

BOLTON MIXED USE DRI #3097

DATE:

June 25, 2020

Revised July 10, 2020

LOCATION:

1593 & 1595 Chattahoochee Ave at Marietta Blvd
City of Atlanta, Fulton County, Georgia

PREPARED FOR:

AB Capital LLC

PREPARED BY:

Randall Parker PTP PTOE PE
NV5 Engineers and Consultants, Inc.
1255 Canton Street, Suite G Roswell, GA 30075
P: 678.795.3600

Executive Summary

A new mixed-use development in the City of Atlanta is planned for the eight acres' site located west of Marietta Boulevard NW and east of Chattahoochee Avenue NW. The development is scheduled to be completed by 2024. The proposed site consists of the following land uses:

- 660 multifamily units
- 262,496 square feet (sf) offices
- 36,240 sf retail
- 35,000 sf market
- 10,000 sf restaurant use
- 135 rooms hotel

The development site is located in the northwest quadrant of the City, west of I-75 and east of I-285. A new street, Bolton Market Drive, will be constructed within the site between Chattahoochee Ave and Marietta Blvd; it will provide vehicular access to all the parking areas and buildings on the site. In addition to the new street's intersections with Chattahoochee Ave and Marietta Blvd, there will be a drop-off/pick-up off-road space on Marietta Boulevard and another vehicular access intersection on Chattahoochee Avenue, both south of Bolton Market Drive. The zoning is changing from Industrial (I-I) to Mixed Use (MRC-2).

When completed, the development is expected to generate 440 AM and 369 PM weekday peak hour (of the adjacent street) new entering vehicular trips with 282 AM and 471 PM new exiting vehicular trips are expected on the existing external roadway. Daily, the development is expected to generate a total of 14,946 new vehicular trips before internal capture reductions, retail and restaurant uses pass-by reductions (total 125 in and 125 out in the PM peak hour) were applied, and the 7.5% modal split reduction was applied. Assuming the same proportion of peak hour internal capture and pass by trip reductions occur throughout the day, approximately 8,152 new vehicular trips will be generated on the external roadway network, with approximately 815 of these trips originating and terminating within the block containing the development with about 3,670 new vehicular trips toward and 3,670 trips leaving the development area each day.

The intersection capacity analyses assumed approximately 30% of residential and 40% of non-residential generated new trips are expected to use Marietta Blvd north of the site, while 30% of residential and 25% of non-residential are expected to use Marietta Blvd south of the site, 25% residential and 20% non-residential will use Chattahoochee Ave to/from east of the site, and 15% of both will use Chattahoochee Ave to Le Dawn Ln, Marietta Rd, and Bolton Rd to/from the west.

The following are the recommendations from the study:

Mitigation for Existing Conditions (Pre-existing deficiencies)

- Add westbound left turn lane on Chattahoochee Ave at Marietta Blvd

Mitigation for No-Build Conditions (Includes Pre-existing plus Background Growth)

- Same as for existing conditions

Mitigation for Build Conditions (Includes Pre-existing plus Background Growth plus Site Traffic)

- Same as for existing conditions

TABLE OF CONTENTS

Executive Summary	
A. Introduction.....	1
B. Proposed Development Description.....	4
B.1. Phasing	4
B.2. Transportation Facilities and LOS Standards.....	4
B.3. Transit	4
B.4. Pedestrian and Bicycle Facilities.....	4
B.5. Traffic Volumes.....	5
C. Future Conditions	8
C.1. No Build (Background) Growth	8
C.2. Planned/programed Improvements	8
C.3. Project Trip Generation	11
C.4. Trip Distribution and Assignment	12
D. Traffic Impact Analyses	18
D.1. Existing Capacity Analysis	18
D.2. No-Build Capacity Analysis.....	19
D.3. Build Conditions Capacity Analysis	20
E. Recommendations	21

LIST OF TABLES

Table 1: Project Trip Generation	11
Table 2: Existing Capacity Analysis	18
Table 3: No-Build Capacity Analysis.....	19
Table 4: Build Capacity Analysis	20

LIST OF FIGURES

Figure 1. Vicinity Map	2
Figure 2. Site Layout.....	3
Figure 3: Existing Volumes – AM Peak	6
Figure 4: Existing Volumes – PM Peak	7
Figure 5: No-Build Traffic Volumes – AM Peak	9
Figure 6: No-Build Traffic Volumes – PM Peak	10
Figure 7: Site Distribution.....	13
Figure 8: Project Trips – AM Peak.....	14
Figure 9: Project Trips – PM Peak.....	15
Figure 10: Build Traffic Volumes – AM Peak.....	16
Figure 11: Build Traffic Volumes – PM Peak	17

NV5 #2020060

A. Introduction

A new mixed-use development in the City of Atlanta containing 660 multifamily units, 262,496 square feet (sf) offices, 36,240 sf retail, a 35,000 sf market, 10,000 sf restaurant use, and a 135 rooms hotel is planned for the eight acres' site located west of Marietta Boulevard NW and east of Chattahoochee Avenue NW to be completed by 2024. The development site is located in the northwest quadrant of the City, west of I-75 and east of I-285. A new street, Bolton Market Drive, within the site will be constructed between Chattahoochee Avenue and Marietta Blvd providing vehicular access to all the parking areas and buildings on the site. In addition to the new street's intersections with Chattahoochee Ave and Marietta Blvd there will be a drop-off/pick-up off-road space on Marietta Boulevard and another vehicular access intersection on Chattahoochee Avenue, both south of Bolton Market Drive. The zoning is changing from Industrial (I-I) to Mixed Use (MRC-2).

The purpose of this study is to identify the traffic impacts associated with the development – both existing traffic, future background growth traffic, and full future traffic and to assess if any mitigation is needed. The traffic impact study analyzes the levels of service at the development access points. Figure 1 shows the site location and Figure 2 shows the layout of the site in the northwest corner of Marietta Blvd and Chattahoochee Avenue. A copy of the site plan is included in the Appendix.

This report summarizes the data collected, projected traffic at the study locations, analysis of traffic impacts including level of service (LOS), turn lane analysis, and conclusions from the analysis.

Figure 1. Vicinity Map

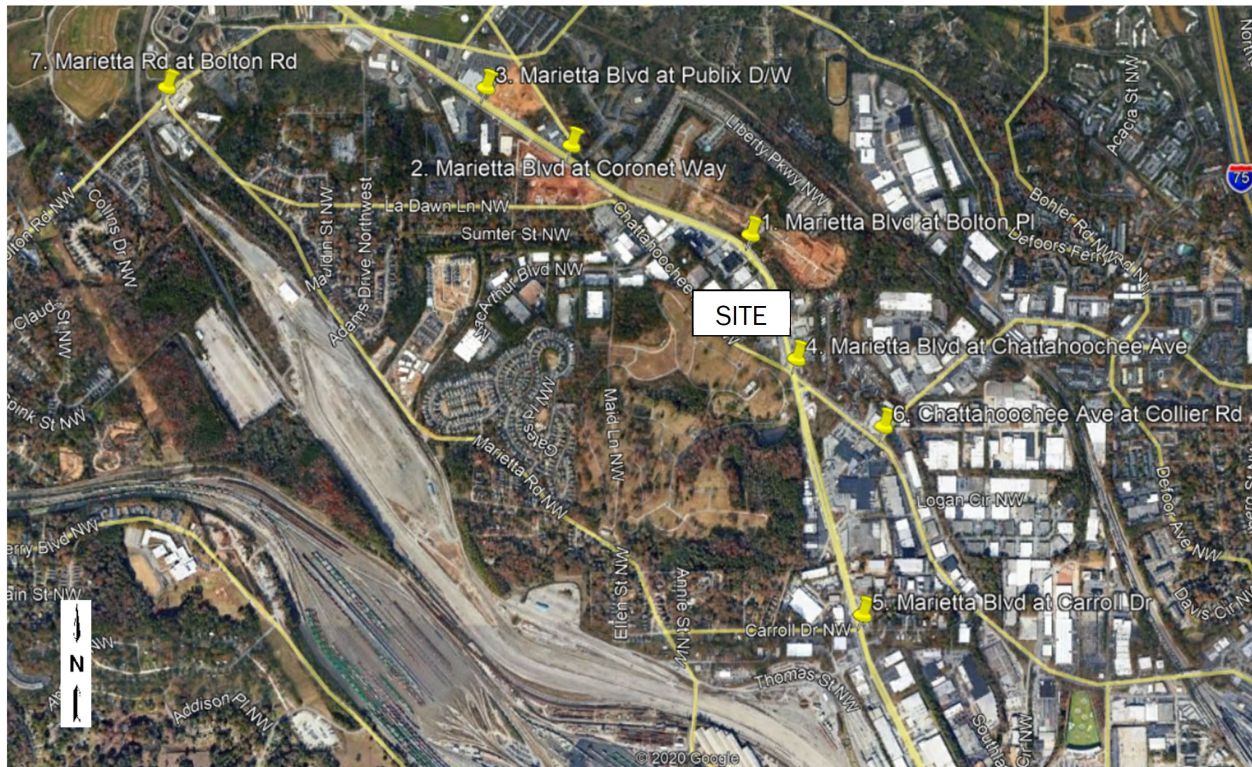
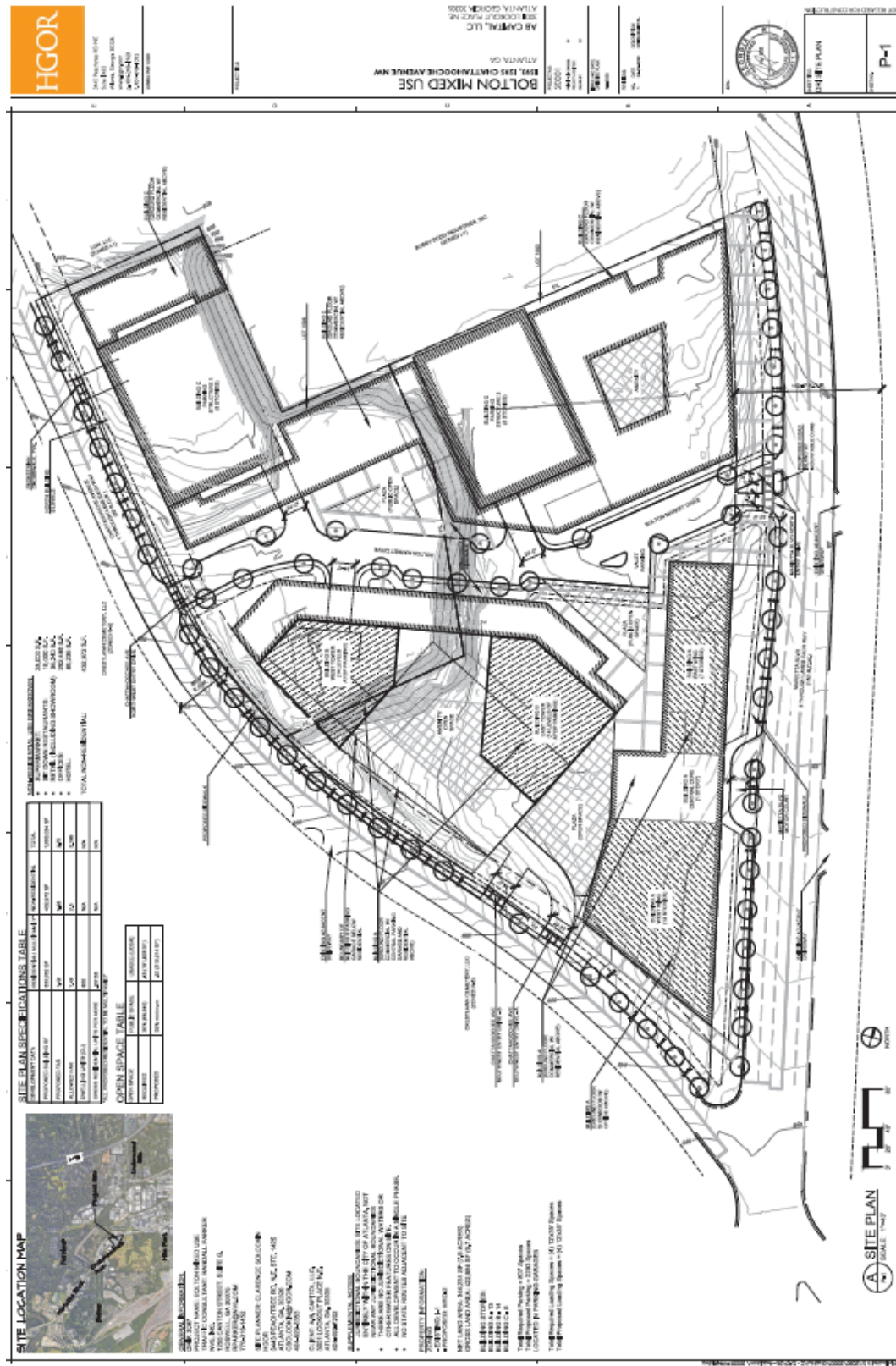


Figure 2. Site Layout



Traffic Impact Study for DRI 3097
Bolton Mixed Use in Atlanta, GA

B. Proposed Development Description

B.1. Phasing

The development is planned to be completed in a single phase by 2021.

B.2. Transportation Facilities and LOS Standards

Marietta Boulevard is a four-lane, 45 mph minor arterial that connects I-285 with west Midtown.

Chattahoochee Avenue is a two-lane, major collector east of Marietta Boulevard and a local road west of Marietta Boulevard. It serves as a connection to Howell Mill Road and ultimately to I-75.

Bolton Place is a two-lane private road that will link Marietta Boulevard with Bolton Drive.

Coronet Way is a two-lane local road that serves as a connection and possible cut-thru to Bolton Rd northwest of the study area.

Moore's Mill Road is a local two-lane road between Marietta Blvd and I-75.

Bolton Road is a local two-lane road between SR 280 and Coronet Way.

MacArthur Boulevard is a local two-lane road running west from Chattahoochee Ave to a dead end.

LOS D will be considered the minimum standard unless existing conditions are lower.

B.3. Transit

There are MARTA bus routes along Marietta Blvd and near the site.

B.4. Pedestrian and Bicycle Facilities

There are sidewalks along Marietta Blvd adjacent to the site. There are no bicycle facilities adjacent to the site.

B.5. Traffic Volumes

Traffic counts at the first four Marietta Blvd intersections were collected on Thursday, April 18, 2018 while public schools were in session. These counts were then increased by 1.3% annually for two years to approximate the existing 2020 typical volumes. From these counts, the peak hour for the AM turning movements was 7:30 to 8:30 AM and the peak hour for the PM turning movements was 4:30 to 5:30 PM at the study intersections. Peak hour turning movement counts collected on November 6, 2019 were provided for the intersections Chattahoochee Ave at Collier Rd and Chattahoochee Ave at Carroll Dr. The volumes were adjusted for 6 months' growth at the same 1.3% annually and the Carroll Dr volumes were used with the previously collected and adjusted April 2018 Marietta Blvd and Chattahoochee Ave counts to estimate the Marietta Blvd at Carroll Dr volumes. Peak hour turning movement counts collected on Tuesday, September 16, 2014 at the intersections of Bolton Rd at Marietta Rd and at Marietta Blvd were increased by 3% to estimate the existing traffic volumes (the 2014 and 2019 Bolton Rd at Marietta Blvd counts were compared and showed a less than 0.5% annual growth rate increase on Bolton Rd). Southbound Marietta Rd AM volumes were changed from none counted to match complementary PM volumes, as requested.

