## Athens Traffic Count by Classification March 2015

Location of Counter:

| 1 | \# Vehicles per day | $\%$ Non Large Trucks |  | $\%$ Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | (Classes 1-5) |  | (Classes 6-13) |  |
| Eastbound Lane | 3,971 | 3,893 | $98.04 \%$ | 78 | $1.96 \%$ |
| Westbound Lane | 3,799 | 3,723 | $98.00 \%$ | 76 | $2.00 \%$ |
| Total Both Lanes | $\mathbf{7 , 7 7 0}$ | $\mathbf{7 , 6 1 6}$ | $98.02 \%$ | $\mathbf{1 5 4}$ | $1.98 \%$ |

Location of Counter: Ingleside Avenue near Library

| $\mathbf{2}$ | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | (Classes 1-5) |  |  | (Classes 6-13) |  |
| Eastbound Lane | 4,629 | 3,865 | $83.50 \%$ | 164 | $3.54 \%$ |
| Westbound Lane | 4,138 | 3,957 | $95.63 \%$ | 181 | $4.37 \%$ |
| Total Both Lanes | $\mathbf{8 , 7 6 7}$ | $\mathbf{7 , 8 2 2}$ | $89.22 \%$ | $\mathbf{3 4 5}$ | $3.94 \%$ |

## Location of Counter:

Highway 39 at the City Limits towards Englewood

## Ingleside Avenue near Atlantic Street Area

| $\mathbf{3}$ | \# Vehicles per day | $\%$ Non Large Trucks |  | $\%$ Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | (Classes 1-5) |  |  | (Classes 6-13) |  |
| Southbound Lane | 3,685 | 3,569 | $96.85 \%$ | 116 | $3.15 \%$ |
| Northbound Lane | 3,435 | 3,325 | $96.80 \%$ | 108 | $3.14 \%$ |
| Total Both Lanes | $\mathbf{7 , 1 2 0}$ | $\mathbf{6 , 8 9 4}$ | $\mathbf{9 6 . 8 3 \%}$ | $\mathbf{2 2 4}$ | $3.15 \%$ |

Location of Counter: $\quad$ Highway 30 near Denso Drive

| $\mathbf{4}$ | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | (Classes 1-5) | (Classes 6-13) |  |
| Eastbound Lane | 9,257 | 8,703 | $94.02 \%$ | 394 | $4.26 \%$ |  |  |  |  |
| Westbound Lane | 9,052 | 8,629 | $95.33 \%$ | 423 | $4.67 \%$ |  |  |  |  |
| Total Both Lanes | $\mathbf{1 8 , 3 0 9}$ | $\mathbf{1 7 , 3 3 2}$ | $94.66 \%$ | $\mathbf{8 1 7}$ | $4.46 \%$ |  |  |  |  |

Location of Counter: Highway 30 at Holiday Drive

| $\mathbf{5}$ | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | (Classes 1-5) |  |  | (Classes 6-13) |  |
| Eastbound Lane | 10,490 | 10,094 | $96.22 \%$ | 396 | $3.78 \%$ |
| Westbound Lane | 10,665 | 10,267 | $96.27 \%$ | 398 | $3.73 \%$ |
| Total Both Lanes | $\mathbf{2 1 , 1 5 5}$ | $\mathbf{2 0 , 3 6 1}$ | $96.25 \%$ | $\mathbf{7 9 4}$ | $3.75 \%$ |

Location of Counter: Park Street around the Badcock Area

| $\mathbf{6}$ | \# Vehicles per day | $\%$ Non Large Trucks |  | \% Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | (Classes 1-5) |  |  | 2,451 | $99.27 \%$ |
| (Classes 6-13) | 18 | $0.73 \%$ |  |  |  |
| Eastbound Lane | 2,469 | 3,317 | $99.79 \%$ | 7 | $0.21 \%$ |
| Westbound Lane | 3,324 | $\mathbf{5 , 7 6 8}$ | $99.57 \%$ | $\mathbf{2 5}$ | $0.43 \%$ |
| Total Both Lanes | $\mathbf{5 , 7 9 3}$ |  |  |  |  |

