PM	57	161	124	62	158	106			
12 – 1 PM	65	193	152	50	187	111			
1 – 2 PM	62	160	104	54	233	141			
2 – 3 PM	75	174	119	68	261	166			
3 – 4 PM	97	202	133	83	246	171			
4 – 5 PM	129	296	157	110	286	227			

Traffic Signal Warrant Analysis Results

The traffic signal warrant analysis was facilitated using a spreadsheet application developed by Spack Academy. The results of the warrant analysis using the existing traffic volumes are summarized in Table 8. The warrant analysis report is included in Appendix G.

Table 8- WARRANT ANALYSIS RESULTS									
WARRANT	HOURS REQUIRED	HOURS MET	WARRANTED						
1 – Eight Hour	8	8	Yes						
2 – Four Hour	4	10	Yes						
3 – Peak Hour	1	5	Yes						
7 – Crash Experience	5	7	Yes						
All-Way Stop	8	10	Yes						

The results in the table above indicate that all warrants evaluated (1,2,3, and 7) are satisfied. The warranting condition for All-Way Stop Control is also met.

5. Summary of Findings



The following summarizes the findings of the traffic study:

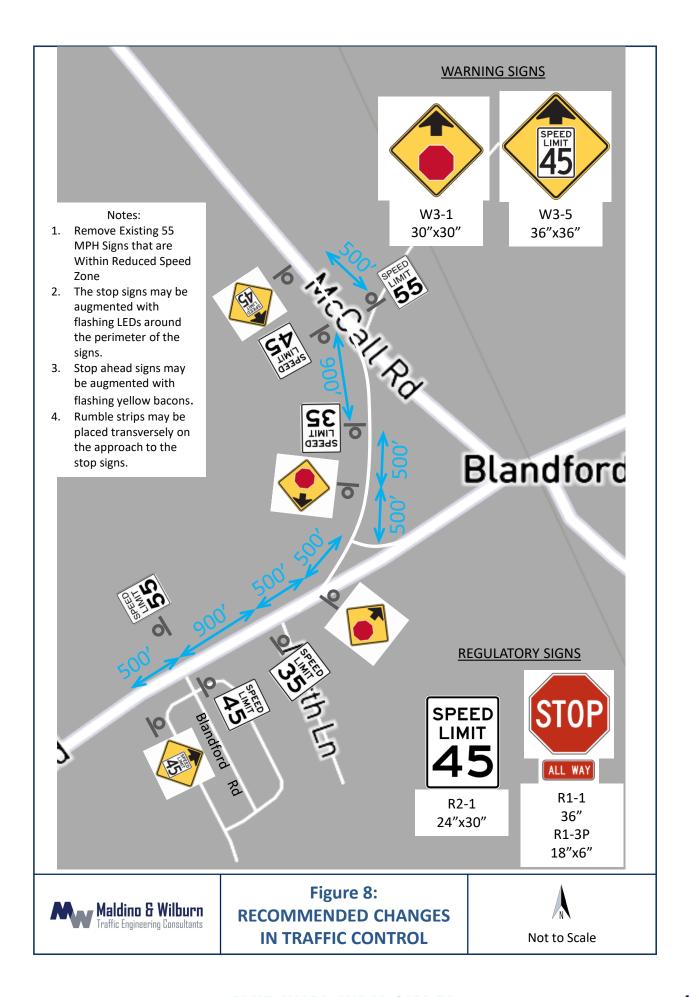
- 1. During an on-site review of the intersection operation, it was observed that drivers had uncertainty about which vehicle had the right of way. This involved the southbound left turn movement and the northbound right turn movement.
- 2. The on-site review also indicated that intersection sight distance, for the drivers at the stop line, was obscured by right turning vehicles. This issue is typically at many intersections and in itself is not cause for concern.
- 3. Items No. 1 and 2 above could be rectified by improving the right turn lane geometrics as shown in Appendix A.
- 4. The intersection currently operates with Side-Street Stop Control (SSSC). The current operation provides LOS F during the AM Peak Hour and LOS E during the PM Peak Hour. These are the levels of service for the westbound left turn movement.
- 5. There have been nine (9) reported crashes at the intersection since it was substantially complete in a two-month period. All crashes involve southbound left turning vehicles being struck by northbound through vehicles.
- 6. With All-Way Stop Control (AWSC), the intersection would have LOS C or better for all approaches.
- 7. The intersection would operate at LOS B or better with Traffic Signal Control.
- 8. The 85th percentile speeds observed at the intersection were 52 MPH northbound, 54 MPH southbound, and 39 MPH westbound. These were measured approximately 1,000 feet in advance of the intersection.
- 9. Warrants for All-Way Stop Control and Signal Control were satisfied.

6. Recommendations



The following summarizes the recommendations of the traffic study engineer:

- 1. Install All-Way Stop Control as soon as possible. In conjunction with this change it is recommended that the speed limit be reduced incrementally to 45 MPH and 35 MPH on the northbound and southbound approaches to the intersection. The recommended changes are schematically illustrated in Figure 8 on the following page.
- 2. Traffic signal plans should be developed for the intersection as soon as possible.
- 3. Procurement of the traffic signal installation should be initiated while the intersection is being evaluated under All-Way Stop-Control.
- 4. During the observation period, a decision can be made concerning the need to improve the right turn lane along Blue Jay Road eastbound.
- 5. It has been suggested that the old section of McCall Road be reopened. This is not recommended. The only benefit of reopening this road would be that westbound traffic on Blue Jay Road that desires to go north could bypass the queues on Blue Jay Road. After the recommended changes, the queues are expected to be substantially reduced.



Appendices

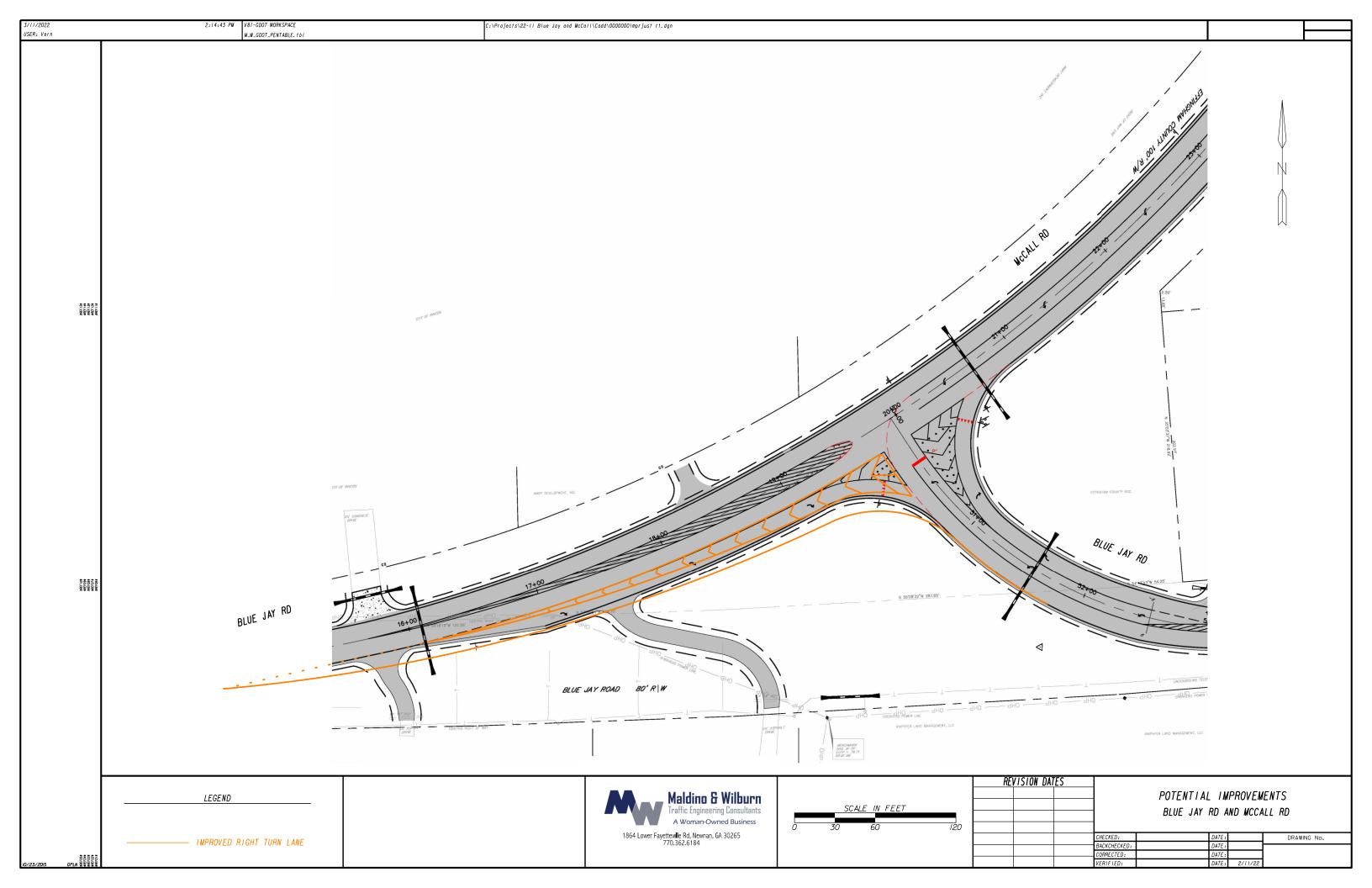


- A. Potential Intersection Improvement, NB Right Turn Lane
- B. Turning Movement Count Data
- C. ATR Count Data
- D. Capacity Analysis Reports, Existing Conditions
- E. Capacity Analysis Reports, All-Way Stop Control
- F. Capacity Analysis Reports, Signal Control
- G. Accident Reports
- H. Signal Warrant Analysis Report

Appendix A



Potential Intersection Improvement, NB Right Turn Lane



Appendix B



Turning Movement Count Data

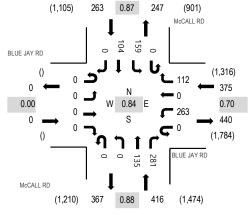


Location: 1 McCALL RD & BLUE JAY RD AM

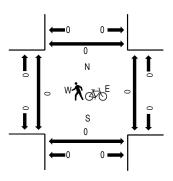
Date: Wednesday, March 9, 2022
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval	E	BLUE J Eastb	AY RD ound)	В	LUE JA Westbo				McCAL Northb				McCA South				Rolling	Ped	destriar	n Crossir	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru I	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AM	0	0	0	0	0	65	0	24	0	0	43	75	0	41	30	0	278	1,054	0	0	0	0
7:15 AM	0	0	0	0	0	93	0	40	0	0	32	73	0	50	26	0	314	968	0	0	0	0
7:30 AM	0	0	0	0	0	59	0	24	0	0	34	72	0	36	29	0	254	868	0	0	0	0
7:45 AM	0	0	0	0	0	46	0	24	0	0	26	61	0	32	19	0	208	821	0	0	0	0
8:00 AM	0	0	0	0	0	39	0	22	0	0	21	45	0	42	23	0	192	785	0	0	0	0
8:15 AM	0	0	0	0	0	32	0	13	0	0	28	71	0	44	26	0	214	756	0	0	0	0
8:30 AM	0	0	0	0	0	29	0	18	0	0	19	76	0	46	19	0	207	708	0	0	0	0
8:45 AM	0	0	0	0	0	38	0	17	0	0	13	49	0	41	14	0	172	679	0	0	0	0
9:00 AM	0	0	0	0	0	29	0	25	0	0	20	37	0	35	17	0	163	681	0	0	0	0
9:15 AM	0	0	0	0	0	34	0	20	0	0	14	45	0	33	20	0	166	678	0	0	0	0
9:30 AM	0	0	0	0	0	32	0	17	0	0	20	62	0	32	15	0	178	716	0	0	0	0
9:45 AM	0	0	0	0	0	35	0	20	0	0	20	54	0	36	9	0	174	714	0	0	0	0
10:00 AM	0	0	0	0	0	34	0	17	0	0	16	40	0	43	10	0	160	707	0	0	0	0
10:15 AM	0	0	0	0	0	32	0	25	0	0	33	55	0	37	22	0	204	719	0	0	0	0
10:30 AM	0	0	0	0	0	41	0	32	0	0	15	37	0	34	17	0	176	671	0	0	0	0
10:45 AM	0	0	0	0	0	43	0	33	0	0	13	37	0	28	13	0	167	664	0	0	0	0
11:00 AM	0	0	0	0	0	43	0	29	0	0	14	37	0	33	16	0	172	668	0	0	0	0
11:15 AM	0	0	0	0	0	27	0	16	0	0	21	47	0	36	9	0	156		0	0	0	0
11:30 AM	0	0	0	0	0	43	0	30	0	0	14	43	0	21	18	0	169		0	0	0	0
11:45 AM	0	0	0	0	0	45	0	31	0	0	8	34	0	34	19	0	171		0	0	0	0

Peak Rolling Hour Flow Rates

		East	bound			Westh	oound			North	oound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Lights	0	0	0	0	0	258	0	108	0	0	125	276	0	155	103	0	1,025
Mediums	0	0	0	0	0	5	0	4	0	0	10	4	0	4	1	0	28
Total	0	0	0	0	0	263	0	112	0	0	135	281	0	159	104	0	1.054

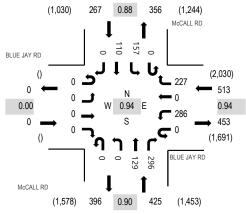


Location: 1 McCALL RD & BLUE JAY RD Noon

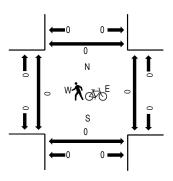
Date: Wednesday, March 9, 2022 Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - Motorized Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

	E	BLUE J	AY RD		В	LUE JA	Y RD			McCAL	L RD			McCAI	LL RD							
Interval		Eastb	ound			Westb	ound			Northb	ound			Southl	bound			Rolling	Ped	destriar	Crossi	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
12:00 PM	0	0	0	0	0	50	0	32	0	0	14	50	0	31	10	0	187	758	0	0	0	0
12:15 PM	0	0	0	0	0	42	0	20	0	0	18	49	0	29	18	0	176	746	0	0	0	0
12:30 PM	0	0	0	0	0	49	0	30	0	0	17	55	0	36	8	0	195	779	0	0	0	0
12:45 PM	0	0	0	0	0	46	0	29	0	0	16	39	0	56	14	0	200	800	0	0	0	0
1:00 PM	0	0	0	0	0	56	0	28	0	0	17	35	0	31	8	0	175	755	0	0	0	0
1:15 PM	0	0	0	0	0	68	0	43	0	0	19	35	0	22	22	0	209	784	0	0	0	0
1:30 PM	0	0	0	0	1	62	0	41	0	0	15	57	0	28	12	0	216	780	0	0	0	0
1:45 PM	0	0	0	0	0	47	0	29	0	0	11	33	0	23	12	0	155	788	0	0	0	0
2:00 PM	0	0	0	0	0	50	0	35	0	0	23	53	0	30	13	0	204	863	0	0	0	0
2:15 PM	0	0	0	0	0	69	0	35	0	0	13	41	0	29	18	0	205	879	0	0	0	0
2:30 PM	0	0	0	0	0	72	0	42	0	0	20	38	0	33	19	0	224	902	0	0	0	0
2:45 PM	0	0	0	0	0	70	0	54	0	0	19	42	0	27	18	0	230	906	0	0	0	0
3:00 PM	0	0	0	0	0	61	0	46	0	0	19	55	0	23	16	0	220	932	0	0	0	0
3:15 PM	0	0	0	0	0	62	0	37	0	0	27	47	0	39	16	0	228	1,022	0	0	0	0
3:30 PM	0	0	0	0	0	72	0	39	0	0	23	52	0	27	15	0	228	1,079	0	0	0	0
3:45 PM	0	0	0	0	0	51	0	49	0	0	28	48	0	44	36	0	256	1,173	0	0	0	0
4:00 PM	0	0	0	0	0	67	0	70	0	0	24	76	0	32	41	0	310	1,205	0	0	0	0
4:15 PM	0	0	0	0	0	64	0	51	0	0	38	73	0	35	24	0	285		0	0	0	0
4:30 PM	0	0	0	0	0	78	0	57	0	0	41	77	0	48	21	0	322		0	0	0	0
4:45 PM	0	0	0	0	0	77	0	49	0	0	26	70	0	42	24	0	288		0	0	0	0

Peak Rolling Hour Flow Rates

		East	bound			West	oound			North	oound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	0	2	0	1	3	0	7
Lights	0	0	0	0	0	281	0	225	0	0	128	288	0	152	101	0	1,175
Mediums	0	0	0	0	0	4	0	2	0	0	1	6	0	4	6	0	23
Total	0	0	0	0	0	286	0	227	0	0	129	296	0	157	110	0	1 205

Appendix C



ATR Count Data

All Traffic Data Services

www.alltrafficdata.net

Site Code: 1 Station ID: 1 McCALL RD N.O BLUE JAY RD

Latitude: 0' 0.0000 Undefined Longitude: 0' 0.0000 Undefined

Start	NB												J			
Time		1	16	21	26	31	36	41	46	51	56	61	66	71	76	
0309522 0 0 0 0 0 0 0 0 2 2 0 0 1 1 2 0 0 0 0																Total
00:15 0 0 0 0 0 0 0 0 1 1 2 2 2 0 0 0 0 0 0 0																
003-00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																
01:00 0 0 0 0 0 0 1 1 5 7 3 1 1 2 0 0 0 0 19 01:01 0 0 0 0 0 0 0 0 0 3 0 0 0 0 0 0 0 0 0		0	0	0	0	0	0	0	3	0	0	0	0	0	0	
01:100	00:45															
01:15																
01:30																
01:45																
02:00 0 0 0 0 0 0 1 1 4 4 4 4 2 0 0 0 0 0 15 6 0 2 1 1 0 0 0 0 0 0 0 0 0 3 0 2 1 1 0 0 0 0 0 0 0 0 0 0 3 0 2 1 1 0 0 0 0 0 0 0 0 0 0 3 0 2 1 1 0 0 0 0 0 0 0 0 0 0 3 0 2 1 1 0 0 0 0 0 0 0 0 0 0 0 3 0 2 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0										•						
02:00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	01.45															
02:15 0 0 0 0 0 0 1 1 1 1 1 0 0 0 0 0 0 0 3 3 02:45 0 0 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 0	02:00															3
02:30																
02-45 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0						-		0	0	1	-			-		
03:00 0 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	
03:15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				0	0	1	2		1		0	1	0	0		
03:30																
0345 0 0 0 0 0 1 1 0 1 1 1 0 0 0 0 0 0 1 3 0 4 4 0 0 0 0 0 0 0 1 1 0 1 1 1 1 0 0 1 0 0 0 0 0 0 1 3 0 4 4 0 0 0 0 0 0 0 0 0 0 0 1 1 1 1 1 1																
04:00 0 0 0 0 0 1 1 0 3 5 3 1 1 0 0 0 0 0 1 13 04:15 1 0 0 0 0 0 0 0 1 1 1 1 1 1 0 0 0 0 0										•						
04:00 0 0 0 0 0 0 0 0 0 1 1 1 1 1 0 0 0 0	03:45															4
04:15	04:00															
04:30																
04:45										•						
05:00 0 <td></td>																
06:15 0 <td></td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>3</td> <td></td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>0</td> <td>16</td>			0	0	0	0	0	3			0	0	0	1	0	16
06:30																
OS:45																
0 0 0 0 0 0 0 0 0 0 0 0 2 7 7 7 3 2 0 0 0 0 21 06:00 0 0 0 0 0 0 0 0 0 1 4 3 3 1 0 0 0 0 0 0 9 06:15 0 0 0 0 0 0 0 0 3 2 13 15 5 1 0 0 0 0 0 16 06:30 0 0 0 0 0 0 1 3 2 13 15 5 1 0 0 0 0 3 39 06:45 4 0 0 0 0 1 3 8 19 28 7 1 0 0 0 0 3 39 06:45 4 0 0 0 0 1 6 14 40 53 15 5 1 0 0 0 0 39 07:00 1 0 0 0 0 1 6 14 40 53 15 2 0 0 0 0 135 07:00 1 0 0 0 0 1 5 18 20 5 0 0 0 0 0 135 07:00 1 0 0 0 0 1 5 18 20 5 0 0 0 0 0 135 07:30 3 0 0 0 2 2 5 10 15 5 5 5 0 0 0 0 0 0 83 07:30 3 0 0 0 2 2 2 5 10 15 5 5 0 0 0 0 0 0 83 07:30 3 0 0 0 2 2 2 5 10 15 5 5 0 0 0 0 0 0 5 64 08:00 1 0 0 0 2 3 13 31 82 76 22 2 0 0 0 0 0 54 08:00 1 0 0 0 0 0 1 0 1 0 10 13 11 4 0 0 0 0 0 44 08:30 1 0 0 0 0 2 1 1 0 10 13 11 4 0 0 0 0 0 44 08:30 1 0 0 0 0 2 1 1 9 13 16 3 0 0 0 0 0 44 08:30 1 0 0 0 0 2 1 9 13 16 3 0 0 0 0 0 0 31 08:45 0 0 0 0 0 1 1 8 7 16 4 1 10 0 0 0 0 31 08:45 0 0 0 0 0 1 1 8 7 16 4 1 10 0 0 0 0 0 31 09:00 3 0 0 0 0 0 2 2 4 1 15 16 0 0 0 0 0 0 31 09:00 3 0 0 0 0 0 1 1 8 7 16 4 1 1 0 0 0 0 0 0 31 09:00 3 0 0 0 0 0 1 1 8 7 16 4 1 1 0 0 0 0 0 0 31 09:00 3 0 0 0 0 0 1 1 8 7 16 4 1 1 0 0 0 0 0 0 31 09:00 3 0 0 0 0 0 1 1 1 8 7 16 4 1 1 0 0 0 0 0 0 31 09:00 3 0 0 0 0 0 1 1 1 8 7 16 4 1 1 0 0 0 0 0 0 31 10:00 0 0 0 0 1 1 1 1 1 8 7 16 4 1 1 0 0 0 0 0 0 31 10:00 0 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1																
06:00 0 0 0 0 0 0 0 0 0 1 4 4 3 1 1 0 0 0 0 0 0 0 9 0 6:15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	05:45															
06:15 0 0 0 0 0 3 4 7 2 0 0 0 0 16 06:30 0 0 0 0 0 3 2 13 15 5 1 0 0 0 39 06:45 4 0 0 0 1 6 14 40 53 15 2 0 0 0 70 0 1 6 14 40 53 15 2 0 0 0 135 0 0 0 0 49 9 07:15 5 0 0 0 0 4 9 07:15 5 0 0 0 13 5 10 28 26 8 0 0 0 0 3 0 0 0 0 3 3 0 0 0 0 3 1 11 11 <td>06:00</td> <td></td>	06:00															
06:30 0 0 0 0 0 0 3 2 13 15 5 1 0 0 0 0 39 06:45 4 0 0 0 0 1 3 8 19 28 7 1 0 0 0 0 71 06:45 4 0 0 0 0 1 1 6 14 40 53 15 2 0 0 0 0 71 07:10 1 0 0 0 0 0 1 5 18 20 5 0 0 0 0 0 49 07:15 5 0 0 0 0 1 5 10 28 26 8 0 0 0 0 0 0 83 07:30 3 0 0 0 2 2 2 5 10 15 15 5 0 0 0 0 0 0 57 07:45 3 0 0 0 0 0 3 6 21 15 4 2 0 0 0 0 5 54 08:00 1 0 0 0 0 2 3 13 31 82 76 22 2 0 0 0 0 243 08:00 1 0 0 0 0 5 8 14 10 4 0 0 0 0 0 243 08:01 1 0 0 0 0 0 1 1 0 10 13 11 4 0 0 0 0 0 44 08:30 1 0 0 0 0 2 1 1 9 13 16 3 0 0 0 0 0 44 08:30 1 0 0 0 0 3 8 14 5 1 0 0 0 0 0 45 08:45 0 0 0 0 0 3 8 14 5 1 0 0 0 0 0 159 09:00 3 0 0 0 0 0 0 1 1 8 7 16 4 1 1 0 0 0 0 0 0 159 09:00 3 0 0 0 0 0 0 0 0 1 1 8 7 16 4 1 1 0 0 0 0 0 0 34 09:45 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																
06:45 4 0 0 0 1 3 8 19 28 7 1 0 0 0 71 07:00 1 0 0 0 1 6 14 40 53 15 2 0 0 0 0 49 07:15 5 0 0 0 1 5 10 28 26 8 0 0 0 0 49 07:30 3 0 0 2 2 5 10 15 15 5 0 0 0 0 83 07:45 3 0 0 0 3 6 21 15 4 2 0 0 0 5 7 11 4 2 0 0 0 243 3 3 3 3 3 3 3 3 3 3 3 3 4				-	-								-			
07:00 1 0 0 0 1 6 14 40 53 15 2 0 0 0 0 136 07:05 5 0																
07:00 1 0 0 0 0 0 5 18 20 5 0 0 0 04 49 07:30 3 0 0 0 1 5 10 28 26 8 0						1										
07:30 3 0 0 2 2 5 10 15 15 5 0 0 0 0 0 57 07:45 3 0 0 0 0 3 6 21 15 4 2 0 0 0 54 08:00 1 0 0 0 0 5 8 14 10 4 0 0 0 0 243 08:00 1 0 0 0 1 0 10 13 11 4 0 0 0 0 42 0 <	07:00	1	0	0	0	0		5					0	0	0	
07:45 3 0 0 0 3 6 21 15 4 2 0 0 0 54 08:00 1 0 0 2 3 13 31 82 76 22 2 0 0 0 0 243 08:05 1 0 0 0 0 5 8 14 10 4 0 0 0 0 242 08:15 2 0 0 0 1 0 10 13 11 4 0 0 0 0 41 08:45 0 0 0 0 0 0 3 8 14 5 1 0 0 0 0 4 09:00 3 0 0 0 0 0 1 1 8 7 16 4 2 0 0 0 14	07:15											0				
08:00 12 0 0 2 3 13 31 82 76 22 2 0 0 0 243 08:015 2 0 0 0 0 5 8 14 10 4 0 0 0 0 41 08:30 1 0 0 0 2 1 9 13 16 3 0 0 0 0 45 08:45 0 0 0 0 0 3 8 14 5 1 0 0 0 45 09:00 3 0 0 0 0 0 10 16 10 2 0 0 0 159 09:00 3 0 0 0 0 10 16 10 2 0 0 0 159 09:00 3 0 0 0 16																
08:00	07:45															
08:15	00.00															
08:30 1 0 0 0 2 1 9 13 16 3 0 0 0 0 4 5 1 0 0 0 0 0 3 1 0 </td <td></td>																
08:45 0 0 0 0 3 8 14 5 1 0 0 0 0 31 09:00 3 0 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>																
4 0 0 0 3 9 35 54 42 12 0 0 0 0 159 09:00 3 0 0 0 0 10 16 10 2 0 0 0 0 41 09:15 2 0 0 1 1 8 7 16 4 1 0 0 0 0 40 09:30 2 0 0 0 0 5 12 6 4 3 0 0 0 0 40 09:45 1 0 0 0 0 2 4 16 10 0 1 0 0 0 34 10:00 0 0 0 1 1 15 33 54 28 6 1 0 0 0 147 10:00 0 0 0																
09:00 3 0 0 0 0 10 16 10 2 0 0 0 0 41 09:15 2 0 0 0 1 1 8 7 16 4 1 0 0 0 0 40 09:30 2 0 0 0 0 5 12 6 4 3 0 0 0 0 32 09:45 1 0 0 0 0 2 4 16 10 0 1 0 0 0 34 10:00 0 0 0 1 1 15 33 54 28 6 1 0 0 0 147 10:00 0 0 0 0 1 11 21 7 3 0 0 0 0 43 10:15 4 0 <td< td=""><td>- 55.75</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>	- 55.75															
09:15 2 0 0 1 1 8 7 16 4 1 0 0 0 0 40 09:30 2 0 0 0 0 5 12 6 4 3 0 0 0 0 0 32 09:45 1 0	09:00															
09:45 1 0 0 0 2 4 16 10 0 1 0 0 0 34 10:00 0 0 0 1 1 15 33 54 28 6 1 0 0 0 147 10:00 0 0 0 0 1 11 21 7 3 0 0 0 0 43 10:15 4 0 0 0 0 2 10 9 4 2 0 0 0 0 31 10:30 1 0 0 0 0 0 23 25 9 5 0 0 0 0 63 10:45 1 0 0 0 2 5 9 19 7 3 1 0 0 0 47 11:00 0 0 0						1							0			
8 0 0 1 1 15 33 54 28 6 1 0 0 0 0 147 10:00 0 0 0 0 1 11 21 7 3 0 0 0 0 43 10:15 4 0 0 0 0 2 10 9 4 2 0 0 0 0 31 10:30 1 0 0 0 0 0 23 25 9 5 0 0 0 0 63 10:45 1 0 0 0 2 5 9 19 7 3 1 0 0 0 63 10:45 1 0 0 0 2 8 53 74 27 13 1 0 0 0 184 11:00 0 0 0 1 3 6 11 17 4 3 0 0 0		2										0				
10:00 0 0 0 0 1 11 21 7 3 0 0 0 0 0 43 10:15 4 0 0 0 0 2 10 9 4 2 0 0 0 0 31 10:30 1 0 0 0 0 0 23 25 9 5 0 0 0 0 0 6 10:45 1 0 0 0 2 2 5 9 19 7 3 1 0 0 0 47 6 0 0 0 0 2 8 53 74 27 13 1 0 0 0 184 11:00 0 0 0 1 3 6 11 17 4 3 0 0 0 0 45 11:15 0 0 0 0 1 4 9 16 10 2 1 <td>09:45</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>2</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>34</td>	09:45						2									34
10:15 4 0 0 0 0 2 10 9 4 2 0 0 0 0 31 10:30 1 0 0 0 0 0 23 25 9 5 0 0 0 0 0 63 10:45 1 0 0 0 2 5 9 19 7 3 1 0 0 0 47 6 0 0 0 0 2 8 53 74 27 13 1 0 0 0 184 11:00 0 0 0 1 3 6 11 17 4 3 0 0 0 0 45 11:15 0 0 0 0 1 4 9 16 10 2 1 0 0 0 43 11:30 2 0 0 0 0 2 5 15 10 1 0 0 </td <td></td>																
10:30 1 0 0 0 0 0 23 25 9 5 0 0 0 0 0 63 10:45 1 0 0 0 2 5 9 19 7 3 1 0 0 0 0 47 6 0 0 0 0 2 8 53 74 27 13 1 0 0 0 184 11:00 0 0 0 1 3 6 11 17 4 3 0 0 0 0 0 45 11:15 0 0 0 0 1 4 9 16 10 2 1 0 0 0 43 11:30 2 0 0 0 0 2 5 15 10 1 0 0 0 3 3 1 0 0 0 0 3 3 1 0 0 0 0										7			0			
10:45 1 0 0 0 2 5 9 19 7 3 1 0 0 0 47 6 0 0 0 2 8 53 74 27 13 1 0 0 0 184 11:00 0 0 0 1 3 6 11 17 4 3 0 0 0 0 45 11:15 0 0 0 0 1 4 9 16 10 2 1 0 0 0 45 11:30 2 0 0 0 0 2 5 15 10 1 0 0 0 3 11:45 0 0 0 0 3 9 23 5 2 0 0 0 0 42 2 0 0 1 4 15		4	-	U	U					4		•	0	-		
6 0 0 0 2 8 53 74 27 13 1 0 0 0 0 184 11:00 0 0 0 1 3 6 11 17 4 3 0 0 0 0 0 45 11:15 0 0 0 0 1 4 9 16 10 2 1 0 0 0 0 43 11:30 2 0 0 0 0 2 5 15 10 1 0 0 0 0 35 11:45 0 0 0 0 0 3 9 23 5 2 0 0 0 0 42 2 0 0 1 4 15 34 71 29 8 1 0 0 0 0 165																
11:00 0 0 0 1 3 6 11 17 4 3 0 0 0 0 0 45 11:15 0 0 0 0 1 4 9 16 10 2 1 0 0 0 0 43 11:30 2 0 0 0 0 2 5 15 10 1 0 0 0 0 0 3 11:45 0 0 0 0 0 3 9 23 5 2 0 0 0 0 42 2 0 0 1 4 15 34 71 29 8 1 0 0 0 0 165	10.40															
11:15 0 0 0 0 1 4 9 16 10 2 1 0 0 0 0 43 11:30 2 0 0 0 0 2 5 15 10 1 0 0 0 0 0 35 11:45 0 0 0 0 0 3 9 23 5 2 0 0 0 0 42 2 0 0 1 4 15 34 71 29 8 1 0 0 0 165	11:00															
11:30 2 0 0 0 0 2 5 15 10 1 0 0 0 0 0 35 11:45 0 0 0 0 0 3 9 23 5 2 0 0 0 0 42 2 0 0 1 4 15 34 71 29 8 1 0 0 0 165																
11:45 0 0 0 0 3 9 23 5 2 0 0 0 0 42 2 0 0 1 4 15 34 71 29 8 1 0 0 0 165																
		0	0	0	0	0	3	9	23	5	2		0	0	0	
Total 38 0 0 4 16 70 219 404 279 83 12 0 1 0 1126																
	Total	38	0	0	4	16	70	219	404	279	83	12	0	1	0	1126