Study Intersections:

1. Marietta Blvd & Bolton Place (to be signalized)
2. Marietta Blvd & Coronet Way (signalized)
3. Marietta Blvd & Publix Driveway (signalized)
4. Marietta Blvd & Chattahoochee Ave (signalized)
5. Marietta Blvd & Carroll Dr (signalized)
6. Chattahoochee Ave & Collier Rd (signalized)
7. Marietta Rd and Bolton Rd
8. Bolton Market Drive on Marietta Blvd
9. Bolton Market Drive on Chattahoochee Ave
10. New South Site Access on Marietta Blvd
11. New Southwest Site Access on Chattahoochee Ave

Figures 3 and 4 show the study intersection existing (2020) peak hour turning movement volumes for the AM and PM peak hours, respectively. A 24-hour bidirectional vehicular count was collected on Marietta Blvd on Thursday, April 18, 2018. There were 31,024 vehicles counted, including 1,035 trucks with over three (3) axles in both directions. The count worksheets are included in the Appendix.

Figure 3: Existing Volumes – AM Peak

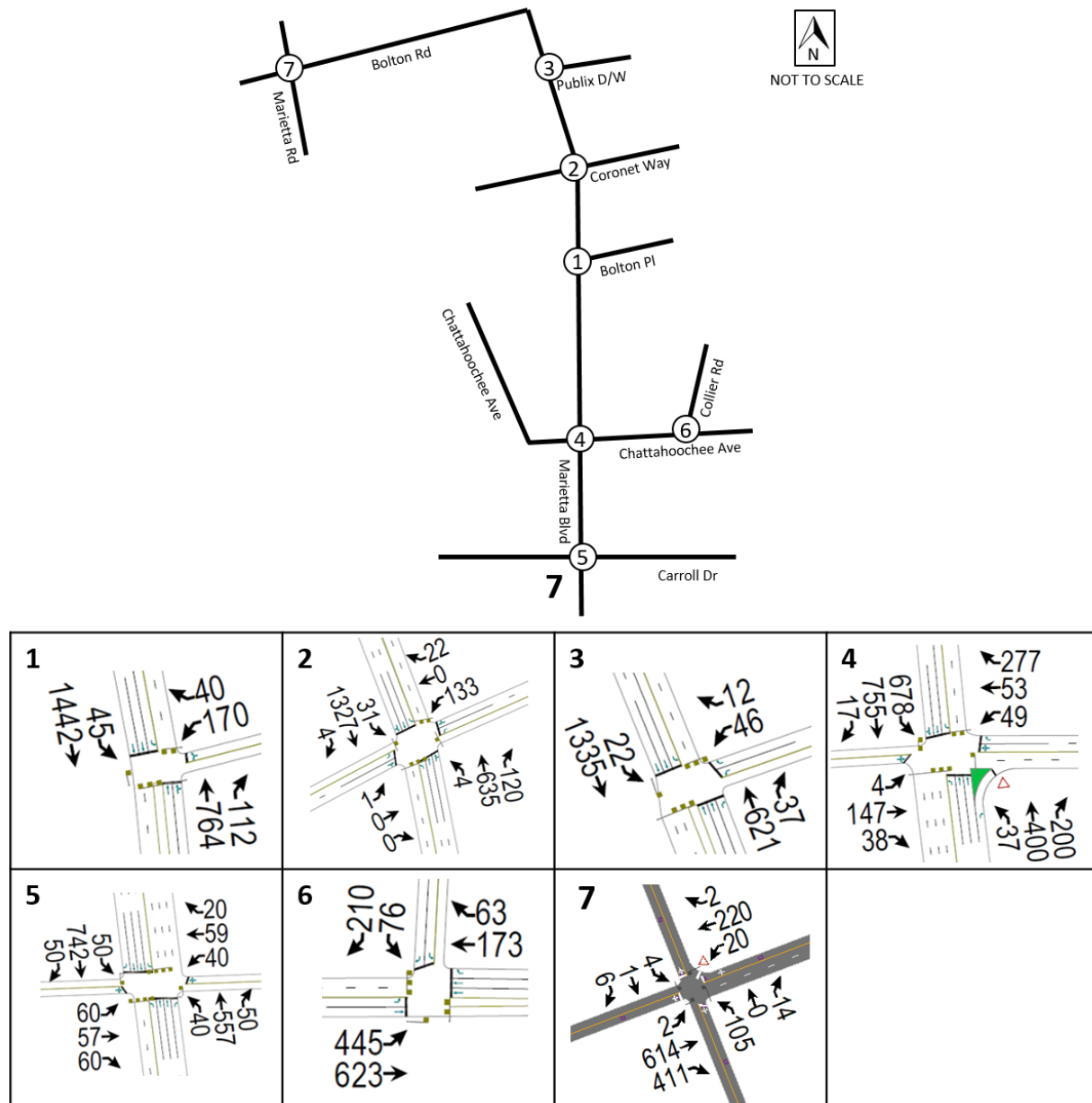
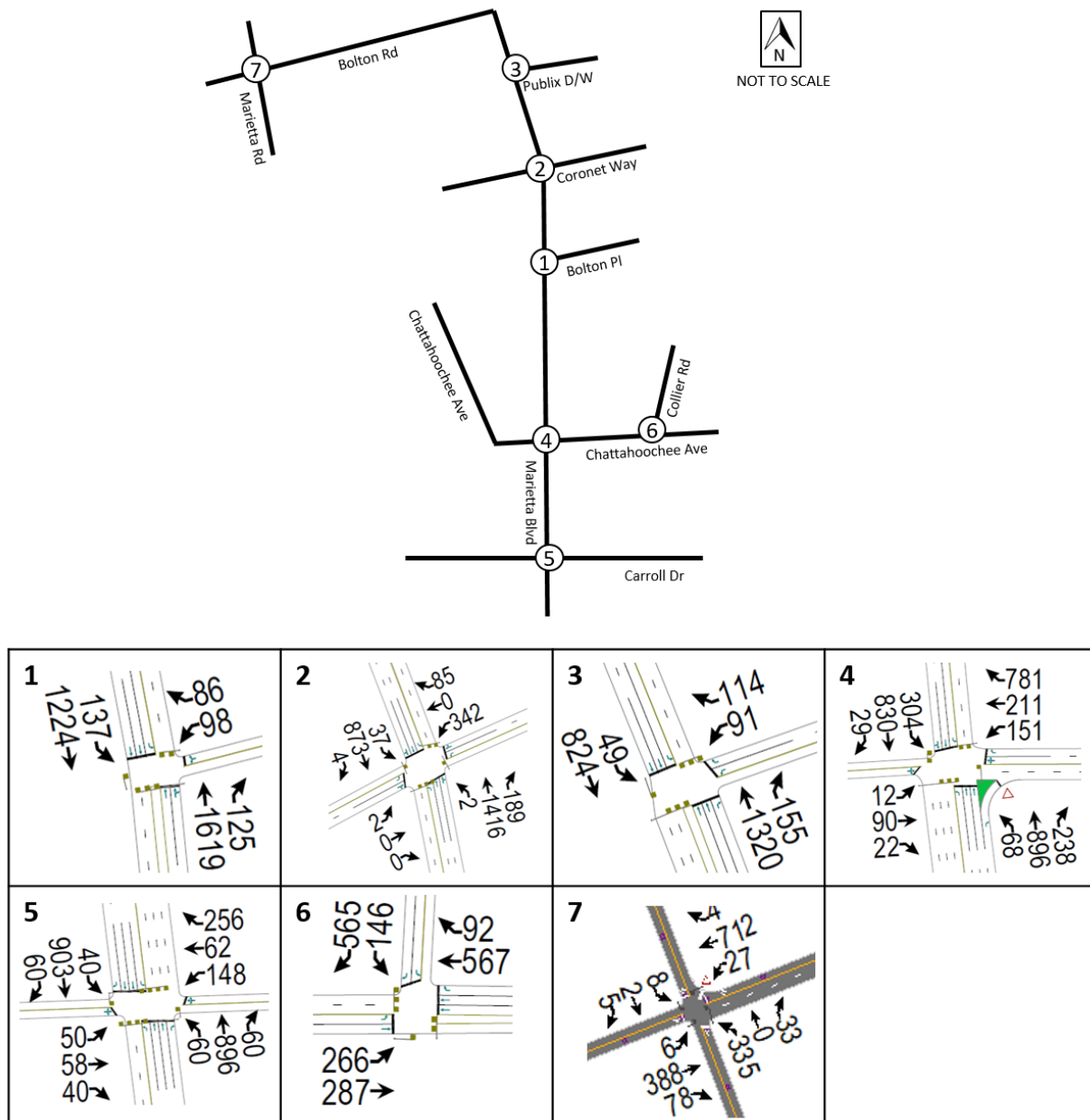


Figure 4: Existing Volumes – PM Peak



C. Future Conditions

C.1. No Build (Background) Growth

The existing volumes were increased by 1.3% annually (for a conservative growth estimate) for four (4) years for the No Build (background) traffic volumes as shown in Figures 5 and 6.

C.2. Planned/programed Improvements

According to ARC's Transportation Improvement Program, the Regional Transportation Plan (Atlanta Region's Plan), GDOT's construction work programs, City of Atlanta and Fulton County's programmed projects, and the GA STIP, no projects are programmed or planned to be completed within the study area.

The existing lane configurations and existing and planned traffic control (Bolton Place at Marietta Blvd to be signalized by 2021) at the study intersections were used for the analyses.

Figure 5: No-Build Traffic Volumes – AM Peak

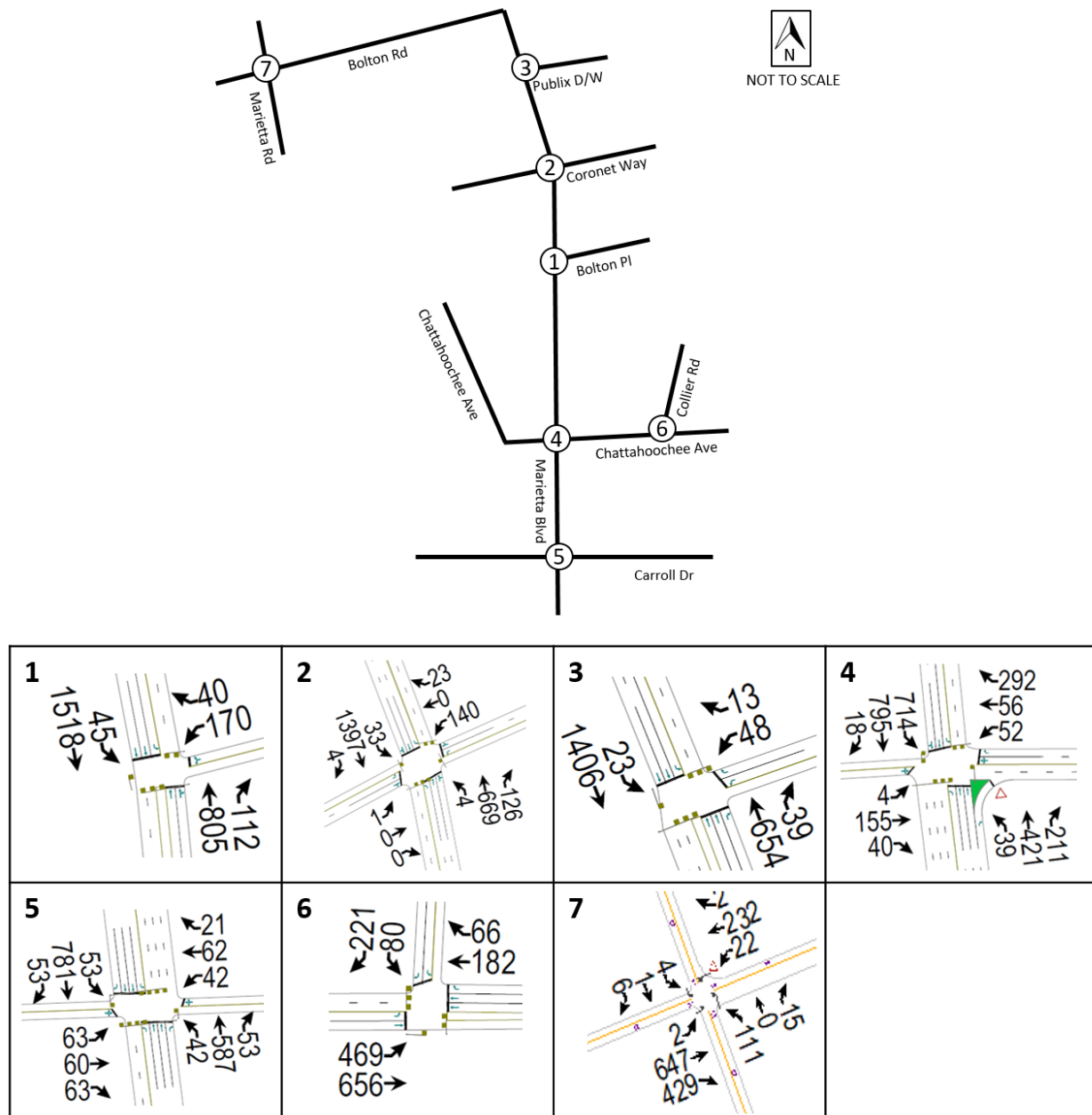
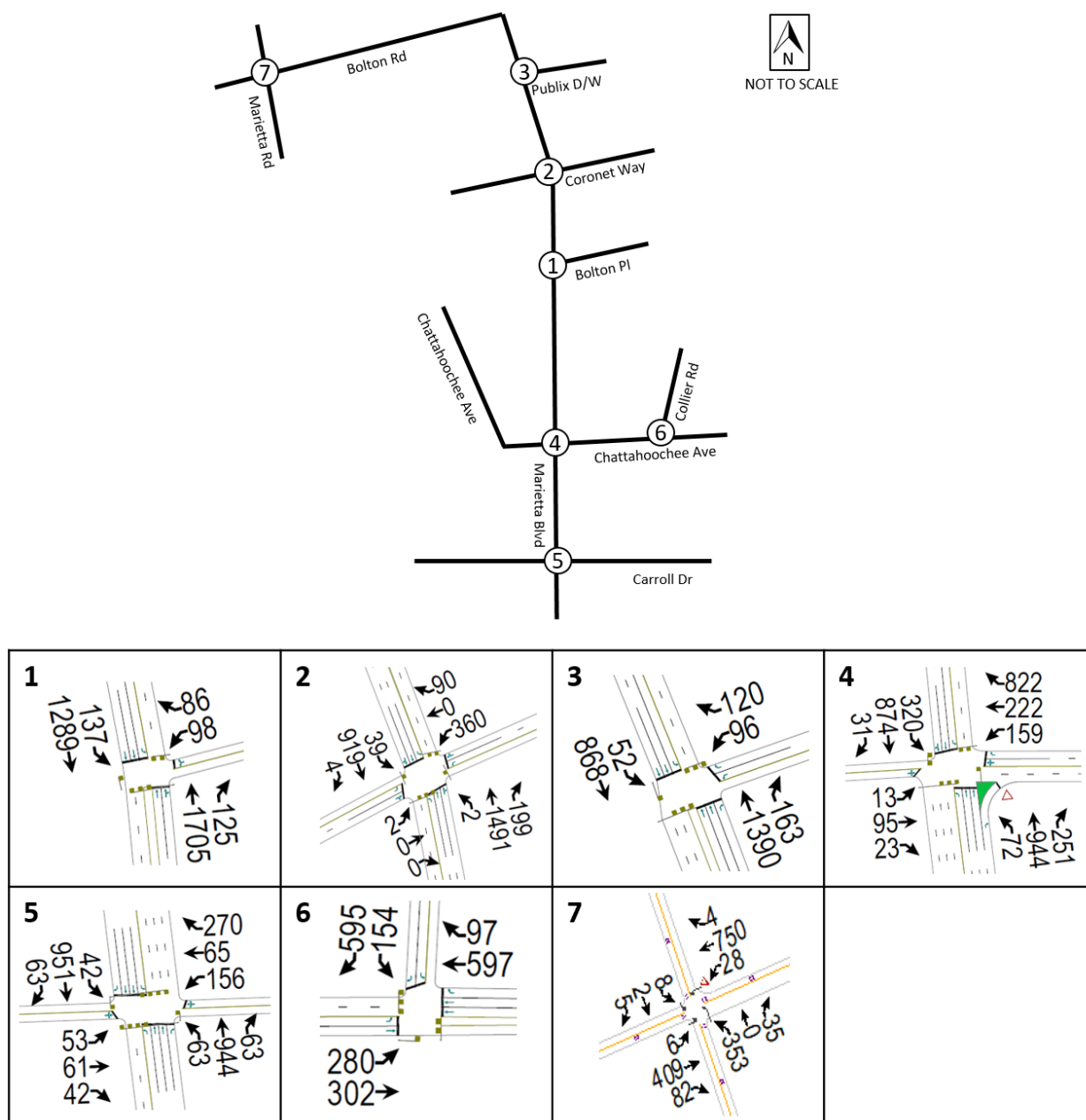


Figure 6: No-Build Traffic Volumes – PM Peak



C.3. Project Trip Generation

Table 1 summarizes the project trip generation calculated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition, 2017.