Location of Counter:
Eastanalle Ave near the Jiffy Mart

| $\mathbf{7}$ | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | (Classes 1-5) | (Classes 6-13) |  |
| Eastbound Lane | 2,007 | 1,964 | $97.86 \%$ | 43 | $2.14 \%$ |  |  |  |  |
| Westbound Lane | 2,104 | 2,061 | $97.96 \%$ | 43 | $2.04 \%$ |  |  |  |  |
| Total Both Lanes | $\mathbf{4 , 1 1 1}$ | $\mathbf{4 , 0 2 5}$ | $97.91 \%$ | $\mathbf{8 6}$ | $2.09 \%$ |  |  |  |  |

Location of Counter: Lee Highway (Old US 11 Just off Ingleside)

| 8 | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | (Classes 1-5) |  | (Classes 6-13) |  |
| Eastbound Lane | 1,542 | 1,490 | 96.63\% | 52 | 3.37\% |
| Westbound Lane | 1,527 | 1,477 | 96.73\% | 50 | 3.27\% |
| Total Both Lanes | 3,069 | 2,967 | 96.68\% | 102 | 3.32\% |
| Location of Counter: 305 West of CR 250 | 305 West of CR 250 |  |  |  |  |
| 9 | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |
|  |  | (Classes 1-5) |  | (Classes 6-13) |  |
| Eastbound Lane | 2,703 | 2,557 | 94.60\% | 146 | 5.40\% |
| Westbound Lane | 2,660 | 2,538 | 95.41\% | 122 | 4.59\% |
| Total Both Lanes | 5,363 | 5,095 | 95.00\% | 268 | 5.00\% |

Location of Counter: Green St. at the T.W.C. Gym

| 10 | \# Vehicles per day | $\%$ Non Large Trucks |  | \% Large Trucks |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | (Classes 1-5) |  |  |  | (Classes 6-13) |  |
| Eastbound Lane | 5,171 | 5,010 | $96.89 \%$ | 161 | $3.11 \%$ |  |
| Westbound Lane | 5,540 | 5,161 | $93.16 \%$ | 379 | $6.84 \%$ |  |
| Total Both Lanes | $\mathbf{1 0 , 7 1 1}$ | $\mathbf{1 0 , 1 7 1}$ | $94.96 \%$ | $\mathbf{5 4 0}$ | $5.04 \%$ |  |

Location of Counter: 305 Just East of Mouse Creek

| $\mathbf{1 1}$ | \# Vehicles per day | \% Non Large Trucks |  | $\%$ Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | (Classes 1-5) |  |  | (Classes 6-13) |  |
| Eastbound Lane | 4,217 | 3,920 | $92.96 \%$ | 297 | $7.04 \%$ |
| Westbound Lane | 4,024 | 3,741 | $92.97 \%$ | 283 | $7.03 \%$ |
| Total Both Lanes | $\mathbf{8 , 2 4 1}$ | $\mathbf{7 , 6 6 1}$ | $92.96 \%$ | $\mathbf{5 8 0}$ | $7.04 \%$ |

Location of Counter:

## Highway 30 near Jail

| 12 | \# Vehicles per day | $\%$ Non Large Trucks |  | $\%$ Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | (Classes 1-5) |  |  | (Classes 6-13) |  |
| Eastbound Lane | 6,329 | 6,145 | $97.09 \%$ | 184 | $2.91 \%$ |
| Westbound Lane | 8,735 | 8,370 | $95.82 \%$ | 365 | $4.18 \%$ |
| Total Both Lanes | $\mathbf{1 5 , 0 6 4}$ | $\mathbf{1 4 , 5 1 5}$ | $96.36 \%$ | $\mathbf{5 4 9}$ | $3.64 \%$ |

Location of Counter: Hwy. 30 between Elizabeth St. and Ford Company

| 13 | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | (Classes 1-5) |  | (Classes 6-13) |  |
| Eastbound Lane | 11,396 | 11,133 | 97.69\% | 254 | 2.23\% |
| Westbound Lane | 10,985 | 10,652 | 96.97\% | 262 | 2.39\% |
| Total Both Lanes | 22,381 | 21,785 | 97.34\% | 516 | 2.31\% |