All Traffic Data Services

www.alltrafficdata.net

Site Code: 1 Station ID: 1 McCALL RD N.O BLUE JAY RD

Latitude: 0' 0.0000 Undefined Longitude: 0' 0.0000 Undefined

NB .															
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
12 PM	2	0	0	0	0	4	10	16	9	1	1	0	0	0	43
12:15	1	0	0	0	0	1	15	16	10	3	0	0	0	0	46
12:30	0	0	0	0	0	1	9	18	8	1	0	0	0	0	37
12:45	0	0	0	0	0	5	16	14	9	2	0	0	0	0	46
	3	0	0	0	0	11	50	64	36	7	1	0	0	0	172
13:00	0	0	0	1	0	9	15	12	8	0	0	0	0	0	45
13:15	0	0	0	0	0	6	13	13	12	4	0	0	0	0	48
13:30	2	0	0	0	0	7	16	16	13	2	1	0	0	0	57
13:45	2	0	0	0 1	0	26	22 66	12 53	8 41	<u>5</u> 11	0 1	0	0	0	<u>51</u> 201
14:00	1	0	0	0	0	3	11	14	11	2	1	0	0	0	43
14:15	1	0	0	1	0	6	19	19	14	1	0	0	0	0	61
14:30	0	0	0	0	1	4	5	22	8	6	0	1	0	0	47
14:45	1	0	0	0	0	5	15	30	9	3	0	0	0	0	63
	3	0	0	1	1	18	50	85	42	12	1	1	0	0	214
15:00	1	0	0	0	0	3	16	30	16	3	0	0	0	0	69
15:15	4	0	0	0	0	2	10	34	13	2	0	0	0	0	65
15:30	0	0	0	0	0	5	19	21	17	2	0	0	0	0	64
15:45	3	0	0	1	5	8	8	22	12	3	0	0	0	0	62
	8	0	0	1	5	18	53	107	58	10	0	0	0	0	260
16:00	1	0	0	1	2	5	16	28	26	3	2	0	0	0	84
16:15	2	0	0	0	0	2	21	36	17	6	1	0	0	0	85
16:30	3	0	0	0	2	6	14	30	36	6	1	0	0	0	98
16:45	2	0	0	0	0	8	12	24	36	11	1	0	0	0	94
	8	0	0	1	4	21	63	118	115	26	5	0	0	0	361
17:00	2	0	0	0	0	2	18	26	22	2	1	0	0	0	73
17:15	3	0	0	0	0	4	15	40	34	10	0	0	0	0	106
17:30	2	0	0	0	0	5	16	44	24	11	0	0	0	0	92
17:45	1	0	0	0	0	1	12	29	24	5	0	0	0	0	72
40:00	8	0	0	0	0	12	61	139	104	18	1	0	0	0	343
18:00	3 1	0	0	0	0	6	12	33	23	8	0	0	0	0	85
18:15	1	0	0	0	0	2 7	18	36 17	23 4	3	1	0	0	0	83
18:30 18:45	0	0	0	0	2 1	9	31 22	30	5	1 0	0	0	0	0	64 67
10.43	5	0	0	0	3	24	83	116	55	12	1	0	0	0	299
19:00	0	0	0	0	1	6	14	19	9	1	0	0	0	0	50
19:15	0	0	0	0	0	0	12	20	8	4	2	0	0	0	46
19:30	2	0	0	0	0	1	6	16	10	2	0	0	Ő	0	37
19:45	1	0	0	0	0	2	6	16	9	3	0	0	0	0	37
	3	0	0	0	1	9	38	71	36	10	2	0	0	0	170
20:00	0	0	0	0	0	2	10	13	11	2	2	0	0	0	40
20:15	0	0	0	0	0	2	14	10	7	0	0	0	1	0	34
20:30	0	0	0	0	0	3	3	15	7	1	0	0	0	0	29
20:45	0	0	0	0	0	1	7	10	6	4	1	0	0	0	29
	0	0	0	0	0	8	34	48	31	7	3	0	1	0	132
21:00	0	0	0	0	0	1	6	11	3	1	0	0	0	0	22
21:15	0	0	0	0	0	2	8	8	6	3	0	0	0	0	27
21:30	0	0	0	0	0	2	6	8	6	0	0	0	0	0	22
21:45	0	0	0	0	0	1	4	7	4	2	0	0	0	0	18
20,00	0	0	0	0	0	6	24	34	19	6	0	0	0	0	89
22:00	0	0	0	0	0	0	1	9	2	1	0	0	0	0	13
22:15	0	0	0	0	0	4	7	/	4	2	7	0	0	0	25
22:30 22:45	0	0	0	0	0	0	0 4	4	3	1 0	0	0	0	0	8 13
22.40	1	0	0	0	1	4	12	24	12	4	1	0	0	0	13_ 59
23:00	0	0	0	0	0	0	3	3	1	0	3	0	0	0	10
23:15	0	0	0	0	0	0	4	4	4	1	0	0	0	0	13
23:30	0	0	0	0	0	0	2	3	1	0	0	0	0	0	6
23:45	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
20.70	0	0	0	0	0	0	9	12	7	1	3	0	0	0	32
Total	41	0	0	4	15	157	543	871	556	124	19	1	1	0	2332
. 3.0.				· · ·			0					•	•		
Grand Total	79	0	0	8	31	227	762	1275	835	207	31	1	2	0	3458

 15th Percentile:
 41 MPH

 50th Percentile:
 47 MPH

 85th Percentile:
 53 MPH

 95th Percentile:
 56 MPH

 Stats
 Mean Speed(Average) :
 47 MPH

 10 MPH Pace Speed :
 46-55 MPH

 Number in Pace :
 2110

 Percent in Pace :
 61.0%

 Number of Vehicles > 55 MPH :
 241

 Percent of Vehicles > 55 MPH :
 7.0%

All Traffic Data Services

www.alltrafficdata.net

Site Code: 1 Station ID: 1 McCALL RD N.O BLUE JAY RD

Latitude: 0' 0.0000 Undefined Longitude: 0' 0.0000 Undefined

SB												Longi	iuue. U	J.0000 O	naeiinea
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
03/09/22	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
00:15	0	0	0	Ő	1	1	0	1	Ő	0	0	0	0	0	3
00:30	0	0	0	0	1	1	2	1	1	0	0	0	0	0	6
00:45	0	0	0	0	0	0	11	11	11	0	0	0	0	0	3
	0	0	0	0	2	2	3	4	2	0	0	0	0	0	13
01:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
01:15 01:30	0	0	0	0	0	1	1	1	1	0	0	0	0	0	4 0
01:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
	0	0	0	0	0	2	2	2	2	0	0	0	0	0	8
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	1	6	1 1	0	0	0	0	4
03:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	8
03:15	0	0	0	0	0	0	Ö	2	2	0	0	0	0	0	4
03:30	0	0	0	0	0	0	2	1	2	0	2	0	0	0	7
03:45	0	0	0	0	0	0	0	4	3	0	1	0	0	0	8
	0	0	0	0	0	0	3	7	8	0	3	0	0	0	21
04:00	0	0	0	0	0	0	3	2	8	4	0	0	0	0	17
04:15 04:30	0	0	0	0	0 1	0	2	6 11	14 10	4 5	1 0	0	0	0	27 29
04:45	0	0	0	0	0	3	2	9	4	4	0	0	0	0	29
01.10	0	0	0	0	1	3	9	28	36	17	1	0	0	0	95
05:00	0	0	0	0	0	0	5	5	8	3	1	0	0	0	22
05:15	0	0	0	0	0	3	14	7	16	5	0	0	0	0	45
05:30	0	0	0	0	0	1	11	16	21	3	0	0	0	0	52
05:45	00	0	00	0	0	4	7	26	12	7	2	0	0	0	58
06:00	0 0	0 0	0 0	0 0	0 0	8 5	37 10	54 32	57 13	18 4	3 2	0 0	0 0	0	177 66
06:15	0	0	0	0	0	8	13	22	10	6	1	0	0	0	60
06:30	2	0	0	0	1	0	27	23	25	8	0	0	0	0	86
06:45	5	0	0	0	0	5	9	40	17	6	3	0	0	0	85
	7	0	0	0	1	18	59	117	65	24	6	0	0	0	297
07:00	1	0	0	0	0	0	15	23	27	4	2	0	0	0	72
07:15 07:30	1 1	0	0	0	0	1 14	17 23	26 30	15 7	4 0	0	0	0	0	64 75
07:30	3	0	0	0	0	14	11	15	22	4	1	0	0	0	57
07.40	6	0	0	0	0	16	66	94	71	12	3	0	0	0	268
08:00	2	0	0	0	0	9	21	22	8	1	0	0	0	0	63
08:15	1	0	0	0	0	8	18	25	11	0	1	0	0	0	64
08:30	0	0	0	0	2	6	28	20	8	0	0	0	0	0	64
08:45	2	0	0	0	0	5	21	19	11	3	0	0	0	0	61
09:00	5 1	0	0	0 2	2	28 1	88 12	86 24	38 9	4 1	1 0	0	0	0	252 52
09:15	3	0	0	0	1	3	20	25	10	4	0	0	0	0	66
09:30	2	0	0	0	0	4	12	8	7	1	2	0	0	0	36
09:45	0	0	0	0	1	8	19	14	6	2	0	0	0	0	50
	6	0	0	2	4	16	63	71	32	8	2	0	0	0	204
10:00	0	0	0	0	0	5	17	14	7	1	0	0	0	0	44
10:15 10:30	1 2	0	0	0	1	11 6	9 19	18 17	10 4	5 4	0	0	0	0	55 53
10:30	2	0	0	0	0	6	16	17	10	2	0	0	0	0	53
. 5. 10	5	0	0	0	2	28	61	64	31	12	0	0	0	0	203
11:00	0	0	0	0	0	4	12	26	4	1	1	0	0	0	48
11:15	0	0	0	0	0	8	18	14	3	0	0	0	0	0	43
11:30	1	0	0	0	0	8	20	11	6	2	0	0	0	0	48
11:45	1 	0	0	0	0	6	21 71	14	4	3	0	0	0	0	46
Total	31	0	0	<u>0</u> 2	0 12	26 147	462	65 593	17 365	99	1 20	0	0	0	185 1731
i olai	31		<u> </u>		14	1-71	704	000	505	33	20	<u> </u>	<u> </u>	U	1731

All Traffic Data Services

www.alltrafficdata.net

Site Code: 1 Station ID: 1 McCALL RD N.O BLUE JAY RD

Latitude: 0' 0.0000 Undefined Longitude: 0' 0.0000 Undefined

SB												Longi	iuuc. o ().0000 C	naeiinea
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
12 PM	2	0	0	0	4	3	15	14	4	3	0	0	0	0	45
12:15	0	0	0	0	1	4	16	22	3	0	0	0	0	0	46
12:30	0	0	0	0	0	5	10	23	7	0	0	0	0	0	45
12:45	1	0	0	0	0	9	27	11	5	2	1	0	0	0	56
	3	0	0	0	5	21	68	70	19	5	1	0	0	0	192
13:00	0	0	0	0	0	5	21	15	8	3	0	0	0	0	52
13:15	2	0	0	0	1	4	13	11	8	1	2	0	0	0	42
13:30	1	0	0	0	0	4	16	14	11	2	0	0	0	0	48
13:45	0	0	0	0	0	3	9	10	7	2	0	0	0	0	31
44:00	3	0	0	0	1	16	59	50	34	8	2	0	0	0	173
14:00	0	0	0	0	0	9	15	10	8	1	1	0	0	0	44
14:15 14:30	2 5	0	0	0	1	8 4	15 6	13 22	3 12	2 4	1	0	0	0	45 55
14:45	3	0	0	0	0	5	14	16	8	2	0	0	0	0	48
14.40	10	0	0	1	2	26	50	61	31	9	2	0	0	0	192
15:00	1	0	0	0	0	5	20	10	3	0	0	0	0	0	39
15:15	5	Ő	Ő	0	3	3	13	13	2	2	0	0	0	0	41
15:30	0	0	0	0	0	3	17	20	8	1	0	0	0	0	49
15:45	2	0	1	0	0	8	17	12	9	1	0	0	0	0	50
	8	0	1	0	3	19	67	55	22	4	0	0	0	0	179
16:00	2	0	0	0	0	25	27	20	9	0	0	0	0	0	83
16:15	0	0	0	0	0	4	13	35	8	1	0	0	0	0	61
16:30	1	0	0	0	0	12	31	15	7	4	0	0	0	0	70
16:45	1	0	0	0	0	6	24	20	7	2	1	0	0	0	61
47.00	4	0	0	0	0	47	95	90	31	7	1	0	0	0	275
17:00 17:15	1	0	0	0	0	10	17	28	15	2	0	0	0	0	73
17:15	3	0	0	0	1 2	2 7	12 15	21 20	15 8	2 0	2	0	0	0	58 58
17:45	5 0	0	0	0	0	2	15	34	13	0	0	0	0	0	64
17.43	9	0	0	0	3	21	59	103	51	4	3	0	0	0	253
18:00	1	0	0	0	2	7	13	13	10	1	0	0	0	0	47
18:15	0	0	0	0	1	5	22	13	3	0	0	0	0	0	44
18:30	0	0	0	0	3	13	12	23	6	3	1	0	0	0	61
18:45	0	0	0	0	0	4	9	17	9	0	1	0	0	0	40
	1	0	0	0	6	29	56	66	28	4	2	0	0	0	192
19:00	1	0	0	0	3	6	9	5	5	2	0	0	0	0	31
19:15	0	0	0	0	2	3	8	7	12	0	0	0	0	0	32
19:30	1	0	0	0	0	1	6	9	2	2	0	0	0	0	21
19:45	2	0	0	0	0	0	8	4 25	4	<u>3</u> 7	0	0	0	0	19
20:00	0	0 0	0 0	0	5 1	10 4	31 7	25 10	23 5	1	0	0	0 0	0 0	103
20:15	0	0	0	1	0	1	5	6	4	1	0	0	0	0	28 18
20:30	0	0	0	0	0	0	2	8	3	2	1	0	0	0	16
20:45	0	Ő	0	0	0	1	10	11	4	1	0	0	0	0	27
	0	0	0	1	1	6	24	35	16	5	1	0	0	0	89
21:00	0	0	0	0	0	0	2	2	4	2	0	0	0	0	10
21:15	0	0	0	0	0	0	4	6	4	1	0	0	0	0	15
21:30	0	0	0	0	0	1	8	0	1	1	1	0	0	0	12
21:45	0	0	0	0	0	3	3	11	3	1	0	0	0	0	11
00.00	0	0	0	0	0	4	17	9	12	5	1	0	0	0	48
22:00	0	0	0	0	0	2	4	5	1	0	0	0	0	0	12
22:15	0	0	0	0	0	2	2	4	2	0	0	0	0	0	10
22:30 22:45	0	0	0	0	0	0	0	2 0	2	0	0	0	0	0	4 5
22.40	0	0	0	0	0	4	8	11	7	1	0	0	0	0	31
23:00	0	0	1	0	0	2	1	0	0	0	0	0	0	0	4
23:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	1	0	1	1	0	0	0	0	0	3
23:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
	0	0	1	0	0	4	2	2	1	0	0	0	0	0	10
Total	40	0	2	2	26	207	536	577	275	59	13	0	0	0	1737
Grand Total	71	0	2	4	38	354	998	1170	640	158	33	0	0	0	3468

 15th Percentile:
 40 MPH

 50th Percentile:
 46 MPH

 85th Percentile:
 52 MPH

 95th Percentile:
 55 MPH

 Stats
 Mean Speed(Average) :
 46 MPH

 10 MPH Pace Speed :
 41-50 MPH

 Number in Pace :
 2168

 Percent in Pace :
 62.5%

 Number of Vehicles > 55 MPH :
 191

 Percent of Vehicles > 55 MPH :
 5.5%

All Traffic Data Services

www.alltrafficdata.net

Site Code: 2 Station ID: 2 BLUE JAY RD W.O McCALL RD

Latitude: 0' 0.0000 Undefined Longitude: 0' 0.0000 Undefined

Start	EB												Longi	iuue: 0° (J.0000 U	ndefined
Time		1	16	21	26	31	36	41	46	51	56	61	66	71	76	
0309122																Total
00:15																
00:30 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 0 1 1 0 0 0 0 0 1 1 0 0 0 0 0 1 1 0 0 0 0 0 1 1 0 0 0 0 0 1 1 0 0 0 0 0 1 1 0 0 0 0 0 1 1 0 0 0 0 0 1 1 0																
00-45																
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0											1					5
01:00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0											4	0				13
01:15	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30	01:15	0	0	0	0	0	0	0			0	0	0	0	0	2
0145 0 0 0 0 0 0 0 0 0 0 0 2 1 1 1 0 0 0 0 0	01:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
02:00	01:45											0				4
02:15 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0			0	0	0	0	0	0	4	3	1	0	0	0	0	8
02:30					0							0		0		2
02.45					-					•	0					1
03:00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																1
03300 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	02:45															3
03:15 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 1 3 0 0 3.45 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 1 3 0 0 0 0																
03:30																
0345 0 0 0 0 0 0 0 0 0 0 0 0 2 2 2 0 0 0 0																
04:00 0 0 0 0 0 1 1 1 0 2 3 2 2 0 0 0 0 0 9 9 04:15 0 0 0 0 0 0 0 1 1 0 2 0 1 1 0 0 0 0 5 6 04:30 0 0 0 0 0 0 0 0 0 1 1 0 3 1 1 0 0 0 0																
04:00 0 0 0 0 0 0 0 0 0 0 0 1 0 2 0 1 0 0 0 4 4 04:15 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0	03:45															
04:15 0 0 0 0 0 0 0 0 1 1 0 3 1 1 0 0 0 0 0 5 5 0 04:36 0 0 0 0 0 0 0 0 0 4 4 1 1 1 0 0 0 0 0 10 0 0 10 0 0 0	04:00															
04:430 0 0 0 0 0 0 0 0 0 0 0 4 4 4 1 1 1 0 0 0 0																
Ok Ok Ok Ok Ok Ok Ok Ok											•					
0 0																
05:00	04.45								0	12						22
05:15	05:00															
05:30												-				
0545																
06:00 0 0 0 0 0 0 1 1 3 16 32 21 5 0 0 0 79 06:00 0 0 0 0 0 0 1 1 8 9 9 7 0 1 1 0 0 26 06:15 2 0 0 0 0 1 1 1 1 1 8 16 8 2 0 0 0 0 39 06:30 3 0 0 0 0 1 1 10 1 18 33 8 5 1 0 0 0 80 06:345 4 0 0 0 0 0 12 10 30 44 17 0 0 0 0 0 117 09 0 0 0 0 2 23 13 64 102 40 7 2 0 0 0 262 07:00 8 0 0 0 0 1 1 10 21 24 17 1 1 1 0 0 83 07:15 3 0 0 0 0 0 1 1 10 21 24 17 1 1 1 0 0 83 07:15 3 0 0 0 0 1 3 9 15 23 17 5 2 0 0 0 88 07:45 5 0 0 0 1 1 8 22 37 24 4 1 1 0 0 0 0 122 08:00 0 0 0 0 1 4 22 63 114 117 42 4 1 0 0 0 0 102 08:00 0 0 0 0 1 4 22 63 114 117 42 4 1 0 0 0 397 08:05 0 0 0 0 0 1 4 20 18 17 6 1 2 0 0 0 71 08:30 4 0 0 0 0 0 1 1 8 12 31 22 7 3 0 0 0 84 08:15 1 0 1 1 1 0 1 1 1 0 4 20 18 17 6 1 2 0 0 0 71 08:30 4 0 0 0 0 0 3 3 14 55 35 35 3 1 0 0 0 0 15 08:45 1 0 0 1 1 1 1 1 1 7 72 125 88 21 6 2 0 0 0 340 09:00 0 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1																
06:00 0 0 0 0 0 0 0 1 1 8 9 7 0 1 0 0 26 06:15 2 0 0 0 1 1 1 1 1 8 16 8 2 0 0 0 0 39 06:30 3 0 0 0 0 1 1 10 1 18 33 8 5 1 0 0 0 80 06:45 4 0 0 0 0 12 10 30 44 17 0 0 0 0 0 17 09 0 0 0 2 2 23 13 64 102 40 7 2 0 0 0 262 07:00 8 0 0 0 0 0 1 1 10 21 24 17 1 1 0 0 0 83 07:15 3 0 0 0 0 0 4 16 33 52 16 0 0 0 0 124 07:30 4 0 0 0 0 13 9 15 23 17 5 2 0 0 0 24 07:30 4 0 0 0 0 1 8 22 37 24 4 1 0 0 0 0 397 08:00 0 0 0 1 8 22 37 24 4 1 0 0 0 0 397 08:00 0 0 0 1 8 22 37 24 4 1 0 0 0 0 397 08:00 0 0 0 0 1 8 22 37 24 4 1 0 0 0 397 08:00 0 0 0 0 1 8 12 31 22 7 3 3 0 0 0 3 397 08:00 0 0 0 0 1 8 12 31 22 7 3 3 0 0 0 0 88 08:15 1 0 0 1 1 0 4 20 18 17 6 1 2 0 0 0 71 08:30 4 0 0 0 0 1 1 8 12 31 22 7 3 0 0 0 0 84 08:15 1 0 0 1 1 1 0 4 20 18 17 6 1 2 0 0 0 71 08:30 4 0 0 0 0 0 1 1 8 12 31 22 7 3 0 0 0 0 397 08:05 1 1 0 0 0 0 0 3 3 14 55 35 35 3 1 0 0 0 0 340 09:00 0 0 0 1 1 1 1 1 17 72 125 88 21 6 2 0 0 0 340 09:00 0 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1	00.10									32						
06:15 2 0 0 0 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 <td>06:00</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>9</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	06:00									9						
06:30 3 0 0 0 1 10 1 18 33 8 5 1 0 0 80 06:45 4 0 0 0 12 10 30 44 17 0 0 0 117 9 0 0 0 0 1 10 24 17 1 1 0 0 262 07:00 8 0 0 0 0 4 10 0 0 0 0 11 10 21 24 17 1 1 0 0 83 33 52 16 0 0 0 0 124 24 17 1 1 0 0 124 22 0 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1<																
06:45 4 0 0 0 12 10 30 44 17 0 0 0 0 117 07:00 8 0 0 0 0 1 10 21 24 17 1 1 0 0 83 07:15 3 0 0 0 0 4 16 33 52 16 0 0 0 0 124 07:30 4 0 0 0 13 9 15 23 17 5 2 0 0 0 124 07:45 5 0 0 0 1 8 22 37 24 4 1 0 0 0 182 08:05 0 0 0 1 8 12 31 12 4 1 0 0 397 08:05 1 0 0 0 <td></td> <td></td> <td></td> <td></td> <td></td> <td>1</td> <td>10</td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>						1	10	1								
9 0 0 0 2 23 13 64 102 40 7 2 0 0 262 07:05 8 0 0 0 0 1 10 21 24 17 1 1 0 0 83 07:15 3 0 0 0 0 4 16 33 52 16 0 0 0 0 0 124 07:45 5 0 0 0 1 8 22 37 24 4 1 0 0 0 102 20 0 0 0 0 1 1 8 12 31 22 7 3 0 0 0 0 397 08:00 0 0 0 0 1 8 12 31 22 7 3 0 0 0 88 <																
07:00 8 0 0 0 1 10 21 24 17 1 1 0 0 83 07:15 3 0 0 0 0 1 16 33 52 16 0 0 0 0 124 07:30 4 0 0 0 1 8 22 37 24 4 1 0<					0											
07:30 4 0 0 0 13 9 15 23 17 5 2 0 0 0 0 0 1 8 22 37 24 4 1 0 0 0 102 20 0 0 0 14 22 63 114 117 42 4 1 0 0 0 397 08:00 0 0 0 1 8 12 31 22 7 3 0 0 0 84 08:15 1 0 1 1 0 4 20 18 17 6 1 2 0 0 71 08:45 1 0 0 0 0 2 26 21 14 5 1 0 0 0 115 09:00 0 0 0 1 1 1 17	07:00				0											
07:30 4 0 0 0 13 9 15 23 17 5 2 0 0 0 0 0 1 8 22 37 24 4 1 0 0 0 102 20 0 0 0 14 22 63 114 117 42 4 1 0 0 0 397 08:00 0 0 0 1 8 12 31 22 7 3 0 0 0 84 08:15 1 0 1 1 0 4 20 18 17 6 1 2 0 0 71 08:45 1 0 0 0 0 2 26 21 14 5 1 0 0 0 115 09:00 0 0 0 1 1 1 17		3	0	0	0	0	4	16	33	52	16	0	0	0	0	
07:45 5 0 0 0 1 8 22 37 24 4 1 0 0 0 102 08:00 0 0 0 0 14 22 63 114 117 42 4 1 0 0 0 397 08:00 0 0 0 1 8 12 31 22 7 3 0 0 0 84 08:45 1 0 0 0 0 3 14 55 35 3 1 0 0 0 0 115 08:45 1 0 0 0 0 2 26 21 14 5 1 0	07:30	4	0	0	0	13	9	15	23	17		2	0	0	0	88
08:00 0 0 0 1 8 12 31 22 7 3 0 0 0 84 08:15 1 0 1 1 0 4 20 18 17 6 1 2 0 0 71 08:30 4 0 0 0 0 0 3 14 55 35 3 1 0 <td>07:45</td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td></td> <td>8</td> <td></td> <td>37</td> <td></td> <td></td> <td>11</td> <td>0</td> <td>0</td> <td>0</td> <td>102</td>	07:45		0	0	0		8		37			11	0	0	0	102
08:15		20	0	0	0	14	22	63	114		42	4	1	0	0	397
08:30 4 0 0 0 0 3 14 55 35 3 1 0 0 0 115 08:45 1 0 0 0 0 0 2 26 21 14 5 1 0					0							3				
08:45 1 0 0 0 2 26 21 14 5 1 0 0 0 70 09:00 0 0 1 1 17 72 125 88 21 6 2 0 0 340 09:00 0 0 0 1 0 1 11 12 18 8 1 0 0 0 52 09:15 0 0 0 0 0 0 9 7 23 14 5 3 0 0 0 61 09:30 2 0 0 0 0 2 14 14 15 11 1 0 0 0 61 09:45 1 0 0 0 0 5 16 27 28 9 0 0 0 0 258 10:00 2 0					•							•				
6 0 1 1 1 17 72 125 88 21 6 2 0 0 340 09:00 0 0 0 1 0 1 11 12 18 8 1 0 0 0 52 09:15 0 0 0 0 0 0 9 7 23 14 5 3 0 0 0 0 61 09:30 2 0 0 0 0 2 14 14 15 11 1 0 0 0 59 09:45 1 0 0 0 0 5 16 27 28 9 0 0 0 0 86 10:00 2 0 0 0 0 17 48 76 75 33 5 0 0 0 258 10:00																
09:00 0 0 0 1 0 1 11 12 18 8 1 0 0 0 0 52 09:15 0 0 0 0 0 9 7 23 14 5 3 0 0 0 0 61 09:30 2 0 0 0 0 2 14 14 15 11 1 0 0 0 59 09:45 1 0 0 0 0 5 16 27 28 9 0 0 0 0 86 10:00 2 0 0 0 0 1 5 16 30 12 1 0 0 0 67 10:15 1 0 0 0 0 5 20 21 9 0 0 0 0 66 10:30	08:45															
09:15 0 0 0 0 9 7 23 14 5 3 0 0 0 61 09:30 2 0 0 0 0 2 14 14 15 11 1 0 0 0 59 09:45 1 0 0 0 0 5 16 27 28 9 0 0 0 0 86 10:00 2 0 0 0 17 48 76 75 33 5 0 0 0 258 10:00 2 0 0 0 0 1 5 16 30 12 1 0 0 0 67 10:15 1 0 0 0 0 5 20 21 9 0 0 0 0 66 10:30 1 0 1 0																
09:30 2 0 0 0 0 2 14 14 15 11 1 0 0 0 59 09:45 1 0 0 0 0 5 16 27 28 9 0 0 0 0 0 86 10:00 2 0 0 0 1 5 16 33 5 0 0 0 258 10:00 2 0 0 0 0 1 5 16 30 12 1 0 0 0 67 10:15 1 0 0 0 0 5 20 21 9 0 0 0 0 66 10:30 1 0 1 0 2 7 27 25 9 8 0 0 0 0 80 10:45 0 0 0																
09:45 1 0 0 0 0 5 16 27 28 9 0 0 0 0 86 10:00 2 0 0 1 0 17 48 76 75 33 5 0 0 0 0 258 10:00 2 0 0 0 0 1 5 16 30 12 1 0 0 0 67 10:15 1 0 0 0 0 0 5 20 21 9 0 0 0 0 56 10:30 1 0 1 0 2 7 27 25 9 8 0 0 0 0 80 10:45 0 0 0 0 0 23 18 19 5 0 0 0 0 65 11:00 0																
3 0 0 1 0 17 48 76 75 33 5 0 0 0 0 258 10:00 2 0 0 0 0 1 5 16 30 12 1 0 0 0 67 10:15 1 0 0 0 0 0 5 20 21 9 0 0 0 0 5 10:30 1 0 1 0 2 7 27 25 9 8 0 0 0 0 80 10:45 0 0 0 0 0 0 23 18 19 5 0 0 0 0 65 4 0 1 0 2 8 60 79 79 34 1 0 0 268 11:00 0 0 0 0																
10:00 2 0 0 0 0 1 5 16 30 12 1 0 0 0 67 10:15 1 0 0 0 0 0 5 20 21 9 0 0 0 0 0 56 10:30 1 0 1 0 2 7 27 25 9 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	09:45									28						
10:15 1 0 0 0 0 5 20 21 9 0 0 0 0 56 10:30 1 0 1 0 2 7 27 25 9 8 0 0 0 0 0 80 10:45 0	10:00						1/									
10:30 1 0 1 0 2 7 27 25 9 8 0 0 0 0 0 80 10:45 0							1									
10:45 0 0 0 0 0 0 23 18 19 5 0 0 0 0 65 4 0 1 0 2 8 60 79 79 34 1 0 0 0 268 11:00 0 0 0 1 0 0 5 13 10 3 0 0 0 0 32 11:15 3 0 0 0 0 2 14 18 28 6 0 0 0 0 71 11:30 2 0 0 0 0 1 8 19 18 6 0 0 0 0 54 11:45 3 0 0 0 1 3 11 16 13 5 0 0 1 0 0 53 8 0 0 </td <td></td>																
4 0 1 0 2 8 60 79 79 34 1 0 0 0 0 268 11:00 0 0 0 0 5 13 10 3 0 0 0 0 32 11:15 3 0 0 0 0 2 14 18 28 6 0 0 0 0 71 11:30 2 0 0 0 0 1 8 19 18 6 0 0 0 0 54 11:45 3 0 0 0 1 3 11 16 13 5 0 1 0 0 53 8 0 0 1 1 6 38 66 69 20 0 1 0 0 210																
11:00 0 0 0 1 0 0 5 13 10 3 0 0 0 0 0 32 11:15 3 0 0 0 0 2 14 18 28 6 0 0 0 0 71 11:30 2 0 0 0 0 1 8 19 18 6 0 0 0 0 54 11:45 3 0 0 0 1 3 11 16 13 5 0 1 0 0 53 8 0 0 1 1 6 38 66 69 20 0 1 0 0 210	10:45			-												
11:15 3 0 0 0 0 2 14 18 28 6 0 0 0 0 0 71 11:30 2 0 0 0 0 1 8 19 18 6 0 0 0 0 54 11:45 3 0 0 0 1 3 11 16 13 5 0 1 0 0 53 8 0 0 1 1 6 38 66 69 20 0 1 0 0 210	11:00															
11:30 2 0 0 0 0 1 8 19 18 6 0 0 0 0 0 54 11:45 3 0 0 0 1 3 11 16 13 5 0 1 0 0 53 8 0 0 1 1 6 38 66 69 20 0 1 0 0 210																
11:45 3 0 0 0 1 3 11 16 13 5 0 1 0 0 53 8 0 0 1 1 6 38 66 69 20 0 1 0 0 210																
8 0 0 1 1 6 38 66 69 20 0 1 0 0 210																
	Total															