Table 1: Project Trip Generation

Land Use (ITE LUC) Density		Total	In	Out
Apartments (221) 660 Dwelling Units	Daily	3,596	1,798	1,798
	AM Peak Hour	218	57	161
	PM Peak Hour	271	165	106
Hotel (310) 135 Rooms	Daily	1,098	549	549
	AM Peak Hour	62	37	25
	PM Peak Hour	75	38	37
Office (710) 262,496 sf	Daily	2,706	1,353	1,353
	AM Peak Hour	273	235	38
	PM Peak Hour	285	46	239
Retail (820 & 850) 71,240 sf	Daily	6,708	3,354	3,354
	AM Peak Hour	304	185	119
	PM Peak Hour	613	305	308
	PM Pass-by trips	-216	-108	-108
Restaurants (931) 10,000 sf	Daily	838	419	419
	AM Peak Hour	8	4	4
	PM Peak Hour	78	52	26
	PM Pass-by trips	-34	-17	-17
Total New Project Trips within the site	Daily	14,946	7,473	7,473
	AM Peak Hour	865	518	347
	PM Peak Hour	1,322	606	716
Internal Capture within the Site	AM Peak Hour	-84	-42	-42
	PM Peak Hour	-414	-207	-207
Total New Project Trips (after Internal Capture Reduction)	AM Peak Hour	781	476	305
	PM Peak Hour	908	399	509
New External Vehicular Trips (after 7.5% Modal Split Reduction)		11,542	5,771	5,771
	AM Peak Hour	722	440	282
	PM Peak Hour	859	369	471
(after Bypass trips reductions)	PM Peak Hour	609	244	346
Net New Trips at Existing Intersections	Daily	10,388	5,194	5,194
	AM Peak Hour	650	396	254
	PM Peak Hour	548	228	320

Internal capture between different land uses within the site were calculated using the ITE Trip Generation Manual criteria (Appendix includes worksheets) to reduce the number of new external trips.

Pass-by reduction of trips on the external roadways for the PM peak hour (but not at the site driveways' entering and exiting trips) for the retail and restaurants was applied (27% of the new project trips and approximately 4.5% of the 2,779 existing trips counted on Marietta Blvd during the PM peak hour).

In addition, the agreed upon 7.5% modal split reduction was applied to calculate the number of new vehicular trips expected at the external study intersections.

Within the same block as the development, roughly bounded by Le Dawn Ln and to the north, Chattahoochee Ave to the west and south, and Liberty Parkway to the east and north, the numerous new residential developments and the Marietta Mixed Use Development (DRI #2929) either planned or under construction at the time of the existing traffic counts collection are expected to absorb approximately 10% of the new external vehicular trips at site access intersections on Chattahoochee Ave and at the intersections of Bolton Place and Bolton Dr with Marietta Blvd within the block. For these analyses, these trips were included in the site driveway turning movement volumes but not in the existing external study intersections volumes.

C.4. Trip Distribution and Assignment

The intersection capacity analyses assumed approximately 30% of residential and 40% of non-residential generated new trips are expected to use Marietta Blvd north of the site, while 30% of residential and 25% of non-residential are expected to use Marietta Blvd south of the site, 25% residential and 20% non-residential are expected to use Chattahoochee Ave to and from east of the site, and 15% of both to use Chattahoochee Ave, Le Dawn Ln, Marietta Rd Bolton Rd, I-285 and I-20 to and from the west. See figure below: Figures 4 & 5 show the project trips and the Build volumes