Location of Counter: Ingleside Avenue Just west of Tellico Avenue

| $\mathbf{1 4}$ | \# Vehicles per day | $\%$ Non Large Trucks |  | $\%$ Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | (Classes 1-5) | (Classes 6-13) |  |  |
| Eastbound Lane | 4,736 | 4,514 | $95.31 \%$ | 249 | $5.26 \%$ |
| Westbound Lane | 4,678 | 4,528 | $96.79 \%$ | 150 | $3.21 \%$ |
| Total Both Lanes | $\mathbf{9 , 4 1 4}$ | $\mathbf{9 , 0 4 2}$ | $96.05 \%$ | $\mathbf{3 9 9}$ | $4.24 \%$ |

Location of Counter: $\quad$ White Street at Highway 30

| 15 | \# Vehicles per day | $\%$ Non Large Trucks |  | $\%$ Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | (Classes 1-5) | (Classes 6-13) |  |  |
| Eastbound Lane | 4,254 | 4,222 | $99.25 \%$ | 32 | $0.75 \%$ |
| Westbound Lane | 626 | 626 | $100.00 \%$ | 0 | $0.00 \%$ |
| Total Both Lanes | $\mathbf{4 , 8 8 0}$ | $\mathbf{4 , 8 4 8}$ | $99.34 \%$ | $\mathbf{3 2}$ | $0.66 \%$ |

Location of Counter: Jackson Street near Cook Drive

| 16 | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | (Classes 1-5) | (Classes 6-13) |  |  |
| Southbound Lane | 5,342 | 5,325 | $99.68 \%$ | 16 | $0.30 \%$ |
| Northbound Lane | 3,752 | 3,737 | $99.60 \%$ | 15 | $0.40 \%$ |
| Total Both Lanes | $\mathbf{9 , 0 9 4}$ | $\mathbf{9 , 0 6 2}$ | $99.65 \%$ | $\mathbf{3 1}$ | $0.34 \%$ |

Location of Counter: Highway 30 near Georgia Avenue

| 17 | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | (Classes 1-5) |  | (Classes 6-13) |  |
| Eastbound Lane | 9,319 | 9,133 | 98.00\% | 186 | 2.00\% |
| Westbound Lane | 8,952 | 8,815 | 98.47\% | 137 | 1.53\% |
| Total Both Lanes | 18,271 | 17,948 | 98.23\% | 323 | 1.77\% |
| Location of Counter: | Highway 30 West of Congress Parkway |  |  |  |  |
| 18 | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |
|  |  | (Classes 1-5) |  | (Classes 6-13) |  |
| Eastbound Lane | 10,796 | 10,490 | 97.17\% | 306 | 2.83\% |
| Westbound Lane | 10,395 | 10,116 | 97.32\% | 279 | 2.68\% |
| Total Both Lanes | 21,191 | 20,606 | 97.24\% | 585 | 2.76\% |

Location of Counter: Highway 30 East of Congress Parkway

| 19 | \# Vehicles per day | \% Non Large Trucks |  | $\%$ Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | (Classes 1-5) |  | (Classes 6-13) |  |  |
| Eastbound Lane | 13,381 | 13,213 | $98.74 \%$ | 168 | $1.26 \%$ |
| Westbound Lane | 12,999 | 12,879 | $99.08 \%$ | 120 | $0.92 \%$ |
| Total Both Lanes | $\mathbf{2 6 , 3 8 0}$ | $\mathbf{2 6 , 0 9 2}$ | $98.91 \%$ | $\mathbf{2 8 8}$ | $1.09 \%$ |

Location of Counter: $\quad$ Highway 30 West of Denso

| 20 | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | (Classes 1-5) |  |  |  |  |  | (Classes 6-13) |  |
| Eastbound Lane | 5,179 | 4,942 | $95.42 \%$ | 237 | $4.58 \%$ |  |  |  |
| Westbound Lane | 5,336 | 4,978 | $93.29 \%$ | 358 | $6.71 \%$ |  |  |  |
| Total Both Lanes | $\mathbf{1 0 , 5 1 5}$ | $\mathbf{9 , 9 2 0}$ | $94.34 \%$ | $\mathbf{5 9 5}$ | $5.66 \%$ |  |  |  |