All Traffic Data Services

www.alltrafficdata.net

Site Code: 2 Station ID: 2 BLUE JAY RD W.O McCALL RD

Latitude: 0' 0.0000 Undefined Longitude: 0' 0.0000 Undefined

EB													idde. 0 (maemiea
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
12 PM	2	0	0	1	1	1	7	20	14	8	2	0	0	0	56
12:15	1	0	1	0	1	6	12	20	15	10	1	0	0	0	67
12:30	2	0	0	0	0	1	5	18	26	6	1	0	0	0	59
12:45	3	0	0	1	1	8	18	36	6	2	0	0	0	0	75
40.00	8	0	1	2	3	16	42	94	61	26	4	0	0	0	257
13:00 13:15	2 4	0	0	0	3 0	6 1	3 13	12 9	21 19	0 8	0	0	0	0	47 55
13:30	1	0	0	0	0	3	9	16	25	6	2	0	0	0	62
13:45	3	3	1	0	5	3	9	13	19	8	1	0	0	0	65
	10	3	1	0	8	13	34	50	84	22	4	0	0	0	229
14:00	0	0	0	0	0	0	6	24	16	6	0	0	0	0	52
14:15	3	0	0	0	3	1	11	23	13	10	1	0	0	0	65
14:30	0	0	0	0	0	7	6	11	12	7	2	0	0	0	45
14:45	4	2	0	0	0	0	4	16	31	5	2	0	0	0	64
45.00	7	2	0	0	3	8	27	74	72	28	5	0	0	0	226
15:00 15:15	2	0	0	0	0	0	8	21	40	6	0	0	0	0	77 67
15:30	2 2	0	0	3 0	0	2 1	14 4	14 25	21 21	9 15	1 1	1 0	0	0	67 69
15:45	2	0	0	1	0	5	14	18	27	12	1	0	0	0	80
10.10	8	0	0	4	0	8	40	78	109	42	3	1	0	0	293
16:00	2	0	1	0	1	4	8	29	27	9	3	0	0	0	84
16:15	4	0	0	0	0	0	16	32	35	18	0	0	0	0	105
16:30	11	0	0	0	0	6	16	27	48	13	2	0	0	0	123
16:45	3	0	0	0	0	0	14	24	46	15	11	0	0	0	103
	20	0	1	0	1	10	54	112	156	55	6	0	0	0	415
17:00	4	0	0	0	1	3	15	32	43	5	1	0	0	0	104
17:15 17:30	7	0	0	0	0	2	8 12	42 23	23 41	9 13	5 1	1 0	0	0	97 94
17:30	2	0	0	0	0	1	13	23	45	7	0	0	0	0	89
17.40	16	0	0	0	1	7	48	118	152	34	7	1	0	0	384
18:00	4	Ö	Ö	Ö	0	1	9	21	39	8	3	0	Ö	0	85
18:15	7	0	1	0	4	7	24	36	28	8	0	0	0	0	115
18:30	2	0	0	0	0	8	13	36	26	5	1	0	0	0	91
18:45	3	0	0	0	0	3	12	17	26	4	0	1	0	0	66
40.00	16	0	1	0	4	19	58	110	119	25	4	1	0	0	357
19:00	0	0	0	0	0	4	8	15	18	3	1	0	0	0	49
19:15 19:30	1	0	0	0	2 1	7 0	7 1	11 6	10 6	3 5	0	0	0	0	41 20
19:45	2	0	1	0	1	1	3	8	5	2	1	0	0	0	24
13.43	3	0	1	0	4	12	19	40	39	13	3	0	0	0	134
20:00	0	0	0	0	0	1	2	3	12	7	0	0	0	0	25
20:15	1	1	0	0	0	1	3	6	3	4	0	0	0	0	19
20:30	0	0	0	0	0	0	0	3	8	2	0	0	0	0	13
20:45	0	0	0	0	0	0	1	4	7	4	11	0	0	0	17
	1	1	0	0	0	2	6	16	30	17	1	0	0	0	74
21:00	1	0	0	0	0	0	0	2	8	6	3	0	0	0	20
21:15 21:30	0	0	0	0	0	2 0	2	4 5	3 12	3 0	0	0	0	0	14 19
21:45	0	0	0	0	0	0	2	4	4	4	1	0	0	0	15
	1	0	0	0	0	2	6	15	27	13	4	0	0	0	68
22:00	0	Ö	0	0	0	0	1	3	1	3	0	0	0	0	8
22:15	0	0	0	0	0	1	1	2	4	4	0	1	0	0	13
22:30	0	0	0	0	0	0	2	3	2	1	0	0	0	0	8
22:45	0	0	0	0	0	0	1	4	1	0	0	0	0	0	6
00.00	0	0	0	0	0	1	5	12	8	8	0	1	0	0	35
23:00	0	0	0	0	0	0	0	3	2	2	2	0	0	0	9
23:15 23:30	0	0	0	0	0	1 0	1	1 4	1	2 0	1 0	0	0	0	7 4
23:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
	0	0	0	0	0	1	1	8	6	4	3	0	0	0	23
Total	90	6	5	6	24	99	340	727	863	287	44	4	0	0	2495
Grand Total	141	6	7	9	45	194	646	1284	1449	513	73	11	0	1	4379

 15th Percentile :
 41 MPH

 50th Percentile :
 49 MPH

 85th Percentile :
 54 MPH

 95th Percentile :
 58 MPH

 Stats
 Mean Speed(Average) :
 48 MPH

 10 MPH Pace Speed :
 46-55 MPH

 Number in Pace :
 2733

 Percent in Pace :
 62.4%

 Number of Vehicles > 55 MPH :
 598

 Percent of Vehicles > 55 MPH :
 13.7%

www.alltrafficdata.net

Site Code: 2 Station ID: 2 BLUE JAY RD W.O McCALL RD

Latitude: 0' 0.0000 Undefined Longitude: 0' 0.0000 Undefined

WB												Longi	tuuc. o	J.0000 C	naeimea
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
03/09/22	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
00:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
00:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	0	0	0	0	0	0	1	1	3	1	0	0	0	0	6
01:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
01:15 01:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
01:45	0	0	0	0	1	0	0	2	0	0	0	0	0	0	3
	0	0	0	0	1	1	0	2	2	2	0	0	0	0	8
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
02:45	0	0	0	0	0	1	1	1	0	1	0	0	0	0	4
02.00	0	0	0	0	0	1	1	1	3	2	0	0	0	0	8
03:00 03:15	0	0	0	0	0	0	3 0	1 1	0	0	0	0	0	0	4
03:30	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
03:45	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3
	0	0	0	0	0	1	3	5	2	0	0	0	0	0	11
04:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
04:15	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3
04:30	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4
04:45	0	0	0	0	0	0	0	0	11	5	0	0	0	0	6
05:00	0	0	0	0	0	1	0 4	2	4	7	1	0	0	0	15 13
05:00	0	0	0	0	0	0	3	3	4	4 2	0	0	0	0	12
05:30	0	0	0	0	0	0	0	1	5	5	3	0	0	0	14
05:45	0	0	0	0	0	0	1	2	3	6	1	0	0	0	13
	0	0	0	0	0	0	8	8	15	17	4	0	0	0	52
06:00	0	0	0	0	0	0	3	3	4	8	4	0	0	0	22
06:15	2	0	0	0	0	1	8	14	15	6	2	0	0	0	48
06:30	2	0	0	0	1	2	14	21	25	16	3	0	0	0	84
06:45	<u>3</u> 7	0	0	1	<u>0</u>	3	1 26	31 69	38 82	17 47	3 12	0	0	0	94 248
07:00	3	0	0	0	0	2	9	22	33	23	7	0	0	0	99
07:15	2	0	0	0	0	3	12	38	23	16	2	1	0	0	97
07:30	4	0	0	1	4	6	6	28	32	15	2	0	0	0	98
07:45	2	0	0	0	0	1	6	24	32	8	4	0	0	0	77
	11	0	0	1	4	12	33	112	120	62	15	1	0	0	371
08:00	1	0	0	0	0	7	16	20	15	9	0	0	0	0	68
08:15 08:30	1 1	0	0	0	1 0	6 6	9 11	13 16	16 16	8	0	0	0	0	54
08:45	3	0	0	0	0	1	14	22	11	2 8	0	0	0	0	52 59
00.40	6	0	0	0	1	20	50	71	58	27	0	0	0	0	233
09:00	1	0	0	0	0	4	12	10	9	7	0	0	0	0	43
09:15	1	0	0	0	3	3	9	13	19	3	2	0	0	0	53
09:30	0	0	0	0	0	1	14	18	9	2	0	3	0	0	47
09:45	3	0	11	0	0	2	10	15	8	3	1	0	0	0	43
40:00	5	0	1	0	3	10	45	56	45	15	3	3	0	0	186
10:00	4 0	0	0	0	0 2	2 4	8 7	20	11 8	2 5	0	0	0	0	47 42
10:15 10:30	3	0	0	0	1	3	11	14 29	9	3	1	0	0	0	60
10:45	1	0	0	0	1	6	12	17	20	5	0	0	0	0	62
	8	0	0	0	4	15	38	80	48	15	3	0	0	0	211
11:00	2	0	1	0	1	4	9	16	12	6	1	0	1	1	54
11:15	3	0	1	1	0	3	12	15	13	2	0	0	0	0	50
11:30	2	0	0	0	0	5	10	20	12	2	0	1	0	0	52
11:45	3	0	0	0	1	4	14	27	11	2	0	0	0	0	62
Total	10 47	0	3	<u>1</u> 3	2 16	16 80	45 250	78 485	48 430	12 207	1 39	<u>1</u> 5	<u>1</u> 1	<u>1</u>	218 1567
I Ulai	41	U	<u> </u>	<u> </u>	10	00	200	400	430	201	38	<u> </u>	<u> </u>	<u>'</u>	1307

www.alltrafficdata.net

Site Code: 2 Station ID: 2 BLUE JAY RD W.O McCALL RD

Latitude: 0' 0.0000 Undefined Longitude: 0' 0.0000 Undefined

WB												Longii	idde. 0 (J.0000 C	naeiinea
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
12 PM	0	0	0	0	3	1	8	27	11	7	0	0	0	0	57
12:15	3	0	0	0	0	4	17	22	15	5	0	0	0	0	66
12:30	1	0	0	0	3	4	17	24	9	2	1	0	0	0	61
12:45	1	0	0	0	0	5	15	15	14	3	0	0	0	0	53
	5	0	0	0	6	14	57	88	49	17	1	0	0	0	237
13:00	5	0	0	1	2	9	22	20	7	1	0	0	0	0	67
13:15	1	0	1	1	0	4	14	21	9	4	3	0	0	0	58
13:30 13:45	5 6	0	0	0	0	3 4	16 15	34 19	29 18	4	0	0	0	0	91 66
10.40	17	0	1	2	3	20	67	94	63	12	3	0	0	0	282
14:00	10	Ö	0	0	0	6	12	21	8	0	0	Ö	Ö	Ö	57
14:15	5	0	0	0	0	9	15	22	13	3	1	0	0	0	68
14:30	26	0	0	0	1	10	14	23	12	11	0	0	0	0	97
14:45	28	0	0	0	0	2	31	25	7	4	0	0	0	0	97
	69	0	0	0	1	27	72	91	40	18	1	0	0	0	319
15:00	17	0	0	0	3	2	24	26	3	1	0	0	0	0	76
15:15 15:30	21 30	0	0	0	4 1	2	23 17	19 22	7 8	0	0	0	0	0	76 84
15:45	26	0	0	0	3	9	15	21	7	4	0	0	0	0	85
10.40	94	0	0	0	11	16	79	88	25	8	0	0	0	0	321
16:00	18	0	0	0	0	5	25	31	17	7	0	0	0	0	103
16:15	12	0	0	0	0	2	15	41	22	5	0	0	0	0	97
16:30	12	0	0	0	1	4	12	32	21	4	2	0	0	0	88
16:45	6	0	0	0	0	3	10	48	17	2	0	0	0	0	86
	48	0	0	0	1	14	62	152	77	18	2	0	0	0	374
17:00	3	0	0	0	0	5	25	34	26	6	0	0	1	0	100
17:15 17:30	5 2	0	0	0	0	2	12 18	42 32	33 18	13 9	5 2	0	0	0	112 84
17:45	2	0	0	0	1	5	22	34	23	3	0	0	0	0	90
	12	0	0	0	1	15	77	142	100	31	7	0	1	0	386
18:00	2	0	0	0	2	7	14	18	17	7	0	0	0	0	67
18:15	2	0	0	0	0	6	10	26	16	5	0	0	0	0	65
18:30	2	0	0	1	2	6	17	26	4	5	0	0	0	0	63
18:45	2	0	0	0	0	7	21	20	15	4	11	0	0	0	70
19:00	8 1	0	0	1 0	4 1	26 4	62 18	90 13	52 16	21 1	1 0	0	0	0	265 54
19:15	0	0	0	0	0	3	10	23	13	4	1	0	0	0	54 54
19:30	3	0	0	0	0	2	8	18	9	4	1	0	0	0	45
19:45	1	0	6	6	5	3	15	12	4	4	0	0	0	0	56
	5	0	6	6	6	12	51	66	42	13	2	0	0	0	209
20:00	0	0	0	0	0	1	12	13	15	3	1	0	0	0	45
20:15	1	0	0	0	1	5	12	17	10	2	0	0	0	0	48
20:30	0	0	0	0	0	2	7	12	11	5	3	0	0	0	40
20:45	0	0	0	0	01	0	6	14	6	3	1	0	0	0	30
21:00	1	0	0	0	1 0	8 1	37 10	56 10	42 6	13 0	5 1	0	0	0	163 29
21:15	0	0	0	0	4	1	2	10	5	1	0	0	0	0	23
21:30	0	0	0	0	1	0	4	3	2	2	0	0	0	0	12
21:45	0	0	0	0	0	0	0	6	1	2	0	0	0	0	9
	1	0	0	0	5	2	16	29	14	5	1	0	0	0	73
22:00	0	0	0	0	1	2	3	7	7	0	0	0	0	0	20
22:15	0	0	0	0	0	1	6	3	4	1	0	1	0	0	16
22:30 22:45	0	0	0	0	1 1	0	6 4	5 4	0	0 1	0	0	0	0	12
22.45	0	0	0	0	3	3	19	19	<u>3</u> 14	2	0	1	0	0	13 61
23:00	0	0	0	0	0	1	2	3	0	1	0	0	0	0	7
23:15	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
23:30	0	0	0	0	0	1	1	0	1	0	0	0	0	0	3
23:45	0	0	0	0	0	0	1	2	3	0	0	0	0	0	6
	0	0	0	0	0	2	4	6	4	1	0	11	0	0	18
Total	260	0	7	9	42	159	603	921	522	159	23	2	1	0	2708
Grand Total	307	0	10	12	58	239	853	1406	952	366	62	7	2	1	4275

 15th Percentile :
 40 MPH

 50th Percentile :
 47 MPH

 85th Percentile :
 53 MPH

 95th Percentile :
 58 MPH

 Stats
 Mean Speed(Average) :
 45 MPH

 10 MPH Pace Speed :
 46-55 MPH

 Number in Pace :
 2358

 Percent in Pace :
 55.2%

 Number of Vehicles > 55 MPH :
 438

 Percent of Vehicles > 55 MPH :
 10.2%

www.alltrafficdata.net

Site Code: 3 Station ID: 3 BLUE JAY RD E.O McCALL RD

Latitude: 0' 0.0000 Undefined Longitude: 0' 0.0000 Undefined

EB												Longi	iuue. U	J.0000 O	naeiinea
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
03/09/22	0	0	0	0	1	0	43	1	0	00	0	0	0	0	3
00:15	0	0	0	1	2	2	1	0	0	0	0	0	0	0	6
00:30	0	0	0	1	2	3	0	0	0	0	0	0	0	0	6
00:45	0	0	0	1	0	4	2	0	0	0	0	0	0	0	7
	0	0	0	3	5	9	4	1	0	0	0	0	0	0	22
01:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
01:15	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
01:30	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
01:45	0	0	0	0	3 4	<u>1</u>	<u> </u>	0	0	0	0	0	0	0	<u>4</u> 11
02:00	0	0	0	1	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
02:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	2	1_	11	11	0	0	0	0	0	0	5
	0	0	0	1	4	1	1	1	0	0	0	0	0	0	8
03:00	0	0	0	1	0	0	2	0	0	0	0	0	0	0	3
03:15	0	0	0	0	2	1	3	0	0	0	0	0	0	0	6
03:30	0	0	0	0	2	1	0	1	1	0	0	0	0	0	5
03:45	0	0	0	0 1	0 4	8 10	<u> </u>	0 1	0 1	0	0	0	0	0	<u>8</u> 22
04:00	0	0	0	0	2	5	8	1	0	0	0	0	0	0	16
04:15	0	0	0	0	4	18	8	4	0	0	0	0	0	0	34
04:30	0	0	0	0	4	14	13	3	0	0	0	0	0	0	34
04:45	0	0	0	0	6	14	8	1	0	0	0	0	0	0	29
	0	0	0	0	16	51	37	9	0	0	0	0	0	0	113
05:00	0	0	2	1	12	12	7	0	0	0	0	0	0	0	34
05:15	0	0	1	1	13	33	8	0	0	0	0	0	0	0	56
05:30	0	0	1	1	11	31	19	3	0	0	0	0	0	0	66
05:45	0	0	0 4	<u>2</u> 5	12 48	29 105	17 51	7	0	0	0	0	0	0	220
06:00	2	0	0	1	19	34	15	0	3	0	0	0	0	0	74
06:15	0	0	0	4	17	34	8	0	0	0	0	0	Ő	0	63
06:30	0	0	0	1	28	49	13	4	0	0	0	0	0	0	95
06:45	4	3	8	13	27	41	4	0	0	0	0	0	0	0	100
	6	3	8	19	91	158	40	4	3	0	0	0	0	0	332
07:00	6	0	0	0	29	45	12	1	0	0	0	0	0	0	93
07:15	4	0	1	6	35	55	12	2	0	0	0	0	0	0	115
07:30	11	0	4	15	52	24	7	0	0	0	0	0	0	0	113
07:45	8 	2	<u>4</u> 9	22 43	38 154	27 151	<u>5</u> 36	<u>3</u>	0	0	0	0	0	0	109 430
08:00	2	0	0	4	33	57	3	0	0	0	0	0	0	0	99
08:15	0	0	0	1	31	45	6	0	0	0	0	0	0	0	83
08:30	4	0	3	12	42	58	6	1	1	0	0	0	0	0	127
08:45	6	3	3	11	35	34	6	1	0	0	0	0	0	0	99
	12	3	6	28	141	194	21	2	1	0	0	0	0	0	408
09:00	2	2	1	2	26	33	6	0	0	0	0	0	0	0	72
09:15	3	0	0	10	49	23	8	0	0	0	0	0	0	0	93
09:30 09:45	3 5	0	0 11	6 19	26 34	25 31	3 6	1	0	0	0	0	0	0	64 106
03.4 5	13	2	12	37	135	112	23	1	0	0	0	0	0	0	335
10:00	0	0	4	6	23	34	8	1	0	0	0	0	0	0	76
10:15	6	0	0	4	34	22	17	2	0	0	0	0	0	0	85
10:30	3	0	0	10	40	24	8	0	0	0	0	0	0	0	85
10:45	3	0	4	11	34	21	4	1	0	0	0	0	0	0	78
	12	0	8	31	131	101	37	4	0	0	0	0	0	0	324
11:00	3	0	0	3	24	22	8	0	0	0	0	0	0	0	60
11:15	2	0	0	2	29	34	8	0	0	0	0	0	0	0	75 77
11:30	4	0	1	4	24	34	10	0	0	0	0	0	0	0	77 71
11:45	<u>2</u> 11	0	<u>5</u>	15 24	22 99	21 111	6 32	0	0	0	0	0	0	0	<u>71</u> 283
Total	83	10	53	192	832	1009	288	36	5	0	0	0	0	0	2508
i olai	00	10	- 33	132	002	1003	200	30	<u> </u>	<u> </u>	U	<u> </u>	<u> </u>	U	

www.alltrafficdata.net

Site Code: 3 Station ID: 3 BLUE JAY RD E.O McCALL RD

Latitude: 0' 0.0000 Undefined Longitude: 0' 0.0000 Undefined

EB													iuue. U (J.0000 O	ndenned
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
12 PM	4	0	1	14	16	17	9	0	0	0	0	0	0	0	61
12:15	2	0	0	8	40	23	10	0	0	0	0	0	0	0	83
12:30	5	0	0	5	25	33	5	1	0	0	0	0	0	0	74
12:45	5	0	1	16	41	20	3	2	0	0	0	0	0	0	88
40:00	16	0	2	43	122	93	27	3	0	0	0	0	0	0	306
13:00 13:15	3	0	0	8 7	18 20	27 23	16 3	0	0	0	0	0	0	0	72 58
13:15	3	0	0	9	24	34	5	2	0	0	0	0	0	0	77
13:45	7	0	6	18	16	21	7	0	0	0	0	0	0	0	75
10.10	16	0	7	42	78	105	31	3	0	0	0	0	0	0	282
14:00	0	0	0	7	27	22	7	Ö	1	Ö	0	Ö	Ő	0	64
14:15	2	0	3	14	37	26	5	0	0	0	0	0	0	0	87
14:30	4	0	5	7	11	30	3	2	0	0	0	0	0	0	62
14:45	6	0	2	14	23	19	5	0	0	1	0	0	0	0	70
	12	0	10	42	98	97	20	2	1	1	0	0	0	0	283
15:00	5	0	0	1	26	37	10	0	0	0	0	0	0	0	79
15:15	3	0	0	0	23	30	12	1	0	0	0	0	0	0	69
15:30	6	0	1	6	28	27	9	2	0	0	0	0	0	0	79
15:45	16	4	7	9	20	18	4	1	0	0	0	0	0	0	79
10.00	30	4	8	16	97	112	35	4	0	0	0	0	0	0	306
16:00 16:15	5 8	0	2	13 18	31	37 48	11 11	1	1 0	0	0	0	0	0	101 106
16:30	11	0	0 4	18	21 38	32	6	4	1	0	0	0	0	0	114
16:45	11	0	0	2	28	49	17	2	0	0	0	0	0	0	109
10.40	35	0	6	51	118	166	45	7	2	0	0	0	0	0	430
17:00	10	0	2	8	37	44	24	1	0	0	0	0	0	0	126
17:15	13	0	0	3	18	35	14	4	0	0	0	0	0	0	87
17:30	5	0	0	6	29	42	14	3	0	0	0	0	0	0	99
17:45	6	0	0	5	20	42	14	0	0	0	0	0	0	0	87
	34	0	2	22	104	163	66	8	0	0	0	0	0	0	399
18:00	5	0	0	9	35	36	8	1	0	0	0	0	0	0	94
18:15	5	0	3	11	40	37	7	2	0	0	0	0	0	0	105
18:30	5	0	8	22	28	32	4	0	0	0	0	0	0	0	99
18:45	3	0	0	15	23	26	7	1	0	0	0	0	0	0	75
10:00	18 3	0	11	57	126	131	26	4 2	0	0	0	0	0	0	373
19:00 19:15	3	0	0	4 9	18 10	27 19	4 5	0	0	0	0	0	0	0	58 46
19:30	1	0	0	2	4	19	6	0	0	0	0	0	0	0	32
19:45	2	0	0	2	9	9	5	1	0	0	0	0	0	0	28
10.10	9	0	0	17	41	74	20	3	0	0	0	0	0	0	164
20:00	1	0	0	0	13	18	5	0	1	0	0	0	0	0	38
20:15	0	0	0	0	5	10	1	2	0	0	0	0	0	0	18
20:30	0	0	0	0	6	9	4	1	0	0	0	0	0	0	20
20:45	0	0	0	0	9	12	2	3	0	0	0	0	0	0	26
	1	0	0	0	33	49	12	6	1	0	0	0	0	0	102
21:00	0	0	0	1	3	12	5	0	0	0	0	0	0	0	21
21:15	1	0	0	0	5	7	3	0	0	0	0	0	0	0	16
21:30	0	0	0	0	7	8	4	1	0	0	0	0	0	0	20
21:45	0 1	0	0	0 1	<u>4</u> 19	7 34	<u>4</u> 16	<u>0</u> 1	0	0	0	0	0	0	15 72
22:00	0	0	0	2	4	6	3	1	0	0	0	0	0	0	16
22:15	0	0	0	0	3	4	5	0	0	0	0	0	0	0	12
22:30	0	0	0	0	2	5	0	0	0	0	0	0	0	0	7
22:45	1	0	0	0	1	6	0	0	0	0	0	0	0	0	8
	1	0	0	2	10	21	8	1	0	0	0	0	0	0	43
23:00	0	0	0	2	2	2	2	0	0	0	0	0	0	0	8
23:15	0	0	0	0	3	3	1	0	0	0	0	0	0	0	7
23:30	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4
23:45	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
	0	0	0	3	8	6	4	0	0	0	0	0	0	0	21
Total	173	4	46	296	854	1051	310	42	4	1	0	00	0	0	2781
Grand Total	256	14	99	488	1686	2060	598	78	9	1	0	0	0	0	5289

 15th Percentile:
 29 MPH

 50th Percentile:
 35 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 :
 3746

 Percent in Pace :
 70.8%

 Number of Vehicles > 55 MPH :
 1

 Percent of Vehicles > 55 MPH :
 0.0%

www.alltrafficdata.net

Site Code: 3 Station ID: 3 BLUE JAY RD E.O McCALL RD

Latitude: 0' 0.0000 Undefined Longitude: 0' 0.0000 Undefined

<u>WB</u> Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	
															+
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
03/09/22	0	0	0	1	0	0	3	0	0	0	0	0	0	0	4
00:15	0	0	0	0	1	4	1	0	0	0	0	0	0	0	6
00:30	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4
00:45	0	0	0	0	<u>4</u> 7	2	0	<u>1</u> 1	0	0	0	0	0	0	7 21
04.00	0	0		1		8	4	-	0	0	0		0	0	
01:00 01:15	0	0	0	0 1	2	1	0	0	0	0	0	0	0	0	3
	0	0	0	0	3 2	2	0 2	0	0	0	0	0	0	0	6
01:30 01:45	0	0	1	0	0	2	0	0	0	0	0	0	0	0	3
01.45	0	0	1	1	7	5	2	0	0	0	0	0	0	0	16
02:00	0	0	1	1	0	2	0	0	0	0	0	0	0	0	4
02:15	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
02:30	0	0	0	1	Ö	1	0	0	0	0	0	0	0	0	2
02:45	0	Ő	0	0	2	0	1	0	0	0	0	0	0	0	3
020	0	0	1	2	3	4	2	0	0	0	0	0	0	0	12
03:00	0	0	0	0	3	6	1	0	0	0	0	0	0	0	10
03:15	0	0	0	Ö	0	3	0	0	0	0	0	0	0	0	3
03:30	0	0	Ő	Ő	0	0	1	0	0	0	0	0	0	0	1
03:45	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
	0	0	0	0	4	10	3	0	0	0	0	0	0	0	17
04:00	0	0	0	0	1	1	3	0	0	0	0	0	0	0	5
04:15	0	0	0	0	0	4	1	1	0	0	0	0	0	0	6
04:30	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
04:45	0	0	0	0	0	4	1	1	0	0	0	0	0	0	6
	0	0	0	0	1	10	6	2	0	0	0	0	0	0	19
05:00	0	0	0	1	0	8	0	0	0	0	0	0	0	0	9
05:15	0	0	0	0	1	6	3	1	0	0	0	0	0	0	11
05:30	0	0	0	0	0	5	3	1	0	0	0	0	0	0	9
05:45	0	0	0	0	11	4	1	11	0	0	0	0	0	0	7
	0	0	0	1	2	23	7	3	0	0	0	0	0	0	36
06:00	0	0	0	1	3	5	3	2	0	0	0	0	0	0	14
06:15	1	0	0	0	10	11	2	0	0	0	0	0	0	0	24
06:30	2	0	1	8	16	19	9	4	1	0	0	0	0	0	60
06:45	3	0	0	2	19	39	14	0	0	0	0	0	0	0	77
07.00	6	0	1	11	48	74	28	6	1	0	0	0	0	0	175
07:00	2	0	0	2	14	38	19	1	0	0	0	0	0	0	76
07:15	5	3	9	18	23	33	18	2	0	0	0	0	0	0	111
07:30	16	4	8	18	27	23	5	1	0	0	0	0	0	0	102
07:45	4	0	0	4	24	34	14	2	0	0	0	0	0	0	82
00.00	27	7	17	42	88	128	56	6	0	0	0	0	0	0	371
08:00	1 2	0	1	7	17 14	24	11 7	0	0	0	0	0	0	0	61
08:15 08:30	6	3	0	8 5	12	23 13	8	2	0	0	0	0	0	0	55 49
08:45	2	0	2	6	16	15	4	0	0	0	0	0	0	0	45
00.45	11	3	3	26	59	75	30	3	0	0	0	0	0	0	210
09:00	3	0	2	1	19	20	5	2	0	0	0	0	0	0	52
09:15	2	0	2	5	22	18	5	1	0	0	0	0	0	0	55
09:13	0	0	5	2	17	26	3	1	0	0	0	0	0	0	54
09:45	1	1	1	5	12	15	4	2	0	0	0	0	0	0	41
55.75	6	1	10	13	70	79	17	6	0	0	0	0	0	0	202
10:00	1	0	0	5	18	28	10	0	0	0	0	0	0	0	62
10:00	3	0	0	0	17	21	4	0	0	0	0	0	0	0	45
10:30	2	0	0	4	22	33	7	2	0	0	0	0	0	0	70
10:45	1	0	1	7	23	32	9	0	0	0	0	0	0	0	73
	7	0	1	16	80	114	30	2	0	0	0	0	0	0	250
11:00	1	0	1	10	33	29	4	1	0	1	0	0	0	0	80
11:15	0	0	0	13	21	14	3	1	0	0	0	0	0	0	52
	0	Ő	Ő	1	20	29	6	0	0	0	0	0	0	0	56
11:30		-													
11:30 11:45	2	0	0	3	38	23	4	1	0	0	0	0	0	0	71
		0	<u>0</u> 1	3 27	38 112	23 95	4 17	3	0	0 1	0	0	0	0	259

www.alltrafficdata.net

Site Code: 3 Station ID: 3 BLUE JAY RD E.O McCALL RD

Latitude: 0' 0.0000 Undefined Longitude: 0' 0.0000 Undefined

WB												Longii	idde. 0 (J.0000 C	naeiinea
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
12 PM	1	0	0	11	21	24	10	0	0	0	0	0	0	0	67
12:15	3	0	0	5	26	39	7	1	0	0	0	0	0	0	81
12:30	1	0	0	3	25	28	10	1	0	0	0	0	0	0	68
12:45	4	0	0	3	29	22	7	0	0	0	0	0	0	0	65
40.00	9	0	0	22	101	113	34	2	0	0	0	0	0	0	281
13:00 13:15	4	0	0	6 8	42 29	29 28	1	0 1	0	0	0	0	0	0	82 75
13:30	3 2	0	3	10	43	54	6 12	0	0	0	0	0	0	0	124
13:45	5	0	4	11	38	24	7	0	0	0	0	0	0	0	89
	14	0	7	35	152	135	26	1	0	0	0	0	0	0	370
14:00	0	0	0	5	33	27	5	2	0	0	0	0	0	0	72
14:15	2	0	0	18	41	31	6	1	0	0	0	0	0	0	99
14:30	2	0	1	16	44	33	15	1	0	0	0	0	0	0	112
14:45	4	0	3	25	49	38	7	1	0	0	0	0	0	0	127
45.00	8	0	4	64	167	129	33	5	0	0	0	0	0	0	410
15:00 15:15	6 1	0	0	7 9	34 41	48 45	8 9	3 0	0	0	0	0	0	0	106 105
15:30	2	0	1	2	43	40	9	2	0	0	0	0	0	0	99
15:45	7	0	2	17	22	33	7	1	0	0	0	0	0	0	89
	16	0	3	35	140	166	33	6	0	0	0	0	0	0	399
16:00	5	0	1	11	39	55	11	2	0	0	0	0	0	0	124
16:15	2	0	0	8	32	58	19	0	0	0	0	0	0	0	119
16:30	4	0	2	19	52	35	9	2	0	0	0	0	0	0	123
16:45	5	0	0	4 42	37	45	21	1	0	0	0	0	0	0	113
17:00	16 4	0	3 1	14	160 45	193 40	60 9	5 2	0	0	0	0	0	0	479 115
17:15	7	0	0	10	43	82	15	0	0	0	0	0	0	0	157
17:30	0	0	1	2	47	66	13	0	0	0	0	0	0	0	129
17:45	7	0	0	3	28	52	9	2	0	0	0	0	0	0	101
	18	0	2	29	163	240	46	4	0	0	0	0	0	0	502
18:00	5	0	1	7	36	47	12	0	1	0	0	0	0	0	109
18:15	6	0	0	3	30	47	7	3	0	0	0	0	0	0	96
18:30	5	0	1 1	7	47	18	4 7	1	0	0	0	0	0	0	83
18:45	1 17	0	3	26 43	38 151	28 140	30	<u>0</u> 4	0 1	0	0	0	0	0	101 389
19:00	3	0	0	2	23	42	7	0	0	0	0	0	0	0	77
19:15	1	0	0	4	27	28	3	1	0	0	0	0	0	0	64
19:30	1	0	0	4	25	36	4	1	0	0	0	0	0	0	71
19:45	1	0	0	5	16	40	13	1	0	0	0	0	0	0	76
	6	0	0	15	91	146	27	3	0	0	0	0	0	0	288
20:00	1	0	0	3	25	29	8	1	0	0	0	0	0	0	67
20:15 20:30	0	0	0	6 2	21 18	34 27	4 8	0 2	0	0	0	0	0	0	65 57
20:45	0	0	0	1	14	19	7	2	0	0	0	0	0	0	43
20.40	1	0	0	12	78	109	27	5	0	0	0	0	0	0	232
21:00	0	0	0	3	10	23	5	0	0	0	0	0	0	0	41
21:15	0	0	1	2	10	19	5	0	0	0	0	0	0	0	37
21:30	1	0	0	0	8	14	2	0	0	0	0	0	0	0	25
21:45	0	0	0	5	3	5	2	0	0	0	0	0	0	0	15
22.00	1	0	1	10	31	61	14	0	0	0	0	0	0	0	118
22:00 22:15	0	0	0	0	10 15	17 11	2	0	0	0	0	0	0	0	29 30
22:30	0	0	0	2	5	5	1	1	0	0	0	0	0	0	14
22:45	1	0	0	4	7	7	4	0	0	0	0	0	0	0	23
	1	0	0	7	37	40	9	2	0	0	0	0	0	0	96
23:00	0	0	0	3	5	4	1	1	0	0	0	0	0	0	14
23:15	0	0	0	0	3	7	1	1	0	0	0	0	0	0	12
23:30	0	0	0	0	2	2	2	0	0	0	0	0	0	0	6
23:45	0	0	0	11	4	1	1	0	0	0	0	0	0	0	7
Total	0 107	0	0 23	<u>4</u> 318	14 1285	14 1486	5 344	2 39	0 1	0	0	0	0	0	39 3603
i Ulai	101	<u> </u>	23	510	1200	1700	J -14	38		<u> </u>	<u> </u>	U	<u> </u>	<u> </u>	3003
Grand Total	167	11	58	458	1766	2111	546	71	2	1	0	0	0	0	5191