Figure 7: Site Distribution



Figure 8: Project Trips – AM Peak

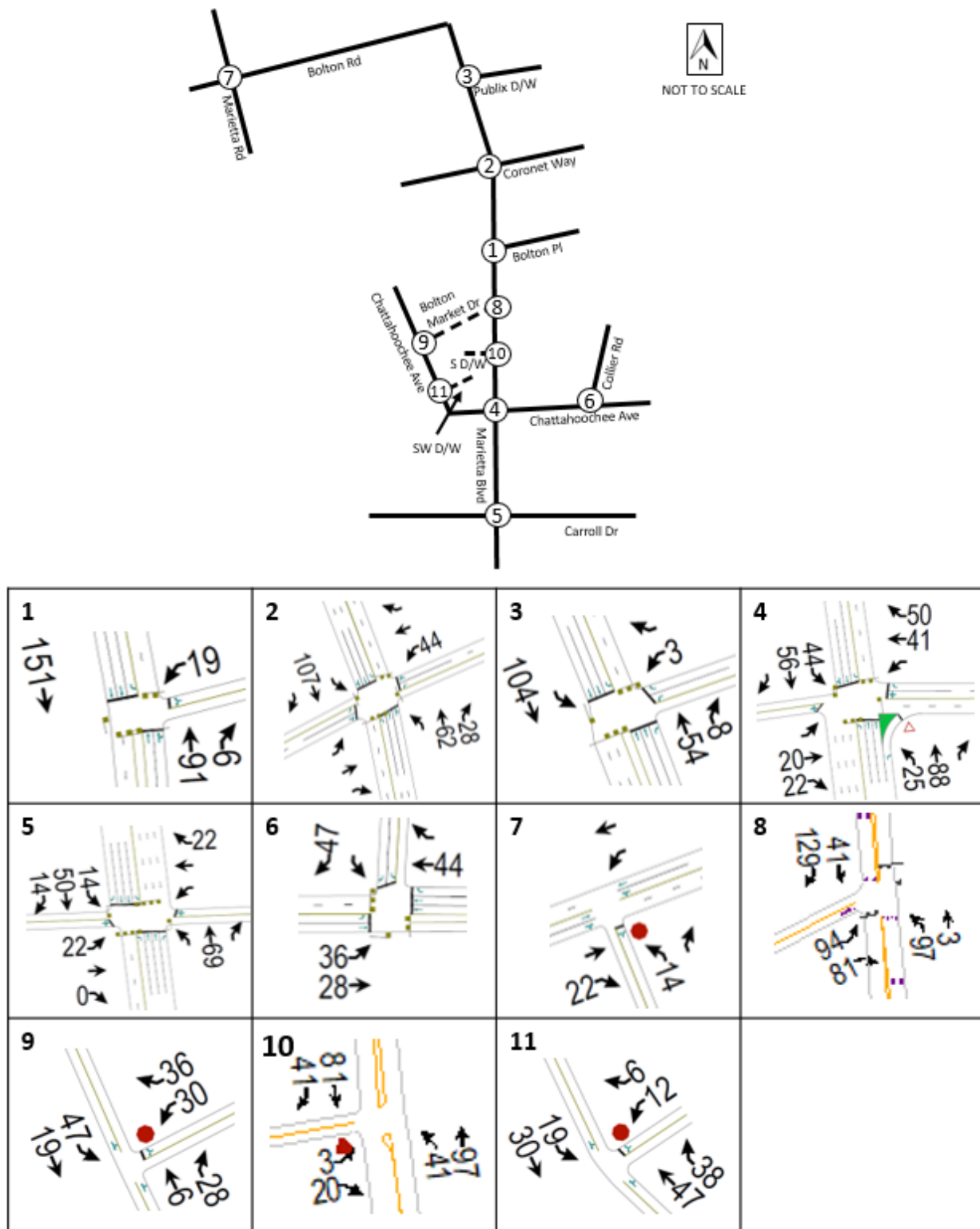


Figure 9: Project Trips – PM Peak

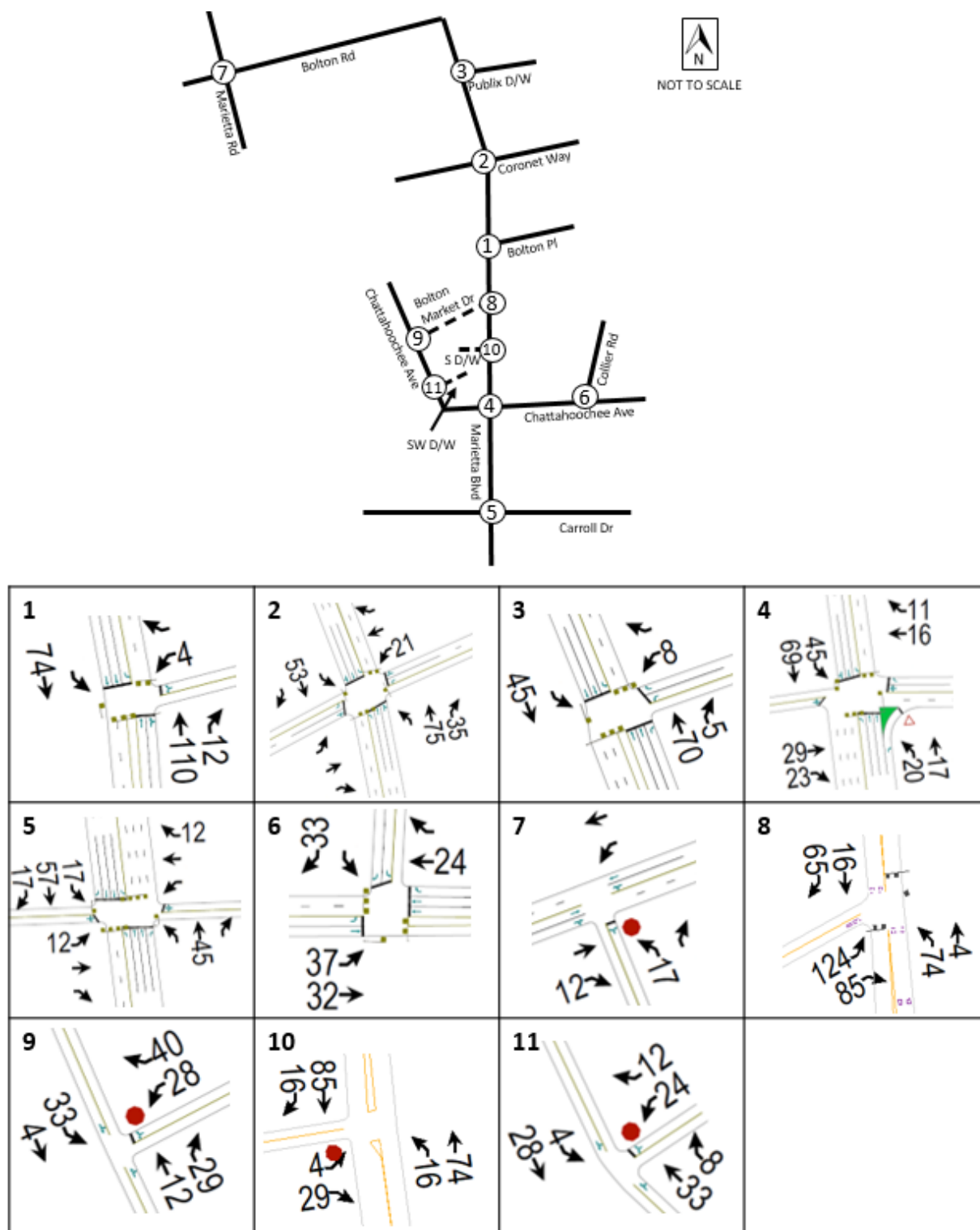


Figure 10: Build Traffic Volumes – AM Peak

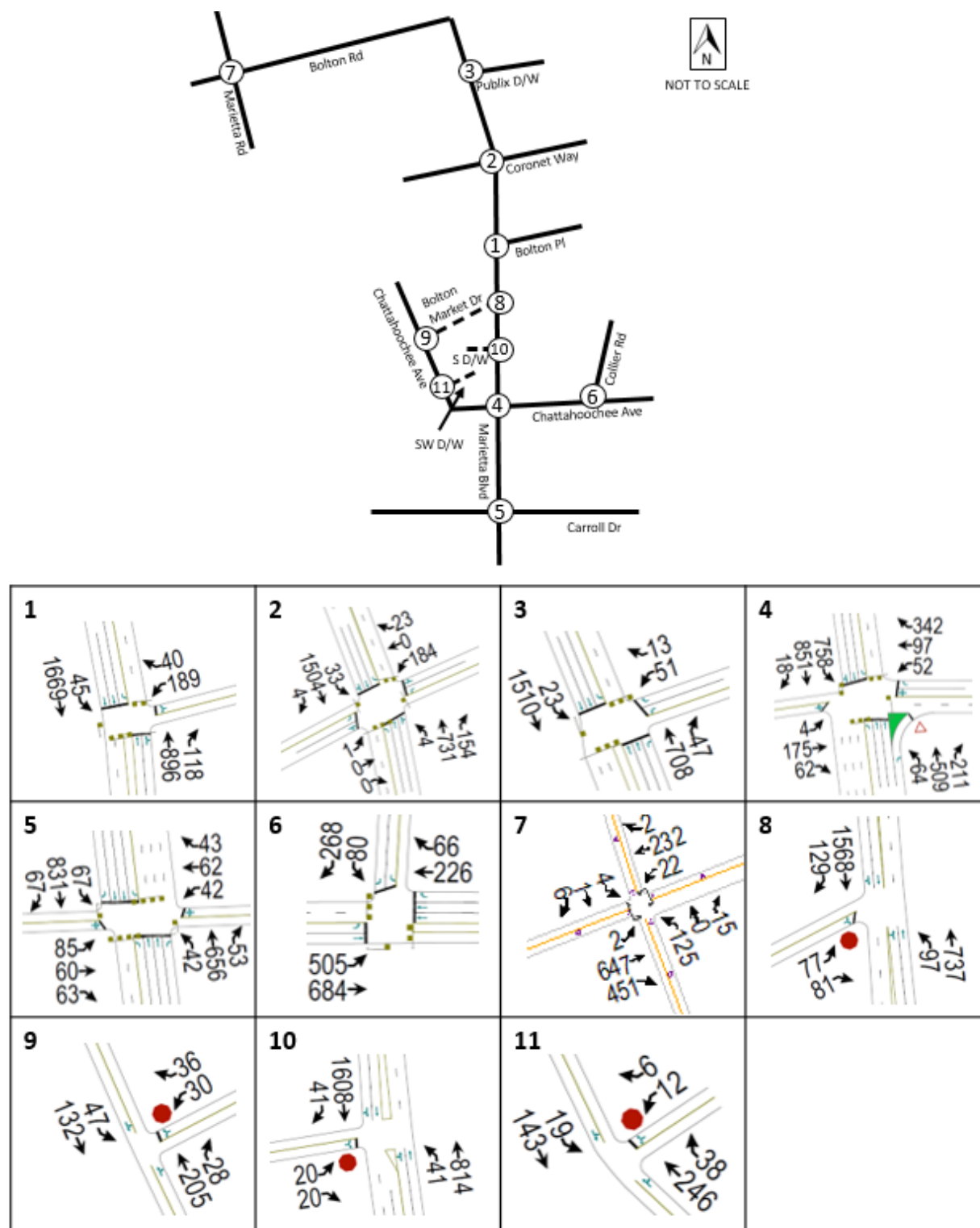
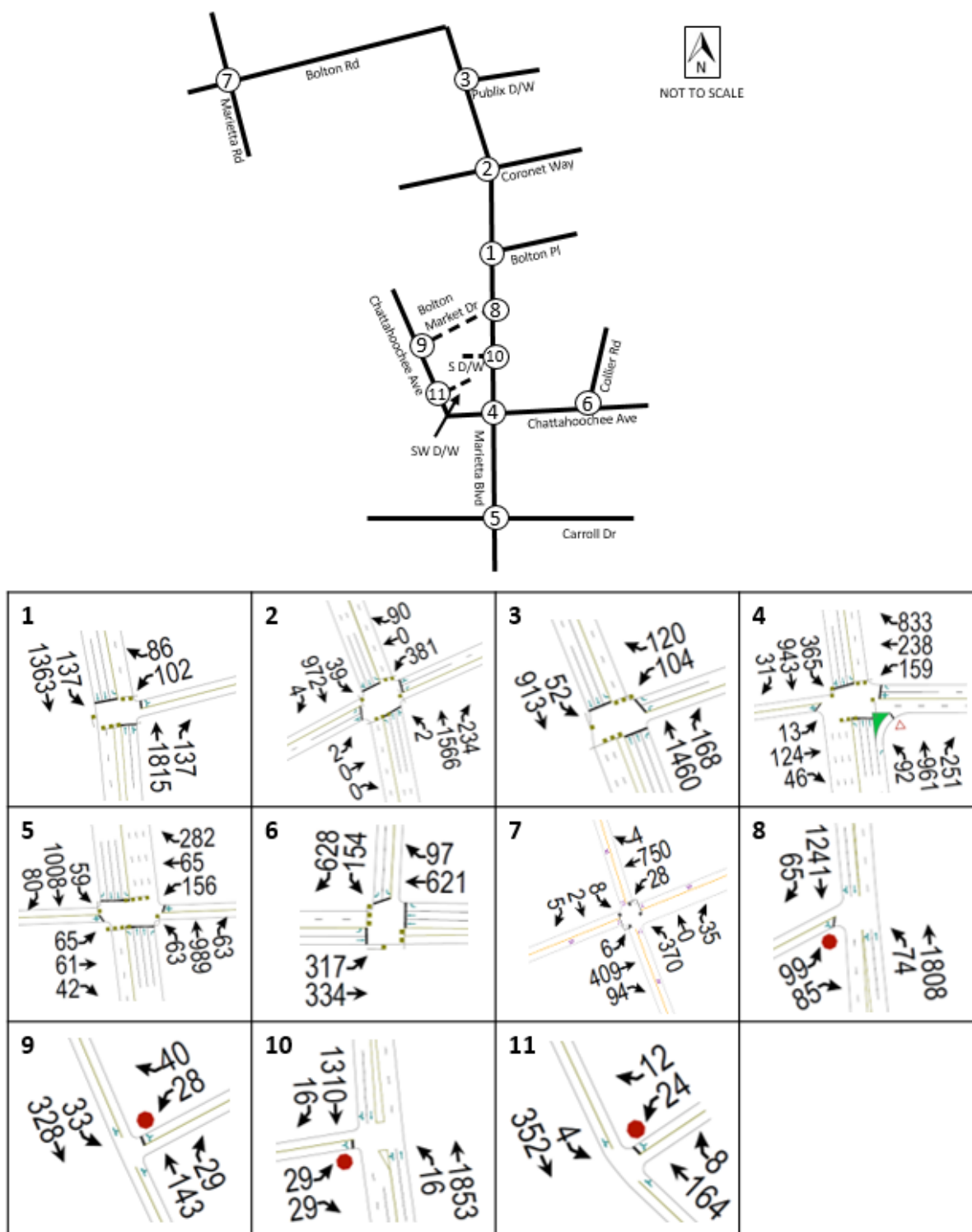


Figure 11: Build Traffic Volumes – PM Peak



D. Traffic Impact Analyses

The analysis in each of the scenarios for the study was performed using the traffic analysis software Synchro® 10. Average vehicular delays are calculated and reported as Levels of Service (LOS) as defined by the Highway Capacity Manual (HCM). Worksheets are included in the Appendix.

D.1. Existing Capacity Analysis

The results of the Existing Traffic Volumes' capacity analysis are shown in Table 2.

Table 2: Existing Capacity Analysis

Intersection	Control	Movement	AM		PM	
			Delay (s)	LOS	Delay (s)	LOS
Bolton Place at Marietta Blvd	Signal	Overall	9.0	A	0.7	A
Coronet Way at Marietta Blvd	Signal	Overall	10.6	B	13.5	B
Publix Dr at Marietta Blvd	Signal	Overall	5.1	A	10.9	B
Chattahoochee Ave at Marietta Blvd	Signal	Overall	16.0	B	87.3	F
	With WBLT Ln	Overall	15.8	B	26.4	C
Carroll Dr at Marietta Blvd	Signal	Overall	9.9	A	18.6	B
Chattahoochee Ave at Collier Rd	Signal	Overall	17.7	B	23.8	C
Marietta Rd at Bolton Rd	Signal	Overall	10.4	B	13.9	B

Most of the study intersections operate adequately with the existing lane configurations and existing or planned control (Bolton Place at Marietta Blvd to be signalized by 2021) for existing traffic volumes. However, a modification at the intersection of Chattahoochee Ave and Marietta Blvd to provide a dedicated westbound left-turn lane was identified to provide adequate existing operations in the PM peak hour..

D.2. No-Build Capacity Analysis

The results of the No-Build capacity analysis are shown in Table 3.

Table 3: No-Build Capacity Analysis

Intersection	Control	Movement	AM		PM	
			Delay (s)	LOS	Delay (s)	LOS
Bolton Place at Marietta Blvd	Signal	Overall	7.0	A	4.1	A
Coronet Way at Marietta Blvd	Signal	Overall	5.9	A	15.7	B
Publix Dr at Marietta Blvd	Signal	Overall	5.6	A	11.8	B
Chattahoochee Ave at Marietta Blvd	Signal	Overall	14.7	B	96.0	F
	With WBLT Ln	Overall	11.3	B	29.9	C
Carroll Dr at Marietta Blvd	Signal	Overall	10.4	B	19.9	B
Chattahoochee Ave at Collier Rd	Signal	Overall	13.9	B	25.2	C
Marietta Rd at Bolton Rd	Signal	Overall	12.0	B	16.5	B

Most of the study intersections are expected to operate adequately with the existing lane configurations and existing or planned control (Bolton Place at Marietta Blvd to be signalized by 2021) for No-Build traffic volumes. However, a modification at the intersection of Chattahoochee Ave and Marietta Blvd to add a westbound left-turn lane was identified to provide adequate operations in the 2024 PM peak hour without the project traffic..

D.3. Build Conditions Capacity Analysis

The results of the Build conditions intersection capacity analysis are shown in Table 5.

Table 4: Build Capacity Analysis

Intersection	Control	Movement	AM		PM	
			Delay (s)	LOS	Delay (s)	LOS
Bolton Place at Marietta Blvd	Signal	Overall	11.4	B	18.1	B
Coronet Way at Marietta Blvd	Signal	Overall	6.9	A	20.9	C
Publix Dr at Marietta Blvd	Signal	Overall	5.9	A	17.3	B
Chattahoochee Ave at Marietta Blvd	Signal	Overall	20.0	C	83.3	F
	With WBLT Ln	Overall	17.0	B	34.9	C
Carroll Dr at Marietta Blvd	Signal	Overall	11.4	B	25.6	C
Chattahoochee Ave at Collier Rd	Signal	Overall	18.3	B	34.6	C
Marietta Rd at Bolton Rd	Signal	Overall	13.2	B	17.7	B
Bolton Market Drive at Marietta Blvd	Side Street Stop	NB	18.7	B	0.5	A
		SB	0	A	0	A
		EB	2147	F	1766	F
	With Signal	Overall	3.8	A	6.5	A
Bolton Market Drive at Chattahoochee Ave	Side Street Stop	NB	0	A	0	A
		SB	7.8	A	7.6	A
		WB	11.1	B	11.2	B
New South Site Access on Marietta Blvd	Side Street Stop	NB	15.8	C	12.4	B
		SB	0	A	0	A
		EB	34.6	D	32.7	D
New Southwest Site Access on Chattahoochee Ave	Side Street Stop	NB	0	A	0	A
		SB	7.9	A	7.6	A
		WB	11.1	B	11.6	B

Most of the study intersections are expected to operate adequately with the existing lane configurations and existing or planned control (Bolton Place at Marietta Blvd to be signalized by 2021) for Build (with project) traffic volumes. However, for existing, as well as No-Build and Build volumes a modification at the intersection of Chattahoochee Ave and Marietta Blvd to provide a dedicated westbound left-turn lane was identified. A traffic signal at the Bolton Market Drive at Marietta Blvd intersection, when warranted, was also identified to allow left-turning exiting vehicles access to Marietta Blvd northbound during peak hours, while the other site access intersections are expected to operate adequately.

E. Recommendations

A new mixed-use development in the City of Atlanta containing 660 multifamily units, 262,496 square feet (sf) offices, 36,240 sf retail, a 35,000 sf market, 10,000 sf restaurant use, and a 135 rooms hotel is planned for the eight acres' site located west of Marietta Boulevard NW and east of Chattahoochee Avenue NW to be completed by 2024. The development site is located in the northwest quadrant of the City, west of I-75 and east of I-285. A new street, Bolton Market Drive, within the site will be constructed between Chattahoochee Ave and Marietta Blvd providing vehicular access to all the parking areas and buildings on the site. In addition to the new street's intersections with Chattahoochee Ave and Marietta Blvd there will be a drop-off/pick-up off-road space on Marietta Boulevard and another vehicular access intersection on Chattahoochee Avenue, both south of Bolton Market Drive. The zoning is changing from Industrial (I-I) to Mixed Use (MRC-2).

When completed, the development is expected to generate 440 AM and 369 PM weekday peak hour (of the adjacent street) new entering vehicular trips with 282 AM and 471 PM new exiting vehicular trips are expected on the existing external roadway. Daily, the development is expected to generate a total of 14,946 new vehicular trips before internal capture reductions, retail and restaurant uses pass-by reductions (total 125 in and 125 out in the PM peak hour) were applied, and the 7.5% modal split reduction was applied. Assuming the same proportion of peak hour internal capture and pass by trip reductions occur throughout the day, approximately 8,152 new vehicular trips will be generated on the external roadway network, with approximately 815 of these trips originating and terminating within the block containing the development with about 3,670 new vehicular trips toward and 3,670 trips leaving the development area each day.

The intersection capacity analyses assumed approximately 30% of residential and 40% of non-residential generated new trips are expected to use Marietta Blvd north of the site, while 30% of residential and 25% of non-residential are expected to use Marietta Blvd south of the site, 25% residential and 20% non-residential will use Chattahoochee Ave to/from east of the site, and 15% of both will use Chattahoochee Ave to Le Dawn Ln, Marietta Rd, and Bolton Rd to/from the west.

Mitigation for Existing Conditions (Pre-existing deficiencies)

- Add westbound left turn lane on Chattahoochee Ave at Marietta Blvd

Mitigation for No-Build Conditions (Includes Pre-existing plus Background Growth)

- Same as for existing conditions

Mitigation for Build Conditions (Includes Pre-existing plus Background Growth plus Site Traffic)

- Same as for existing conditions
- #8 Marietta Blvd at Bolton Market Drive
 - Add traffic signal, when warranted