Location of Counter: Madison Ave. Between Johnson Control \& Fairview

| 21 | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | (Classes 1-5) |  |  |  |  |
| Eastbound Lane | 1,220 | 1,140 | $93.44 \%$ | 62 | $5.08 \%$ |
| Westbound Lane | 1,277 | 1,224 | $95.85 \%$ | 47 | $3.68 \%$ |
| Total Both Lanes | $\mathbf{2 , 4 9 7}$ | $\mathbf{2 , 3 6 4}$ | $94.67 \%$ | $\mathbf{1 0 9}$ | $4.37 \%$ |

Location of Counter: Congress Pkwy (US 11) near Athens Diner

| $\mathbf{2 2}$ | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | (Classes 1-5) |  |  | (Classes 6-13) |  |
| From Niota | 6,614 | 6,446 | $97.46 \%$ | 168 | $2.54 \%$ |
| To Niota | 6,335 | 6,166 | $97.33 \%$ | 169 | $2.67 \%$ |
| Total Both Lanes | $\mathbf{1 2 , 9 4 9}$ | $\mathbf{1 2 , 6 1 2}$ | $97.40 \%$ | $\mathbf{3 3 7}$ | $2.60 \%$ |

Location of Counter: Congress Pkwy (US 11) Near the Dairy Barn

| $\mathbf{2 3}$ | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | (Classes 1-5) |  |  |  | (Classes 6-13) |
| From Niota | 7,620 | 7,530 | $98.82 \%$ | 140 | $1.84 \%$ |
| To Niota | 7,538 | 7,357 | $97.60 \%$ | 181 | $2.40 \%$ |
| Total Both Lanes | $\mathbf{1 5 , 1 5 8}$ | $\mathbf{1 4 , 8 8 7}$ | $98.21 \%$ | $\mathbf{3 2 1}$ | $2.12 \%$ |

Location of Counter: Congress Pkwy (US 11) near Dooley Tractor

| $\mathbf{2 4}$ | \# Vehicles per day | $\%$ Non Large Trucks |  | \% Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | (Classes 1-5) | (Classes 6-13) |  |  |
| From Niota | 8,174 | 7,994 | $97.80 \%$ | 184 | $2.25 \%$ |
| To Niota | 6,682 | 6,511 | $97.44 \%$ | 171 | $2.56 \%$ |
| Total Both Lanes | $\mathbf{1 4 , 8 5 6}$ | $\mathbf{1 4 , 5 0 5}$ | $97.64 \%$ | $\mathbf{3 5 5}$ | $2.39 \%$ |

Location of Counter: Madison Ave. (Hwy 39) west of Cook Dr

| 25 | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | (Classes 1-5) |  | (Classes 6-13) |  |
| To Athens | 5,151 | 5,085 | 98.72\% | 66 | 1.28\% |
| From Athens | 6,088 | 6,041 | 99.23\% | 47 | 0.77\% |
| Total Both Lanes | 11,239 | 11,126 | 98.99\% | 113 | 1.01\% |
| Location of Counter: | Madison Ave (Hwy 39) east of Dennis St |  |  |  |  |
| 26 | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |
|  |  | (Classes 1-5) |  | (Classes 6-13) |  |
| To Athens | 4,342 | 4,295 | 98.92\% | 47 | 1.08\% |
| From Athens | 2,769 | 2,744 | 99.10\% | 22 | 0.79\% |
| Total Both Lanes | 7,111 | 7,039 | 98.99\% | 69 | 0.97\% |

Location of Counter: Congress Pkwy (US 11) near Citizens Bank

| $\mathbf{2 7}$ | \# Vehicles per day | \% Non Large Trucks |  | $\%$ Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | (Classes 1-5) | (Classes 6-13) |  |  |
| To Riceville | 8,971 | 8,766 | $97.71 \%$ | 205 | $2.29 \%$ |
| From Riceville | 6,989 | 6,801 | $97.31 \%$ | 188 | $2.69 \%$ |
| Total Both Lanes | $\mathbf{1 5 , 9 6 0}$ | $\mathbf{1 5 , 5 6 7}$ | $97.54 \%$ | 393 | $2.46 \%$ |