 15th Percentile:
 30 MPH

 50th Percentile:
 35 MPH

 85th Percentile:
 39 MPH

 95th Percentile:
 43 MPH

 Stats
 Mean Speed(Average) : 35 MPH

 10 MPH Pace Speed : 31-40 MPH

 Number in Pace : 3877

 Percent in Pace :
 74.7%

 Number of Vehicles > 55 MPH :
 1

 Percent of Vehicles > 55 MPH :
 0.0%

Appendix D



Capacity Analysis Reports, Existing Conditions

Intersection							
Int Delay, s/veh	23.7						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	YVDL Š	T T	<u> </u>	TO IN	JDL 1	<u> </u>	
Traffic Vol, veh/h	263	112	T 135	281	159	T 104	
Future Vol, veh/h	263	112	135	281	159	104	
Conflicting Peds, #/hr		0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	Stop -	Yield	-	Yield		None	
Storage Length	170	o Tield		200	250	None -	
			-				
Veh in Median Storag	•	-	0	-	-	0	
Grade, %	0	-	0	-	- 07	0	
Peak Hour Factor	70	70	88	88	87	87	
Heavy Vehicles, %	2	4	7	2	3	1	
Mvmt Flow	376	160	153	319	183	120	
Major/Minor	Minor1	N	Major1	N	Major2		
Conflicting Flow All	639	153	0	0	153	0	
Stage 1	153	100					
	486		-	-	-	-	
Stage 2		6 24	-	-	112	-	
Critical Hdwy	6.42	6.24	-	-	4.13	-	
Critical Hdwy Stg 1	5.42	-	-	-	_	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	-	
Follow-up Hdwy	3.518		-	-	2.227	-	
Pot Cap-1 Maneuver	440	888	-	-	1421	-	
Stage 1	875	-	-	-	-	-	
Stage 2	618	-	-	-	-	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver		888	-	-	1421	-	
Mov Cap-2 Maneuver		-	-	-	-	-	
Stage 1	875	-	-	-	-	-	
Stage 2	538	-	-	-	-	-	
A	MD		ND		O.D.		
Approach	WB		NB		SB		
HCM Control Delay, s			0		4.8		
HCM LOS	F						
Minor Lane/Major Mvr	nt	NBT	NRRV	VBLn1V	VRI n2	SBL	SBT
						1421	
Capacity (veh/h)		-	-	383	888		-
HCM Cantral Dalay (\	-		0.981		0.129	-
HCM Control Delay (s	<i>(</i>)	-	-	74.7	9.9	7.9	-
HCM Lane LOS	. \	-	-	F	A	A	-
HCM 95th %tile Q(veh	(۱	-	-	11.4	0.7	0.4	-

Intersection						
Int Delay, s/veh	12					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
	VVDL		<u> </u>	TION 7	JDL	<u>361</u>
Lane Configurations		227				
Traffic Vol, veh/h	286	227	129	296	157	110
Future Vol, veh/h	286	227	129	296	157	110
Conflicting Peds, #/hr		0	0	0	_ 0	_ 0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	170	0	-	200	250	-
Veh in Median Storag	je, # 0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	90	90	88	88
Heavy Vehicles, %	2	1	1	3	3	8
Mymt Flow	304	241	143	329	178	125
IVIVIII(I IOW	JU -1	271	175	323	170	120
Major/Minor	Minor1	N	Major1	l	Major2	
Conflicting Flow All	624	143	0	0	143	0
Stage 1	143	-	-	_	_	_
Stage 2	481	_	_	_	_	_
Critical Hdwy	6.42	6.21	_	_	4.13	_
Critical Hdwy Stg 1	5.42	0.21	_	_	7.10	_
Critical Hdwy Stg 2	5.42	_	-	_		-
•			-	-		-
Follow-up Hdwy	3.518		-	-	2.227	-
Pot Cap-1 Maneuver	449	907	-	-	1434	-
Stage 1	884	-	-	-	-	-
Stage 2	622	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	393	907	-	-	1434	-
Mov Cap-2 Maneuver	393	_	-	-	-	-
Stage 1	884	_	_	_	_	_
Stage 2	545	_	_	_	_	_
otago L	0.0					
Approach	WB		NB		SB	
HCM Control Delay, s	26.5		0		4.6	
HCM LOS	D					
			NES	VD	VDI 6	0
Minor Lane/Major Mv	mt	NBT	NBKV	VBLn1V		SBL
Capacity (veh/h)		-	-	000		1434
HCM Lane V/C Ratio		-	-	0.774	0.266	0.124
HCM Control Delay (s	s)	-	-	39.3	10.4	7.9
HCM Lane LOS		-	-	Е	В	Α
HCM 95th %tile Q(ve	h)	-	-	6.5	1.1	0.4
2 22 / 0 3(10	,					

Appendix E



Capacity Analysis Reports, All-Way Stop Control

Intersection							
Intersection Delay, s/veh	18						
Intersection LOS	С						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	VVDL	WDK.		INDIX	SDL T		
	263	112	↑ 135	281	159	↑ 104	
Traffic Vol, veh/h Future Vol, veh/h	263	112	135	281	159	104	
Peak Hour Factor	0.70	0.70	0.88	0.88	0.87	0.87	
Heavy Vehicles, %	0.70	4	7	0.00	3	1	
Mvmt Flow	376	160	153	319	183	120	
Number of Lanes	1	100	100	1	103	120	
Number of Lanes		1	ı	ı	•	ı	
Approach	WB		NB		SB		
Opposing Approach			SB		NB		
Opposing Lanes	0		2		2		
Conflicting Approach Left	NB				WB		
Conflicting Lanes Left	2		0		2		
Conflicting Approach Right	SB		WB				
Conflicting Lanes Right	2		2		0		
HCM Control Delay	23.3		14.8		13.8		
HCM LOS	С		В		В		
Lane		NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %		0%	0%	100%	0%	100%	0%
Vol Left, % Vol Thru, %		0% 100%	0% 0%	100% 0%	0% 0%	100% 0%	0% 100%
Vol Left, % Vol Thru, % Vol Right, %		0% 100% 0%	0% 0% 100%	100% 0% 0%	0% 0% 100%	100% 0% 0%	0% 100% 0%
Vol Left, % Vol Thru, % Vol Right, % Sign Control		0% 100% 0% Stop	0% 0% 100% Stop	100% 0% 0% Stop	0% 0% 100% Stop	100% 0% 0% Stop	0% 100% 0% Stop
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane		0% 100% 0% Stop 135	0% 0% 100%	100% 0% 0% Stop 263	0% 0% 100% Stop 112	100% 0% 0% Stop 159	0% 100% 0% Stop 104
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol		0% 100% 0% Stop 135	0% 0% 100% Stop 281 0	100% 0% 0% Stop 263 263	0% 0% 100% Stop	100% 0% 0% Stop 159	0% 100% 0% Stop 104
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		0% 100% 0% Stop 135 0	0% 0% 100% Stop 281 0	100% 0% 0% Stop 263 263	0% 0% 100% Stop 112 0	100% 0% 0% Stop 159 159 0	0% 100% 0% Stop 104 0
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol		0% 100% 0% Stop 135 0 135	0% 0% 100% Stop 281 0 0	100% 0% 0% Stop 263 263 0	0% 0% 100% Stop 112 0 0	100% 0% 0% Stop 159 159 0	0% 100% 0% Stop 104 0 104
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		0% 100% 0% Stop 135 0	0% 0% 100% Stop 281 0	100% 0% 0% Stop 263 263	0% 0% 100% Stop 112 0	100% 0% 0% Stop 159 159 0	0% 100% 0% Stop 104 0
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		0% 100% 0% Stop 135 0 135 0 153	0% 0% 100% Stop 281 0 0 281 319	100% 0% 0% Stop 263 263 0 0 376	0% 0% 100% Stop 112 0 0 112 160	100% 0% 0% Stop 159 159 0 0	0% 100% 0% Stop 104 0 104 0 120
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		0% 100% 0% Stop 135 0 135 7	0% 0% 100% Stop 281 0 0 281 319 7	100% 0% 0% Stop 263 263 0 0 376 7	0% 0% 100% Stop 112 0 0 112 160 7 0.267	100% 0% 0% Stop 159 159 0 0 183 7	0% 100% 0% Stop 104 0 104 0 120 7
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)		0% 100% 0% Stop 135 0 135 7 0.294 6.905	0% 0% 100% Stop 281 0 0 281 319 7 0.541 6.102	100% 0% 0% Stop 263 263 0 0 376 7 0.75	0% 0% 100% Stop 112 0 0 112 160 7 0.267 6.005	100% 0% 0% Stop 159 159 0 0 183 7 0.383	0% 100% 0% Stop 104 0 104 0 120 7 0.232 6.99
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		0% 100% 0% Stop 135 0 135 7 0.294 6.905 Yes	0% 0% 100% Stop 281 0 0 281 319 7 0.541 6.102 Yes	100% 0% 0% Stop 263 263 0 0 376 7 0.75 7.187 Yes	0% 0% 100% Stop 112 0 0 112 160 7 0.267 6.005 Yes	100% 0% 0% Stop 159 159 0 0 183 7 0.383 7.538	0% 100% 0% Stop 104 0 104 0 120 7 0.232 6.99 Yes
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		0% 100% 0% Stop 135 0 135 7 0.294 6.905 Yes 517	0% 0% 100% Stop 281 0 0 281 319 7 0.541 6.102 Yes 588	100% 0% 0% Stop 263 263 0 0 376 7 0.75 7.187 Yes 503	0% 0% 100% Stop 112 0 0 112 160 7 0.267 6.005 Yes 595	100% 0% 0% Stop 159 0 0 183 7 0.383 7.538 Yes 475	0% 100% 0% Stop 104 0 104 0 120 7 0.232 6.99 Yes 510
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		0% 100% 0% Stop 135 0 135 7 0.294 6.905 Yes 517 4.687	0% 0% 100% Stop 281 0 0 281 319 7 0.541 6.102 Yes 588 3.884	100% 0% 0% Stop 263 263 0 0 376 7 0.75 7.187 Yes 503 4.953	0% 0% 100% Stop 112 0 0 112 160 7 0.267 6.005 Yes 595 3.77	100% 0% 0% Stop 159 0 0 183 7 0.383 7.538 Yes 475 5.327	0% 100% 0% Stop 104 0 104 7 0.232 6.99 Yes 510 4.779
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		0% 100% 0% Stop 135 0 135 7 0.294 6.905 Yes 517 4.687 0.296	0% 0% 100% Stop 281 0 0 281 319 7 0.541 6.102 Yes 588 3.884 0.543	100% 0% 0% Stop 263 263 0 0 376 7 0.75 7.187 Yes 503 4.953 0.748	0% 0% 100% Stop 112 0 0 112 160 7 0.267 6.005 Yes 595 3.77 0.269	100% 0% 0% Stop 159 0 0 183 7 0.383 7.538 Yes 475 5.327 0.385	0% 100% 0% Stop 104 0 104 0 120 7 0.232 6.99 Yes 510 4.779 0.235
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio HCM Control Delay		0% 100% 0% Stop 135 0 135 7 0.294 6.905 Yes 517 4.687 0.296 12.6	0% 0% 100% Stop 281 0 0 281 319 7 0.541 6.102 Yes 588 3.884 0.543 15.9	100% 0% 0% Stop 263 263 0 0 376 7 0.75 7.187 Yes 503 4.953 0.748 28.6	0% 0% 100% Stop 112 0 0 112 160 7 0.267 6.005 Yes 595 3.77 0.269 11	100% 0% 0% Stop 159 0 0 183 7 0.383 7.538 Yes 475 5.327 0.385 15	0% 100% 0% Stop 104 0 104 0 120 7 0.232 6.99 Yes 510 4.779 0.235 11.9
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		0% 100% 0% Stop 135 0 135 7 0.294 6.905 Yes 517 4.687 0.296	0% 0% 100% Stop 281 0 0 281 319 7 0.541 6.102 Yes 588 3.884 0.543	100% 0% 0% Stop 263 263 0 0 376 7 0.75 7.187 Yes 503 4.953 0.748	0% 0% 100% Stop 112 0 0 112 160 7 0.267 6.005 Yes 595 3.77 0.269	100% 0% 0% Stop 159 0 0 183 7 0.383 7.538 Yes 475 5.327 0.385	0% 100% 0% Stop 104 0 104 0 120 7 0.232 6.99 Yes 510 4.779 0.235

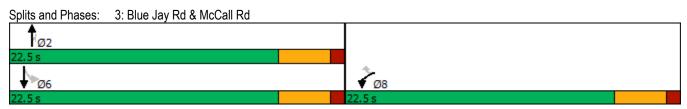
Intersection								
Intersection Delay, s/veh	15.4							
Intersection LOS	С							
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	ች	7	<u> </u>	7	ሻ	<u> </u>		
Traffic Vol, veh/h	286	227	129	296	157	110		
Future Vol, veh/h	286	227	129	296	157	110		
Peak Hour Factor	0.94	0.94	0.90	0.90	0.88	0.88		
Heavy Vehicles, %	2	1	1	3	3	8		
Mymt Flow	304	241	143	329	178	125		
Number of Lanes	1	1	1	1	1	1		
Approach	WB		NB		SB			
Opposing Approach			SB		NB			
Opposing Lanes	0		2		2			
Conflicting Approach Left	NB				WB			
Conflicting Lanes Left	2		0		2			
Conflicting Approach Right	SB		WB					
Conflicting Lanes Right	2		2		0			
HCM Control Delay	16.9		14.8		13.5			
HCM LOS	С		В		В			
			В		В			
HCM LOS		NBLn1		WBLn1		SBLn1	SBLn2	
HCM LOS		NBLn1	NBLn2	WBLn1 100%	WBLn2	SBLn1 100%	SBLn2	
Lane Vol Left, %		0%	NBLn2	100%	WBLn2	100%	0%	
Lane Vol Left, % Vol Thru, %		0% 100%	NBLn2 0% 0%	100% 0%	WBLn2 0% 0%	100% 0%	0% 100%	
Lane Vol Left, % Vol Thru, % Vol Right, %		0% 100% 0%	NBLn2 0% 0% 100%	100% 0% 0%	WBLn2 0% 0% 100%	100% 0% 0%	0% 100% 0%	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control		0% 100%	NBLn2 0% 0%	100% 0%	WBLn2 0% 0%	100% 0%	0% 100%	
Lane Vol Left, % Vol Thru, % Vol Right, %		0% 100% 0% Stop	NBLn2 0% 0% 100% Stop	100% 0% 0% Stop	WBLn2 0% 0% 100% Stop	100% 0% 0% Stop	0% 100% 0% Stop	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol		0% 100% 0% Stop 129	NBLn2 0% 0% 100% Stop 296	100% 0% 0% Stop 286	WBLn2 0% 0% 100% Stop 227	100% 0% 0% Stop 157	0% 100% 0% Stop 110	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane		0% 100% 0% Stop 129	NBLn2 0% 0% 100% Stop 296 0	100% 0% 0% Stop 286 286	WBLn2 0% 0% 100% Stop 227 0	100% 0% 0% Stop 157 157	0% 100% 0% Stop 110	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		0% 100% 0% Stop 129 0	NBLn2 0% 0% 100% Stop 296 0	100% 0% 0% Stop 286 286	WBLn2 0% 0% 100% Stop 227 0 0	100% 0% 0% Stop 157 157	0% 100% 0% Stop 110 0	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol		0% 100% 0% Stop 129 0 129	NBLn2 0% 0% 100% Stop 296 0 0	100% 0% 0% Stop 286 286 0	WBLn2 0% 0% 100% Stop 227 0 0 227	100% 0% 0% Stop 157 157 0	0% 100% 0% Stop 110 0 110	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		0% 100% 0% Stop 129 0 129 0	NBLn2 0% 0% 100% Stop 296 0 296 329	100% 0% 0% Stop 286 286 0 0	WBLn2 0% 0% 100% Stop 227 0 0 227 241	100% 0% 0% Stop 157 157 0 0	0% 100% 0% Stop 110 0 110	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		0% 100% 0% Stop 129 0 129 0 143	NBLn2 0% 0% 100% Stop 296 0 296 329 7	100% 0% 0% Stop 286 286 0 0 304	WBLn2 0% 0% 100% Stop 227 0 227 241 7	100% 0% 0% Stop 157 157 0 0 178	0% 100% 0% Stop 110 0 110 0 125	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		0% 100% 0% Stop 129 0 129 0 143 7	NBLn2 0% 0% 100% Stop 296 0 296 329 7 0.551	100% 0% 0% Stop 286 286 0 0 304 7	WBLn2 0% 0% 100% Stop 227 0 0 227 241 7 0.398	100% 0% 0% Stop 157 157 0 0 178 7	0% 100% 0% Stop 110 0 110 125 7 0.243	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)		0% 100% 0% Stop 129 0 129 0 143 7 0.267 6.708	NBLn2 0% 0% 100% Stop 296 0 296 329 7 0.551 6.028	100% 0% 0% Stop 286 286 0 0 304 7 0.606 7.169	WBLn2 0% 0% 100% Stop 227 0 0 227 241 7 0.398 5.935	100% 0% 0% Stop 157 157 0 0 178 7 0.368 7.431	0% 100% 0% Stop 110 0 110 7 125 7 0.243 7.006	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		0% 100% 0% Stop 129 0 129 0 143 7 0.267 6.708 Yes	NBLn2 0% 0% 100% Stop 296 0 296 329 7 0.551 6.028 Yes 595 3.798	100% 0% 0% Stop 286 286 0 0 304 7 0.606 7.169 Yes	WBLn2 0% 0% 100% Stop 227 0 0 227 241 7 0.398 5.935 Yes	100% 0% 0% Stop 157 157 0 0 178 7 0.368 7.431 Yes	0% 100% 0% Stop 110 0 110 0 125 7 0.243 7.006 Yes	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		0% 100% 0% Stop 129 0 129 0 143 7 0.267 6.708 Yes 533	NBLn2 0% 0% 100% Stop 296 0 0 296 329 7 0.551 6.028 Yes 595	100% 0% 0% Stop 286 286 0 0 304 7 0.606 7.169 Yes 502	WBLn2 0% 0% 100% Stop 227 0 0227 241 7 0.398 5.935 Yes 604 3.698 0.399	100% 0% 0% Stop 157 157 0 0 178 7 0.368 7.431 Yes 482	0% 100% 0% Stop 110 0 110 0 125 7 0.243 7.006 Yes 510	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio HCM Control Delay		0% 100% 0% Stop 129 0 129 0 143 7 0.267 6.708 Yes 533 4.479 0.268 11.9	NBLn2 0% 0% 100% Stop 296 0 296 329 7 0.551 6.028 Yes 595 3.798 0.553	100% 0% 0% Stop 286 286 0 0 304 7 0.606 7.169 Yes 502 4.932 0.606 20.4	WBLn2 0% 0% 100% Stop 227 0 0 227 241 7 0.398 5.935 Yes 604 3.698 0.399 12.6	100% 0% 0% Stop 157 157 0 0 178 7 0.368 7.431 Yes 482 5.21 0.369 14.5	0% 100% 0% Stop 110 0 110 0 125 7 0.243 7.006 Yes 510 4.784 0.245	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		0% 100% 0% Stop 129 0 129 0 143 7 0.267 6.708 Yes 533 4.479 0.268	NBLn2 0% 0% 100% Stop 296 0 296 329 7 0.551 6.028 Yes 595 3.798 0.553	100% 0% 0% Stop 286 286 0 0 304 7 0.606 7.169 Yes 502 4.932 0.606	WBLn2 0% 0% 100% Stop 227 0 0227 241 7 0.398 5.935 Yes 604 3.698 0.399	100% 0% 0% Stop 157 157 0 0 178 7 0.368 7.431 Yes 482 5.21 0.369	0% 100% 0% Stop 110 0 110 125 7 0.243 7.006 Yes 510 4.784 0.245	

Appendix F

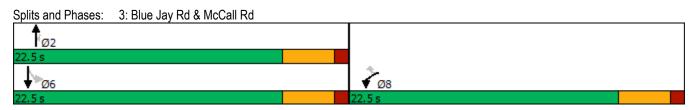


Capacity Analysis Reports, Signal Control

	•	•	†	/	>	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	<u> </u>	7	<u> </u>	7	ሻ	<u>□ □ □ □</u>
Traffic Volume (vph)	263	112	135	281	159	104
Future Volume (vph)	263	112	135	281	159	104
Satd. Flow (prot)	1770	1553	1776	1583	1752	1881
Flt Permitted	0.950	.000	1110	1000	0.660	1001
Satd. Flow (perm)	1770	1553	1776	1583	1217	1881
Satd. Flow (RTOR)	1110	160	1110	319	1217	1001
Confl. Peds. (#/hr)		100		010		
Confl. Bikes (#/hr)						
Peak Hour Factor	0.70	0.70	0.88	0.88	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	4%	7%	2%	3%	1%
• • • • • • • • • • • • • • • • • • • •	2%	4%	0	2%	3% 0	0
Bus Blockages (#/hr)	U	U	U	U	U	U
Parking (#/hr)	00/		00/			00/
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)	070	400	450	040	400	400
Lane Group Flow (vph)	376	160	153	319	183	120
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8	•	2	^	•	6
Permitted Phases	00.5	8	00.5	2	6	00.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	11.9	11.9	11.5	11.5	11.5	11.5
Actuated g/C Ratio	0.36	0.36	0.35	0.35	0.35	0.35
v/c Ratio	0.58	0.24	0.25	0.42	0.43	0.18
Control Delay	12.8	3.0	9.6	3.5	12.7	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.8	3.0	9.6	3.5	12.7	9.0
LOS	В	Α	Α	Α	В	Α
Approach Delay	9.9		5.4			11.2
Approach LOS	Α		Α			В
Queue Length 50th (ft)	43	0	17	0	22	13
Queue Length 95th (ft)	87	12	52	33	67	41
Internal Link Dist (ft)	598		673			610
Turn Bay Length (ft)	170			200	250	
Base Capacity (vph)	1011	955	1014	1040	695	1074
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.17	0.15	0.31	0.26	0.11
Intersection Summary						
Cycle Length: 45						
	7					
Actuated Cycle Length: 32.						
Control Type: Actuated-Uni	coordinated					
Maximum v/c Ratio: 0.58	0.6			1	tores elle	1.00.4
Intersection Signal Delay: 8					tersection	
Intersection Capacity Utiliza	ation 41.7%			IC	U Level o	of Service
Analysis Period (min) 15						



	•	•	†	/	/	Ţ
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	*	7	*	7	*	†
Traffic Volume (vph)	286	227	129	296	157	110
Future Volume (vph)	286	227	129	296	157	110
Satd. Flow (prot)	1770	1599	1881	1568	1752	1759
Flt Permitted	0.950				0.666	
Satd. Flow (perm)	1770	1599	1881	1568	1229	1759
Satd. Flow (RTOR)		241		329		
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.90	0.90	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	1%	3%	3%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)	J.			0		<u> </u>
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)	J /0		0 /0			J /0
Lane Group Flow (vph)	304	241	143	329	178	125
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8	i Gilli	2	I GIIII	I GIIII	6
Permitted Phases	U	8		2	6	U
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	10.7	10.7	11.0	11.0	11.0	11.0
Actuated g/C Ratio	0.34	0.34	0.35	0.35	0.35	0.35
v/c Ratio	0.54	0.34	0.35	0.35	0.35	0.35
	11.4	3.1	8.9	3.4	11.9	8.8
Control Delay	0.0					
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay	11.4	3.1	8.9	3.4	11.9	8.8
LOS	B	Α	A	Α	В	A
Approach Delay	7.7		5.1			10.6
Approach LOS	A		A		40	В
Queue Length 50th (ft)	32	0	14	0	19	12
Queue Length 95th (ft)	96	28	49	35	65	43
Internal Link Dist (ft)	598		673			610
Turn Bay Length (ft)	170	40==	4.65	200	250	40
Base Capacity (vph)	1062	1055	1128	1072	737	1055
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.23	0.13	0.31	0.24	0.12
Intersection Summary						
Cycle Length: 45						
Actuated Cycle Length: 31.	1					
Control Type: Actuated-Und	coordinated					
Maximum v/c Ratio: 0.50	. 1			1		1.00.4
Intersection Signal Delay: 7					tersection	
Intersection Capacity Utiliza	ation 42.6%			IC	CU Level of	of Service
Analysis Period (min) 15						



Appendix G



Accident Reports

Agency Case Number 2202-0063	Agency NCIC Numb			ORGIA E CRASH REPO	RT		ounty NGHAM	Date Re	ec. by DOT
Estimated Crash Date Time	Dispate	ch Time	Date	Arrival ı Tin	ne \	Total No	umber of ries Fatalities	Inside	City Of
02/01/2022 08:33 AM	02/01/2022	08:35 AM	02/01/2				0 0		
Road of Occurrence MCCALL RD			At Its Intersection	With BLUE JAY	RD			☐ Corre	cted Report
Intersection Rut	Miles North South South		Of					☐ Sup T	o Original
Latitude (Y) 32.277286653 (Format) 00.00000	4203		Longitude (Format)	(X)	.26711368	56079	_	☐ Hit an	d Run
Unit # Driver LAST NAME 1 Ped HUMPHRIES	FIRST NAME MICHAEL	MIDDLE N	NAME	Unit # Driver	LAST NAME		IRST NAME	MIDDLE ANN	NAME
Blike Address ■ Susp At Fault 107 MOREKIS DR	WIIOT II ALL			Bike Susp At Fault			7112011	74414	
City State	Zip	DOB	201	City		State	Zip	DOB	
SAVANNAH GA Driver's License No. Class	31406 State	01/26/1 Country	994	GARDEN CITY Driver's License		GA Class	31405 State	Country	5/2003
058904105 C Insurance Co. Policy N	GA	US Telephone No		061125088 Insurance Co		D Policy No	GA	US Telephone No	
Insurance Co. Policy N ROOT INSURANCE TGQMZ Year Make	J Model	Telephone No. 8087584254		Insurance Co. PROGRESSIV Year	E Make	Policy No 2514057	Model	Telephone No 9124382689	-
2008 TOYOTA	SCION TC			2010	NISSA		VERSA		
VIN JTKDE167780223492	Vehicle Color BLUE			VIN 3N1BC1AP2A	L383514		Vehicle Color RED		
	ounty FFINGHAM	Year 2022		Tag # TAU4037	State GA		inty IATHAM	Year 2022	
	ounty	Year		Trailer Tag #	State		unty	Year	
Same as Driver Owner Last Name NUNEZ NARANJO	First MARIA	Middle	DALUPE	■ Same as Dri		Last Name	First TAYL0	Mide OR AN	
Address 11910 WHITE BLUFF RD APT N6			27.20. 2	Address 137 SALT CR			.,,,,	7.1.	
City State SAVANNAH GA	Zip 314	19-153		City GARDEN CIT	Υ	State GA	Zip 31	405	
Removed By: SPRINGFIELD WRECKER		☐ F	Request	Removed By: SMITHY'S WF	RECKER S	FRVICE			Request List
Alcohol Test: Type: Results:	Drua Test:		Results:	Alcohol Test:	Tvpe:		Drug Test:	Tvne:	Results:
First Harmful Event: 11 Most Harmful	•	Operator/Ped Cond	d: 1	First Harmful Event	: 11	Most Harmful E		Operator/Ped Co	ond: 1
Operator Contributing Factors: 4			·	Operator Contributi		1		1	
Vehicle Contributing Factors: 1	Roadway Contributin	ng Factors: 1		Vehicle Contributing	g Factors:	1	Roadway Contribu	ting Factors: 1	
Direction of Travel: 3 Vehicle Maneuv	<u>'</u>	Non-Motor Maneuve		Direction of Travel:	1		10	Non-Motor Maneu	
Vehicle Class: 1 Vehicle Type: Number of Occupants: 1 Area of Initial C		Vision Obscured: Damage to Veh:	1 4	Vehicle Class: Number of Occupar	1 nts:	Vehicle Type: Area of Initial Cor	1 tact: 11	Vision Obscured: Damage to Veh:	1 4
Traffic-Way Flow: 1 Road Comp:		Road Character:	- 5	Traffic-Way Flow:	1	Road Comp:	2	Road Character:	5
Number of Lanes: 3 Posted Speed:		Work Zone:	0	Number of Lanes:	3	Posted Speed:	55	Work Zone:	0
Traffic Control: 7	Device Inoperation	ve Yes	No	Traffic Control:	7		Device Inopera	tive Yes	No
Citation Information:				Citation Information	i:				
Citation # 414500420	O.C.G.A. 40-6-								
Citation # 414500421	O.C.G.A. 40-6-	-15							
COMMERCIAL M Carrier Name	OTOR VEHICLES ON	II Y		Carrier Name	CO	MMFRCIAL MO	TOR VEHICLES O	NI Y	
Address City	Sta	ate Zip		Address		City	S	State Z	'ip
U.S.D.O.T.#	No. of Axles	G.V.	.W.R.	U.S.D.O.T.#			No. of Axles	G.	.V.W.R.
Cargo Body Type Vehicle Config.	☐ Interstate	l <u> </u>	eportable	Cargo Body Ty	pe Ve	hicle Config.	☐ Interstate		Reportable
C.D.L.? Yes No	C.D.L. Suspended	d? Yes	□ No	C.D.L.?		Yes No	C.D.L. Suspend		
Vehicle Placarded?	Hazardous Materi		□ No	Vehicle Placarde		Yes No	Hazardous Mate		
Released? Yes No				Released?		Yes No	1		
If YES, Name of 4 Digit Number from Diam	ond or Box:				_	_	nd or Box:		
One Digit Number from Bottom of D				If YES, Name of 4 Digit Number from Diamond or Box: One Digit Number from Bottom of Diamond:					
☐ Ran Off Road ☐ Down Hill Runaway	☐ Cargo Loss or Shi	ift Separation	of Units	☐ Ran Off R	toad 🔲 Dow	n Hill Runaway [☐ Cargo Loss or S	hift Separation	on of Units