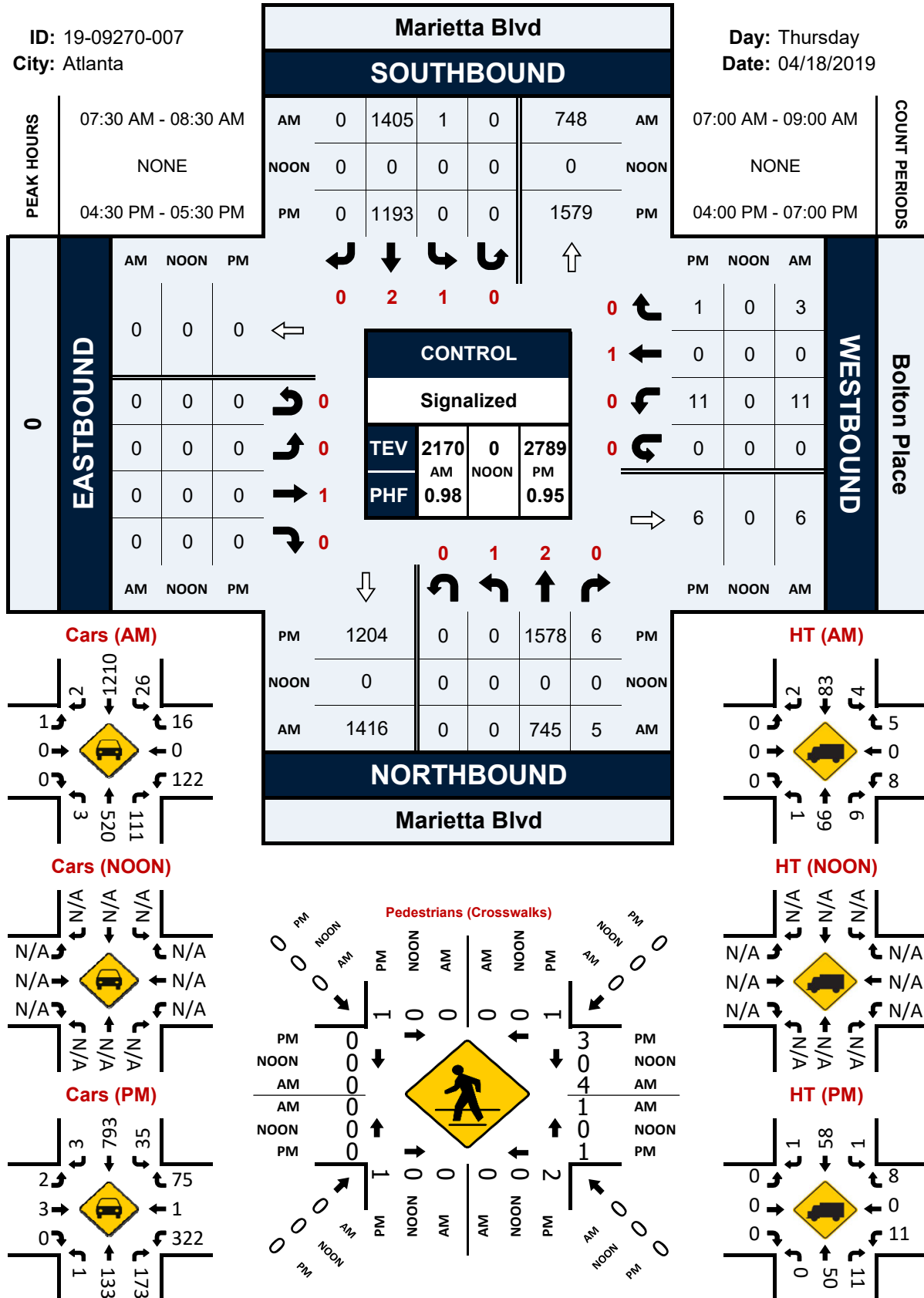
APPENDIX

Marietta Blvd & Bolton Place

Peak Hour Turning Movement Count

ID: 19-09270-007
City: Atlanta

Day: Thursday
Date: 04/18/2019



Project ID: 19-09270-007

Location: Marietta Blvd & Bolton Place

City: Atlanta

Day: Thursday

Date: 04/18/2019

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Marietta Blvd Northbound						Marietta Blvd Southbound						0 Eastbound						Bolton Place Westbound								
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total		
7:00 AM	0	123	0	0	0	123	0	279	0	0	0	279	0	0	0	0	0	0	2	0	1	0	0	3	405		
7:15 AM	0	144	4	0	0	148	1	339	0	0	0	340	0	0	0	0	0	0	2	0	0	0	0	2	490		
7:30 AM	0	192	0	0	0	192	0	341	0	0	0	341	0	0	0	0	0	0	4	0	2	0	2	6	539		
7:45 AM	0	189	1	0	0	190	0	360	0	0	0	360	0	0	0	0	0	0	2	0	0	0	2	2	552		
Total	0	648	5	0	0	653	1	1319	0	0	0	1320	0	0	0	0	0	0	10	0	3	0	4	13	1986		
8:00 AM	0	183	2	0	0	185	1	350	0	0	0	351	0	0	0	0	0	0	2	0	0	0	1	2	538		
8:15 AM	0	181	2	0	0	183	0	354	0	0	0	354	0	0	0	0	0	0	3	0	1	0	0	4	541		
8:30 AM	0	187	2	0	0	189	0	341	0	0	0	341	0	0	0	0	0	0	5	0	2	0	0	7	537		
8:45 AM	0	140	2	0	0	142	1	342	0	0	0	343	0	0	0	0	0	0	1	0	0	0	0	1	486		
Total	0	691	8	0	0	699	2	1387	0	0	0	1389	0	0	0	0	0	0	11	0	3	0	1	14	2102		
BREAK																											
4:00 PM	0	349	4	0	0	353	0	286	0	1	0	287	0	0	0	0	0	0	2	0	0	0	0	2	642		
4:15 PM	0	361	1	0	2	362	0	236	0	0	0	236	0	0	0	0	0	0	0	0	0	0	0	0	598		
4:30 PM	0	406	1	0	1	407	0	306	0	0	0	306	0	0	0	0	0	0	1	0	0	0	1	1	714		
4:45 PM	0	330	1	0	0	331	0	322	0	0	0	322	0	0	0	0	0	0	3	0	0	0	0	3	656		
Total	0	1446	7	0	3	1453	0	1150	0	1	0	1151	0	0	0	0	0	0	6	0	0	0	1	6	2610		
5:00 PM	0	452	0	0	1	452	0	279	0	0	2	279	0	0	0	0	0	0	3	0	0	0	0	3	734		
5:15 PM	0	390	4	0	1	394	0	286	0	0	0	286	0	0	0	0	0	0	4	0	1	0	3	5	685		
5:30 PM	0	365	8	0	0	373	2	257	0	0	0	259	0	0	0	0	0	0	3	0	1	0	0	4	636		
5:45 PM	0	373	4	0	0	377	1	297	0	0	2	298	0	0	0	0	0	0	2	0	0	0	2	2	677		
Total	0	1580	16	0	2	1596	3	1119	0	0	4	1122	0	0	0	0	0	0	12	0	2	0	5	14	2732		
6:00 PM	0	337	2	0	1	339	0	271	0	0	2	271	0	0	0	0	0	0	0	0	0	0	1	0	610		
6:15 PM	0	371	4	0	0	375	1	360	0	0	3	361	0	0	0	0	0	0	7	0	2	0	0	9	745		
6:30 PM	0	279	0	0	0	279	0	234	0	0	2	234	0	0	0	0	0	0	2	0	0	0	0	2	515		
6:45 PM	0	244	0	0	1	244	0	235	0	1	0	236	0	0	0	0	0	0	3	0	0	0	1	3	483		
Total	0	1231	6	0	2	1237	1	1100	0	1	7	1102	0	0	0	0	0	0	12	0	2	0	2	14	2353		
Grand Total	0	5596	42	0	7	5638	7	6075	0	2	11	6084	0	0	0	0	0	0	51	0	10	0	13	61	11783		
Apprch %	0.0	99.3	0.7	0.0	0.1		0.1	99.9	0.0	0.0	0.2		0.0	0.0	0.0	0.0	0.0		83.6	0.0	16.4	0.0	21.3				
Total %	0.0	47.5	0.4	0.0	0.1	47.8	0.1	51.6	0.0	0.0	0.1	51.6	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.1	0.0	0.1	0.5			
Cars, PU, Vans	0	5224	42	0	7	5266	7	5747	0	11	5756		0	0	0	0	0	0	51	0	10	0	13	61	11083		
% Cars, PU, Vans	0.0	93.4	100.0	0.0	100.0	93.4	100.0	94.6	0.0	0.0	100.0	94.6	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	100.0	94.1		
Heavy Trucks	0	372	0	0	0	372	0	328	0	0	328		0	0	0	0	0	0	0	0	0	0	0	0	700		
%Heavy Trucks	0.0	6.6	0.0	0.0	0.0	6.6	0.0	5.4	0.0	0.0	0.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9		

Project ID: 19-09270-007

Location: Marietta Blvd & Bolton Place

City: Atlanta

Day: Thursday

Date: 04/18/2019

PEAK HOURS

AM

	Marietta Blvd Northbound					Marietta Blvd Southbound					0 Eastbound					Bolton Place Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
7:30 AM	0	192	0	0	192	0	341	0	0	341	0	0	0	0	0	4	0	2	0	6	539
7:45 AM	0	189	1	0	190	0	360	0	0	360	0	0	0	0	0	2	0	0	0	2	552
8:00 AM	0	183	2	0	185	1	350	0	0	351	0	0	0	0	0	2	0	0	0	2	538
8:15 AM	0	181	2	0	183	0	354	0	0	354	0	0	0	0	0	3	0	1	0	4	541
Total Volume	0	745	5	0	750	1	1405	0	0	1406	0	0	0	0	0	11	0	3	0	14	2170
% App. Total	0.0	99.3	0.7	0.0	100	0.1	99.9	0.0	0.0	100	0.0	0.0	0.0	0.0	0.0	78.6	0.0	21.4	0.0	100	
PHF	0.977					0.976										0.583					0.983
Cars, PU, Vans	0	640	5	0	645	1	1318	0	0	1319	0	0	0	0	0	11	0	3	0	14	1978
% Cars, PU, Vans	0.0	85.9	100.0	0.0	86.0	100.0	93.8	0.0	0.0	93.8	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	91.2
Heavy Trucks	0	105	0	0	105	0	87	0	0	87	0	0	0	0	0	0	0	0	0	0	192
% Heavy Trucks	0.0	14.1	0.0	0.0	14.0	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.8

PM

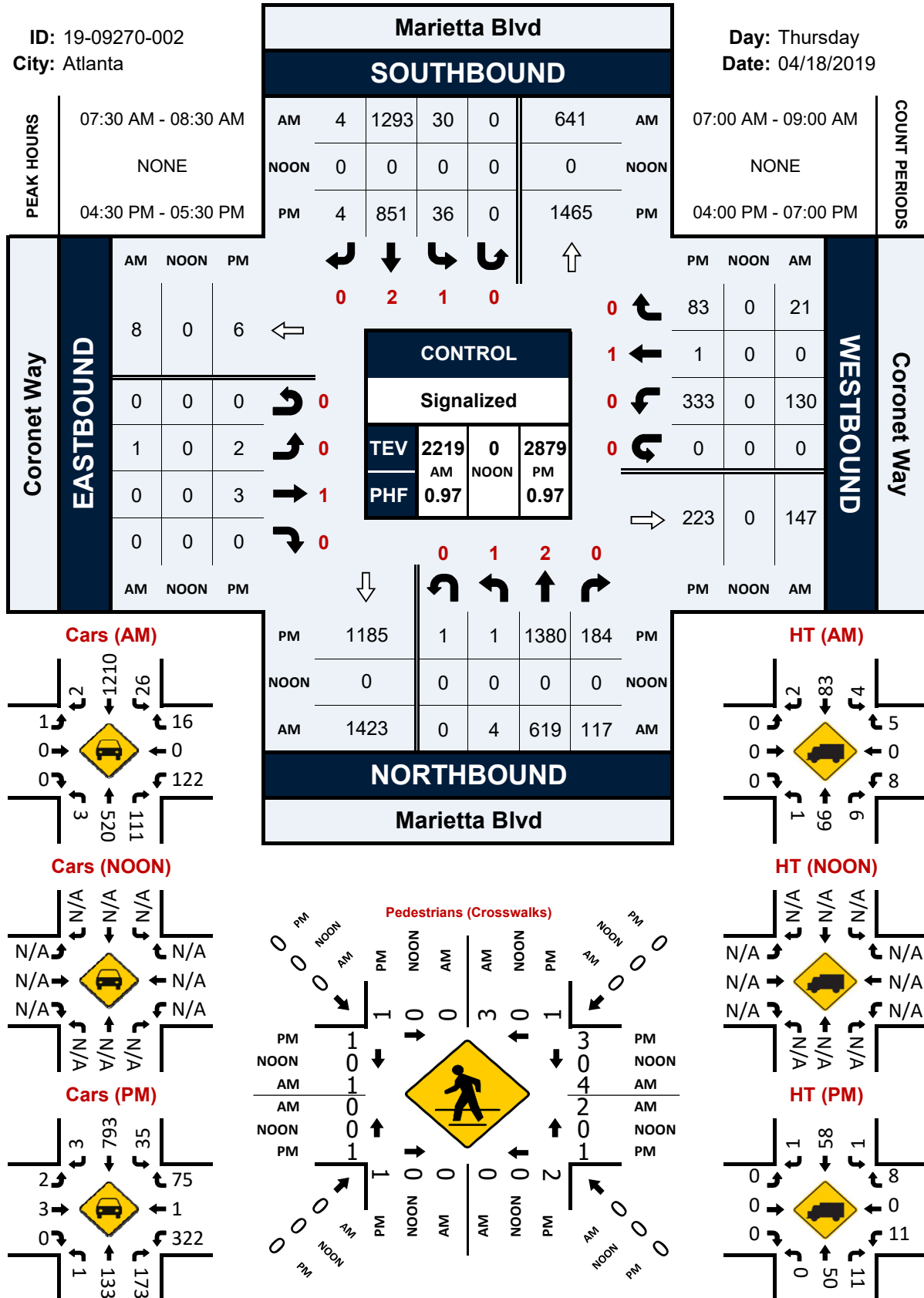
	Marietta Blvd Northbound					Marietta Blvd Southbound					0 Eastbound					Bolton Place Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 07:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	0	406	1	0	407	0	306	0	0	306	0	0	0	0	0	1	0	0	0	1	714
4:45 PM	0	330	1	0	331	0	322	0	0	322	0	0	0	0	0	3	0	0	0	3	656
5:00 PM	0	452	0	0	452	0	279	0	0	279	0	0	0	0	0	3	0	0	0	3	734
5:15 PM	0	390	4	0	394	0	286	0	0	286	0	0	0	0	0	4	0	1	0	5	685
Total Volume	0	1578	6	0	1584	0	1193	0	0	1193	0	0	0	0	0	11	0	1	0	12	2789
% App. Total	0.0	99.6	0.4	0.0	100	0.0	100.0	0.0	0.0	100	0.0	0.0	0.0	0.0	0.0	91.7	0.0	8.3	0.0	100	
PHF	0.876					0.926										0.600					0.950
Cars, PU, Vans	0	1517	6	0	1523	0	1134	0	0	1134	0	0	0	0	0	11	0	1	0	12	2669
% Cars, PU, Vans	0.0	96.1	100.0	0.0	96.1	0.0	95.1	0.0	0.0	95.1	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	95.7
Heavy Trucks	0	61	0	0	61	0	59	0	0	59	0	0	0	0	0	0	0	0	0	0	120
% Heavy Trucks	0.0	3.9	0.0	0.0	3.9	0.0	4.9	0.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3

Marietta Blvd & Coronet Way

Peak Hour Turning Movement Count

ID: 19-09270-002
City: Atlanta

Day: Thursday
Date: 04/18/2019



Project ID: 19-09270-002

Location: Marietta Blvd & Coronet Way

City: Atlanta

Day: Thursday

Date: 04/18/2019

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Marietta Blvd Northbound						Marietta Blvd Southbound						Coronet Way Eastbound						Coronet Way Westbound							
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total	
7:00 AM	2	95	27	0	0	124	7	265	1	0	0	273	0	0	0	0	1	0	8	1	4	0	0	13	410	
7:15 AM	2	108	28	0	0	138	8	328	1	0	1	337	0	0	0	0	0	0	17	0	4	0	0	21	496	
7:30 AM	1	158	37	0	0	196	4	314	0	0	2	318	1	0	0	0	0	1	29	0	5	0	3	34	549	
7:45 AM	2	158	25	0	0	185	8	331	1	0	0	340	0	0	0	0	0	0	38	0	7	0	2	45	570	
Total	7	519	117	0	0	643	27	1238	3	0	3	1268	1	0	0	0	1	1	92	1	20	0	5	113	2025	
8:00 AM	0	146	29	0	0	175	6	331	1	0	1	338	0	0	0	0	1	0	29	0	4	0	1	33	546	
8:15 AM	1	157	26	0	0	184	12	317	2	0	0	331	0	0	0	0	0	0	34	0	5	0	0	39	554	
8:30 AM	0	150	32	0	0	182	10	321	1	0	0	332	0	0	0	0	0	0	22	1	2	0	0	25	539	
8:45 AM	0	122	20	0	0	142	13	313	1	0	0	327	0	0	0	0	0	0	29	0	4	0	0	33	502	
Total	1	575	107	0	0	683	41	1282	5	0	1	1328	0	0	0	0	1	0	114	1	15	0	1	130	2141	
BREAK																										
4:00 PM	0	327	28	0	0	355	3	213	0	1	0	217	0	1	0	0	0	1	75	1	19	0	0	95	668	
4:15 PM	1	346	21	0	2	368	9	168	3	0	0	180	0	0	0	0	0	0	65	0	21	0	0	86	634	
4:30 PM	0	351	48	0	1	399	9	211	2	0	0	222	0	2	0	0	0	2	89	0	14	0	1	103	726	
4:45 PM	0	298	35	1	0	334	11	238	1	0	0	250	2	0	0	0	0	2	87	0	20	0	0	107	693	
Total	1	1322	132	1	3	1456	32	830	6	1	0	869	2	3	0	0	0	5	316	1	74	0	1	391	2721	
5:00 PM	1	388	50	0	1	439	8	196	1	0	2	205	0	0	0	0	2	0	74	1	23	0	0	98	742	
5:15 PM	0	343	51	0	1	394	8	206	0	0	0	214	0	1	0	0	0	1	83	0	26	0	3	109	718	
5:30 PM	1	326	47	0	0	374	8	195	1	0	0	204	0	1	1	0	0	2	63	0	22	0	0	85	665	
5:45 PM	1	332	46	0	0	379	5	232	0	0	2	237	1	1	1	0	0	3	72	1	30	0	2	103	722	
Total	3	1389	194	0	2	1586	29	829	2	0	4	860	1	3	2	0	2	6	292	2	101	0	5	395	2847	
6:00 PM	0	302	37	0	1	339	7	204	1	0	2	212	0	1	0	0	0	1	69	1	28	0	1	98	650	
6:15 PM	2	343	41	1	0	387	4	194	0	0	3	198	1	0	0	0	2	1	60	1	19	0	0	80	666	
6:30 PM	0	234	29	0	0	263	5	175	1	0	2	181	2	0	0	0	0	2	51	1	11	0	0	63	509	
6:45 PM	0	218	27	0	1	245	4	192	0	1	0	197	0	0	0	0	0	0	35	2	11	0	1	48	490	
Total	2	1097	134	1	2	1234	20	765	2	1	7	788	3	1	0	0	2	4	215	5	69	0	2	289	2315	
Grand Total	14	4902	684	2	7	5602	149	4944	18	2	15	5113	7	7	2	0	6	16	1029	10	279	0	14	1318	12049	
Apprch %	0.2	87.5	12.2	0.0	0.1		2.9	96.7	0.4	0.0	0.3		43.8	43.8	12.5	0.0	37.5		78.1	0.8	21.2	0.0	1.1			
Total %	0.1	40.7	5.7	0.0	0.1	46.5	1.2	41.0	0.1	0.0	0.1	42.4	0.1	0.1	0.0	0.0	0.0	0.1	8.5	0.1	2.3	0.0	0.1	10.9		
Cars, PU, Vans	12	4567	647	2	7	5228	143	4622	15		15	4782	7	4	2	0		13	973	8	246		14	1227	11250	
% Cars, PU, Vans	85.7	93.2	94.6	100.0	100.0	93.3	96.0	93.5	83.3	0.0	100.0	93.5	100.0	57.1	100.0	0.0	0.0	81.3	94.6	80.0	88.2	0.0	100.0	93.1	93.4	
Heavy Trucks	2	335	37	0		374	6	322	3	0		331	0	3	0	0		3	56	2	33	0		91	799	
%Heavy Trucks	14.3	6.8	5.4	0.0	0.0	6.7	4.0	6.5	16.7	0.0	0.0	6.5	0.0	42.9	0.0	0.0	0.0	18.8	5.4	20.0	11.8	0.0	0.0	6.9	6.6	