Location of Counter: Congress Pkwy (US 11) near the High School

| 28 | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | (Classes 1-5) |  | (Classes 6-13) |  |
| To Riceville | 8,157 | 7,873 | 96.52\% | 284 | 3.48\% |
| From Riceville | 6,010 | 5,927 | 98.62\% | 83 | 1.38\% |
| Total Both Lanes | 14,167 | 13,800 | 97.41\% | 367 | 2.59\% |
| Location of Counter: | S Congress Pkwy (US 11) just outside the city Limits |  |  |  |  |
| 29 | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |
|  |  | (Classes 1-5) |  | (Classes 6-13) |  |
| Eastbound Lane | 4,900 | 4,715 | 96.22\% | 185 | 3.78\% |
| Westbound Lane | 4,664 | 4,555 | 97.66\% | 109 | 2.34\% |
| Total Both Lanes | 9,564 | 9,270 | 96.93\% | 294 | 3.07\% |

Location of Counter: Dennis Street near the Sonic

| $\mathbf{3 0}$ | \# Vehicles per day | $\%$ Non Large Trucks |  | \% Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | (Classes 1-5) |  |  | (Classes 6-13) |  |
| To Wal-Mart | 5,809 | 5,754 | $99.05 \%$ | 55 | $0.95 \%$ |
| From Wal-Mart | 5,867 | 5,801 | $98.88 \%$ | 66 | $1.12 \%$ |
| Total Both Lanes | $\mathbf{1 1 , 6 7 6}$ | $\mathbf{1 1 , 5 5 5}$ | $98.96 \%$ | $\mathbf{1 2 1}$ | $1.04 \%$ |

Location of Counter: $\quad$ Dennis Street near Wal-Mart

| $\mathbf{3 1}$ | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | (Classes 1-5) |  |  | (Classes 6-13) |  |
| From Wal-Mart | 3,668 | 3,626 | $98.85 \%$ | 42 | $1.15 \%$ |
| To Wal-Mart | 4,064 | 4,019 | $98.89 \%$ | 45 | $1.11 \%$ |
| Total Both Lanes | $\mathbf{7 , 7 3 2}$ | $\mathbf{7 , 6 4 5}$ | $98.87 \%$ | $\mathbf{8 7}$ | $1.13 \%$ |

Location of Counter: Dennis Street near Bojangles

| 32 | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 3,502 | (Classes 1-5) | 3,447 | $98.43 \%$ | (Classes 6-13) |  | 55 | $1.57 \%$ |
| From Wal-Mart | 3,799 | 3,754 | $98.82 \%$ | 45 | $1.18 \%$ |  |  |  |
| To Wal-Mart | $\mathbf{3 , 3 0 1}$ | $\mathbf{7 , 2 0 1}$ | $98.63 \%$ | $\mathbf{1 0 0}$ | $1.37 \%$ |  |  |  |
| Total Both Lanes |  |  |  |  |  |  |  |  |

Location of Counter: Dennis Street near Plastics Ind.

| 33 | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | (Classes 1-5) |  | (Classes 6-13) |  |
| From Wal-Mart | 3,086 | 3,037 | 98.41\% | 49 | 1.59\% |
| To Wal-Mart | 3,807 | 3,751 | 98.53\% | 56 | 1.47\% |
| Total Both Lanes | 6,893 | 6,788 | 98.48\% | 105 | 1.52\% |
| Location of Counter: | Dennis Street near Dr. Kennedy's |  |  |  |  |
| 34 | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |
|  |  | (Classes 1-5) |  | (Classes 6-13) |  |
| From Wal-Mart | 2,886 | 2,842 | 98.48\% | 44 | 1.52\% |
| To Wal-Mart | 3,597 | 3,555 | 98.83\% | 42 | 1.17\% |
| Total Both Lanes | 6,483 | 6,397 | 98.67\% | 86 | 1.33\% |