		AL SEN	The same				COLLISI	ION FIELD)S	on the second			
Man	ner of Collision:	1	Location at Ar	ea of Impa	act: 7	Weatl		2		Surface Condit	tion:	Light Condition	: 1
ar Ro	d McCall F	Rd and coward	struck ve McCall F	ehicle Rd at	2 durii the nev	ng ti	n left on urning n	nanue	ever. \	Road at ne /ehicle 2 w struck by v	as travellir	ng east on	Blue Jay
							DIA	AGRAM					
								Vett 2	Not To Sci CR421124 H P OI = PONT OF 1227/2021 DEP H GORDON	MPACT			
					MCCATT NO				BLLE MYRI				
378			製造などを			PRO	OPERTY DAM	IAGE INF	ORMATION				
Da	mage Other Than Ve	ehicle:						Owner:					
			ASSESSED AND	100	4. 1. 1.	100	WITNESS	INFORMA	TION		A SHAPE WATER		
	me (Last, First) RDNER, LEONA	RD			Address 112 BROOK	FIELC	DR		City GUYTON	State GA	Zip C 3131	17	hone Number 7303902
							0001104117	. INCORN	ATION				100 San Taran IA 246
	Name (Last, First):		Total Street	BRAGG, S	SHELLA	Marie 1	OCCUPANT	The same of the same of	ress	28B HIDDE	N CREEK DR GI	JYTON GA 3131	2-459
1	Age: 56	0	F Unit #:	1	Position:	1	Safety Eq:		cted: 1	Extricated: 2	Air Bag: 2	Injury: 0	Taken for 7
	Injured Taken To:		Ву:				EMS Notified	d Time (Fa	tality Only):	EMS Arrival Time	e (Fatality Only):	Hospital Arrival Ti	me (Fatality Only):
Н	Name (Last, First):		BC	WERS.	TIFFANY			Add	ress	1475 BENTON	BLVD APT 324 S	SAVANNAH GA 3	1407-049
2	Age: 26	Sex:	F Unit #:	2	Position:	1	Safety Eq:	3 Eje	cted: 1	Extricated: 2	Air Bag: 2	Injury: 0	Taken for Treatment: 2
	Injured Taken To:		Ву:				EMS Notified	d Time (Fa	tality Only):	EMS Arrival Time	e (Fatality Only):	Hospital Arrival Ti	me (Fatality Only):
П	Name (Last, First):							Add	Iress			1	
3	Age:	Sex:	Unit #:		Position:		Safety Eq:	Eje	cted:	Extricated:	Air Bag:	Injury:	Taken for Treatment:
	Injured Taken To:		Ву:				EMS Notified	Time (Fa	tality Only):	EMS Arrival Time	e (Fatality Only):	Hospital Arrival Ti	me (Fatality Only):
П	Name (Last, First):			,				Add	Iress				
4	Age:	Sex:	Unit #:		Position:		Safety Eq:	Eje	cted:	Extricated:	Air Bag:	Injury:	Taken for Treatment:
	Injured Taken To:		Ву:				EMS Notified	d Time (Fa	tality Only):	EMS Arrival Time	e (Fatality Only):	Hospital Arrival Ti	me (Fatality Only):
			Table 1	PARTY.			ADMIN	ISTRATIV	Έ			Manager 1	
Ph	otos Taken:		:					Officer I	Note: If collis	sion resulted in a fat t via either email at (tality, please send p GeorgiaFARS@dot.	rompt notification t ga.gov or Fax at (40	o the GDOT Crash 4) 635-2963.
1500.00	port By: DRDON, HUGH		Agency: EFFINGHA	M COUN		port Da		Checke	d By:	BARBER, MAX		Date Checked: 12/28	/2021

	Case Numb 202-1786	er	Agency NCIC Nur GA0510000			EORO	GIA CRASH REPOF	RT		ounty NGHAM	Date R	ec. by DOT
Estin Date	nated Crash	Time	Dispa Date	atch Time	Dai		Arrival	e.	Total N	umber of uries Fatalities	Insid	e City Of
02/11/2022		:25 PM	02/11/2022	04:25 PM	02/11/				I	0 0		
Road of Occurence BLU	IE JAY RD				At Its Intersectio	n With	h MCCALL R	D			Corr	ected Report
Not At Its Intersection But		_	Miles North South	_	Of						Sup	To Original
Latitude (Y) (Format)		32.277665	<u> </u>		Longitude (Forma	(X) t)		-81.2668	385 00		☐ Hita	nd Run
Unit # ■ Driver L	LAST NAME		FIRST NAME		E NAME	U		LAST NAM	E F	FIRST NAME		E NAME
☐ Bike	HUNTER Address		JACQUELYN	С		┸	- In page	SMITH Address	S CROSSING	ZAYNE	EDW.	ARD
Susp At Fault City	132 DAVIS	State	Zip	DOB		_	Susp At Fault	114 RUN	S CROSSING State	DR Zip	DOB	
GUYTON Driver's License N	No.	GA Class	31312-00 State	00 11/17 Country	7/1953	_	SPRINGFIELD Oriver's License I		GA Class	31329-43 State	34 04/1 Country	7/2003
055958257		С	GA	US		0	60965957		С	GA	US	
Insurance Co. GEICO Year	Make	Policy N 910021	0. 2 <u>173</u> Model	Telephone No 9127723215	D. D		nsurance Co. STATE FARM 'ear	Make	Policy No 112C925	977 Model	Telephone N 912704988	o. 9
2018	NISSAI	N	ALTIMA	48			1996	FORI)	F250	TK	
VIN 1N4AL3APXJC	133122		Vehicle Color BLUE				'IN FTHX26F5TE	B33611		Vehicle Color BLUE		
Tag # CMW4588	State GA		ounty OBB	Year 2022			ag # DY1626	State GA		unty FINGHAM	Year 2022	
Trailer Tag #	State		ounty	Year		_	railer Tag #	State		unty	Year	
☐ Same as Driv	Owner HUNT	Last Name FR	First DANIE		idle METRIUS		Same as Driv	ver SMI	er Last Name TH	First ZAYN		ddle DWARD
Address 3080 GUARDIA							Address 114 RUNS CR					
City KENNESAW		State GA	Zip 30	1152-603		S	City SPRINGFIELD)	State GA	Zip 31	329-434	
Removed By: RAHNS WREC	CKER SER	VICE			Request		Removed By: RAHNS WRE	CKER SE	RVICE			Request List
Alcohol Test:	Tvpe:	Results:	Drua Test:	Type:	Results:		Icohol Test:	Tvpe:	Results:	Drug Test:	Tvne:	Results:
First Harmful Event:	11	Most Harmful	•	Operator/Ped C	Cond: 1	Fi	First Harmful Event:	11	Most Harmful E		Operator/Ped	Cond: 1
Operator Contributin	g Factors:	4				Operator Contributing Factors: 1						
Vehicle Contributing		1	Roadway Contribu	<u> </u>		_	ehicle Contributing	Factors:	1	Roadway Contribu	<u> </u>	
Direction of Travel:	1	Vehicle Maneuv		Non-Motor Mane Vision Obscured		_	Oirection of Travel:		1 Vehicle Maneuve	r: 10 21	Non-Motor Mane	
Vehicle Class: Number of Occupant	1 ts: 1	Vehicle Type: Area of Initial Co	1 ntact: 12	Damage to Veh:		_	/ehicle Class: Number of Occupan	ts:	Vehicle Type: Area of Initial Cor		Damage to Veh:	i: 1 4
Traffic-Way Flow:	1	Road Comp:	2	Road Character:		4 Tr	raffic-Way Flow:		1 Road Comp:	2	Road Character	
Number of Lanes:	4	Posted Speed:	55	Work Zone:		0 N	Number of Lanes:		4 Posted Speed:	55	Work Zone:	0
Traffic Control:	5		Device Inopera	ative Yes	No	Т	raffic Control:	7		Device Inopera	ative Yes	No
Citation Information: Citation # 41130			O.C.G.A. 40-	6 72P		С	Citation Information	:				
Citation# 41130	10550		U.C.G.A. 40-	-0-/2B								
Carrier Name	CON	MERCIAL M	OTOR VEHICLES O	NI Y		C	Carrier Name	C	OMMERCIAL MC	TOR VEHICLES C	NI Y	
Address		City	5	State 2	Zip	Ad	ddress		City	5	State	Zip
U.S.D.O.T.#			No. of Axles	G	G.V.W.R.	U.	.S.D.O.T.#			No. of Axles		G.V.W.R.
Cargo Body Тур	oe Veh	icle Config.	☐ Interstat	· _	Reportable	Ť	Cargo Body Ty	pe V	ehicle Config.	☐ Interstat		. Reportable
C.D.L.?		Yes No	C.D.L. Suspend			C.	.D.L.?		Yes No	C.D.L. Suspend		
Vehicle Placarded	?	Yes No	Hazardous Mate	erials? Ye	es No	Ve	ehicle Placarded	1? [Yes No	Hazardous Mate	erials?	es No
Released?		Yes No				Re	teleased?	[Yes No			
If YES, Name of	f 4 Digit Num	ber from Diam	ond or Box:			lf '	YES, Name o	of 4 Digit Nu	ımber from Diamo	ond or Box:		
One Digi	it Number fro	m Bottom of [iamond:			One Digit Number from Bottom of Diamond:						
Ran Off Ro	oad 🔲 Down	Hill Runaway	☐ Cargo Loss or S	hift Separati	ion of Units	Ran Off Road Down Hill Runaway Cargo Loss or Shift Separation of Units						ion of Units

COLLISION FIELDS												
Manner of Collision: 2	Location at Area of Impact:	7	Weather:	1	Surface Condition:	1	Liaht Condition:	1				

Vehicle 1 was traveling south in the left turn lane on Blue Jay Rd at it's intersection with Blue Jay Rd. Vehicle 2 was traveling north on Blue Jay Rd approaching the intersection with Blue Jay Rd. Vehicles 3 and 4 were traveling south in the left turn lane behind Vehicle 1 on Blue Jay Rd.

Vehicle 1 attempted a left turn and entered the lane of travel for Vehicle 2. The vehicles collided head on. The impact rotated Vehicle 1 180 degrees counter-clockwise, where it collided with the front of Vehicle 3. Vehicle 2 went into a counter-clockwise yaw and collided with the drivers door area of Vehicle 4.

Driver of Vehicle 1 was transported to Memorial Hospital. The driver of Vehicle 1 is cited for failure to

yi	yield while turning left.												
				Not Yo Scale	DIAGF	RAM							
				Ø									
				1ST AREA OF IMPACE BULE SAY RO 3	_ —		BUE AYED BRD AREA OF IMPACT						
	PROPERTY DAMAGE INFORMATION												
Da	PROPERTY DAMAGE INFORMATION Damage Other Than Vehicle: Owner:												
	WITNESS INFORMATION												
Na	Name (Last. First) Address City State Zip Code Telephone Number												
,													
,													
					OCCUPANT IN		122 DA	\/(C CT CLI\/TC	N OA 21212 000				
	Name (Last. First	Sex: F	HUNTER, J	Position:	Safetv Ea: 3	Address Eiected: 1	Extricated: 2	Air Baa: 1	N GA 31312-000	Taken for 1			
1	Iniured Taken To		Bv:	1	_	me (Fatality Only):	EMS Arrival Time		Hospital Arrival Tir	Treatment:			
	MEMORIA	AL HEALTH	EFFING	HAM EMS		1							
	Name (Last. First	Sov:	SMITH,	Position:	Safetv Ea: 3	Address Eiected: 1	Extricated: 2	Air Baa: 2	INGFIELD GA 3	Taken for			
2	18	M M		1	_		_	_		Treatment: 2			
	Iniured Taken To	:	Bv:		EMS Notified Tir	me (Fatality Only):	EMS Arrival Time	(Fatality Only):	Hospital Arrival Tir	ne (Fatality Only):			
	Name (Last. First		CARTER J		0.4.5	Address			EEVILLE SC 299				
3	Aae: 39	Sex: M	Unit #: 3	Position: 1	Safetv Eq: 3	Eiected: 1	Extricated: 2	Air Baa: 2	Iniurv: 0	Taken for Treatment: 2			
	Iniured Taken To: EMS Notified Time (Fatality Only): EMS Arrival Time (Fatality Only): Hospital Arrival Time (Fatality Only):												
	Iniured Taken To:	:	Bv:		EMS Notified Tir	ne (Fatalitv Onlv):	EMS Arrival Time	(Fatality Only):	Hospital Arrival Tir	ne (Fatalitv Onlv):			
	Iniured Taken To:		Bv: MAYVILLE, I	KATHERINE		ne (Fatalitv Onlv): Address	28 HERMITA	AGE DR RICHM	Hospital Arrival Tir				
4				CATHERINE Position: 3	Safetv Ea: 3								
4	Name (Last. First	Sex: F	MAYVILLE, I	Position:	Safetv Eq: 3	Address	28 HERMITA	AGE DR RICHM	10ND HILL GA 3	1324 Taken for Treatment: 2			
	Name (Last. First Ade: 24 Iniured Taken To	Sex: F	MAYVILLE, I	Position:	Safetv Eq: 3 EMS Notified Tir	Address Elected: 1 me (Fatality Only): RATIVE fficer Note: If collisi	28 HERMITA Extricated: 2 EMS Arrival Time	AGE DR RICHM Air Bag: 2 (Fatality Only):	IOND HILL GA 3 Iniurv: 0 Hospital Arrival Tir	Taken for Treatment: 2 me (Fatality Only):			

Agency Case Number 2202-1786		GEORGIA HICLE CRASH REPORT			County EFFINGHAM		AM	Date Rec. by DOT			
Estimated Crash Date Time	GA0510000 Dispate			Arri	ival		To	tal Number	of	Inside	e City Of
02/11/2022 04:25 PM	02/11/2022	04:25 PM	Date 02/11/2		Tim 04:25		Vehicles 4	Injuries 0	Fatalities 0		
Road of Occurence BLUE JAY RD			At Its Intersection	With M	ICCALL R	D				☐ Corre	ected Report
NOT AT ITS	files North Seet South		Of							☐ Sup	Γο Original
Latitude (Y) 32.277665 (Format) 00.00000			Longitude (Format	(X)		-81.266				☐ Hit ar	nd Run
Unit # Driver LAST NAME FI	RST NAME	MIDDLE I				LAST NAM		FIRST I	NAME	MIDDL	E NAME
3 Ped CARTER JR D Address	ESSIE	DEWIT	Γ	4	Rike	SNOOKS	<u>S</u>	AMBE	R	CASE	Y
☐ Susp At Fault 420 OAKWOOD DR				_			GSLEY DR				
City State HARDEEVILLE SC	Zip 29927	DOB 09/27/	1982	City GUY	TON		State GA		Zip 31312-53	DOB 5 12/25	5/1989
Driver's License No. Class 102231748 D	State SC	Country			r's License	No.	Clas C	s	State GA	Country US	
Insurance Co. Policy No.		Telephone No. 8436947555		Insur	ance Co.	ITIIAI		cy No. 5629117	GA	Telephone No 9127045317).
CINCINNATI INSURANCE ENPÓ601 Year Make	Model	8430947555		Year	JNTRY MU	Make		Mo	odel		<u>'</u>
2015 GMC	SIERRA Vehicle Color			201 VIN	7	TOY	ОТА		RUNNER S le Color	R5 LI MP	
1GT12ZE86FF509646	WHITE			JTEZ	ZU5JR0H			GRA			
Tag # State Cou GTG818 SC JAS	inty SPER	Year 2022		Tag #	: 8794	State GA		County		Year 2022	
Trailer Tag # State Cou		Year			er Tag #	State		County		Year	
Same as Driver CARTER JR	First DESSII	Middl E DEW			Same as Driv		ner Last Name	-	First AMBE		Idle SEY
Address	DEGGI	L DLV	VIII	Addr			OONS		AWIDE	IN OF	IOL I
420 OAKWOOD DR City State	Zip	.07		City	KINGSLE	YDRS		ate	Zip		
HARDEEVILLE SC Removed By:	299		Request		YTON oved By:		G.	A	31.	312-535 [Request
DRIVER Alcohol Test: Type: Results:	Drua Test:	Type:	Results:		TH'S WRE	TVDE:	Results	: Drua	Toot:	Type:	List Results:
2 Type. Itesuits.	2	1100	rtodans.	7.1.0.0.1	2	TVDe.	ivesuits	. Drud	2		results.
First Harmful Event: 11 Most Harmful Ev	vent: 11	Operator/Ped Con	d: 1	_	Harmful Event		Most Ha	rmful Event:	11	Operator/Ped C	ond: 1
Operator Contributing Factors: 1	D. 1 0 . 1.7 1			-	tor Contributi		1_			en Francisco	
Vehicle Contributing Factors: 1 Direction of Travel: 2 Vehicle Maneuver.	Roadway Contributir	Non-Motor Maneuv	er:	1	e Contributing	g Factors:	2 Vehicle Ma		adway Contribut	Non-Motor Mane	uver:
Vehicle Class: 1 Vehicle Type:	10	Vision Obscured:	1	1	le Class:		1 Vehicle Ty		11	Vision Obscured	
Number of Occupants: 2 Area of Initial Conf	tact: 12	Damage to Veh:	3	Numb	er of Occupan	its:	1 Area of Init	ial Contact:	9	Damage to Veh:	4
Traffic-Way Flow: 1 Road Comp:		Road Character:	4		-Way Flow:		1 Road Com		2	Road Character:	4
Number of Lanes: 4 Posted Speed:	•	Work Zone:	■ No	_	er of Lanes:		4 Posted Spe	eed:		Work Zone:	0
Traffic Control: 7 Citation Information:	Device Inoperation	ve Yes	■ No	1	Control:	7			Device Inoperat	tive Yes	No
COMMERCIAL MOT	TOR VEHICLES ON	JI Y				C	:OMMERCIA	I MOTOR \	/FHICLES O	NI Y	
Carrier Name Address City	St	ate Zip)	Addre	er Name ess		C	City	s	state 2	Zip
U.S.D.O.T.#	No. of Axles	G.V	.W.R.	U.S.D	.O.T.#				No. of Axles	G	i.V.W.R.
Cargo Body Type Vehicle Config.	Interstate		eportable	Car	go Body Ty	pe \	Vehicle Confi	g.	☐ Interstate		Reportable
C.D.L.? Yes No	C.D.L. Suspender	Yes Yes	□ No	C.D.L.	.?		Yes	No Cr	Intrastate D.L. Suspende		
Vehicle Placarded?	Hazardous Materi		□ No	1	le Placarde		Yes		zardous Mate		
	· · · · · · · · · · · · · · · · · · ·			1					a Male		
Released? Yes No If YES, Name of 4 Digit Number from Diamor	nd or Box.			Relea If YES			☐ Yes ☐ umber from [Box:		
One Digit Number from Bottom of Dia	If YES, Name of 4 Digit Number from Diamond or Box: One Digit Number from Bottom of Diamond:										
Ran Off Road Down Hill Runaway	Cargo Loss or Shi	ift Separation	n of Units					on of Units			

COLLISION FIELDS												
Manner of Collision: 2		Location at Area of Impact:	7	Weather:	1	Surface Condition:	1	Liaht Condition:	1			

Vehicle 1 was traveling south in the left turn lane on Blue Jay Rd at it's intersection with Blue Jay Rd. Vehicle 2 was traveling north on Blue Jay Rd approaching the intersection with Blue Jay Rd. Vehicles 3 and 4 were traveling south in the left turn lane behind Vehicle 1 on Blue Jay Rd.

Vehicle 1 attempted a left turn and entered the lane of travel for Vehicle 2. The vehicles collided head on. The impact rotated Vehicle 1 180 degrees counter-clockwise, where it collided with the front of Vehicle 3. Vehicle 2 went into a counter-clockwise yaw and collided with the drivers door area of Vehicle 4.

Driver of Vehicle 1 was transported to Memorial Hospital. The driver of Vehicle 1 is cited for failure to

yi	yield while turning left.												
				Not Yo Scale	DIAGF	RAM							
				Ø									
				1ST AREA OF IMPACE BULE SAY RO 3	_ —		BUS AVED BOD AREA OF IMPACT						
	PROPERTY DAMAGE INFORMATION												
Da	PROPERTY DAMAGE INFORMATION Damage Other Than Vehicle: Owner:												
	WITNESS INFORMATION												
Na	Name (Last. First) Address City State Zip Code Telephone Number												
,													
,													
					OCCUPANT IN		122 DA	\/(C CT CLI\/TC	N OA 21212 000				
	Name (Last. First	Sex: F	HUNTER, J	Position:	Safetv Ea: 3	Address Eiected: 1	Extricated: 2	Air Baa: 1	N GA 31312-000	Taken for 1			
1	Iniured Taken To		Bv:	1	_	me (Fatality Only):	EMS Arrival Time		Hospital Arrival Tir	Treatment:			
	MEMORIA	AL HEALTH	EFFING	HAM EMS		1							
	Name (Last. First	Sov:	SMITH,	Position:	Safetv Ea: 3	Address Eiected: 1	Extricated: 2	Air Baa: 2	INGFIELD GA 3	Taken for			
2	18	M M		1	_		_	_		Treatment: 2			
	Iniured Taken To	:	Bv:		EMS Notified Tir	me (Fatality Only):	EMS Arrival Time	(Fatality Only):	Hospital Arrival Tir	ne (Fatality Only):			
	Name (Last. First		CARTER J		0.4.5	Address			EEVILLE SC 299				
3	Aae: 39	Sex: M	Unit #: 3	Position: 1	Safetv Eq: 3	Eiected: 1	Extricated: 2	Air Baa: 2	Iniurv: 0	Taken for Treatment: 2			
	Iniured Taken To: EMS Notified Time (Fatality Only): EMS Arrival Time (Fatality Only): Hospital Arrival Time (Fatality Only):												
	Iniured Taken To:	:	Bv:		EMS Notified Tir	ne (Fatalitv Onlv):	EMS Arrival Time	(Fatality Only):	Hospital Arrival Tir	ne (Fatalitv Onlv):			
	Iniured Taken To:		Bv: MAYVILLE, I	KATHERINE		ne (Fatalitv Onlv): Address	28 HERMITA	AGE DR RICHM	Hospital Arrival Tir				
4				CATHERINE Position: 3	Safetv Ea: 3								
4	Name (Last. First	Sex: F	MAYVILLE, I	Position:	Safetv Eq: 3	Address	28 HERMITA	AGE DR RICHM	10ND HILL GA 3	1324 Taken for Treatment: 2			
	Name (Last. First Ade: 24 Iniured Taken To	Sex: F	MAYVILLE, I	Position:	Safetv Eq: 3 EMS Notified Tir	Address Elected: 1 me (Fatality Only): RATIVE fficer Note: If collisi	28 HERMITA Extricated: 2 EMS Arrival Time	AGE DR RICHM Air Bag: 2 (Fatality Only):	IOND HILL GA 3 Iniurv: 0 Hospital Arrival Tir	Taken for Treatment: 2 me (Fatality Only):			

Agency Ca 2202-	TOR VEHICLE CRASH REPORT EFFINGHAM				Date	Rec. by	DOT								
	ed Crash	Time	GA0510000 Dispa			Arri	val			Total Nu	mber o	f	Ins	ide City	Of
02/26/2022		Time :38 PM	Date 02/26/2022	03:42 PM	02/26/2		Tim 03:47		Vehicles 4	Injur 4	- 1	Fatalities 0			
Road of Occurence MCCAI	LL RD				At Its Intersection	With Bl	LUE JAY F	RD					□ Co	rrected	Report
Not At Its Intersection But		_	Miles ☐ North ☐ Feet ☐ South ☐	_	Of								☐ Su	p To Ori	ginal
Latitude (Y) (Format)	32	.2771914084	1204		Longitude (Format	(X)	-81.	269431 -00.000	1141968 000		_		☐ Hit	and Ru	n
Unit # Driver LAS	ST NAME	ı	FIRST NAME OLIVIA	MIDDLE I	NAME	Unit #	Ped	LAST NAM	ME		RST NA JSTIN		MIDI TYL	DLE NAM .ER	ΜE
Bike Add Susp At Fault 203	dress	TRIE DR				s		Address 203 PAL	LM BAY [)R					
City RINCON		State GA	Zip 31326-52	DOB 8 05/26/	1949	City	IMOND HI		S	tate iA		Zip 31324-60!	DO 08/	в /02/199	 95
Driver's License No. 061007751		Class C	State GA	Country US			's License N 68285	No.	C	lass		State GA	Country	,	
Insurance Co.	05	Policy No F367359		Telephone No.			ance Co. GRESSIVE	MOUNT		olicy No. 5525702		GA	Telephone	No.	
SAFECO INS CO (Year	Make	F30/358	Model	9122104244		Year		Make	е	5525702	Mod				
2018 VIN	KIA		SPORTAGE Vehicle Color	MP		2016 VIN	3	KIA			SP0 /ehicle	ORTAGE	MP		
KNDPN3AC1J734			SIL			KNDI	PC3AC6G			١	VHITE				
Tag # RKU3378	State GA		unty FINGHAM	Year 2022		Tag #	1252	State GA)	Cou BR	nty YAN		Year 2022		
Trailer Tag #	State		unty	Year			Tag #	State)	Cou			Year		
Same as Driver	Owner I	Last Name	First OLIVI	Middl A MAF		■ s	ame as Driv		ner Last Na	me		First JUSTI		Middle	
Address 203 MOULTRIE D			02.7.	••	Addre 203 I	ess PALM BA									
City RINCON		State GA	Zip 31	326-528		City	HMOND H			State GA		Zip 313	324-605		
Removed By: SMITH'S WRECK	VED				Request		ved By: N'S WRE	OKED.						Reau	est
Alcohol Test: Tv	vpe:	Results:	Drua Test:	Tvne:	Results:		ol Test:	Type:	Resu	ılts:	Orua Te		Tvne:		sults:
2 First Harmful Event:	4.4	Most Harmful I	2	Operator/Ped Cor	id: 4	First U	armful Event:		Mont	Harmful Ev	ont:	2	Operator/Pe	d Candi	
Operator Contributing Fa	11 actors:	4	Event: 11	Operator/r ed Cor	^{id:} 1	1	or Contributin	11 g Factors:		1	ent.	11	Operator/re	u conu.	1
Vehicle Contributing Fac	ctors: 1		Roadway Contribut	ting Factors: 1		Vehicle	Contributing	Factors:	1		Roady	way Contribut	ting Factors: 1		
Direction of Travel:	2	Vehicle Maneuve	er: 1	Non-Motor Maneuv	er:	Direction	on of Travel:		1 Vehicle	Maneuver:		5	Non-Motor Ma	neuver:	
Vehicle Class:	1	Vehicle Type:	11	Vision Obscured:	1	Vehicle	Class:		1 Vehicle	Туре:		11	Vision Obscu		1
Number of Occupants:	,	Area of Initial Co		Damage to Veh:	3		er of Occupant	s:	-	Initial Cont	act:	12	Damage to Ve		3
Traffic-Way Flow: Number of Lanes:		Road Comp: Posted Speed:	<u>2</u>	Road Character: Work Zone:	4	_	Way Flow: er of Lanes:		1 Road C				Road Charact Work Zone:	er:	0
Traffic Control: 7	3		Device Inopera		■ No			 7	3		D	evice Inoperat			No
Citation Information:			<u> </u>			Citatio	n Information:	•							
	COM	MMERCIAI MO	OTOR VEHICLES O	ONI V				C	COMMERC	IAI MOT	OR VF	FHICLES O	NI V		
Carrier Name						Carrie	r Name								
Address		City	S	State Zip)	Addre	ss			City		S	State	Zip	
U.S.D.O.T.#			No. of Axles	G.V	'.W.R.	U.S.D.	O.T.#				N	o. of Axles		G.V.W.	R.
Cargo Body Type	Veh	icle Config.	☐ Interstate	· _	eportable	Carg	go Body Typ	oe '	Vehicle Co	nfig.		_	_	ed. Repo	ortable
C.D.L.?		Yes No	C.D.L. Suspend	ed? Yes	□ No	C.D.L.	?		Yes	□ No	C.D.I	Suspende	ed?] Yes	☐ No
Vehicle Placarded?		Yes No	Hazardous Mate	rials? Yes	No	Vehicl	e Placarded	?	Yes	□ No	Ната	rdous Mate	rials?] Yes	No
Released?		Yes No				Releas	sed?		Yes	□ No					
If YES, Name of 4 [Digit Num	ber from Diamo	ond or Box:			If YES	, Name o	f 4 Digit N	Number fro	n Diamon	d or Bo	ox:			
One Digit N	Number fro	m Bottom of D	iamond:				One Dig	it Number	er from Bott	om of Dia	mond:				
Ran Off Road	d Down	Hill Runaway	☐ Cargo Loss or S	hift Separation	n of Units		Ran Off Ro	oad 🔲 Do	own Hill Ru	naway [] Cargo	Loss or Sh	nift □Separ	ation of	Units

COLLISION FIELDS												
Manner of Collision: 2	Location at Area of Impact: 7	Weather:	1	Surface Condition:	1	Liaht Condition:	1					

On Saturday, February 26, 2022, I was dispatched to the above area for an accident. Upon arrival, I spoke to V1, "RKU3378/GA, driver, Olivia Way, and she stated she was in the southbound turn lane on McCall Rd to turn left onto Blue Jay Rd. V1 stated she watched the cars going onto Blue Jay at the yield sign and when the last car pulled up to it, she turned left and collided with V2 "TDE1252/GA", driver, Justin Sipes, who was traveling northbound on McCall Rd. V2 then collided with V3, "CDB2611/GA" "TT93Y22/GA", driver, Justin Stevens, which was sitting at the yield sign to go north bound on McCall Rd from Blue Jay Rd. V1 was in the center of the intersection and the car then rolled into V4, "CNV6277/GA", driver, Brittany Allen, which was sitting in the turn lane on McCall Rd to turn left onto Blue Jay Rd. V1 occupants went to Memorial for complaints of injuries. V2 driver had shoulder/neck pain and passenger had abdominal pain and refused EMS at the scene and stated they were going to go by themselves to the hospital. V3 driver complained of back and leg pain and passenger complained of arm pain and refused EMS at the scene and stated they were going to go by themselves to the hospital. V4 occupants had no complaint of injuries at the time.