Project ID: 19-09270-002

Location: Marietta Blvd & Coronet Way

City: Atlanta

Day: Thursday

Date: 04/18/2019

PEAK HOURS

AM

	Marietta Blvd Northbound					Marietta Blvd Southbound					Coronet Way Eastbound					Coronet Way Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
7:30 AM	1	158	37	0	196	4	314	0	0	318	1	0	0	0	1	29	0	5	0	34	549
7:45 AM	2	158	25	0	185	8	331	1	0	340	0	0	0	0	0	38	0	7	0	45	570
8:00 AM	0	146	29	0	175	6	331	1	0	338	0	0	0	0	0	29	0	4	0	33	546
8:15 AM	1	157	26	0	184	12	317	2	0	331	0	0	0	0	0	34	0	5	0	39	554
Total Volume	4	619	117	0	740	30	1293	4	0	1327	1	0	0	0	1	130	0	21	0	151	2219
% App. Total	0.5	83.6	15.8	0.0	100	2.3	97.4	0.3	0.0	100	100.0	0.0	0.0	0.0	100	86.1	0.0	13.9	0.0	100	
PHF	0.944					0.976					0.250					0.839					0.973
Cars, PU, Vans	3	520	111	0	634	26	1210	2	0	1238	1	0	0	0	1	122	0	16	0	138	2011
% Cars, PU, Vans	75.0	84.0	94.9	0.0	85.7	86.7	93.6	50.0	0.0	93.3	100.0	0.0	0.0	0.0	100.0	93.8	0.0	76.2	0.0	91.4	90.6
Heavy Trucks	1	99	6	0	106	4	83	2	0	89	0	0	0	0	0	8	0	5	0	13	208
% Heavy Trucks	25.0	16.0	5.1	0.0	14.3	13.3	6.4	50.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	6.2	0.0	23.8	0.0	8.6	9.4

PM

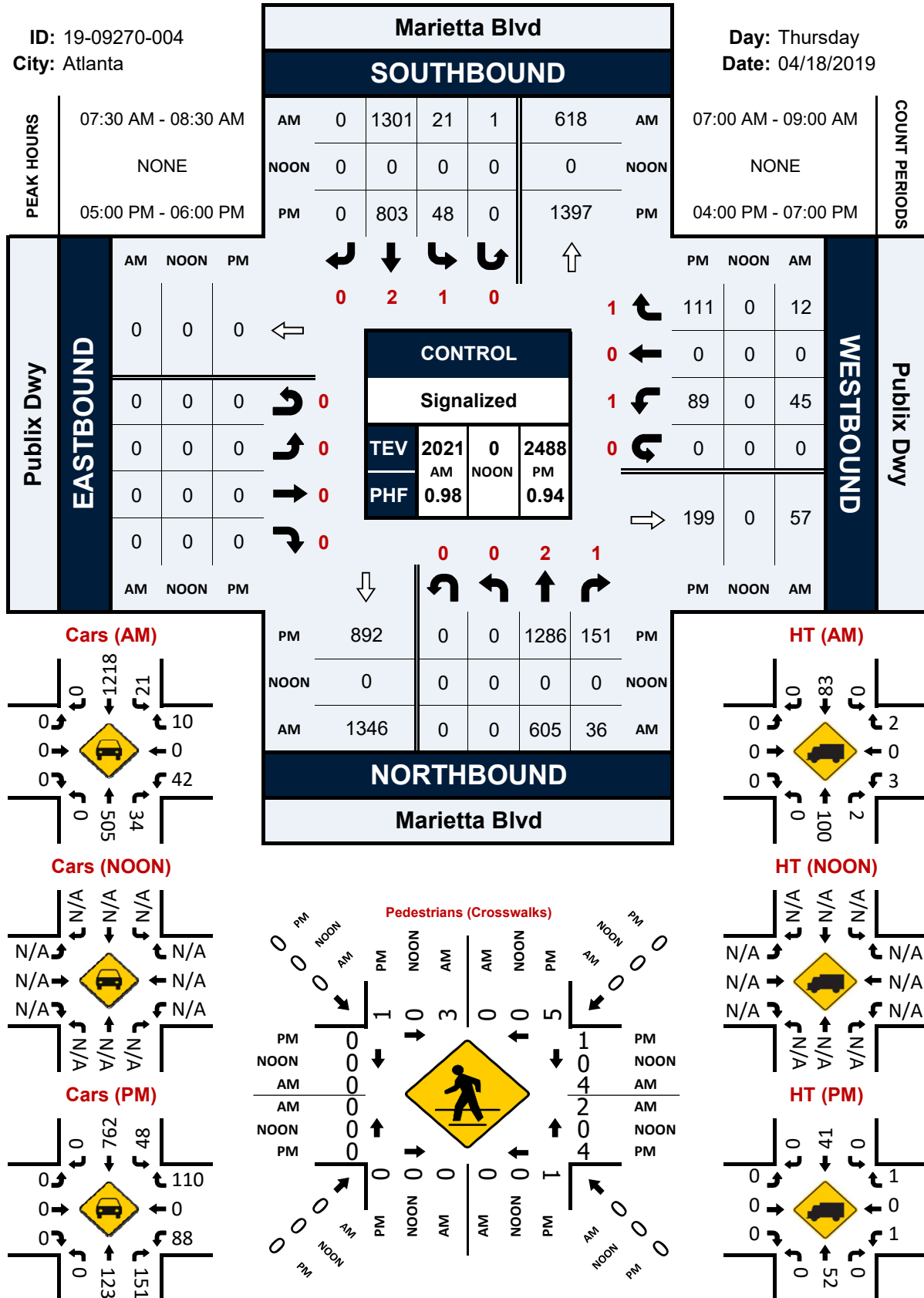
	Marietta Blvd Northbound					Marietta Blvd Southbound					Coronet Way Eastbound					Coronet Way Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 07:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	0	351	48	0	399	9	211	2	0	222	0	2	0	0	2	89	0	14	0	103	726
4:45 PM	0	298	35	1	334	11	238	1	0	250	2	0	0	0	2	87	0	20	0	107	693
5:00 PM	1	388	50	0	439	8	196	1	0	205	0	0	0	0	0	74	1	23	0	98	742
5:15 PM	0	343	51	0	394	8	206	0	0	214	0	1	0	0	1	83	0	26	0	109	718
Total Volume	1	1380	184	1	1566	36	851	4	0	891	2	3	0	0	5	333	1	83	0	417	2879
% App. Total	0.1	88.1	11.7	0.1	100	4.0	95.5	0.4	0.0	100	40.0	60.0	0.0	0.0	100	79.9	0.2	19.9	0.0	100	
PHF	0.892					0.891					0.625					0.956					0.970
Cars, PU, Vans	1	1330	173	1	1505	35	793	3	0	831	2	3	0	0	5	322	1	75	0	398	2739
% Cars, PU, Vans	100.0	96.4	94.0	100.0	96.1	97.2	93.2	75.0	0.0	93.3	100.0	100.0	0.0	0.0	100.0	96.7	100.0	90.4	0.0	95.4	95.1
Heavy Trucks	0	50	11	0	61	1	58	1	0	60	0	0	0	0	0	11	0	8	0	19	140
% Heavy Trucks	0.0	3.6	6.0	0.0	3.9	2.8	6.8	25.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	3.3	0.0	9.6	0.0	4.6	4.9

Marietta Blvd & Publix Dwy

Peak Hour Turning Movement Count

ID: 19-09270-004
City: Atlanta

Day: Thursday
Date: 04/18/2019



Project ID: 19-09270-004

Location: Marietta Blvd & Publix Dwy

City: Atlanta

Day: Thursday

Date: 04/18/2019

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	Marietta Blvd Northbound						Marietta Blvd Southbound						Publix Dwy Eastbound						Publix Dwy Westbound						Int. Total
	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	
7:00 AM	0	85	7	0	0	92	0	281	0	0	0	281	0	0	0	0	0	0	1	0	2	0	0	3	376
7:15 AM	0	103	7	0	0	110	4	339	0	0	0	343	0	0	0	0	0	0	10	0	3	0	0	13	466
7:30 AM	0	156	6	0	0	162	6	312	0	0	2	318	0	0	0	0	0	0	13	0	4	0	3	17	497
7:45 AM	0	154	13	0	0	167	7	332	0	0	0	339	0	0	0	0	0	0	8	0	3	0	2	11	517
Total	0	498	33	0	0	531	17	1264	0	0	2	1281	0	0	0	0	0	0	32	0	12	0	5	44	1856
8:00 AM	0	140	8	0	0	148	3	330	0	0	0	333	0	0	0	0	0	0	16	0	2	0	1	18	499
8:15 AM	0	155	9	0	0	164	5	327	0	1	1	333	0	0	0	0	0	0	8	0	3	0	0	11	508
8:30 AM	0	141	11	0	0	152	3	319	0	1	0	323	0	0	0	0	0	0	7	0	0	0	0	7	482
8:45 AM	0	124	9	0	0	133	9	312	0	0	0	321	0	0	0	0	0	0	6	0	5	0	0	11	465
Total	0	560	37	0	0	597	20	1288	0	2	1	1310	0	0	0	0	0	0	37	0	10	0	1	47	1954
BREAK																									
4:00 PM	0	326	19	0	0	345	5	196	0	1	0	202	0	0	0	0	0	0	15	0	13	0	1	28	575
4:15 PM	0	329	24	0	0	353	12	160	0	0	0	172	0	0	0	0	0	0	15	0	20	0	2	35	560
4:30 PM	0	337	35	0	0	372	14	184	0	0	0	198	0	0	0	0	0	0	27	0	16	0	0	43	613
4:45 PM	0	320	28	0	0	348	18	222	0	0	0	240	0	0	0	0	0	0	16	0	18	0	0	34	622
Total	0	1312	106	0	0	1418	49	762	0	1	0	812	0	0	0	0	0	0	73	0	67	0	3	140	2370
5:00 PM	0	366	30	0	0	396	10	198	0	0	1	208	0	0	0	0	0	0	25	0	30	0	2	55	659
5:15 PM	0	297	48	0	1	345	14	189	0	0	4	203	0	0	0	0	0	0	15	0	30	0	1	45	593
5:30 PM	0	315	32	0	0	347	12	198	0	0	1	210	0	0	0	0	0	0	25	0	23	0	1	48	605
5:45 PM	0	308	41	0	0	349	12	218	0	0	0	230	0	0	0	0	0	0	24	0	28	0	1	52	631
Total	0	1286	151	0	1	1437	48	803	0	0	6	851	0	0	0	0	0	0	89	0	111	0	5	200	2488
6:00 PM	0	297	37	0	1	334	14	184	0	0	0	198	0	0	0	0	0	0	20	0	31	0	0	51	583
6:15 PM	0	321	49	1	0	371	18	194	0	0	1	212	0	0	0	0	0	0	11	0	32	0	1	43	626
6:30 PM	0	279	22	0	0	301	6	156	0	0	6	162	0	0	0	0	0	0	20	0	18	0	3	38	501
6:45 PM	0	208	21	0	0	229	10	173	0	2	2	185	0	0	0	0	0	0	18	0	13	0	1	31	445
Total	0	1105	129	1	1	1235	48	707	0	2	9	757	0	0	0	0	0	0	69	0	94	0	5	163	2155
Grand Total	0	4761	456	1	2	5218	182	4824	0	5	18	5011	0	0	0	0	0	0	300	0	294	0	19	594	10823
Apprch %	0.0	91.2	8.7	0.0	0.0		3.6	96.3	0.0	0.1	0.4		0.0	0.0	0.0	0.0	0.0		50.5	0.0	49.5	0.0	3.2		
Total %	0.0	44.0	4.2	0.0	0.0	48.2	1.7	44.6	0.0	0.0	0.2	46.3	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	2.7	0.0	0.2	5.5	
Cars, PU, Vans	0	4407	450	1	2	4858	182	4498	0		18	4685	0	0	0	0	0	0	294	0	290		19	584	10127
% Cars, PU, Vans	0.0	92.6	98.7	100.0	100.0	93.1	100.0	93.2	0.0	0.0	100.0	93.5	0.0	0.0	0.0	0.0	0.0	0.0	98.0	0.0	98.6	0.0	100.0	98.3	93.6
Heavy Trucks	0	354	6	0		360	0	326	0	0		326	0	0	0	0	0	0	6	0	4	0		10	696
%Heavy Trucks	0.0	7.4	1.3	0.0	0.0	6.9	0.0	6.8	0.0	0.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	1.4	0.0	0.0	1.7	6.4