Location of Counter:
Dennis Street at the Railroad Bridge

| $\mathbf{3 5}$ | \# Vehicles per day | $\%$ Non Large Trucks |  | \% Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | (Classes 1-5) | (Classes 6-13) |  |  |
| From Wal-Mart | 3,292 | 3,270 | $99.33 \%$ | 22 | $0.67 \%$ |
| To Wal-Mart | 1,515 | 1,502 | $99.14 \%$ | 13 | $0.86 \%$ |
| Total Both Lanes | $\mathbf{4 , 8 0 7}$ | $\mathbf{4 , 7 7 2}$ | $99.27 \%$ | $\mathbf{3 5}$ | $0.73 \%$ |

Location of Counter: $\quad$ Exit 52 Northbound

| 36 | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | (Classes 1-5) |  |  |  |  |  | (Classes 6-13) |  |
| Entrance Ramp | 2,048 | 1,856 | $90.63 \%$ | 192 | $9.38 \%$ |  |  |  |
| Exit Ramp | 1,980 | 1,727 | $87.22 \%$ | 253 | $12.78 \%$ |  |  |  |
| Total Both Lanes | $\mathbf{4 , 0 2 8}$ | $\mathbf{3 , 5 8 3}$ | $88.95 \%$ | $\mathbf{4 4 5}$ | $11.05 \%$ |  |  |  |

Location of Counter:
Exit 52 Southbound

| 37 | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | (Classes 1-5) |  |  |  |  |
| Entrance Ramp | 2,081 | 1,878 | $90.25 \%$ | 203 | $9.75 \%$ |
| Exit Ramp | 2,182 | 1,976 | $90.56 \%$ | 216 | $9.90 \%$ |
| Total Both Lanes | $\mathbf{4 , 2 6 3}$ | $\mathbf{3 , 8 5 4}$ | $90.41 \%$ | 419 | $9.83 \%$ |

Location of Counter:

## Exit 49 Northbound

| 38 | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | (Classes 1-5) |  |  |  |  |  | (Classes 6-13) |  |
| Entrance Ramp | 4,133 | 3,740 | $90.49 \%$ | 393 | $9.51 \%$ |  |  |  |
| Exit Ramp | 3,366 | 3,094 | $91.92 \%$ | 272 | $8.08 \%$ |  |  |  |
| Total Both Lanes | $\mathbf{7 , 4 9 9}$ | $\mathbf{6 , 8 3 4}$ | $91.13 \%$ | 665 | $8.87 \%$ |  |  |  |

Location of Counter: $\quad$ Exit 49 Southbound

| $\mathbf{3 9}$ | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| (Classes 1-5) |  |  |  |  |  |  | (Classes 6-13) |  |
| Entrance Ramp | 3,175 | 2,897 | $91.24 \%$ | 278 | $8.76 \%$ |  |  |  |
| Exit Ramp | 3,831 | 3,451 | $90.08 \%$ | 380 | $9.92 \%$ |  |  |  |
| Total Both Lanes | $\mathbf{7 , 0 0 6}$ | $\mathbf{6 , 3 4 8}$ | $90.61 \%$ | $\mathbf{6 5 8}$ | $9.39 \%$ |  |  |  |

Location of Counter: Denso Dr Between HWY 30 and Burkett Witt Dr

| 40 | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | (Classes 1-5) |  |  |  |  |  | (Classes 6-13) |  |
| From HWY 30 | 2,981 | 2,872 | $96.34 \%$ | 109 | $3.66 \%$ |  |  |  |
| To HWY 30 | 2,854 | 2,725 | $95.48 \%$ | 129 | $4.52 \%$ |  |  |  |
| Total Both Lanes | $\mathbf{5 , 8 3 5}$ | $\mathbf{5 , 5 9 7}$ | $95.92 \%$ | $\mathbf{2 3 8}$ | $4.08 \%$ |  |  |  |