NARRATIVE CONTINUED ON SUPPLEMENT PAGE...

	injuries at t			itea tii	Cy w	cre gon					UED ON S				
								DIA	\GR/	AM					
											Ţ.				
						Blue Jay R	1	— 🖥 5 981/			Not To Scale				
									Medal Re	<u>+</u>					
	PROPERTY DAMAGE INFORMATION														
Da	Damade Other Than Vehicle: Owner:														
	WITNESS INFORMATION														
Na	Name (Last. First) Address Citv State Zip Code Telephone Number														
,	lame (Last. First) Address Citv State Zib Code Telebhone Number														
,															
,															
								OCCUPANT	INF						
	Name (Last. First):				NAY, (OLIVIA		0115		Address		ILTRIE DR RING			
1	Age: 72	Sex:	F	Unit #:	1	Position:	1	Safetv Eɑ:	3	Eiected: 1	Extricated: 2	Air Baɑ: 5	Iniurv:	3	Taken for Treatment:
	Iniured Taken To: MEMC	ORIAL		Bv:	EMS	UNIT 3		EMS Notified	l Tim	ne (Fatalitv Onlv):	EMS Arrival Time	(Fatality Only):	Hospital A	rrival Ti	ne (Fatalitv Onlv):
	Name (Last. First):			W	'AY, C	ARSON				Address		OULTRIE DR RII	NCON GA	31312	
2	Aae: 10	Sex:	M	Unit #:	1	Position:	4	Safetv Eq:	3	Eiected: 1	Extricated: 2	Air Bag: 5	Iniurv:	3	Taken for Treatment: 1
	Iniured Taken To:			Bv:				EMS Notified	l Tim	ne (Fatality Only):	EMS Arrival Time	(Fatality Only):	Hospital A	rrival Ti	me (Fatalitv Onlv):
Н	MEMC Name (Last. First):	RIAL		10/0		AROLINE				Address	203 MC	OULTRIE DR RII	NCON GA	31326	
	Λ	Sex:		Unit #:		Position:		Safetv Ea:	_	Cinatad.	Extricated: 2	Air Bag: 5	Iniurv:		Taken for
3	Ade. 8		F	J	1		6	Canott Zu.	3	Elected: 1	2	7 Saa. 5		3	Treatment:
								EMS Notified	Tim	e (Fatalitv Onlv):	EMS Arrival Time	(Fatality Only):	Hospital A	rrival Tir	ne (Fatalitv Onlv):
MEMORIAL EMS UNIT 3 Name (Last. First): SIPES, JUSTIN										Address	203 PALM BA	Y DR RICHMO	ND HILL (GA 313	24-605
Age: 26 Sex: M Unit #: 2 Position: 1							1	Safetv Eq:	3	Eiected: 1	Extricated: 2	Air Bad: 5	Iniurv:	4	Taken for Treatment: 2
Injured Taken To: Bv: EMS Notifie								EMS Notified	l Tim	ne (Fatalitv Onlv):	EMS Arrival Time	(Fatalitv Onlv):	Hospital A	rrival Ti	ne (Fatalitv Onlv):
				I				ADMIN	ISTF	RATIVE					
Ph	otos Taken:		Bv:						Off		on resulted in a fata via either email at G				
	port Bv: ROOKS, ZACHAF	RY		ncv: FINGHAM	COU		eport Da 2/27/20		Ch	necked Bv:	SHUMAKER, DA	NIEL	Date Che	cked: 02/28	/2022

Page 3 of 5

										County EFFINGHAM		Date Re	ec. by DOT
	nated Crash	Time	Dispa Date			Ar	rrival		То	tal Number	of	Inside	e City Of
02/26/2022		3:38 PM	02/26/2022	03:42 PM	02/26		03:47		Vehicles 4	Injuries 4	Fatalities 0		
Road of Occurence MCC	CALL RD				At Its Intersection	on With _	BLUE JAY	RD				☐ Corre	ected Report
Not At Its Intersection But		_	Miles North Feet South	-	Of							☐ Sup 1	Γο Original
Latitude (Y) (Format)	32	2.277191408	4204		Longitude (Forma	(X)	-81	.2694311				☐ Hit ar	nd Run
Unit # Driver L	AST NAME		FIRST NAME	MIDDLE		Unit	I = I	LAST NAM		FIRST I	NAME	MIDDL	E NAME
Rike	Address		JUSTIN	LEAND	OOR	4	Rike	ALLEN		BRITT	ANY		
Susp At Fault	122 ROSE		7:	DOB		City	Susp At Fault	254 FISH			7 :	DOB	
City SPRINGFIELD		State GA	Zip 31329-49		1981		LVANIA		State GA	•	Zip 30467-93		7/1992
Driver's License N 054497625	lo.	Class A	State GA	Country US			er's License	No.	Clas:	S	State GA	Country US	
Insurance Co. STATE FARM M	/UTUAI	Policy N	o. FARM MUTUAL	Telephone No. 9125473229			urance Co. ATE FARM	MUTUAI	Polic 1120	cy No. C370944		Telephone No 9127040135).
Year 2014	Make RAM	0	Model TRUCK 1500			Year 20	r	Make TOY(Me	odel AMRY SE	48	
VIN 1C6RR6GT3ES			Vehicle Color WHITE	, , , , , , , , , , , , , , , , , , , ,		VIN	B11HK5JU		<u> </u>		le Color		
Tag #	State		ounty	Year		Tag	#	State		County		Year	
CDB2611 Trailer Tag #	GA State		FFINGHAM ounty	2022 Year		_	V6277 ler Tag #	GA State		SCREV	EN	2022 Year	
TT93Y22	GA		FFINGHAM	2022									
Same as Drive	er Owner STEV	Last Name ENS	First JUSTI	N LEA	lle ANDOR	-	Same as Driv	ver ALL	er Last Name EN		First BRITT		ldle
Address 122 ROSE DR													
City SPRINGFIELD)	State GA	Zip 31	329-493		City SY	, LVANIA		Sta G/		Zip 30	467-933	
Removed By:				=	Request	Rem	noved By:						Request List
Alcohol Test:	Tvpe:	Results:	Drug Test:	Tvne:	Results:	Alco	hol Test:	Tvpe:	Results	: Drua	Test:	Type:	Results:
First Harmful Event:	11	Most Harmful	Event: 11	Operator/Ped Co	nd: 1	First	: Harmful Event:	: 11	Most Har	mful Event:	11	Operator/Ped C	cond: 1
Operator Contributing	g Factors:	1				Oper	rator Contributi	ng Factors:	1				
Vehicle Contributing	Factors:		Roadway Contribu	ting Factors: 1		Vehi	cle Contributing	g Factors:	1	Roa	adway Contribut	ting Factors: 1	
Direction of Travel:	1	Vehicle Maneuv		Non-Motor Maneu	ver:		ction of Travel:		2 Vehicle Ma		1	Non-Motor Mane	
Vehicle Class: Number of Occupants	<u> </u>	Vehicle Type: Area of Initial Co	ontact: 9	Vision Obscured: Damage to Veh:			cle Class:	nts:	1 Vehicle Typ 2 Area of Initi		12	Vision Obscured Damage to Veh:	· <u>1</u> 3
Traffic-Way Flow:	<u>s. 2</u> 1	Road Comp:	2	Road Character:			ic-Way Flow:		1 Road Comp		2	Road Character:	4
Number of Lanes:	3	Posted Speed:	55	Work Zone:		0 Num	ber of Lanes:		3 Posted Spe	ed:	55	Work Zone:	0
Traffic Control: 7	7		Device Inopera	tive Yes	No	Traff	fic Control:	7			Device Inopera	tive Yes	No
Citation Information:						Citat	tion Information	1:					
	COM	MMFRCIAL M	OTOR VEHICLES C	NI Y				C:0	OMMERCIAI	MOTOR \	/FHICI FS O	NI Y	
Carrier Name						Carr	ier Name						
Address		City	S	State Zi	p	Addı	ress		С	ity	S	State 2	Zip
U.S.D.O.T.#			No. of Axles	G.	V.W.R.	U.S.I	D.O.T.#				No. of Axles	G	i.V.W.R.
Cargo Body Typ	e Veh	nicle Config.	☐ Interstat	· 1 _	Reportable	Ca	argo Body Ty	pe V	ehicle Confiç	J.	☐ Interstate		Reportable
C.D.L.?		Yes No	C.D.L. Suspend		s No	C.D.I	L.?		Yes	No C.I	D.L. Suspende	I	es No
Vehicle Placarded	? 🗆	Yes No	Hazardous Mate	rials? Yes	s No	Vehi	cle Placarde	d? [Yes 🗌	No Ha:	zardous Mate	rials?	es No
Released?	П	Yes No				Rele	ased?	Г	Yes 🗌	No			
			ond or Box:			If YE					Box:		
		om Bottom of D							from Bottom				
☐ Ran Off Ro	oad 🗌 Dowr	n Hill Runaway	☐ Cargo Loss or S	hift Separation	n of Units	1	☐ Ran Off R	Road 🗌 Dov	wn Hill Runav	way 🗌 Car	go Loss or SI	hift □ Separati	on of Units

		COLLISION FI	IELDS				
Manner of Collision: 2	Location at Area of Impact: 7	Weather:	1	Surface Condition:	1	Liaht Condition:	1

On Saturday, February 26, 2022, I was dispatched to the above area for an accident. Upon arrival, I spoke to V1, "RKU3378/GA, driver, Olivia Way, and she stated she was in the southbound turn lane on McCall Rd to turn left onto Blue Jay Rd. V1 stated she watched the cars going onto Blue Jay at the yield sign and when the last car pulled up to it, she turned left and collided with V2 "TDE1252/GA", driver, Justin Sipes, who was traveling northbound on McCall Rd. V2 then collided with V3, "CDB2611/GA" "TT93Y22/GA", driver, Justin Stevens, which was sitting at the yield sign to go north bound on McCall Rd from Blue Jay Rd. V1 was in the center of the intersection and the car then rolled into V4, "CNV6277/GA", driver, Brittany Allen, which was sitting in the turn lane on McCall Rd to turn left onto Blue Jay Rd. V1 occupants went to Memorial for complaints of injuries. V2 driver had shoulder/neck pain and passenger had abdominal pain and refused EMS at the scene and stated they were going to go by themselves to the hospital. V3 driver complained of back and leg pain and passenger complained of arm pain and refused EMS at the scene and stated they were going to go by themselves to the hospital. V4 occupants had no complaint

of	injuries	at the	time.				NA			UED ON S	SUPPLEM	ENT PAGI	Ξ
Bus iny fil													
Da	PROPERTY DAMAGE INFORMATION Damage Other Than Vehicle: Owner:												
								WITNESS INF	FORMATION				
Na ,	me (Last. First)					Address			Citv	State	Zip Co	ode Telen	phone Number
								OCCUDANT IN	IEODMATION.				
	Name (Last. F	rst):		,	WAY,	OLIVIA		OCCUPANT IN	Address	203 MOL	ILTRIE DR RINC	CON GA 31326-5	528
1	Aae: 72	Sex	· F	Unit #:	1	Position:	1	Safetv Ea: 3	Eiected: 1	Extricated: 2	Air Baɑ: 5	Iniurv: 3	Taken for Treatment: 1
	Iniured Taken	To: EMORIA	L	Bv:	EMS	S UNIT 3		EMS Notified Ti	me (Fatalitv Onlv):	Hospital Arrival Ti	me (Fatalitv Onlv):		
	Name (Last. F	rst):		W	/AY, C	ARSON			Address		OULTRIE DR RII	NCON GA 31312	2
2	Aae: 10	Sex	: M	Unit #:	1	Position:	4	Safetv Ea: 3	Eiected: 1	Extricated: 2	Air Baɑ: 5	Iniurv: 3	Taken for Treatment: 1
	Iniured Taken MI	To: EMORIA	L	Bv:	EMS	S UNIT 3		EMS Notified Ti	Time (Fatality Only): EMS Arrival Time (Fatality Only): Hi			Hospital Arrival Time (Fatality Only):	
	Name (Last. F	rst):		WA	Y, C	AROLINE			Address	203 MC	OULTRIE DR RIN	NCON GA 31326	;
3	Aae: 8	Sex	F	Unit #:	1	Position:	6	Safetv Ea: 3	Eiected: 1	Extricated: 2	Air Baɑ: 5	Iniurv: 3	Taken for Treatment: 1
	Iniured Taken MI	To: MORIA	L	Bv:	EMS	S UNIT 3		EMS Notified Ti	me (Fatalitv Onlv):	EMS Arrival Time	(Fatality Only):	Hospital Arrival Ti	me (Fatalitv Onlv):
	Name (Last. F	rst):		S	IPES,	JUSTIN			Address			ND HILL GA 313	24-605
4	Aae: 26	Sex	· M	Unit #:	2	Position:	1	Safetv Ea: 3	Eiected: 1	Extricated: 2	Air Baɑ: 5	Iniurv: 4	Taken for Treatment: 2
	Iniured Taken	То:		Bv:					me (Fatalitv Onlv):	EMS Arrival Time	e (Fatalitv Onlv):	Hospital Arrival Ti	me (Fatalitv Onlv):
Ph	otos Taken:	Yes No	Ву:					ADMINIS	Officer Note: If collisi	on resulted in a fata via either email at G			
	port Bv: ROOKS, ZAC	HARY		encv: FINGHAM	I COU		eport Da 2/27/20		Checked Bv: Date Checked: HANDSHUMAKER, DANIEL 02/28/2022				
						G	OPGI	A MOTOR VEH	IICLE CRASH RE	OORT			

Adency Case Number: 2202-4328 Estimated Crash Date: 02/26/2022 BROOKS, ZACHARY

NARRATIVE

On Saturday, February 26, 2022, I was dispatched to the above area for an accident. Upon arrival, I spoke to V1, "RKU3378/GA, driver, Olivia Way, and she stated she was in the southbound turn lane on McCall Rd to turn left onto Blue Jay Rd. V1 stated she watched the cars going onto Blue Jay at the yield sign and when the last car pulle up to it, she turned left and collided with V2 "TDE1252/GA", driver, Justin Sipes, who was traveling northbound o McCall Rd. V2 then collided with V3, "CDB2611/GA" "TT93Y22/GA", driver, Justin Stevens, which was sitting at th yield sign to go north bound on McCall Rd from Blue Jay Rd. V1 was in the center of the intersection and the car then rolled into V4, "CNV6277/GA", driver, Brittany Allen, which was sitting in the turn lane on McCall Rd to turn left onto Blue Jay Rd. V1 occupants went to Memorial for complaints of injuries. V2 driver had shoulder/neck pair and passenger had abdominal pain and refused EMS at the scene and stated they were going to go by themselves to the hospital. V3 driver complained of back and leg pain and passenger complained of arm pain and refused EMS at the scene and stated they were going to go by themselves to the hospital. V4 occupants had no complaint of injuries at the time.

								ADDI	TIONAL CITATIO	N INFORMATIO	N			
U	nit #:													_
								ADDIT	IONAL OCCUPA	NT INFORMATIO	N			
	Name (Las	t. First):		SI	PES, I	HUNTER			Address		203 PALM E	BAY DR	
5	Aae:		Sex:	F	Unit #:	2	Position:	3	Safetv Ea: 3	Eiected: 1	Extricated: 2	Air Baa: 4	Iniurv: 4	Taken for Treatment: 2
	Iniured Tak	ken To:			Bv:				EMS Notified Tim	ne (Fatalitv Onlv):	EMS Arrival Time	e (Fatality Only):	Hospital Arrival T	ime (Fatalitv Onlv):
	Name (Last. First):			STI	EVENS	S, JUSTIN			Address 122 ROSE DR					
6	Aae:	40	Sex:	М	Unit #:	3	Position:	1	Safetv Ea: 3	Eiected: 1	Extricated: 2	Air Baa: 2	Iniurv: 4	Taken for Treatment: 2
	Iniured Taken To: Bv:			EMS Notified Tim	e (Fatalitv Onlv):	EMS Arrival Time	e (Fatalitv Onlv):	Hospital Arrival Time (Fatality Only):						
	Name (Last. First): STEVENS, JADA						Address		122 ROSI	E DR				
7	Aae:	16	Sex:	F	Unit #:	3	Position:	3	Safetv Ea: 3	Eiected: 1	Extricated: 2	Air Baa: 2	Iniurv: 4	Taken for Treatment: 2
	Iniured Taken To: Bv:					EMS Notified Tim	ne (Fatalitv Onlv):	EMS Arrival Time	(Fatalitv Onlv):	Hospital Arrival T	ime (Fatalitv Onlv):			
	Name (Las	t. First):		ALI	EN, E	BRITTANY			Address	Address 254 FISH RD			
8	Age:	27	Sex:	F	Unit #:	4	Position:	2	Safetv Ea: 3	Eiected: 1	Extricated: 2	Air Baa: 2	Iniurv: 0	Taken for Treatment: 2
	Iniured Tak	Iniured Taken To:			Bv: EMS Notified Tim			ne (Fatality Only): EMS Arrival Time (Fatality Only): Hospita				al Arrival Time (Fatality Only):		
	Name (Las	t. First):		E	BISHO	P, LISA			Address	•			
9	Aae:	52	Sex:	F	Unit #:	4	Position:	3	Safetv Ea: 3	Eiected: 1	Extricated: 2	Air Baa: 2	Iniurv: 0	Taken for Treatment: 2
	Iniured Tak	ken To:			Bv:				EMS Notified Tim	ne (Fatality Only):	EMS Arrival Time	(Fatality Only):	Hospital Arrival T	ime (Fatalitv Onlv):
ī					<u> </u>			∆ DDI	TIONAL WITNES	SINFORMATION	N.		<u> </u>	

Page 1 of 3

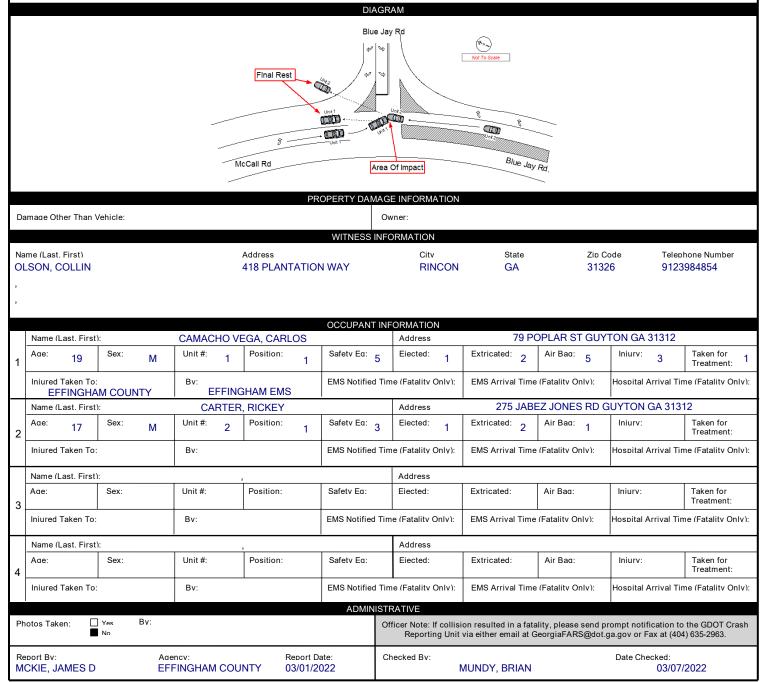
2203-0103 GA0510000 MOTOR VEHICLE 0						EORGIA County Date Rec. by I LE CRASH REPORT EFFINGHAM					ec. by DOT	
Date		Time	Dispare Dispare	Time	Da	te	Arrival Tim			umber of uries Fatalities	Insid	e City Of
03/01/2022 Road of MO		:29 AM	03/01/2022	10:31 AM	03/01/ At Its		10:32		2	0 0	Corre	ected Report
Occurrence MCCALL RD Intersection W						n With	BLUE JAY I	KD				
Not At Its Intersection But		_	Feet South	West	Of						Sup	To Original
Latitude (Y) (Format)		00.00000			Longitude (Forma	(X) –	-	-81.26710 -00.00000			☐ Hit a	nd Run
	LAST NAME	VEGA	FIRST NAME CARLOS	MIDDLI EDIEL	E NAME		nit# ■ Driver	LAST NAME		FIRST NAME RICKEY	MIDDL BRYA	E NAME ANT
	Address 79 POPLA	R ST				_	Bike Susp At Fault	Address 275 JABE	Z JONES RD			
City GUYTON		State GA	Zip 31312	DOB 02/15	5/2003	Cit Gl	ty UYTON		State GA	Zip 31312	DOB 02/14	4/2005
Driver's License N 061497237	No.	Class	State GA	Country			river's License N 31817154	No.	Class D	State GA	Country	
Insurance Co. USAA			o. 037 G 07101	Telephone No).		surance Co. ROGRESSIVE	 E	Policy No 9065348		Telephone No 9126657216	ɔ.
Year 2006	Make HOND/		Model CR-V			Ye	ear 1996	Make FORD		Model THUNDERB		
VIN SHSRD78916U	J408372		Vehicle Color BEIGE			VII 1F	N FALP62W5TH	H123589		Vehicle Color GREY		
Tag # TBK9753	State GA		ounty FFINGHAM	Year 2022		Та	ng # AJ7070	State GA		unty FINGHAM	Year 2023	
Trailer Tag #	State		ounty	Year		_	ailer Tag #	State		unty	Year	
☐ Same as Driv		Last Name RIGUEZ	First JOSE	Mid LU			Same as Driv	Owner CAR	Last Name	First TONY		ddle RYANT
Address 79 POPLAR S		HOLL					ddress 75 JABEZ JC		TER .	10111	<u>Di</u>	
City GUYTON	<u>-</u>	State GA	Zip 31	312		Ci	ity GUYTON		State GA	Zip 31	312	
Removed By: SPRINGFIELD) WRECKE	R			Request		emoved By: MITHEY'S W	/RECKER			=	Request List
Alcohol Test:	Tvpe:	Results:	Drua Test:	Type:	Results:	_	cohol Test:	Tvpe:	Results:	Drua Test:	Tvne:	Results:
First Harmful Event:	11	Most Harmful	1	Operator/Ped C	ond: 1	Fir	rst Harmful Event:	11	Most Harmful I	<u> </u>	Operator/Ped (Cond: 1
Operator Contributin	g Factors:	4				Op	perator Contributin	ng Factors:	1			
Vehicle Contributing		Vehicle Maneuv	Roadway Contribu			_	ehicle Contributing		1	Roadway Contribu	<u> </u>	
Direction of Travel: Vehicle Class:	3	Vehicle Type:	er: 1 11	Non-Motor Maner			rection of Travel:	1	Vehicle Maneuve	er: 10 1	Non-Motor Mane Vision Obscured	
Number of Occupant	ts: 1	Area of Initial C		Damage to Veh:		_	umber of Occupant	ts:	Area of Initial Co		Damage to Veh:	4
Traffic-Way Flow:	1	Road Comp:	2	Road Character:		5 Tra	affic-Way Flow:	-	Road Comp:	2	Road Character:	
Number of Lanes:	3	Posted Speed:	55	Work Zone:		0 Nu	umber of Lanes:	3	Posted Speed:	55	Work Zone:	0
Traffic Control:	7		Device Inopera	ative Yes	No	Traffic Control: 7 Device Inoperative ☐ Yes ■ No						
Citation Information: Citation # 41450			O.C.G.A. 40-	-6-71		Cit	Citation Information:					
	.0 .20		0.0.0	•								
	CON	AMERCIAL M	OTOR VEHICLES (ZNII V				60	MMEDCIAL MC	OTOR VEHICLES (ZNII V	
Carrier Name	1.11	MMERCIAL M	TOR VEHICLES (MAI Y		Ca	arrier Name	(-,(-)	MIMERULAL MI	TUR VEHICLES (IIdi Y	
Address		City		State Z	Z ip	Ad	Idress		City	5	State	Zip
U.S.D.O.T.#			No. of Axles	G	.V.W.R.	U.S	S.D.O.T.#			No. of Axles		S.V.W.R.
Cargo Body Typ	oe Veh	icle Config.	☐ Interstat	· _	Reportable	(Cargo Body Туր	pe Ve	hicle Config.	☐ Interstat		. Reportable
C.D.L.?		Yes No	C.D.L. Suspend			C.I	D.L.?		Yes No	C.D.L. Suspend		
Vehicle Placarded	?	Yes No	Hazardous Mate	erials? Ye	s No	Ve	hicle Placarded	1?	Yes No	Hazardous Mate	erials?	es No
Released?		Yes No				Re	eleased?		Yes No	<u> </u>		
If YES, Name of	f 4 Digit Num		ond or Box:			lf Y	YES, Name o	of 4 Digit Nur		ond or Box:		
		m Bottom of [om Bottom of D			
☐ Ran Off Road ☐ Down Hill Runaway ☐ Cargo Loss or Shift ☐ Separation of Units							☐ Ran Off Ro	oad 🗌 Dow	n Hill Runaway	☐ Cargo Loss or S	shift ☐ Separat	ion of Units

COLLISION FIELDS										
Manner of Collision:	Location at Area of Impact: 7	Weather: 1	Surface Condition:	Liaht Condition:						

Vehicle 1 was executing a left turn to travel from McCall Rd. onto Blue Jay Rd. when it was struck by Vehicle 2 which was traveling east on Blue Jay Road at the intersection where Blue Jay Rd. transitions into McCall Rd. Vehicle 1 failed to yield to Vehicle 2 causing the crash. After impact, Vehicle 1 traveled North and came to rest facing South in the North/East Bound travel lane. Vehicle 2 continued through the intersection and came to final rest in a roadside ditch on the Northeast corner of the intersection. Both Vehicles received disabling damage to their front ends and had to be towed. Driver 1 complained of leg pain and was transported to received medical treatment. Driver 2 complained of hand pain and shoulder pain from airbag and seat belt deployments.

Driver 2 stated he was negotiating the curve at the intersection when he observed Vehicle 1 not yielding, he applied his brakes in an attempt to avoid the collision to no avail. Skid mark evidence at the scene supports this statement.

NARRATIVE CONTINUED ON SUPPLEMENT PAGE...



Page 3 of 3

Adency Case Number: 2203-0103 Estimated Crash Date: 03/01/2022 MCKIE, JAMES D MCKIE, JAMES D

NARRATIVE

Vehicle 1 was executing a left turn to travel from McCall Rd. onto Blue Jay Rd. when it was struck by Vehicle 2 which was traveling east on Blue Jay Road at the intersection where Blue Jay Rd. transitions into McCall Rd. Vehicle 1 failed to yield to Vehicle 2 causing the crash. After impact, Vehicle 1 traveled North and came to rest facing South in the North/East Bound travel lane. Vehicle 2 continued through the intersection and came to final rest in a roadside ditch on the Northeast corner of the intersection. Both Vehicles received disabling damage to their front ends and had to be towed. Driver 1 complained of leg pain and was transported to received medical treatment. Driver 2 complained of hand pain and shoulder pain from airbag and seat belt deployments.

Driver 2 stated he was negotiating the curve at the intersection when he observed Vehicle 1 not yielding, he applied his brakes in an attempt to avoid the collision to no avail. Skid mark evidence at the scene supports this statement.

Witness 1 was traveling directly behind Vehicle 1 and stated that Vehicle 1 entered the turn lane abruptly and immediately turned left, directly into the path of Vehicle 2.

Driver 1 was cited for failure to yield while turning left.

	ADDITIONAL CITATION INFORMATION	
Unit #:		
Citation # 414500429	O.C.G.A. 40-6-71	
	ADDITIONAL OCCUPANT INFORMATION	
	ADDITIONAL WITNESS INFORMATION	

Page 1 of 2

	Case Numbe	er	Agency NCIC Number GEOR GA0510000 MOTOR VEHICLE					County EFFINGHAM		Date Rec. by DOT	
	nated Crash	Time	Dispa Date		Date	Arrival		Total N	umber of uries Fatalities	Inside C	ity Of
03/02/2022		:55 AM	03/02/2022	06:57 AM	03/02/2				0 0	SPRING	FIELD
Road of Occurence BLU	EJAY RD				At Its Intersection	With MCCALL R	D			Correcte	ed Report
Not At Its Intersection But		_	Miles North South	_	Of					☐ Sup To	Original
Latitude (Y) (Format)		32.284593	33		Longitude (Format)		-81.233276 -00.00000			☐ Hit and	Run
Unit # Driver L	AST NAME BROWN		FIRST NAME RONNIE	MIDDLI KEN	E NAME		LAST NAME PHILPOT		FIRST NAME CARTER	MIDDLE	IAME
Susp At Fault	Address 123 OAKW	OOD CT					Address 131 JOYC	E CV			
City SPRINGFIELD		State GA	Zip 31329-46	DOB 1 09/12	2/2005	City GUYTON		State GA	Zip 31312-61	DOB 4 08/24/2	005
Driver's License N 070162816	lo.	Class	State GA	Country		Driver's License 062018763	No.	Class	State GA	Country	
Insurance Co. PROGRESSIVE		Policy N 925143		Telephone No 9128001494).	Insurance Co. STATE FARM		Policy No 112847		Telephone No. 4046973958	
Year 2015	Make DODGE		Model CHARGER	48		Year 2007	Make HOND		Model ACCORD U.		
VIN 2C3CDXBG5FI			Vehicle Color GRA			VIN 1HGCM56857			Vehicle Color BLU		
Tag # CLQ4254	State GA		ounty FFINGHAM	Year 2022		Tag # RCJ3565	State GA		unty FINGHAM	Year 2022	
Trailer Tag #	State		ounty	Year		Trailer Tag #	State		unty	Year	
☐ Same as Drive	Owner I er GRIFF	ast Name	First KEND	Mid ORIA SA	ldle MONE	☐ Same as Dri		Last Name	First T JUSTI	Middle N DAN	
Address 192 QUAIL RU		-		371		Address 131 JOYCE C				2.111	
City SPRINGFIELD)	State GA	Zip 31	329-610		City State Zip GUYTON GA 31312-614					
Removed By: SMITHS TOWI	MG				Request List	Removed By: Request SPRINGFIELD TOWING					
Alcohol Test:	Type:	Results:	Drua Test:	Type:	Results:	Alcohol Test:	Tvpe:	Results:	Drug Test:		Results:
First Harmful Event:	11	Most Harmful		Operator/Ped C	ond: 1	First Harmful Event:	: 11	Most Harmful E		Operator/Ped Con-	^{d:} 1
Operator Contributing	g Factors:	4				Operator Contributi		1			
Vehicle Contributing	Factors: 1	V-hi. I . A.	Roadway Contribu	· ·		Vehicle Contributing	g Factors:	Valent M	Roadway Contribut		_
Direction of Travel:	2	Vehicle Maneuv		Non-Motor Maner Vision Obscured		Direction of Travel:	1	Vehicle Maneuve	<u> </u>	Non-Motor Maneuve Vision Obscured:	
Vehicle Class: Number of Occupants	s: 1	Vehicle Type: Area of Initial C		Damage to Veh:	: <u>1</u> 3	Vehicle Class: Number of Occupan	1 nts: 1	Vehicle Type: Area of Initial Cor	ntact: 9	Damage to Veh:	1 4
Traffic-Way Flow:	1	Road Comp:	2	Road Character:	<u>3</u>	Traffic-Way Flow:	1	Road Comp:	2	Road Character:	4
Number of Lanes:	2	Posted Speed:	45	Work Zone:	0	Number of Lanes:	2	Posted Speed:	45	Work Zone:	0
Traffic Control:	7		Device Inopera	tive Yes	No	Traffic Control: 7 Device Inoperative ☐ Yes ■ No					
Citation Information:						Citation Information:					
Carrier Name	COM	MERCIAL M	OTOR VEHICLES O	NI Y		Carrier Name	COI	MMERCIAL MC	TOR VEHICLES O	NI Y	
Address		City	5	State Z	Zip	Address		City	S	State Zip	
U.S.D.O.T.#			No. of Axles	G	i.V.W.R.	U.S.D.O.T.#			No. of Axles	G.V.	W.R.
Cargo Body Typ	e Veh	icle Config.	☐ Interstat	· _	Reportable	Cargo Body Ty	pe Vel	nicle Config.	☐ Interstate		eportable
C.D.L.?		Yes No	C.D.L. Suspend			C.D.L.?		Yes No	C.D.L. Suspende		□ No
Vehicle Placarded	? 🗆	Yes No	Hazardous Mate	erials? Ye	es No	Vehicle Placarded	d? 🗆	Yes No	Hazardous Mate	rials? Yes	□No
Released?		Yes No				Released?	П	Yes No			
	_	· _	ond or Box:				_	_	ond or Box:		
	_	m Bottom of I						om Bottom of Di			
☐ Ran Off Ro	oad 🗌 Down	Hill Runaway	☐ Cargo Loss or S	hift ☐ Separati	on of Units	<u> </u>					of Units
☐ Ran Off Ro	☐ Cargo Loss or S	hift Separati	on of Units	☐ Ran Off Road ☐ Down Hill Runaway ☐ Cargo Loss or Shift ☐ Separation of Units							

						COLLISIO	ON FIEL DO			Page 2 o	12
Maı	nner of Collision:	1	Location at Area of In	npact: 7	Weath	er:	ON FIELDS 1	Surface Conditi	ion: 1	Liaht Condition	: 1
Dr	iver #1 was	attemr	oting to make	a left turn	ont		v Rd when it	failed to vie	eld to Driver	· #2 while ti	ırning left
٠.	1001 112 000	o accerri	oting to make	a icit taii	. 0	o Bracja	y na when ie	ranea to yie		nz winc to	arring rere.
Dr	river #2 was	s travelii	ng north wher	he state	d dri	ver #1 tı	urned in fron	t of him, ca	using the cr	ash.	
Ne	either drive	r was co	omplaint of an	y injuries.							
	sed on the rning left.	physica	Il evidence and	d both sta	item	ents, I de	etermined Dr	iver#1 to be	e at fault fo	r failure to	yield while
						DIAC	GRAM				
					///	Not T	o Scale	///			
				Mccal	II Rd	Y					
					/	4					
							BlueJay Rd				
						veh 2					
						111					
						111					
					PRO	PERTY DAMA	AGE INFORMATION				
Da	mage Other Than \	/ehicle:					Owner:				
						WITNESS IN	IFORMATION				
Na	me (Last. First)			Address			Citv	State	Zip Co	de Telep	hone Number
,											
,											
						OCCUPANT I	NFORMATION				
	Name (Last. First)):	BROWN	I, RONNIE			Address	123 OAKWC	OOD CT SPRING	FIELD GA 31329	9-461
1	Age: 16	Sex:	M Unit #: 1	Position:	1	Safetv Eq: 3	Eiected: 1	Extricated: 2	Air Baa: 2	Iniurv: 0	Taken for Treatment: 2
	Iniured Taken To:		Bv:	-1		EMS Notified	Time (Fatality Only):	EMS Arrival Time	(Fatality Only):	Hospital Arrival Tir	ne (Fatalitv Onlv):
	Name (Last, First)	·	PHII PO	T. CARTER	l		Address	131.10	YCE CV GUYTO	N GA 31312-614	1
	Age: 16	Sev.	M Unit #: 2	Position:	1	Safetv Eq: 3		Extricated: 2	Air Bag: 2	Iniurv: 0	Taken for 2
2					-						Treatment.
	Iniured Taken To:		Bv:			EMS Notified	Time (Fatality Only):	EMS Arrival Time	(Fatality Only):	Hospital Arrival Tir	ne (Fatality Only):
	Name (Last. First)		1	,			Address		I I		
3	Aae:	Sex:	Unit #:	Position:		Safetv Eɑ:	Eiected:	Extricated:	Air Baɑ:	Iniurv:	Taken for Treatment:
	Iniured Taken To:		Bv:			EMS Notified	Γime (Fatalitv Onlv):	EMS Arrival Time	(Fatalitv Onlv):	Hospital Arrival Tin	ne (Fatalitv Onlv):
	Name (Last. First)):	I	,	ı		Address				
	Age:	Sex:	Unit #:	Position:		Safetv Eq:	Eiected:	Extricated:	Air Baɑ:	Iniurv:	Taken for Treatment:
4	Injured Taken To:		Bv:		\rightarrow	EMS Notified	Time (Fatality Only):	EMS Arrival Time	(Fatality Only):	Hospital Arrival Tir	
							STRATIVE				
Ph		Yes By No	r:			ABMINIT	Officer Note: If collision		ality, please send pro seorgiaFARS@dot.g		
Re	port Bv:	HAFI	Agency: FFFINGHAM COL		ort Date		Checked Bv:	SHUMAKER DA		Date Checked:	