Project ID: 19-09270-004

Location: Marietta Blvd & Publix Dwy

City: Atlanta

Day: Thursday

Date: 04/18/2019

PEAK HOURS

AM

	Marietta Blvd Northbound						Marietta Blvd Southbound						Publix Dwy Eastbound						Publix Dwy Westbound							
Start Time	Left	Thru	Rgt	Uturn	App. Total		Left	Thru	Rgt	Uturn	App. Total		Left	Thru	Rgt	Uturn	App. Total		Left	Thru	Rgt	Uturn	App. Total		Int. Total	
Peak Hour Analysis from 07:00 AM to 09:00 AM																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
7:30 AM	0	156	6	0	162		6	312	0	0	318		0	0	0	0	0		13	0	4	0	17		497	
7:45 AM	0	154	13	0	167		7	332	0	0	339		0	0	0	0	0		8	0	3	0	11		517	
8:00 AM	0	140	8	0	148		3	330	0	0	333		0	0	0	0	0		16	0	2	0	18		499	
8:15 AM	0	155	9	0	164		5	327	0	1	333		0	0	0	0	0		8	0	3	0	11		508	
Total Volume	0	605	36	0	641		21	1301	0	1	1323		0	0	0	0	0		45	0	12	0	57		2021	
% App. Total	0.0	94.4	5.6	0.0	100		1.6	98.3	0.0	0.1	100		0.0	0.0	0.0	0.0	0.0		78.9	0.0	21.1	0.0	100			
PHF	0.960						0.976												0.792						0.977	
Cars, PU, Vans	0	505	34	0	539		21	1218	0	1	1240		0	0	0	0	0		42	0	10	0	52		1831	
% Cars, PU, Vans	0.0	83.5	94.4	0.0	84.1		100.0	93.6	0.0	100.0	93.7		0.0	0.0	0.0	0.0	0.0		93.3	0.0	83.3	0.0	91.2		90.6	
Heavy Trucks	0	100	2	0	102		0	83	0	0	83		0	0	0	0	0		3	0	2	0	5		190	
% Heavy Trucks	0.0	16.5	5.6	0.0	15.9		0.0	6.4	0.0	0.0	6.3		0.0	0.0	0.0	0.0	0.0		6.7	0.0	16.7	0.0	8.8		9.4	

PM

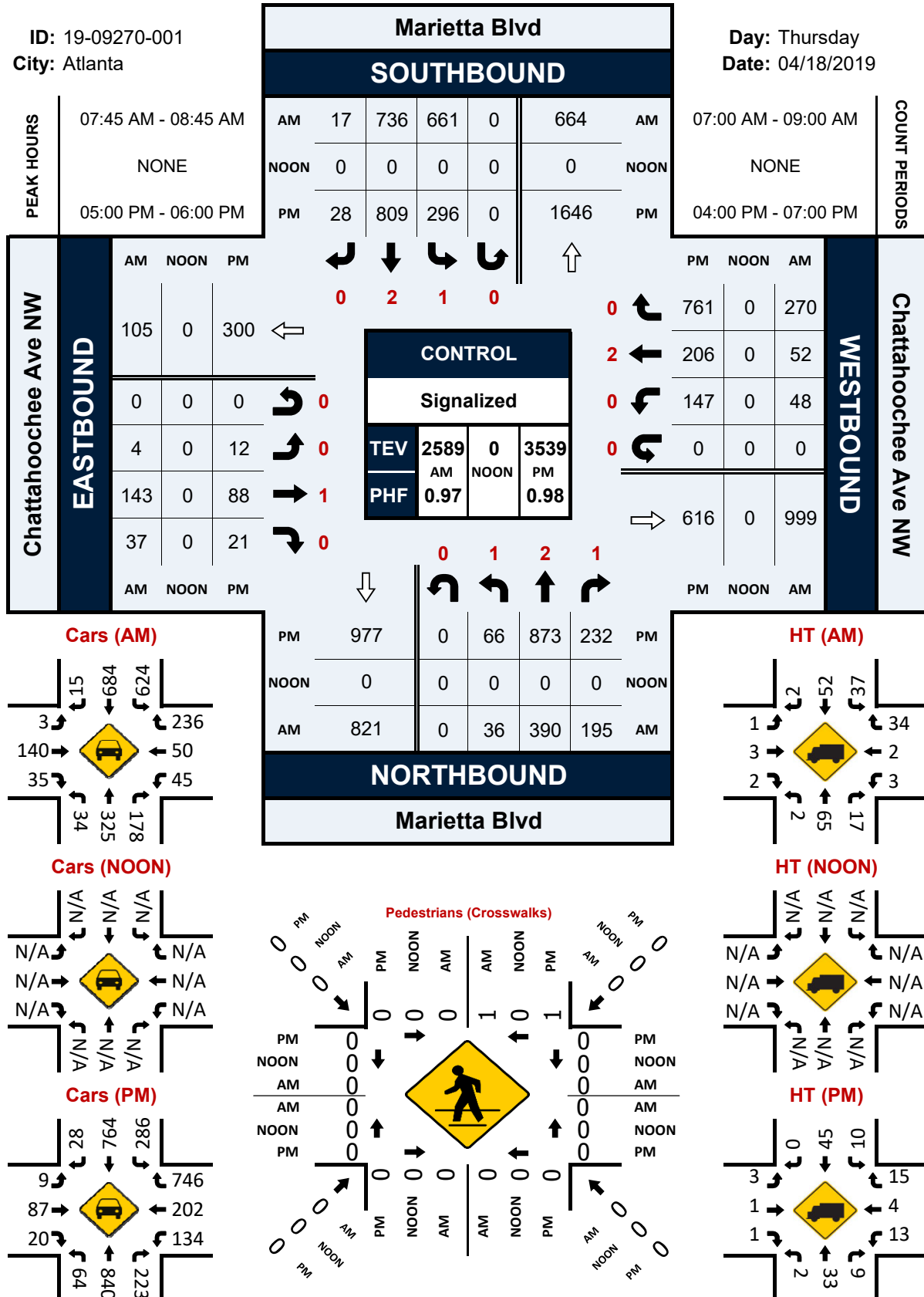
	Marietta Blvd Northbound						Marietta Blvd Southbound						Publix Dwy Eastbound						Publix Dwy Westbound						
Start Time	Left	Thru	Rgt	Uturn	App. Total		Left	Thru	Rgt	Uturn	App. Total		Left	Thru	Rgt	Uturn	App. Total		Left	Thru	Rgt	Uturn	App. Total		Int. Total
Peak Hour Analysis from 04:00 PM to 07:00 PM																									
Peak Hour for Entire Intersection Begins at 05:00 PM																									
5:00 PM	0	366	30	0	396		10	198	0	0	208		0	0	0	0	0		25	0	30	0	55		659
5:15 PM	0	297	48	0	345		14	189	0	0	203		0	0	0	0	0		15	0	30	0	45		593
5:30 PM	0	315	32	0	347		12	198	0	0	210		0	0	0	0	0		25	0	23	0	48		605
5:45 PM	0	308	41	0	349		12	218	0	0	230		0	0	0	0	0		24	0	28	0	52		631
Total Volume	0	1286	151	0	1437		48	803	0	0	851		0	0	0	0	0		89	0	111	0	200		2488
% App. Total	0.0	89.5	10.5	0.0	100		5.6	94.4	0.0	0.0	100		0.0	0.0	0.0	0.0	0.0		44.5	0.0	55.5	0.0	100		
PHF	0.907						0.925												0.909						0.944
Cars, PU, Vans	0	1234	151	0	1385		48	762	0	0	810		0	0	0	0	0		88	0	110	0	198		2393
% Cars, PU, Vans	0.0	96.0	100.0	0.0	96.4		100.0	94.9	0.0	0.0	95.2		0.0	0.0	0.0	0.0	0.0		98.9	0.0	99.1	0.0	99.0		96.2
Heavy Trucks	0	52	0	0	52		0	41	0	0	41		0	0	0	0	0		1	0	1	0	2		95
% Heavy Trucks	0.0	4.0	0.0	0.0	3.6		0.0	5.1	0.0	0.0	4.8		0.0	0.0	0.0	0.0	0.0		1.1	0.0	0.9	0.0	1.0		3.8

Marietta Blvd & Chattahoochee Ave NW

Peak Hour Turning Movement Count

ID: 19-09270-001
City: Atlanta

Day: Thursday
Date: 04/18/2019



Project ID: 19-09270-001

Location: Marietta Blvd & Chattahoochee Ave NW
City: AtlantaDay: Thursday
Date: 04/18/2019

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Marietta Blvd Northbound						Marietta Blvd Southbound						Chattahoochee Ave NW Eastbound						Chattahoochee Ave NW Westbound							
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total	
7:00 AM	3	65	22	0	0	90	154	127	3	0	0	284	0	18	5	0	0	23	6	14	44	0	1	64	461	
7:15 AM	8	66	32	0	0	106	178	176	1	0	0	355	1	28	3	0	0	32	8	8	59	0	0	75	568	
7:30 AM	1	90	37	0	0	128	174	168	4	0	0	346	1	21	6	0	0	28	8	10	81	0	3	99	601	
7:45 AM	10	94	36	0	0	140	175	192	5	0	0	372	0	36	14	0	0	50	8	17	79	0	0	104	666	
Total	22	315	127	0	0	464	681	663	13	0	0	1357	2	103	28	0	0	133	30	49	263	0	4	342	2296	
8:00 AM	7	102	40	0	0	149	165	185	4	0	0	354	2	35	5	0	0	42	10	15	56	0	0	81	626	
8:15 AM	6	106	63	0	0	175	162	183	4	0	0	349	2	31	9	0	0	42	13	13	75	0	0	101	667	
8:30 AM	13	88	56	0	0	157	159	176	4	0	1	339	0	41	9	0	0	50	17	7	60	0	0	84	630	
8:45 AM	11	81	45	0	0	137	181	164	6	0	0	351	1	22	7	0	0	30	17	13	54	0	0	84	602	
Total	37	377	204	0	0	618	667	708	18	0	1	1393	5	129	30	0	0	164	57	48	245	0	0	350	2525	
BREAK																										
4:00 PM	6	146	36	0	0	188	87	171	0	0	1	258	4	11	6	0	0	21	26	35	195	0	0	256	723	
4:15 PM	3	206	37	0	0	246	74	160	3	1	2	238	1	12	8	0	1	21	33	36	148	0	1	217	722	
4:30 PM	9	242	41	0	0	292	67	192	6	0	1	265	2	20	7	0	2	29	35	42	160	0	0	237	823	
4:45 PM	10	167	42	0	0	219	88	200	1	0	0	289	4	21	2	0	0	27	32	48	167	0	0	247	782	
Total	28	761	156	0	0	945	316	723	10	1	4	1050	11	64	23	0	3	98	126	161	670	0	1	957	3050	
5:00 PM	12	246	49	0	0	307	72	212	12	0	1	296	4	28	10	0	0	42	27	46	191	0	0	264	909	
5:15 PM	6	228	62	0	0	296	77	196	5	0	0	278	6	17	1	0	0	24	39	43	220	0	0	302	900	
5:30 PM	17	215	62	0	0	294	68	196	4	0	0	268	1	22	7	0	0	30	40	46	179	0	0	265	857	
5:45 PM	31	184	59	0	0	274	79	205	7	0	0	291	1	21	3	0	0	25	41	71	171	0	0	283	873	
Total	66	873	232	0	0	1171	296	809	28	0	1	1133	12	88	21	0	0	121	147	206	761	0	0	1114	3539	
6:00 PM	18	192	45	0	0	255	75	159	5	0	0	239	2	20	10	0	0	32	44	50	170	0	0	264	790	
6:15 PM	10	171	36	0	0	217	80	176	6	0	0	262	0	13	4	0	0	17	28	49	173	0	0	250	746	
6:30 PM	2	145	30	0	0	177	87	143	4	0	0	234	1	20	7	0	0	28	23	28	118	0	0	169	608	
6:45 PM	3	123	29	0	1	155	81	124	7	0	0	212	1	10	3	0	0	14	35	19	116	0	1	170	551	
Total	33	631	140	0	1	804	323	602	22	0	0	947	4	63	24	0	0	91	130	146	577	0	1	853	2695	
Grand Total	186	2957	859	0	1	4002	2283	3505	91	1	6	5880	34	447	126	0	3	607	490	610	2516	0	6	3616	14105	
Apprch %	4.6	73.9	21.5	0.0	0.0		38.8	59.6	1.5	0.0	0.1		5.6	73.6	20.8	0.0	0.5		13.6	16.9	69.6	0.0	0.2			
Total %	1.3	21.0	6.1	0.0	0.0	28.4	16.2	24.8	0.6	0.0	0.0	41.7	0.2	3.2	0.9	0.0	0.0	4.3	3.5	4.3	17.8	0.0	0.0	25.6		
Cars, PU, Vans	175	2719	797	0	1	3691	2176	3252	86		6	5515		26	439	119	0	584	449	593	2399		6	3441	13231	
% Cars, PU, Vans	94.1	92.0	92.8	0.0	100.0	92.2	95.3	92.8	94.5	0.0	100.0	93.8	76.5	98.2	94.4	0.0	0.0	96.2	91.6	97.2	95.3	0.0	100.0	95.2	93.8	
Heavy Trucks	11	238	62	0		311	107	253	5	0		365		8	8	7	0	23	41	17	117	0		175	874	
%Heavy Trucks	5.9	8.0	7.2	0.0	0.0	7.8	4.7	7.2	5.5	0.0	0.0	6.2	23.5	1.8	5.6	0.0	0.0	3.8	8.4	2.8	4.7	0.0	0.0	4.8	6.2	

Project ID: 19-09270-001

Location: Marietta Blvd & Chattahoochee Ave NW
City: AtlantaDay: Thursday
Date: 04/18/2019

PEAK HOURS

AM

	Marietta Blvd Northbound					Marietta Blvd Southbound					Chattahoochee Ave NW Eastbound					Chattahoochee Ave NW Westbound						
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total	
Peak Hour Analysis from 07:00 AM to 09:00 AM																						
Peak Hour for Entire Intersection Begins at 07:45 AM																						
7:45 AM	10	94	36	0	140	175	192	5	0	372	0	36	14	0	50	8	17	79	0	104	666	
8:00 AM	7	102	40	0	149	165	185	4	0	354	2	35	5	0	42	10	15	56	0	81	626	
8:15 AM	6	106	63	0	175	162	183	4	0	349	6	106	31	9	0	42	13	13	75	0	101	667
8:30 AM	13	88	56	0	157	159	176	4	0	339	0	41	9	0	50	17	7	60	0	84	630	
Total Volume	36	390	195	0	621	661	736	17	0	1414	4	143	37	0	184	48	52	270	0	370	2589	
% App. Total	5.8	62.8	31.4	0.0	100	46.7	52.1	1.2	0.0	100	2.2	77.7	20.1	0.0	100	13.0	14.1	73.0	0.0	100		
PHF	0.891					0.950					0.920					0.892					0.972	
Cars, PU, Vans	34	325	178	0	537	624	684	15	0	1323	3	140	35	0	178	45	50	236	0	331	2369	
% Cars, PU, Vans	94.4	83.3	91.3	0.0	86.5	94.4	92.9	88.2	0.0	93.6	75.0	97.9	94.6	0.0	96.7	93.8	96.2	87.4	0.0	89.5	91.5	
Heavy Trucks	2	65	17	0	84	37	52	2	0	91	1	3	2	0	6	3	2	34	0	39	220	
% Heavy Trucks	5.6	16.7	8.7	0.0	13.5	5.6	7.1	11.8	0.0	6.4	25.0	2.1	5.4	0.0	3.3	6.3	3.8	12.6	0.0	10.5	8.5	