Location of Counter: Denso Dr After Burkett Witt Dr

| 41 | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | (Classes 1-5) | (Classes 6-13) |  |  |
| To HWY 30 | 2,422 | 2,311 | $95.42 \%$ | 111 | $4.58 \%$ |
| From HWY 30 | 2,350 | 2,233 | $95.02 \%$ | 117 | $4.98 \%$ |
| Total Both Lanes | $\mathbf{4 , 7 7 2}$ | $\mathbf{4 , 5 4 4}$ | $95.22 \%$ | $\mathbf{2 2 8}$ | $4.78 \%$ |

Location of Counter:
Dupitt St Between Tellico Ave and HWY 30

| 42 | \# Vehicles per day | $\%$ Non Large Trucks |  | \% Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |
| To Tellico Ave | 1,180 | (Classes 1-5) | 1,180 | $100.00 \%$ | 4 |
| (Classes 6-13) |  |  |  |  |  |
| From Tellico Ave | 998 | 997 | $99.90 \%$ | 1 | $0.34 \%$ |
| Total Both Lanes | $\mathbf{2 , 1 7 8}$ | $\mathbf{2 , 1 7 7}$ | $99.95 \%$ | $\mathbf{5}$ | $0.23 \%$ |

Location of Counter: Tellico Ave Between Dupitt St and Congress Pkwy

| $\mathbf{4 3}$ | \# Vehicles per day | \% Non Large Trucks |  | $\%$ Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | (Classes 1-5) | (Classes 6-13) |  |  |
| To Congress Pkwy | 1,851 | 1,841 | $99.46 \%$ | 10 | $0.54 \%$ |
| From Congress Pkwy | 1,677 | 1,670 | $99.58 \%$ | 7 | $0.42 \%$ |
| Total Both Lanes | $\mathbf{3 , 5 2 8}$ | $\mathbf{3 , 5 1 1}$ | $99.52 \%$ | $\mathbf{1 7}$ | $0.48 \%$ |

Location of Counter: Tellico Ave Between Dupitt St and Sliger St

| 44 | $\#$ Vehicles per day | $\%$ Non Large Trucks |  | \% Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | (Classes 1-5) |  |  |  |  |
| To Railroad Ave | 1,428 | 1,427 | $99.93 \%$ | 1 | $0.07 \%$ |
| From Railroad Ave | 1,470 | 1,465 | $99.66 \%$ | 5 | $0.34 \%$ |
| Total Both Lanes | $\mathbf{2 , 8 9 8}$ | $\mathbf{2 , 8 9 2}$ | $99.79 \%$ | $\mathbf{6}$ | $0.21 \%$ |

Location of Counter: Railroad Ave Between Tellico Ave and Gay St

| 45 | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | (Classes 1-5) |  |  |  |  |
| To City Hall | 2,956 | 2,929 | $99.09 \%$ | 27 | $0.91 \%$ |
| From City Hall | 2,752 | 2,738 | $99.49 \%$ | 14 | $0.51 \%$ |
| Total Both Lanes | 5,708 | 5,667 | $99.28 \%$ | 41 | $0.72 \%$ |

Location of Counter: Clearwater Rd Near Congress Pkwy

| 46 | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | (Classes 1-5) | (Classes 6-13) |  |
| From Congress Pkwy | 1,378 | 1,369 | $99.35 \%$ | 9 | $0.65 \%$ |  |  |  |  |
| To Congress Pkwy | 1,441 | 1,431 | $99.31 \%$ | 10 | $0.69 \%$ |  |  |  |  |
| Total Both Lanes | $\mathbf{2 , 8 1 9}$ | $\mathbf{2 , 8 0 0}$ | $99.33 \%$ | $\mathbf{1 9}$ | $0.67 \%$ |  |  |  |  |

Location of Counter: Velma Rd Between Congress Pkwy and Hamby St

| 47 | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | (Classes 1-5) |  |  |  |  |  | (Classes 6-13) |  |
| From Congress Pkwy | 1,461 | 1,447 | $99.04 \%$ | 14 | $0.96 \%$ |  |  |  |
| To Congress Pkwy | 1,322 | 1,307 | $98.87 \%$ | 15 | $1.13 \%$ |  |  |  |
| Total Both Lanes | $\mathbf{2 , 7 8 3}$ | $\mathbf{2 , 7 5 4}$ | $98.96 \%$ | $\mathbf{2 9}$ | $1.04 \%$ |  |  |  |