Page 1 of 2

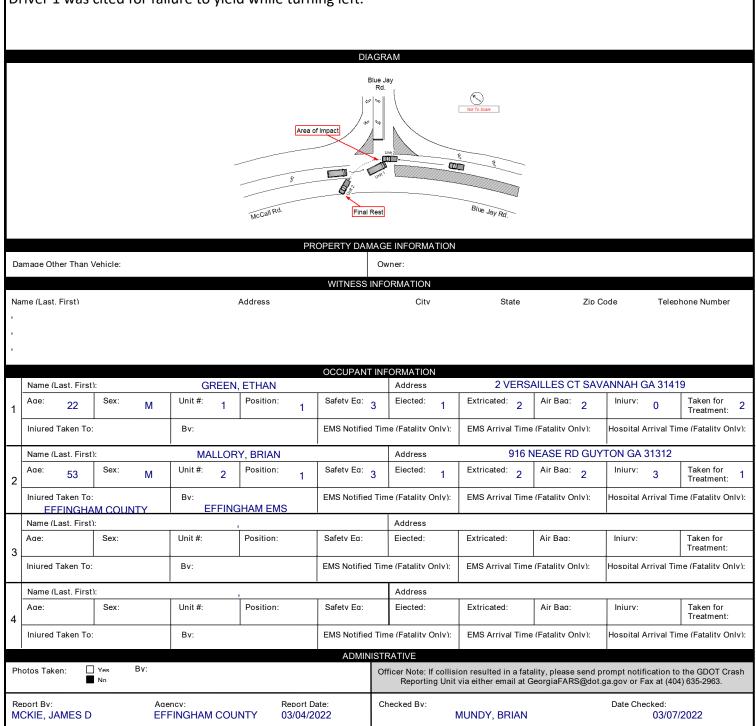
Agency Case Number Agency NCIC Number 2203-0652 GA0510000 MOTOR							RGIA CRASH REPOI	RT		ounty NGHAM	Date R	ec. by DOT
	nated Crash	Time	Dispa Date	atch Time	Da	ite	Arrival	ne	Total N	lumber of uries Fatalities	Insid	e City Of
03/04/2022	03	3:40 PM	03/04/2022	03:41 PM	03/04/				2	0 0		
Road of Occurence MCC	CALL RD				At Its Intersection	n Wit	BLUE JAY	RD			Corr	ected Report
Not At Its Intersection But		_	Miles ☐ North ☐ Feet ☐ South ☐	_	Of						☐ Sup	To Original
Latitude (Y) (Format)		32.2772533	3		Longitude (Forma	(X)		-81.2670 -00.000			☐ Hit a	nd Run
Unit # Driver L	_AST NAME		FIRST NAME		E NAME	Ų	I= I	LAST NAM	ME F	FIRST NAME		E NAME
☐ Bike	GREEN Address 2 VERSAIL		ETHAN	DANIE	<u>EL</u>	╁	Bike	MALLOF Address		BRIAN	M	
Susp At Fault City	2 VERSAIL	LES CT State	Zip	DOB		_	Susp At Fault	916 NEA	ASE RD State	Zip	DOB	
SAVANNAH Driver's License N	do	GA Class	31419 State	01/1 ² Country	1/2000	_	GUYTON Driver's License	No	GA Class	31312 State	07/0	5/1968
059411574	NO.	С	GA	US		(054530400	INO.	CM	GA	US	
Insurance Co. UTICA NATION		Policy N 549555		Telephone No 9122336764). 		Insurance Co. USAA			8 07C 71051	Telephone N 912663940	o. 5
Year 2015	Make FORD		Model TRANSIT T-	250			Year 2007	Make DOD		Model RAM TRUC	< 2500	
VIN 1FTNR1CM2FI	KA14270		Vehicle Color WHITE				vin 3D7KS29A470	3795365	;	Vehicle Color WHITE		
Tag # PWU5994	State GA		ounty HATHAM	Year 2022			Tag # PXK8623	State CT		unty	Year 2022	
Trailer Tag #	State		ounty	Year		_	Trailer Tag #	State		unty	Year	
☐ Same as Driv		Last Name RPORATED	First SRB	Mid	idle	+	Same as Driv		ner Last Name	First BRIAN		idle
Address 4131 OGEECH			SIND				Address 916 NEASE R		RECONT	DITIAL	N IVI	
City SAVANNAH	ILL NO 01	State GA	Zip 31	405			City GUYTON		State GA	Zip 31	312	
Removed By:					Request		Removed By:	/DEOL/E				Request
DRIVER Alcohol Test:	Tvpe:	Results:	Drua Test:	Tvne:	Results:	_	SMITHEY'S W Alcohol Test:	Tvpe:	Results:	Drua Test:	Tvne:	Results:
2 First Harmful Event:	4.4	Most Harmful	2 Event:	Operator/Ped C	'ond:	+	2 First Harmful Event:		Most Harmful I	Event:	Operator/Ped (`ond:
Operator Contributin	11 g Factors:	4	Event: 11	Operator/Ped C	cond: 1	_	Operator Contributi		1	Event: 11	Operator/Ped t	iond: 1
Vehicle Contributing	Factors:	_ _	Roadway Contribu	ting Factors: 4		1	Vehicle Contributing	g Factors:	1	Roadway Contribu	iting Factors: 1	
Direction of Travel:	3	Vehicle Maneuv	er: 1	Non-Motor Mane	uver:		Direction of Travel:		1 Vehicle Maneuve	er: 10	Non-Motor Mane	uver:
Vehicle Class:	1	Vehicle Type:	10	Vision Obscured			Vehicle Class:		1 Vehicle Type:	2	Vision Obscured	
Number of Occupant Traffic-Way Flow:	s: 1	Area of Initial Co		Damage to Veh: Road Character:		Ť	Number of Occupan Traffic-Way Flow:	its:	1 Area of Initial Co	• • • • • • • • • • • • • • • • • • • •	Damage to Veh: Road Character:	4
Number of Lanes:	1	Posted Speed:		Work Zone:		_	Number of Lanes:		3 Posted Speed:	<u>2</u> 55		<u>5</u> 0
	<u></u>		Device Inopera		■ No		Traffic Control:	7		Device Inopera		■ No
Citation Information:						(Citation Information	:				
Citation # 41450	00441		O.C.G.A. 40-	-6-71		ı						
						ı						
						ı						
	COM	MMERCIAL MO	OTOR VEHICLES (NI Y		+		(COMMERCIAL MC	OTOR VEHICLES (NI Y	
Carrier Name						4	Carrier Name					
Address		City			Zip	┸	Address		City			Zip
U.S.D.O.T.#			No. of Axles	G	s.V.W.R.		J.S.D.O.T.#			No. of Axles		S.V.W.R.
Cargo Body Typ	oe Veh	nicle Config.	☐ Interstat	· _	Reportable		Cargo Body Ty	pe '	Vehicle Config.	☐ Interstat		Reportable
C.D.L.?		Yes No	C.D.L. Suspend	ed?	es No	c	C.D.L.?		Yes No	C.D.L. Suspend	led?	es No
Vehicle Placarded	? 🗆	Yes No	Hazardous Mate	erials? Ye	es 🗌 No	V	/ehicle Placarded	d?	Yes No	Hazardous Mate	erials?	es No
Released?		Yes No				F	Released?		Yes No			
If YES, Name of	f 4 Digit Num	ber from Diam	ond or Box:			If	f YES, Name o	of 4 Digit N	Number from Diamo	ond or Box:		
One Digit Number from Bottom of Diamond:							One Digit Number from Bottom of Diamond:					
☐ Ran Off Ro	One Digit Number from Bottom of Diamond: Ran Off Road Down Hill Runaway Cargo Loss or Shift Separation of Units								own Hill Runaway	☐ Cargo Loss or S	Shift ☐ Separat	ion of Units

		COLLISION FIELDS		
Manner of Collision:	Location at Area of Impact: 7	Weather: 1	Surface Condition:	Liaht Condition:

Vehicle 1 was executing a left turn to travel from McCall Rd. onto Blue Jay Rd. when it was struck by Vehicle 2 which was traveling east on Blue Jay Road at the intersection where Blue Jay Rd. transitions into McCall Rd. Vehicle 1 failed to yield to Vehicle 2 causing the crash. Vehicle 1 came to rest in the intersection while Vehicle 2 gyrated and came to rest in the south bound travel lane. Vehicle 1 received damage to the front end and was able to be driven away after dislocated plastic was removed from the bumper/under carriage areas. Vehicle 2 received disabling damage to the driver side front wheel and had to be towed.

Driver 1 reported no injuries. Driver 2 complained of neck, back, and leg pain and was transported for treatment.

Driver 1 was cited for failure to yield while turning left.



	Case Numb	er	Agency NCIC Nur GA0510000			EORG	GIA RASH REPOF	RT		ounty NGHAM	Date R	ec. by DOT
	mated Crash	Time	Dispa Date		Da		Arrival	e \	Total N	umber of uries Fatalities	Insid	e City Of
02/16/2022	l	8:57 PM	02/16/2022	03:58 PM	02/16/				2	0 0		
Road of Occurence MC0	CALL ROA				At Its Intersection	n With	BLUE JAY F	ROAD			Corre	ected Report
Not At Its Intersection But			Miles North South	_	Of						☐ Sup	To Original
Latitude (Y) (Format)		32.2773266	57		Longitude (Forma	(X) –		-81.2670	75)	_	☐ Hit a	nd Run
Unit # Driver	LAST NAME		FIRST NAME		ENAME			LAST NAME	F	FIRST NAME		E NAME
Piles	HARDING Address 42 LEISUF		LARISA	SHAY	LYNN	_	² I□ _{Biko} L	VANCE Address	CHER LN	BETH	AMBE	<u>:</u> R
Susp At Fault City	42 LEISUF	State	Zip	DOB		Cit		102 FLET	State	Zip	DOB	
GARDEN CIT Driver's License N	No.	GA Class	31408-27 State	2 12/01 Country	/1998		LYO river's License N	No.	GA Class	31303-29 State	00 02/28 Country	8/1967
061647248			GA	US		05	51352223		С	GA	US	
Insurance Co. MENDOTA INS Year	CO Make	Policy N GA0012	n. 197M Model	Telephone No 5806471319). 		surance Co. TATE FARM ear	Make	Policy No 1122368	552 Model	Telephone No. 9126570660).)
2017	NISSA	N	ALTIMA	4S		2	2018	TOYO	TA	COROLLA L	LEX 4S	
VIN 1N4BL3AP0H0	C175877		Vehicle Color UNK			VII 2T	N T1BURHE0JO	0000668		Vehicle Color RED		
Tag # P305832	State GA		ounty HATHAM	Year 2022			ag # HR3665	State GA		unty FINGHAM	Year 2023	
Trailer Tag #	State		ounty	Year			ailer Tag #	State		unty	Year	
☐ Same as Driv	owner ALVA	Last Name RF7	First HADI	Mid NIC	dle COLE	┪•	Same as Driv	er Owner	Last Name	First BETH		idle MBER
Address 42 LEISURE D							ddress 02 FLETCHE					
City SAVANNAH		State GA	Zip 31	408-272			ity CLYO		State GA	Zip 31	303-290	
Removed By: RAHN'S					Request		emoved By: SMITHEY'S				=	Request List
Alcohol Test:	Tvpe:	Results:	Drua Test:	Type:	Results:		cohol Test:	Tvpe:	Results:	Drua Test:	Type:	Results:
First Harmful Event:	11	Most Harmful	•	Operator/Ped C	ond: 1	Fir	rst Harmful Event:	11	Most Harmful I		Operator/Ped (Cond: 1
Operator Contributing	g Factors:	4	13	17		Ор	perator Contributin	g Factors:	1			•
Vehicle Contributing		I	Roadway Contribu	<u> </u>		_	ehicle Contributing		1	Roadway Contribu		
Direction of Travel:	2		I	Non-Motor Maner Vision Obscured:		1	rection of Travel:		Vehicle Maneuve		Non-Motor Mane	
Vehicle Class: Number of Occupant	1 ts: 1	Vehicle Type: Area of Initial Co	1 ntact: 12	Damage to Veh:		_	ehicle Class: umber of Occupant	s:	Vehicle Type: Area of Initial Co	1 ntact: 12	Damage to Veh:	<u> </u>
Traffic-Way Flow:	1	Road Comp:	2	Road Character:			affic-Way Flow:		Road Comp:	2	Road Character:	
Number of Lanes:	3	Posted Speed:	55	Work Zone:		1 Nu	umber of Lanes:	3	Posted Speed:	55	Work Zone:	1
Traffic Control:	7		Device Inopera	tive Yes	No	Tra	affic Control:	7		Device Inopera	ative Yes	No
Citation Information:			0.000 4 40	F 20		Cit	tation Information:					
Citation # 41550			O.C.G.A. 40-									
Citation# 41550	,0370		0.0.d.A. 40-	0-71								
Carrier Name	COM	MMERCIAL MO	NTOR VEHICLES (NII Y		Ca	arrier Name	CO	MMFRCIAL MC	TOR VEHICLES (NI Y	
Address		City	8	State Z	Z ip	Ad	ddress		City	\$	State	Zip
U.S.D.O.T.#			No. of Axles	G	.V.W.R.	U.S	S.D.O.T.#			No. of Axles	0	S.V.W.R.
Cargo Body Typ	oe Veh	nicle Config.	☐ Interstat	· _	Reportable		Cargo Body Typ	oe Ve	hicle Config.	☐ Interstat	_	Reportable
C.D.L.?		Yes No	C.D.L. Suspend	ed? Ye	es No	C.[D.L.?		Yes No	C.D.L. Suspend	ed? 🔲 Y	es No
Vehicle Placarded	l? 🗆	Yes No	Hazardous Mate	erials? 🗌 Ye	s No	Vel	hicle Placarded	? [Yes No	Hazardous Mate	erials?	es No
Released?		Yes No				Re	eleased?		Yes No			
If YES, Name o	f 4 Digit Num	ber from Diam	ond or Box:			If Y	YES, Name o	f 4 Digit Nur	mber from Diamo	ond or Box:		
One Dig	it Number fro	om Bottom of D	iamond:				One Dig	it Number fr	om Bottom of D	amond:		
☐ Ran Off Ro	oad 🗌 Dowr	Hill Runaway	☐ Cargo Loss or S	hift Separati	on of Units	Ran Off Road Down Hill Runaway Cargo Loss or Shift Separation of Units						

			COLLISION FI	ELDS				
Manner of Collision:	Location at Area of Impact:	7	Weather:	1	Surface Condition:	1	Liaht Condition:	1

Vehicle 1 was in the left turn lane of McCall Road southbound to Blue Jay Road and turned in front of Vehicle 2, Northbound on McCall Road. Both vehicles struck in the intersection and came to an uncontrolled rest there.

Driver 1 told me she did not know what happened, the last thing she remembered was sitting in the turn lane. A check of her name and date of birth through GCIC showed she was denied a driver's license in Georgia. Driver 2 stated was just driving when the silver car turned in front of her and she did not have time to react.

	Both driver's were transported to Effingham Hospital. Driver 1 leπ AMA immediately upon arrival. Driver 2 had injuries to her left wrist and chest as well as a seat belt abrasion to her left shoulder.												
				Not To Scale	DIAG	KAM							
	PROPERTY DAMAGE INFORMATION												
Da	image Other Than	Vehicle:		PK	(Owner:							
Na ,	me (Last. First)			Address	WITNESS INF	FORMATION Citv	State	Zip C	ode Telep	hone Number			
	Name (Last, First	t):	HARDING	G, LARISA	OCCUPANT IN	OCCUPANT INFORMATION Address 42 LEISURE DR GARDEN CIT GA 31408-272							
1	Aae: 23	Sex: F	Unit #: 1	Position: 1	Safetv Ea: 3	Eiected: 1	Extricated: 2	Air Bad: 1	Iniurv: 4	Taken for Treatment: 1			
	Iniured Taken To EFFINGHA	: M HOSPITAL	Bv: EMS	UNIT 3	EMS Notified T	ime (Fatalitv Onlv):	EMS Arrival Time	(Fatalitv Onlv):	Hospital Arrival Ti	me (Fatalitv Onlv):			
	Name (Last. First		VANCE	, BETH		Address		TCHER LN CL	YO GA 31303-29	0			
2	Aae: 54	Sex: F	Unit #: 2	Position: 1	Safetv Ea: 3	Eiected: 1	Extricated: 2	Air Bad: 5	Iniurv: 3	Taken for Treatment: 1			
	Iniured Taken To EFFINGHA	: M HOSPITAL	Bv:	UNIT 3	EMS Notified Ti	ime (Fatality Only):	EMS Arrival Time	(Fatality Only):	Hospital Arrival Tir	me (Fatalitv Onlv):			
	Name (Last. First			ı I	ı	Address		Ι		Т			
3	Aae:	Sex:	Unit #:	Position:	Safetv Eɑ:	Elected:	Extricated:	Air Baɑ:	Iniurv:	Taken for Treatment:			
	Iniured Taken To	:	Bv:		EMS Notified Ti	ime (Fatalitv Onlv):	EMS Arrival Time	(Fatalitv Onlv):	Hospital Arrival Tir	ne (Fatalitv Onlv):			
	Name (Last. First			,	1	Address	T	1	T	T			
4	Aae:	Sex:	Unit #:	Position:	Safetv Eɑ:	Eiected:	Extricated:	Air Baɑ:	Iniurv:	Taken for Treatment:			
	Iniured Taken To	:	Bv:		EMS Notified T	ime (Fatalitv Onlv):	EMS Arrival Time	(Fatality Only):	Hospital Arrival Til	me (Fatalitv Onlv):			
Ph	ADMINISTRATIVE Photos Taken: Yes Bv: Officer Note: If collision resulted in a fatality, please send prompt notification to the GDOT Crash Reporting Unit via either email at GeorgiaFARS@dot.ga.gov or Fax at (404) 635-2963.												
	Report Bv: Agencv: Report Date: Checked Bv: Date Checked: GROVENSTEIN, CALEB EFFINGHAM COUNTY 02/16/2022 GROVENSTEIN, CALEB 02/19/2022												

Page 1 of 2

Fatalities 0 Date Rec. by DOT

Inside City Of

☐ Corrected Report

Sup To Original

Hit and Run

Agency Case		Agency NCIC Nu		GEOF	RGIA CRASH REPORT		County
2202-3 Estimated		Disp	atch	TOR VEHICLE	Arrival		EFFINGHAM Total Number of
Date 02/24/2022	Time 11:20 AM	Date 02/24/2022	Time 11:20 AM	Date 02/24/202	Time 22 11:30 AM	Vehicles 1	Injuries I
Road of Occurence BLUE JA	ΑY			At Its Intersection W	MCCALL ROAD		
Not At Its	[Miles North	_	Of			
Intersection But	-	☐ Feet ☐ South [_ West	-	. 01.2	7002667	
Latitude (Y) (Format)	32.14321 00.0000			Longitude (X) (Format)	·	7803667 .00000	
	NAME	FIRST NAME	MIDDLE	NAME			
Bike Addre	ess	MARTHA	WILLIS				
Susp At Fault 216 City	TIMBERGATE LI State	Zip	DOB				
RINCON	GA	31326-38		1941			
Driver's License No. 000049591772	Class C	State GA	Country US				
Insurance Co. STATE FARM	Policy 11454	No. 30664	Telephone No. 9127546164				
Year M	//ake	Model					
2007 H	HONDA	CR-V Vehicle Color	SW				
JHLRE38317C0058		WHI					
==		County EFFINGHAM	Year 2023				
Trailer Tag # S		County	Year				
☐ Same as Driver	Owner Last Name SMITH	First MAR	Midd THA WILI				
Address 216 TIMBERGATE							
City	State						
RINCON Removed By:	GA	31	1326-383	Request			
				List			
Alcohol Test: Tvb	e: Results:	Drug Test:	Type:	Results:			
First Harmful Event:	11 Most Harmi	ul Event: 11	Operator/Ped Cor	d: 1			
Operator Contributing Fact	tors: 4						
Vehicle Contributing Facto	<u>'</u>	Roadway Contribu					
Direction of Travel:	2 Vehicle Mane		Non-Motor Maneuv				
Vehicle Class: Number of Occupants:	1 Vehicle Type: 1 Area of Initial		Vision Obscured: Damage to Veh:	1			
Traffic-Way Flow:	1 Road Comp:	2	Road Character:	1			
Number of Lanes:	2 Posted Speed		Work Zone:	0			
Traffic Control: 7		Device Inopera	ative Yes	□ No			
Citation Information:							
l							
1							
	COMMERCIAL	MOTOR VEHICLES (NI Y				
Carrier Name							
Address	City	, ;	State Zip)			
U.S.D.O.T.#		No. of Axles	G.V	.W.R.			
Cargo Body Type	Vehicle Config.	☐ Intersta	· _	eportable			
C.D.L.?				□ No			
Vehicle Placarded?	Yes No	Hazardous Mate	erials? Yes	□ No			
Released?	Yes No						
If YES, Name of 4 Di	git Number from Dia	mond or Box:					
One Digit Nur	mber from Bottom of	Diamond:					
	7.5						
☐ Ran Off Road [_ Down Hill Runawa	y 🔲 Cargo Loss or S	shift USeparation	n of Units			

					COLLIS	ION FIELDS				
Mai	nner of Collision:	1	Location at Area of Im	pact: 7	Veather:	1	Surface Condit	ion: 1	Liaht Condition	: 1
						RRATIVE				
w th	hen a silver (e Chevy truc	Chevy tr ck came	RV stated she ruck struck the to a stop the MS on scene.	e back righ	nt end of h	er vehicle. She	advised sh	e pulled to	the shoulde	er while
					DIA	AGRAM				
						Not To Scale				
							(-n→)			
						McC	all Road North			
					Blue Jey Road					
						\$				
						,				
						No.				
						73				
					PROPERTY DAM	MAGE INFORMATION				
Da	amage Other Than Ve	hicle:			PROPERTY DAM	MAGE INFORMATION Owner:				
Da	amade Other Than Ve	hicle:								
	amade Other Than Ve me (Last. First)	hicle:		Address		Owner:	State	Zip Ci	ode Telep	hone Number
		hicle:		Address		Owner:	State	Zip C	ode Telep	hone Number
		hicle:		Address		Owner:	State	Zip Ci	ode Telep	hone Number
		hicle:		Address		Owner:	State	Zib Ci	ode Telep	hone Number
	me (Last. First)	hicle:			WITNESS	Owner: INFORMATION Citv FINFORMATION				
	Name (Last. First):	Sau	SMITH,	MARTHA Position	OCCUPANT Safety Eq.	Owner: INFORMATION Citv FINFORMATION Address	216 TIMBE	ERGATE LN RIN	ICON GA 31326-	383
	me (Last. First) Name (Last. First):	Sau	SMITH,	MARTHA	OCCUPANT Safety Eq.	Owner: INFORMATION Citv FINFORMATION Address				
Na ,	Name (Last. First):	Sau	SMITH,	MARTHA Position	OCCUPANT Safety Eq:	Owner: INFORMATION Citv FINFORMATION Address	216 TIMBE	ERGATE LN RIN Air Bad: 2	ICON GA 31326-	383 Taken for 7 Treatment: 2
Na ,	Name (Last. First): Age: 81	Sau	SMITH,	MARTHA Position	OCCUPANT Safety Eq:	Owner: INFORMATION City FINFORMATION Address 3 Elected: 1	216 TIMBE Extricated: 2	ERGATE LN RIN Air Bad: 2	ICON GA 31326-	383 Taken for 7 Treatment: 2
Na , ,	Name (Last. First): Age: 81 Iniured Taken To:	Sau	SMITH,	MARTHA Position	OCCUPANT Safety Eq:	Owner: INFORMATION Citv FINFORMATION Address 3 Elected: 1 d Time (Fatality Only):	216 TIMBE Extricated: 2	ERGATE LN RIN Air Bad: 2	ICON GA 31326-	Taken for Treatment: 2 me (Fatality Only):
Na ,	Name (Last. First): Age: 81 Iniured Taken To: Name (Last. First):	Sex: F	SMITH, 1 Unit #: 1 Bv:	MARTHA Position:	OCCUPANT Safety Eq: EMS Notified Safety Eq:	Owner: INFORMATION Citv FINFORMATION Address 3 Elected: 1 d Time (Fatality Only): Address	216 TIMBE Extricated: 2 EMS Arrival Time	ERGATE LN RIN Air Bao: 2 e (Fatality Only): Air Bao:	ICON GA 31326- Iniurv: 0 Hospital Arrival Ti	Taken for Treatment: 2 me (Fatality Only): Taken for Treatment:
Na , ,	Name (Last. First): Age: 81 Iniured Taken To: Name (Last. First): Age: Iniured Taken To:	Sex: F	SMITH, 1 Unit #: 1 Bv: Unit #:	MARTHA Position:	OCCUPANT Safety Eq: EMS Notified Safety Eq:	Owner: INFORMATION City FINFORMATION Address 3 Elected: 1 d Time (Fatality Only): Address Elected:	216 TIMBE Extricated: 2 EMS Arrival Time Extricated:	ERGATE LN RIN Air Bao: 2 e (Fatality Only): Air Bao:	ICON GA 31326- Iniurv: 0 Hospital Arrival Til	Taken for Treatment: 2 me (Fatality Only): Taken for Treatment:
Na , ,	Name (Last. First): Age: 81 Iniured Taken To: Name (Last. First): Age: Iniured Taken To: Name (Last. First):	Sex: F	SMITH, 1 Unit #: 1 Bv: Unit #: Bv:	MARTHA Position:	OCCUPANT Safety Eq: EMS Notified Safety Eq: EMS Notified	Owner: INFORMATION Citv FINFORMATION Address 3 Elected: 1 d Time (Fatality Only): Address Elected: d Time (Fatality Only): Address	216 TIMBE Extricated: 2 EMS Arrival Time Extricated: EMS Arrival Time	ERGATE LN RIN Air Bao: 2 e (Fatality Only): Air Bao: e (Fatality Only):	ICON GA 31326- Iniurv: 0 Hospital Arrival Til Iniurv: Hospital Arrival Til	Taken for Treatment: 2 me (Fatality Only): Taken for Treatment: me (Fatality Only):
Na , ,	Name (Last. First): Age: 81 Iniured Taken To: Name (Last. First): Age: Iniured Taken To: Name (Last. First):	Sex: F	SMITH, 1 Unit #: 1 Bv: Unit #:	MARTHA Position:	OCCUPANT Safety Eq: EMS Notified Safety Eq:	Owner: INFORMATION City FINFORMATION Address 3 Elected: 1 d Time (Fatality Only): Address Elected:	216 TIMBE Extricated: 2 EMS Arrival Time Extricated:	ERGATE LN RIN Air Bao: 2 e (Fatality Only): Air Bao:	ICON GA 31326- Iniurv: 0 Hospital Arrival Til	Taken for Treatment: 2 me (Fatality Only): Taken for Treatment:
Na , , , 1	Name (Last. First): Age: 81 Iniured Taken To: Name (Last. First): Age: Iniured Taken To: Name (Last. First):	Sex: F	SMITH, 1 Unit #: 1 Bv: Unit #: Bv:	MARTHA Position:	OCCUPANT Safety Eq: EMS Notified EMS Notified Safety Eq:	Owner: INFORMATION Citv FINFORMATION Address 3 Elected: 1 d Time (Fatality Only): Address Elected: d Time (Fatality Only): Address	216 TIMBE Extricated: 2 EMS Arrival Time Extricated: EMS Arrival Time	ERGATE LN RIN Air Baa: 2 (Fatality Only): Air Baa: (Fatality Only):	ICON GA 31326- Iniurv: 0 Hospital Arrival Til Iniurv: Hospital Arrival Til	Taken for Treatment: 2 Taken for Treatment: 2 Taken for Treatment: me (Fatality Only): Taken for Treatment:
Na , , , 1	Name (Last. First): Age: 81 Iniured Taken To: Name (Last. First): Age: Iniured Taken To: Name (Last. First): Age:	Sex: F	SMITH, 1 Unit #: 1 Bv: Unit #: Bv: Unit #:	MARTHA Position:	OCCUPANT Safety Eq: EMS Notified EMS Notified Safety Eq:	Owner: INFORMATION Citv FINFORMATION Address 3 Elected: 1 d Time (Fatality Only): Address Elected: d Time (Fatality Only): Address Elected:	216 TIMBE Extricated: 2 EMS Arrival Time Extricated: EMS Arrival Time	ERGATE LN RIN Air Baa: 2 (Fatality Only): Air Baa: (Fatality Only):	ICON GA 31326- Iniurv: 0 Hospital Arrival Til Iniurv: Hospital Arrival Til	Taken for Treatment: 2 Taken for Treatment: 2 Taken for Treatment: me (Fatality Only): Taken for Treatment:
Na , , , , 1 2 2 3	Name (Last. First): Age: 81 Iniured Taken To: Name (Last. First): Age: Iniured Taken To: Name (Last. First): Age: Iniured Taken To:	Sex: F	SMITH, 1 Unit #: 1 Bv: Unit #: Bv: Unit #:	MARTHA Position:	OCCUPANT Safety Eq: EMS Notified EMS Notified Safety Eq:	Owner: INFORMATION Citv FINFORMATION Address 3 Elected: 1 d Time (Fatality Only): Address Elected: d Time (Fatality Only): Address Elected:	216 TIMBE Extricated: 2 EMS Arrival Time Extricated: EMS Arrival Time	ERGATE LN RIN Air Baa: 2 (Fatality Only): Air Baa: (Fatality Only):	ICON GA 31326- Iniurv: 0 Hospital Arrival Til Iniurv: Hospital Arrival Til	Taken for Treatment: 2 me (Fatality Only): Taken for Treatment: me (Fatality Only): Taken for Treatment: me (Fatality Only):
Na , , , 1	Name (Last. First): Age: 81 Iniured Taken To: Name (Last. First): Age: Iniured Taken To: Name (Last. First): Age: Iniured Taken To: Name (Last. First): Age: Iniured Taken To:	Sex: F	SMITH, 1 Bv: Unit #: Bv: Unit #: Bv: Unit #:	MARTHA Position: Position:	OCCUPANT Safety Eq: EMS Notified EMS Notified Safety Eq: EMS Notified Safety Eq:	Owner: INFORMATION Citv Citv	216 TIMBE Extricated: 2 EMS Arrival Time Extricated: EMS Arrival Time Extricated: EMS Arrival Time	Air Baɑ:	ICON GA 31326- Iniurv: 0 Hospital Arrival Til Iniurv: Hospital Arrival Til Iniurv: Hospital Arrival Til Iniurv:	Taken for Treatment: 2 Taken for Treatment: 2 Taken for Treatment:
Na , , , , 1 2 2 3	Name (Last. First): Age: 81 Iniured Taken To: Name (Last. First): Age: Iniured Taken To: Name (Last. First): Age: Iniured Taken To: Name (Last. First):	Sex: F	SMITH, 1 Bv: Unit #: Bv: Unit #: Bv:	MARTHA Position: Position:	OCCUPANT Safety Eq: EMS Notified Safety Eq: EMS Notified Safety Eq: EMS Notified Safety Eq:	Owner: INFORMATION Citv INFORMATION Address Biected: 1 Address Elected: Address Elected: Time (Fatality Only): Address Elected: Time (Fatality Only): Address Elected:	216 TIMBE Extricated: 2 EMS Arrival Time Extricated: EMS Arrival Time Extricated: EMS Arrival Time	Air Baɑ:	ICON GA 31326- Iniurv: 0 Hospital Arrival Til Iniurv: Hospital Arrival Til Iniurv: Hospital Arrival Til Iniurv:	Taken for Treatment: 2 me (Fatality Only): Taken for Treatment: me (Fatality Only): Taken for Treatment: me (Fatality Only):
Na , , , 1 2 2 4	Name (Last. First): Age: 81 Iniured Taken To: Name (Last. First): Age: Iniured Taken To: Name (Last. First): Age: Iniured Taken To: Name (Last. First): Age: Iniured Taken To:	Sex: Sex: Sex:	SMITH, 1 Bv: Unit #: Bv: Unit #: Bv: Unit #:	MARTHA Position: Position:	OCCUPANT Safety Eq: EMS Notified Safety Eq: EMS Notified Safety Eq: EMS Notified Safety Eq:	Owner: INFORMATION Citv FINFORMATION Address 3 Elected: 1 d Time (Fatality Only): Address Elected: d Time (Fatality Only): Address Elected: d Time (Fatality Only): Address Elected: d Time (Fatality Only): ISTRATIVE Officer Note: If collisi	216 TIMBE Extricated: 2 EMS Arrival Time Extricated: EMS Arrival Time Extricated: EMS Arrival Time Extricated: EMS Arrival Time	Air Baa: a (Fatality Only): Air Baa: a (Fatality Only): Air Baa: a (Fatality Only): Air Baa: a (Fatality Only):	ICON GA 31326- Iniurv: 0 Hospital Arrival Til Iniurv: Hospital Arrival Til Iniurv: Hospital Arrival Til Iniurv: Hospital Arrival Til Iniurv:	Taken for Treatment: 2 Taken for Treatment: 2 Taken for Treatment: Taken for Treatment: Taken for Treatment: Taken for Treatment: Te (Fatality Only): Taken for Treatment: Te (Fatality Only):
1 2 Ph	Name (Last. First): Ade: 81 Iniured Taken To: Name (Last. First): Ade: Iniured Taken To: Name (Last. First): Ade: Iniured Taken To: Name (Last. First): Ade: Iniured Taken To:	Sex: Sex: Sex:	SMITH, 1 Bv: Unit #: Bv: Unit #: Bv: Unit #:	MARTHA Position: Position: Position:	OCCUPANT Safety Eq: EMS Notified Safety Eq: EMS Notified Safety Eq: EMS Notified Safety Eq:	Owner: INFORMATION Citv FINFORMATION Address 3 Elected: 1 d Time (Fatality Only): Address Elected: d Time (Fatality Only): Address Elected: d Time (Fatality Only): Address Elected: d Time (Fatality Only): ISTRATIVE Officer Note: If collisi	216 TIMBE Extricated: 2 EMS Arrival Time Extricated: EMS Arrival Time Extricated: EMS Arrival Time Extricated: EMS Arrival Time	Air Baa: a (Fatality Only): Air Baa: a (Fatality Only): Air Baa: a (Fatality Only): Air Baa: a (Fatality Only):	ICON GA 31326- Iniurv: 0 Hospital Arrival Til Iniurv: Hospital Arrival Til Iniurv: Hospital Arrival Til Iniurv:	Taken for Treatment: 2 Taken for Treatment: 2 Taken for Treatment: Taken for Treatment: Taken for Treatment: Taken for Treatment: Te (Fatality Only): Taken for Treatment: Te (Fatality Only):

Page 1 of 3

Agency Case Number							GEORGIA County ICLE CRASH REPORT EFFINGHAM			M	Date Rec. by DOT		
	nated Crash	Time	Dispa Date			P	Arrival		Total	Number	of	Inside	City Of
03/04/2022		7:25 AM	03/04/2022	07:27 AM	Da 03/04/		7im 07:32		Vehicles I	njuries 0	Fatalities 0		
Road of Occurence MC	CALL ROA	D			At Its Intersection	n With	BLUE JAY	ROAD				☐ Corre	cted Report
Not At Its Intersection But		_	Miles North Feet South	-	Of							☐ Sup T	o Original
Latitude (Y) (Format)		32.2776366	57		Longitude (Forma	(X) —		-81.2669 -00.0000				☐ Hit an	d Run
· · · =	LAST NAME		FIRST NAME	MIDDLE				LAST NAME	E	FIRST N		MIDDLE	
Rike	WATERS Address		CLAY	BRANI	OON	_ 2	Rike	BELL Address		JESSI	CA	WING	
		GROUND R	D Zip	DOB		Cit	Susp At Fault	180 JOSH	HUA CIR State		Zip	DOB	
GUYTON		GA	31312-51		1985		LABELL		GA		31308-730		/1978
Driver's License 1 000054540314		Class C	State GA	Country US			iver's License 10042055112		Class		State	Country	
Insurance Co. OWNERS		Policy N 482956	o. 400	Telephone No. 9124296044			surance Co. OUNTRY		Policy JA535	No. 0239		Telephone No 9125074910	
Year 2006	Make FORD		Model	TK		Yea	ar 1020	Make KIA		Мо	odel PORTAGE	MP	
VIN 1FTPW12596k	CB84606		Vehicle Color GRA			VIN	NDP63AC6L	7822711		Vehicl SIL	e Color		
Tag #	State		ounty	Year		Taç	g #	State		County		Year	
RYC5866 Trailer Tag #	GA State		FFINGHAM	2022 Year			NG8663 ailer Tag #	GA State		BRYAN County		2022 Year	
		Last Name	First	Midd	11.					•	First	Mid	dl a
☐ Same as Driv	ver WATE		CLAY		ANDON		Same as Driv	ver BELI	er Last Name L		JESSI		
Address 1281 LOW GR	OUND RD					18	ddress 80 JOSHUA	CIR					
City GUYTON		State GA	Zip 31	312-513			LLABELL		State GA		Zip 313	308-730	
Removed By: SMITH'S				=	Reauest List		emoved By: AHN'S						Request List
Alcohol Test:	Tvpe:	Results:	Drua Test:	Tvne:	Results:	_	cohol Test:	Tvpe:	Results:	Drua 1	Test:	Tvne:	Results:
First Harmful Event:	11	Most Harmful		Operator/Ped Co	nd: 1	Firs	st Harmful Event:	11	Most Harmfu	Il Event:	11	Operator/Ped C	ond: 1
Operator Contributir	ng Factors:	4	13	1	1	Ор	erator Contributii	ng Factors:	1	1		1	1
Vehicle Contributing	Factors: 1		Roadway Contribut	ting Factors: 1		Vel	hicle Contributing	Factors:	1	Roa	dway Contributi	ing Factors: 1	
Direction of Travel:	2	Vehicle Maneuv	<u> </u>	Non-Motor Maneu	ver:		rection of Travel:		4 Vehicle Maneu	ver:	5	Non-Motor Maneu	
Vehicle Class:	ts: 2	Vehicle Type: Area of Initial Co	ntact: 1	Vision Obscured: Damage to Veh:			hicle Class: Imber of Occupan	ıts:	1 Vehicle Type: 1 Area of Initial (Contact:	12	Vision Obscured: Damage to Veh:	14
Traffic-Way Flow:	1	Road Comp:	2	Road Character:		_	affic-Way Flow:		1 Road Comp:			Road Character:	4
Number of Lanes:	2	Posted Speed:	45	Work Zone:		0 Nui	ımber of Lanes:		2 Posted Speed:		45	Work Zone:	0
Traffic Control:	7		Device Inopera	tive Yes	No	Tra	affic Control:	7			Device Inoperat	ive Yes	No
Citation Information:						Cita	ation Information						
Causias Nama	CON	MERCIAL M	OTOR VEHICLES O	NI Y		Co	unian Nama	CC	OMMERCIAL N	IOTOR V	FHICLES O	NI Y	
Carrier Name Address		City	S	State Zi	р		dress		City		St	tate Z	lip
U.S.D.O.T.#			No. of Axles	G.	V.W.R.	U.S	S.D.O.T.#				No. of Axles	G	.V.W.R.
Cargo Body Typ	pe Veh	nicle Config.	☐ Interstate	1 _	Reportable	C	Cargo Body Ty	pe Ve	ehicle Config.		☐ Interstate		Reportable
C.D.L.?		Yes No	C.D.L. Suspende			C.D	D.L.?		Yes No		.L. Suspende		
Vehicle Placarded	1?	Yes No	Hazardous Mate	rials? Yes	s No	Veh	hicle Placarded	d? [Yes No	Нат	ardous Mater	rials? Ye	s No
Released?		Yes No	•			Rel	leased?		Yes No				
			ond or Box:						mber from Diar	nond or E	Box:		
		om Bottom of D							rom Bottom of				
☐ Ran Off R	oad 🗌 Down	ı Hill Runaway	☐ Cargo Loss or SI	hift Separatio	n of Units		☐ Ran Off R	oad Dov	vn Hill Runawa	/ 🗌 Carg	jo Loss or Sh	nift Separati	on of Units

		CO	LLISION FIELDS			
Manner of Collision:	Location at Area of Impact: 7	Weather:	1	Surface Condition:	Liaht Condition:	1

On March 4, 2022 I responded to the intersection of Blue Jay Road and McCall Road for a two vehicle collision. Upon arrival I spoke with driver 2, who complained of some wrist pain but declined medical attention. Driver two stated she was traveling east on Blue Jay Road and was continuing through the curve to travel north on to McCall Road and when vehicle one pulled out in front of her.

I then spoke with driver one who stated he was traveling south on McCall Road and was in the left turn lane to turn on to Blue Jay Road. Driver two stated he was watching the traffic on Blue Jay Road in the turn lane and did not see driver two was not turing and continued to travel north to travel on to McCall Road. Driver two stated he pulled out in front of driver two and caused the collision. Driver one stated his daughter was also in the vehilce and had no injuries. Driver one stated his wife had alrteady picked up his daughter. Driver one complained of no injuries and declined medical attention. Both parties were given exchange of information sheets with their respective contact and insurance information NARRATIVE CONTINUED ON SUPPLEMENT PAGE...

re	espective contact and insurance information NARRATIVE CONTINUED ON SUPPLEMENT PAGE														
	PROPERTY DAMAGE INFORMATION														
Da	amade Other 1	Than Vehi	icle:					PR	OPERTY DAM		E INFORMATION vner:				
									WITNESS	INEC	ORMATION				
Na	ame (Last. Firs	st)					Address		WITNESS	II VI	Citv	State	Zip Co	ode Telep	hone Number
,									OCCUPANT	T INF	ORMATION				
	Name (Last	First):			W	ATER	S, CLAY				Address	1281 LOW (GROUND RD GL	JYTON GA 31312	2-513
1	Age: 3	6	Sex: M	Un	it #:	1	Position:	1	Safetv Ea:	3	Eiected: 1	Extricated: 2	Air Baɑ: 2	Iniurv: 0	Taken for Treatment: 2
	Iniured Take	en To:		В	v :				EMS Notified	d Tim	ne (Fatalitv Onlv):	EMS Arrival Time	(Fatality Only):	Hospital Arrival Tir	me (Fatalitv Onlv):
	Name (Last.	First):			WA	TERS.	, SUTTON				Address	1281 LO	W GROUND RD	GUTON GA 313	12
2	Age:	5 8	Sex: F	Un	it #:	1	Position:	4	Safetv Eq:	4	Eiected: 1	Extricated: 2	Air Bag: 2	Iniurv: 0	Taken for Treatment: 2
	Iniured Take	en To:		В	<i>/</i> :				EMS Notified	d Tim	ne (Fatality Only):	EMS Arrival Time	(Fatality Only):	Hospital Arrival Tin	ne (Fatalitv Onlv):
	Name (Last.	First):			BE	ELL, JI	ESSICA				Address	180 JOSI	HUA CIR ELLAB	ELL GA 31308-7	30
3	Aae: 4	3 S	Sex: F	Un	it #:	2	Position:	3	Safetv Ea:	3	Eiected: 1	Extricated: 2	Air Bag: 1	Iniurv: 4	Taken for Treatment: 2
	Iniured Take	en To:		В	<i>t</i> :				EMS Notified	l Tim	e (Fatalitv Onlv):	EMS Arrival Time	(Fatalitv Onlv):	Hospital Arrival Tin	ne (Fatalitv Onlv):
	Name (Last	First):					,				Address				
4	Age:	S	Sex:	Un	it #:		Position:		Safetv Ea:		Eiected:	Extricated:	Air Baɑ:	Iniurv:	Taken for Treatment:
	Iniured Take	en To:		В	/ :				EMS Notified	d Tim	ne (Fatalitv Onlv):	EMS Arrival Time	(Fatalitv Onlv):	Hospital Arrival Tir	ne (Fatalitv Onlv):
F									ADMIN		RATIVE				
Ph	hotos Taken: Seporting Unit via either email at GeorgiaFARS@dot.ga.gov or Fax at (404) 635-2963.														
	eport Bv: /ITHEM, KR	ISTOPH		Aaencv: EFFING	HAM	COU		eport D 3/04/2		Ch	necked Bv:	ARLAND, JASON	1	Date Checked: 03/06/	/2022

Page 3 of 3

Adency Case Number: 2203-0597 Estimated Crash Date: 03/04/2022 WITHEM. WITHEM, KRISTOPHER

NARRATIVE

On March 4, 2022 I responded to the intersection of Blue Jay Road and McCall Road for a two vehicle collision. Upon arrival I spoke with driver 2, who complained of some wrist pain but declined medical attention. Driver two stated she was traveling east on Blue Jay Road and was continuing through the curve to travel north on to McCall Road and when vehicle one pulled out in front of her.

I then spoke with driver one who stated he was traveling south on McCall Road and was in the left turn lane to turn on to Blue Jay Road. Driver two stated he was watching the traffic on Blue Jay Road in the turn lane and did not see driver two was not turing and continued to travel north to travel on to McCall Road. Driver two stated he pulled out in front of driver two and caused the collision. Driver one stated his daughter was also in the vehilce and had no injuries. Driver one stated his wife had alrteady picked up his daughter. Driver one complained of no injuries and declined medical attention. Both parties were given exchange of information sheets with their respective contact and insurance information. Smith's towing arrived on scene to take possession of vehicle two.

	ADDITIONAL CITATION INFORMATION	
Unit #:		
	ADDITIONAL OCCUPANT INFORMATION	
	ADDITIONAL WITNESS INFORMATION	

Appendix H



Signal Warrant Analysis Report



Project Name	Blue Jay Rd and McCall Rd
Project/File #	22-11
Scenario	Existing Volumes

Intersection Information		
Major Street Name	Blue Jay Rd/McCall Rd	
North/South or East/West	N/S	
Speed Limit	45 mph or greater	
# of Approach Lanes	2 or more	
% of Right Turn Traffic to Include	100%	
Minor Street Name	Blue Jay Rd WB	
# of Approach Lanes	1	
% of Right Turn Traffic to Include	100%	
Isolated Community < 10,000 pop	Yes	

What Additional Warrants to Consider?		
Warrant 3, Peak Hour (A - Vol. and Delay)	Yes	
Warrant 4, Pedestrian Volume	No	
Warrant 5, School Crossing	No	
Warrant 6, Coordinated Signal System	No	
Warrant 7, Crash Experience	No	
Warrant 8, Roadway Network	No	
Warrant 9, Intersection Near a	No	
Grade Crossing	INO	
All-Way Stop Warrant	Yes	

Spack Academy is part of the Spack Enterprise family of companies













Blue Jay Rd/McCall Rd (Major Street) Volume

Northbound Volume by Hour				
Time	Left Turns	Through	Right Turns	Peds/Bikes
12 - 1 AM				
1 - 2 AM				
2 - 3 AM				
3 - 4 AM				
4 - 5 AM				
5 - 6 AM				
6 - 7 AM				
7 - 8 AM		135	281	
8 - 9 AM		81	241	
9 - 10 AM		74	198	
10 - 11 AM		77	169	
11 - 12 PM		57	161	
12 - 1 PM		65	193	
1 - 2 PM		62	160	
2 - 3 PM		75	174	
3 - 4 PM		97	202	
4 - 5 PM		129	296	
5 - 6 PM				
6 - 7 PM				
7 - 8 PM				
8 - 9 PM				
9 - 10 PM				
10 - 11 PM				
11 - 12 AM				
Total V	ehicles (unad	justed)	2,927	0

Southbound Volume by Hour				
Time	Left Turns	Through	Right Turns	Peds/Bikes
12 - 1 AM				
1 - 2 AM				
2 - 3 AM				
3 - 4 AM				
4 - 5 AM				
5 - 6 AM				
6 - 7 AM				
7 - 8 AM	159	104		
8 - 9 AM	173	82		
9 - 10 AM	136	61		
10 - 11 AM	142	62		
11 - 12 PM	124	62		
12 - 1 PM	152	50		
1 - 2 PM	104	54		
2 - 3 PM	119	68		
3 - 4 PM	133	83		
4 - 5 PM	157	110		
5 - 6 PM				
6 - 7 PM				
7 - 8 PM				
8 - 9 PM				
9 - 10 PM				
10 - 11 PM				
11 - 12 AM				
Total V	Total Vehicles (unadjusted) 2,135 0			

Blue Jay Rd WB (Minor Street) Volume

Eastbound Volume by Hour				
Time	Left Turns	Through	Right Turns	Peds/Bikes
12 - 1 AM				
1 - 2 AM				
2 - 3 AM				
3 - 4 AM				
4 - 5 AM				
5 - 6 AM				
6 - 7 AM				
7 - 8 AM				
8 - 9 AM				
9 - 10 AM				
10 - 11 AM				
11 - 12 PM				
12 - 1 PM				
1 - 2 PM				
2 - 3 PM				
3 - 4 PM				
4 - 5 PM				
5 - 6 PM				
6 - 7 PM				
7 - 8 PM				
8 - 9 PM				
9 - 10 PM				
10 - 11 PM				
11 - 12 AM				
Total V	ehicles (unad	justed)	0	0

Westbound Volume by Hour				
Time	Left Turns	Through	Right Turns	Peds/Bikes
12 - 1 AM				
1 - 2 AM				
2 - 3 AM				
3 - 4 AM				
4 - 5 AM				
5 - 6 AM				
6 - 7 AM				
7 - 8 AM	263		112	
8 - 9 AM	138		70	
9 - 10 AM	130		82	
10 - 11 AM	150		107	
11 - 12 PM	158		106	
12 - 1 PM	187		111	
1 - 2 PM	233		141	
2 - 3 PM	261		166	
3 - 4 PM	246		171	
4 - 5 PM	286		227	
5 - 6 PM				
6 - 7 PM				
7 - 8 PM				
8 - 9 PM				
9 - 10 PM				
10 - 11 PM				
11 - 12 AM				
Total Vehicles (unadjusted) 3,345 0				0













Additional Inputs for Warrants 3 to 9 and the Multi-Way Stop Warrants

Warrant 3: Peak Hour Delay Additional In	formation
T-intersection or 4-legged?	Т
Peak Hour Reviewed?	7-8 AM
Blue Jay Rd/McCall Rd (Major Street	Data
Combined Approach Volume 67	
Blue Jay Rd WB (Minor Street) Data	
High Volume Side Volume	375
High Volume Side Average Delay (Sec.)	55.3
High Volume Side # of Approach Lanes	2 or more
Low Volume Side Volume (leave blank if T)	

Warrant 6: Coordinated Signal System		
One-way or Two-way Street?	Two-Way	
Adjacent traffic control signals do not		
provide the necessary degree of platooning,		
but will collectively provide a progressive	No	
operation with the proposed traffic control		
signal?		
Resultant spacing of traffic control signals	Yes	
1,000 feet or more?	res	

Warrant 4: Pedestrian Volume Additional Information		
Include Right Turn Reduction for Vehicular	Yes	
Volume?	165	
300 feet or more to nearest traffic control		
signal or STOP sign controlling the street	Yes	
that pedestrians desire to cross?		
If no, will a traffic control signal restrict the	N/A	
progressive movement of traffic?*	N/A	
15th-percentile crossing speed of		
pedestrians less than 3.5 feet per second?**	No	
If yes, then percent reduction to apply to	N1/A	
crossing volume? (up to 50%)	N/A	

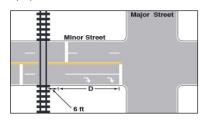
- * Include supporting documentation of no progressive movement impact.
- ** Not common. Include supporting documentation of low crossing speed.

Warrant 7: Crash Experience	
Number of reportable crashes (<u>types</u>	
susceptible to correction by a traffic control	4 or less
signal) within a 12-month period?*	
Adequate trial of alternatives with	
satisfactory observance and enforcement	Yes
failed to reduce crash frequency?**	
Include Right Turn Reduction for Vehicular	Yes
Volume?	res

- May need to include supporting documentation of crash details.
- ** May need to include supporting documentation of alternative trail(s) and results.

Warrant 9: Intersection Near a Grade C	rossing
Tracks cross which Blue Jay Rd WB	Southbound
Consideration given to other	
alternatives/trial of alternative failed to	Yes
alleviate the safety concerns?*	
Distance between STOP or YIELD controlled	
approach and center of track nearest to the	Yes
intersection within 140 feet?	
Clear storage distance (Distance D) between	70 feet
the tracks and the intersection? (See Below)	70 leet
Number of approach lanes at the crossing?	2 or more
Rail traffic per day?	3-5
Percentage of high-occupancy buses?**	0%
Percentage of Tractor-Trailer Trucks?	7.6%-12.5%
Number of approach lanes at the crossing? Rail traffic per day? Percentage of high-occupancy buses?**	2 or more 3-5 0%

- * Alternatives to consider or try should include:
 - Providing additional pavement that would enable vehicles to clear the track or provide space for an evasive maneuver.
- Reassigning the stop controls at the intersection to make the approach across the track non-stopping.
- ** High-occupancy is defined as a bus occupied by at least 20 people.



Warrant 5: School Crossing	
Schoolchildren (elementary through high	V
school) crossing the major street (Blue Jay	Yes
Consideration given to other remedial	
measures (warning signs/flashers, school	
speed zones, school crossing guards, or a	Yes
grade-separated crossing)?	
300 feet or more to nearest traffic control	
signal or STOP sign controlling the street	Yes
that pedestrians desire to cross?	
If no, will a traffic control signal restrict the	N1/A
progressive movement of traffic?*	N/A
Minimum of 20 schoolchildren crossing	V
during the highest crossing hour?	Yes
number of adequate gaps in the traffic	
stream during the period when	
schoolchildren are using the crossing is less	No
than the number of minutes in the same	
period?**	

- Include supporting documentation of no progressive movement impact.
- ** May need to include supporting documentation of inadequate gaps in traffic.

Warrant 8: Roadway Network	
Common intersection of two major routes?*	Yes
Projected entering volume of at least 1,000	
vehicles per hour during the peak hour of a	Yes
typical weekday?	
5-Year projected traffic volumes meet one or	
more of Warrants 1, 2, and 3 during an	Yes
average weekday?	
Total existing or immediately projected	
entering volume of at least 1,000 vehicles	NI-
per hour for each of any 5 hours of a non-	No
normal business day (Saturday or Sunday)?	

- * Major Route defined as:
- Part of the street or highway system that serves as the principal roadway network for through traffic flow.
- Rural or suburban highways outside, entering, or traversing a city.
- Appears as a major route on an official plan, such as a major street plan in an urban area traffic and transportation study.

Multi-Way Stop Warrant Additional Information		
Traffic control signal warranted & justified with existing traffic?	Yes	
Number of <u>correctable</u> crashes* in 12- month period?	4	
Peak Hour high volume approach average delay (Sec.)	55.3	

* Crashes include right-turn and left-turn collisions as well as right-angle collisions.





Spack Academy is part of the Spack Enterprise family of companies









Warrants 1 - 3 (Volume Warrants)

Project Name	Blue Jay Rd and McCall Rd	
Project/File #	22-11	
Scenario	Existing Volumes	

Intersection Information			
Major Street (N/S Road)	Blue Jay Rd/McCall Rd	Minor Street (E/W Road)	Blue Jay Rd WB
Analyzed with	2 or more approach lanes	Analyzed with	1 Approach Lane
Total Approach Volume	5062 vehicles	Total Approach Volume	3345 vehicles
Total Ped/Bike Volume	0 crossings	Total Ped/Bike Volume	0 crossings
Right turn reduction of	0 percent applied	Right turn reduction of	0 percent applied

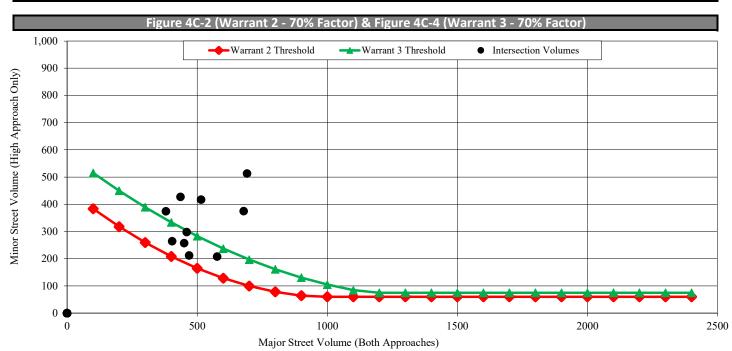
Reduction applied to Volume Warrant thresholds due to isolated community.

Warrant 1, Eight Hour Vehicular Volume			
Condition A Condition B Condition A+B*			
Condition Satisfied?	Satisfied	Not Satisfied	Not Satisfied
Required values reached for	8 hours	2 hours	10 (Cond. A) & 4 (Cond. B)
Criteria - Major Street (veh/hr)	420	630	336 (Cond. A) & 504 (Cond. B)
Criteria - Minor Street (veh/hr)	105	53	84 (Cond. A) & 42 (Cond. B)

^{*} Should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.

Warrant 2, Four Hour Vehicular Volume		
Condition Satisfied?	Satisfied	
Required values reached for	10 hours	
Criteria	See Figure Below	

Warrant 3, Peak Hour Vehicular Volume		
	Condition A	Condition B
Condition Satisfied?	Satisfied	Satisfied
Required values reached for	1054 total, 375 minor, 5.8 delay	5 hours
Criteria - Total Approach Volume (veh in one hour)	650	
Criteria - Minor Street High Side Volume (veh in one hour)	150	See Figure Below
Criteria - Minor Street High Side Delay (veh-hrs)	5	



Spack Academy is part of the Spack Enterprise family of companies













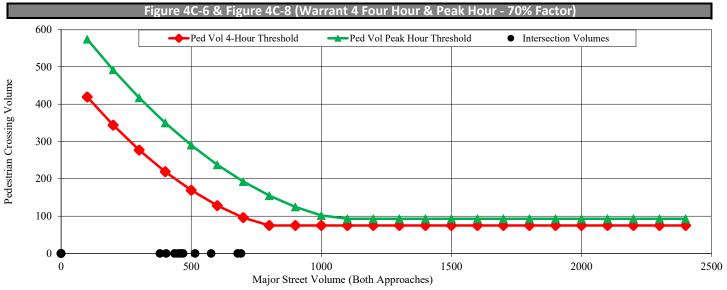
Warrants 4 to 6 (Pedestrian, School, Coordinated Systems)

Project Name	Blue Jay Rd and McCall Rd	
Project/File #	22-11	
Scenario	Existing Volumes	

Intersection Information			
Major Street (N/S Road)	Blue Jay Rd/McCall Rd	Minor Street (E/W Road)	Blue Jay Rd WB
Analyzed with	2 or more approach lanes	Analyzed with	1 Approach Lane
Total Approach Volume	5062 vehicles	Total Approach Volume	3345 vehicles
Total Ped/Bike Volume	0 crossings	Total Ped/Bike Volume	0 crossings
Right turn reduction of	0 percent applied	Right turn reduction of	0 percent applied

Reduction applied to Pedestrian Warrant thresholds due to high speeds on Blue Jay Rd/McCall Rd and isolated community.

Warrant 4, Pedestrian Volume		
	Condition A - Four Hour Vol.	Condition B - Peak Hour Vol.
Condition Satisfied?	Not Examined	Not Examined
Required values reached for		
Criteria - Min. Distance to Nearest Controlled Crossing		
Criteria - Major Street Volume and Crossing Volume		



Warrant 5, School Crossing		
Condition Satisfied?	Not Examined	
Criteria - School Crossing Data		

Warrant 6, Coordinated Signal System		
Condition Satisfied?	Not Examined	
Criteria - Coordinated Signal System		













Warrants 7-9 (Crash, Network, Rail Crossing)

Project Name	Blue Jay Rd and McCall Rd	
Project/File #	22-11	
Scenario	Existing Volumes	

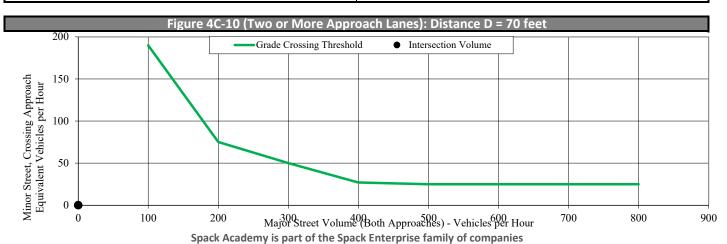
Intersection Information			
Major Street (N/S Road)	Blue Jay Rd/McCall Rd	Minor Street (E/W Road)	Blue Jay Rd WB
Analyzed with	2 or more approach lanes	Analyzed with	1 Approach Lane
Total Approach Volume	5062 vehicles	Total Approach Volume	3345 vehicles
Total Ped/Bike Volume	0 crossings	Total Ped/Bike Volume	0 crossings
Right turn reduction of	0 percent applied	Right turn reduction of	0 percent applied

Reduction applied to the Crash and Roadway Network Warrant thresholds due to isolated community.

Warrant 7, Crash Experience	
Condition Satisfied?	Not Examined
Required values reached for	
Criteria - Alternatives	
Criteria - Reported Crashes (within 12-month period)	
Criteria - Major Street (veh/hr)	
- Minor Street (veh/hr)	
(Alternative Volume Requirement) Criteria - Pedestrian Volume	

Warrant 8, Roadway Network		
Condition Satisfied?	Not Examined	
Required values reached for		
Criteria - Common Intersection of Two Major Routes		
Criteria - Existing or Immediately Projected Entering Volume		
Criteria - Warrants		
(Alternative Requirement) Criteria - Non-normal Business Day		

Warrant 9, Intersection Near a Grade Crossing		
Condition Satisfied?	Not Examined	
Required values reached for		
Criteria - Alternatives		
Criteria - Max. Distance to Nearest Controlled Crossing		
Criteria - Major Street Volume and Crossing Volume		















Multi-Way Stop Warrants

Project Name	Blue Jay Rd and McCall Rd	
Project/File #	22-11	
Scenario	Existing Volumes	

Intersection Information			
Major Street (N/S Road)	Blue Jay Rd/McCall Rd	Minor Street (E/W Road)	Blue Jay Rd WB
Analyzed with	2 or more approach lanes	Analyzed with	1 Approach Lane
Total Approach Volume	5062 vehicles	Total Approach Volume	3345 vehicles
Total Ped/Bike Volume	0 crossings	Total Ped/Bike Volume	0 crossings
Right turn reduction of	0 percent applied	Right turn reduction of	0 percent applied

Reduction applied to Multi-Way Stop Warrant thresholds due to high speeds on Blue Jay Rd/McCall Rd and isolated community.

Condition A - Traffic Signal Warrant		
Condition Satisfied?	Satisfied	
Criteria*	Traffic Signal Warranted & Justified	

^{*} Multi-way stop control may be used as an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

Condition B - Crash Experience		
Condition Satisfied?	Not satisfied	
Required values reached for	4 correctable crashes	
Criteria - Crash Experience	5 or more correctable crashes in 12-month period	

Condition C - Intersection Volume & Delay		
Condition Satisfied?	Satisfied	
Required values reached for	10 hours & 55.3 sec. average delay/veh	
Criteria - Major Street (veh/hr)	210 for any 8 hours of an average day	
Criteria - Minor Street (total vol-veh, ped, & bikes/hr)	140 for the same 8 hours of an average day	
Criteria - Delay (average sec/veh)	30 during the highest hour	

Condition D - Combination Volume, Crash Experience, & Delay		
Condition Satisfied?	Satisfied	
Required values reached for	10 hours, 4 crashes, & 55.3 sec. average delay/veh	
Criteria - Major Street (veh/hr)	240 for any 8 hours of an average day	
Criteria - Minor Street (total vol-veh, ped, & bikes/hr)	160 for the same 8 hours of an average day	
Criteria - Crash Experience	4 or more correctable crashes in 12-month period	
Criteria - Delay (average sec/veh)	24 during the highest hour	