Location of Counter: $\quad$ Madison Ave Between Lynwood Ave and Cook Dr

| $\mathbf{4 8}$ | \# Vehicles per day | \% Non Large Trucks |  | $\%$ Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | (Classes 1-5) | (Classes 6-13) |  |  |
| To Cook Dr | 6,849 | 6,800 | $99.28 \%$ | 49 | $0.72 \%$ |
| From Cook Dr | 6,289 | 6,231 | $99.08 \%$ | 58 | $0.92 \%$ |
| Total Both Lanes | $\mathbf{1 3 , 1 3 8}$ | $\mathbf{1 3 , 0 3 1}$ | $99.19 \%$ | $\mathbf{1 0 7}$ | $0.81 \%$ |

Location of Counter: Cook Dr Between Frye St and Madison Ave

| 49 | $\#$ Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | (Classes 1-5) |  |  |  |  |  | (Classes 6-13) |  |
| To Madison Ave | 3,084 | 3,074 | $99.68 \%$ | 10 | $0.32 \%$ |  |  |  |
| From Madison Ave | 2,753 | 2,741 | $99.56 \%$ | 12 | $0.44 \%$ |  |  |  |
| Total Both Lanes | $\mathbf{5 , 8 3 7}$ | $\mathbf{5 , 8 1 5}$ | $99.62 \%$ | $\mathbf{2 2}$ | $0.38 \%$ |  |  |  |

Location of Counter: Cook Dr Between Frye St and Thompson St

| 50 | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | (Classes 1-5) |  |  |  |  |  | (Classes 6-13) |
| To Madison Ave | 1,297 | 1,294 | $99.77 \%$ | 3 | $0.23 \%$ |  |  |
| From Madison Ave | 1,342 | 1,334 | $99.40 \%$ | 8 | $0.60 \%$ |  |  |
| Total Both Lanes | $\mathbf{2 , 6 3 9}$ | $\mathbf{2 , 6 2 8}$ | $99.58 \%$ | $\mathbf{1 1}$ | $0.42 \%$ |  |  |

Location of Counter: $\quad$ Tell St Near Frye St

| 51 | \# Vehicles per day | $\%$ Non Large Trucks |  | \% Large Trucks |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | (Classes 1-5) |  | (Classes 6-13) |  |  |
| To Frye St | 261 | 260 | $99.62 \%$ | 1 | $0.38 \%$ |
| From Frye St | 234 | 232 | $99.15 \%$ | 2 | $0.85 \%$ |
| Total Both Lanes | 495 | 492 | $99.39 \%$ | $\mathbf{3}$ | $0.61 \%$ |

Location of Counter: $\quad$ Frye St Between Tell St and Cook Dr

| 52 | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | (Classes 1-5) |  |  |  |  |  | (Classes 6-13) |  |
| To Cook Dr | 2,523 | 2,500 | $99.09 \%$ | 23 | $0.91 \%$ |  |  |  |
| From Cook Dr | 2,219 | 2,200 | $99.14 \%$ | 19 | $0.86 \%$ |  |  |  |
| Total Both Lanes | $\mathbf{4 , 7 4 2}$ | 4,700 | $99.11 \%$ | $\mathbf{4 2}$ | $0.89 \%$ |  |  |  |

Location of Counter: Elizabeth St Near American Cinemas

| 53 | \# Vehicles per day | \% Non Large Trucks |  | \% Large Trucks |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | (Classes 1-5) |  |  |  |  |  | (Classes 6-13) |
| To White St | 1,475 | 1,470 | $99.66 \%$ | 5 | $0.34 \%$ |  |  |
| From White St | 1,444 | 1,435 | $99.38 \%$ | 9 | $0.62 \%$ |  |  |
| Total Both Lanes | $\mathbf{2 , 9 1 9}$ | $\mathbf{2 , 9 0 5}$ | $99.52 \%$ | $\mathbf{1 4}$ | $0.48 \%$ |  |  |

Just enter Non Large Truck and
Total VPD and percentages calculate automatically