PM

	Marietta Blvd Northbound					Marietta Blvd Southbound					Chattahoochee Ave NW Eastbound					Chattahoochee Ave NW Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 07:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	12	246	49	0	307	72	212	12	0	296	4	28	10	0	42	27	46	191	0	264	909
5:15 PM	6	228	62	0	296	77	196	5	0	278	6	17	1	0	24	39	43	220	0	302	900
5:30 PM	17	215	62	0	294	68	196	4	0	268	1	22	7	0	30	40	46	179	0	265	857
5:45 PM	31	184	59	0	274	79	205	7	0	291	1	21	3	0	25	41	71	171	0	283	873
Total Volume	66	873	232	0	1171	296	809	28	0	1133	12	88	21	0	121	147	206	761	0	1114	3539
% App. Total	5.6	74.6	19.8	0.0	100	26.1	71.4	2.5	0.0	100	9.9	72.7	17.4	0.0	100	13.2	18.5	68.3	0.0	100	
PHF	0.956					0.959					0.720					0.923					0.976
Cars, PU, Vans	64	840	223	0	1127	286	764	28	0	1078	9	87	20	0	116	134	202	746	0	1082	3403
% Cars, PU, Vans	97.0	96.2	96.1	0.0	96.2	96.6	94.4	100.0	0.0	95.1	75.0	98.9	95.2	0.0	95.9	91.2	98.1	98.0	0.0	97.1	96.2
Heavy Trucks	2	33	9	0	44	10	45	0	0	55	3	1	1	0	5	13	4	15	0	32	136
% Heavy Trucks	3.0	3.8	3.9	0.0	3.8	3.4	5.6	0.0	0.0	4.9	25.0	1.1	4.8	0.0	4.1	8.8	1.9	2.0	0.0	2.9	3.8

Greater Traffic Company

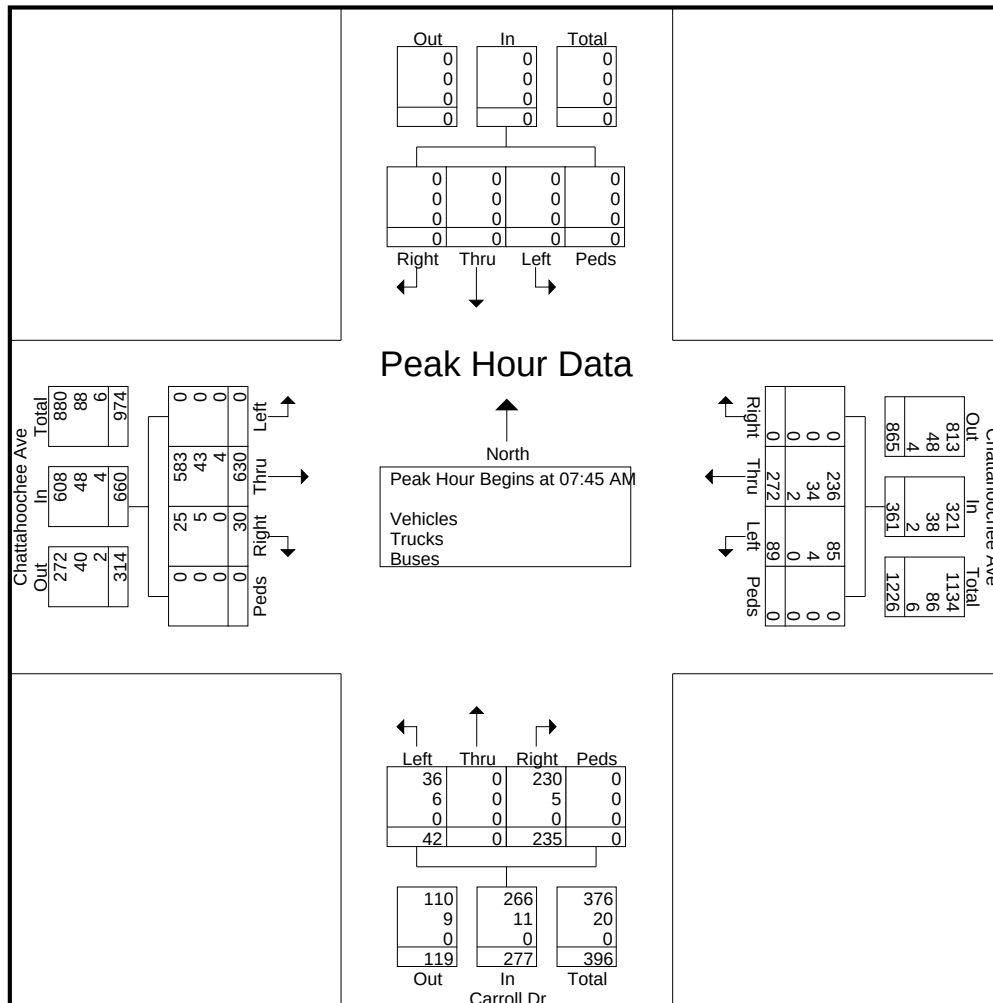
File Name : Chattahoochee @ Carroll

Site Code : 00000000

Start Date : 11/6/2019

Page No : 2

	Carroll Dr Northbound					Southbound					Chattahoochee Ave Eastbound					Chattahoochee Ave Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	7	0	60	0	67	0	0	0	0	0	0	158	7	0	165	24	81	0	0	105	337
08:00 AM	12	0	52	0	64	0	0	0	0	0	0	173	11	0	184	21	75	0	0	96	344
08:15 AM	13	0	54	0	67	0	0	0	0	0	0	138	8	0	146	15	59	0	0	74	287
08:30 AM	10	0	69	0	79	0	0	0	0	0	0	161	4	0	165	29	57	0	0	86	330
Total Volume	42	0	235	0	277	0	0	0	0	0	0	630	30	0	660	89	272	0	0	361	1298
% App. Total	15.2	0	84.8	0		0	0	0	0	0	0	95.5	4.5	0		24.7	75.3	0	0		
PHF	.808	.000	.851	.000	.877	.000	.000	.000	.000	.000	.000	.910	.682	.000	.897	.767	.840	.000	.000	.860	.943
Vehicles	36	0	230	0	266	0	0	0	0	0	0	583	25	0	608	85	236	0	0	321	1195
% Vehicles																					
Trucks	6	0	5	0	11	0	0	0	0	0	0	43	5	0	48	4	34	0	0	38	97
% Trucks	14.3	0	2.1	0	4.0	0	0	0	0	0	0	6.8	16.7	0	7.3	4.5	12.5	0	0	10.5	7.5
Buses	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	6
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.6	0	0	0.6	0	0.7	0	0	0.6	0.5



Greater Traffic Company

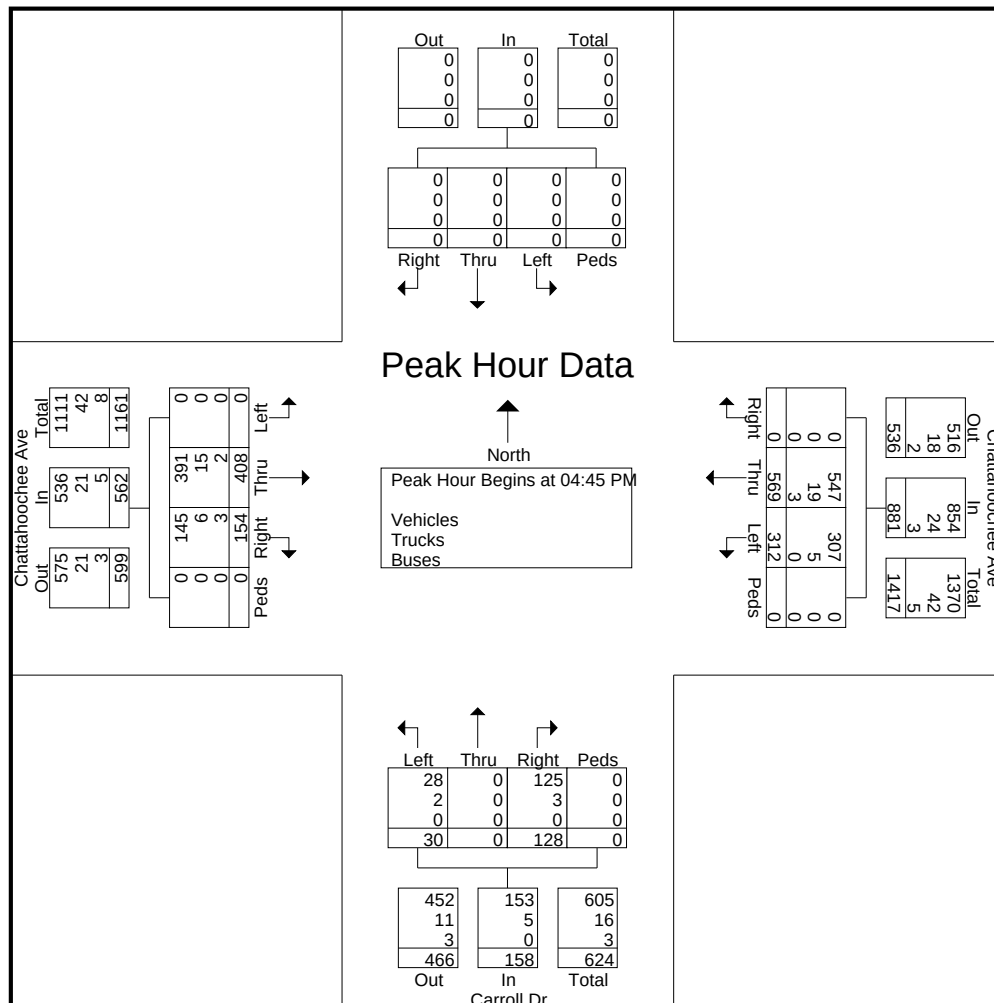
File Name : Chattahoochee @ Carroll

Site Code : 00000000

Start Date : 11/6/2019

Page No : 3

	Carroll Dr Northbound					Southbound					Chattahoochee Ave Eastbound					Chattahoochee Ave Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	10	0	34	0	44	0	0	0	0	0	0	77	28	0	105	62	137	0	0	199	348
05:00 PM	5	0	32	0	37	0	0	0	0	0	0	115	42	0	157	72	144	0	0	216	410
05:15 PM	7	0	25	0	32	0	0	0	0	0	0	113	35	0	148	95	158	0	0	253	433
05:30 PM	8	0	37	0	45	0	0	0	0	0	0	103	49	0	152	83	130	0	0	213	410
Total Volume	30	0	128	0	158	0	0	0	0	0	0	408	154	0	562	312	569	0	0	881	1601
% App. Total	19	0	81	0		0	0	0	0	0	0	72.6	27.4	0		35.4	64.6	0	0		
PHF	.750	.000	.865	.000	.878	.000	.000	.000	.000	.000	.000	.887	.786	.000	.895	.821	.900	.000	.000	.871	.924
Vehicles	28	0	125	0	153	0	0	0	0	0	0	391	145	0	536	307	547	0	0	854	1543
% Vehicles																					
Trucks	2	0	3	0	5	0	0	0	0	0	0	15	6	0	21	5	19	0	0	24	50
% Trucks	6.7	0	2.3	0	3.2	0	0	0	0	0	0	3.7	3.9	0	3.7	1.6	3.3	0	0	2.7	3.1
Buses	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	0	3	0	0	3	8
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.5	1.9	0	0.9	0	0.5	0	0	0.3	0.5



Greater Traffic Company

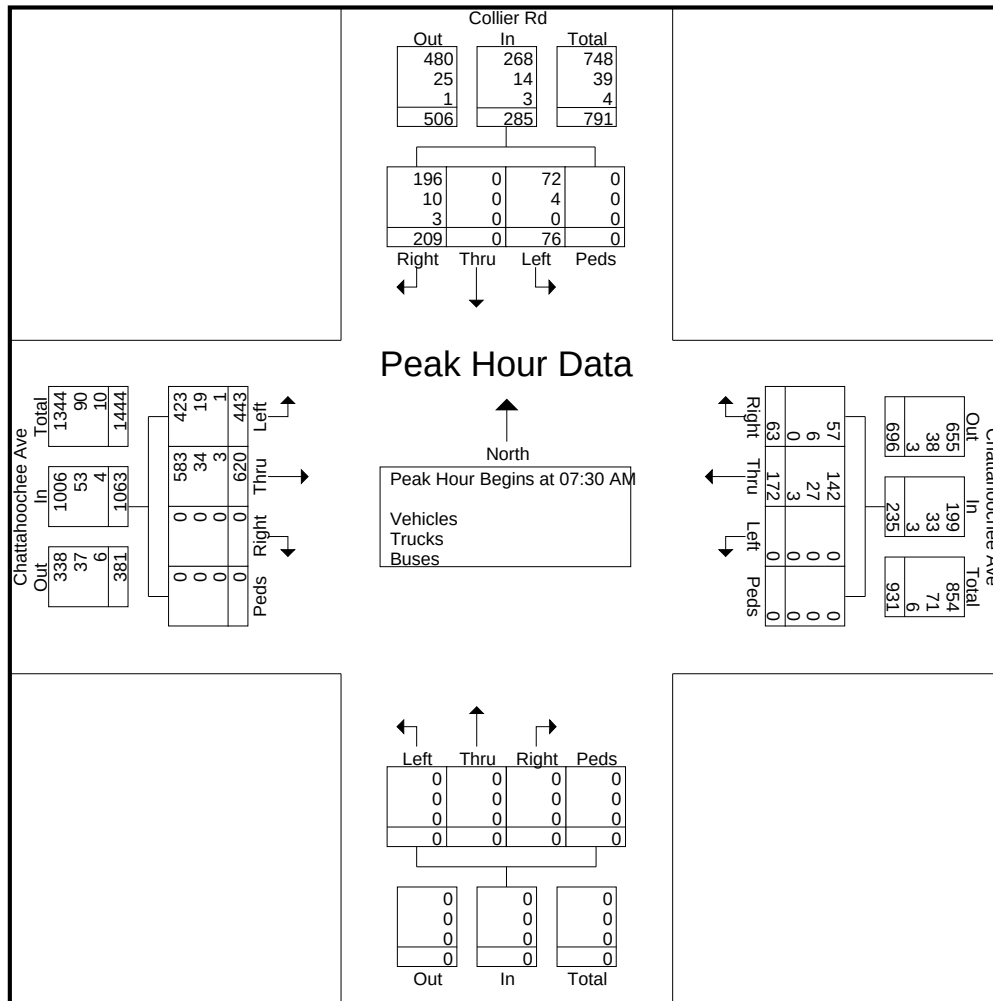
File Name : Chattahoochee @ Collier

Site Code : 00000000

Start Date : 11/6/2019

Page No : 2

	Northbound					Collier Rd Southbound					Chattahoochee Ave Eastbound					Chattahoochee Ave Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	13	0	56	0	69	131	151	0	0	282	0	39	22	0	61	412
07:45 AM	0	0	0	0	0	21	0	51	0	72	112	175	0	0	287	0	50	14	0	64	423
08:00 AM	0	0	0	0	0	25	0	52	0	77	105	143	0	0	248	0	38	14	0	52	377
08:15 AM	0	0	0	0	0	17	0	50	0	67	95	151	0	0	246	0	45	13	0	58	371
Total Volume	0	0	0	0	0	76	0	209	0	285	443	620	0	0	1063	0	172	63	0	235	1583
% App. Total	0	0	0	0	0	26.7	0	73.3	0	41.7	58.3	0	0	0	0	0	73.2	26.8	0	0	0
PHF	.000	.000	.000	.000	.000	.760	.000	.933	.000	.925	.845	.886	.000	.000	.926	.000	.860	.716	.000	.918	.936
Vehicles	0	0	0	0	0	72	0	196	0	268	423	583	0	0	1006	0	142	57	0	199	1473
% Vehicles	0	0	0	0	0	4	0	10	0	14	19	34	0	0	53	0	27	6	0	33	100
Trucks	0	0	0	0	0	5.3	0	4.8	0	4.9	4.3	5.5	0	0	5.0	0	15.7	9.5	0	14.0	6.3
Buses	0	0	0	0	0	0	0	3	0	3	1	3	0	0	4	0	3	0	0	3	10
% Buses	0	0	0	0	0	0	0	1.4	0	1.1	0.2	0.5	0	0	0.4	0	1.7	0	0	1.3	0.6



Greater Traffic Company

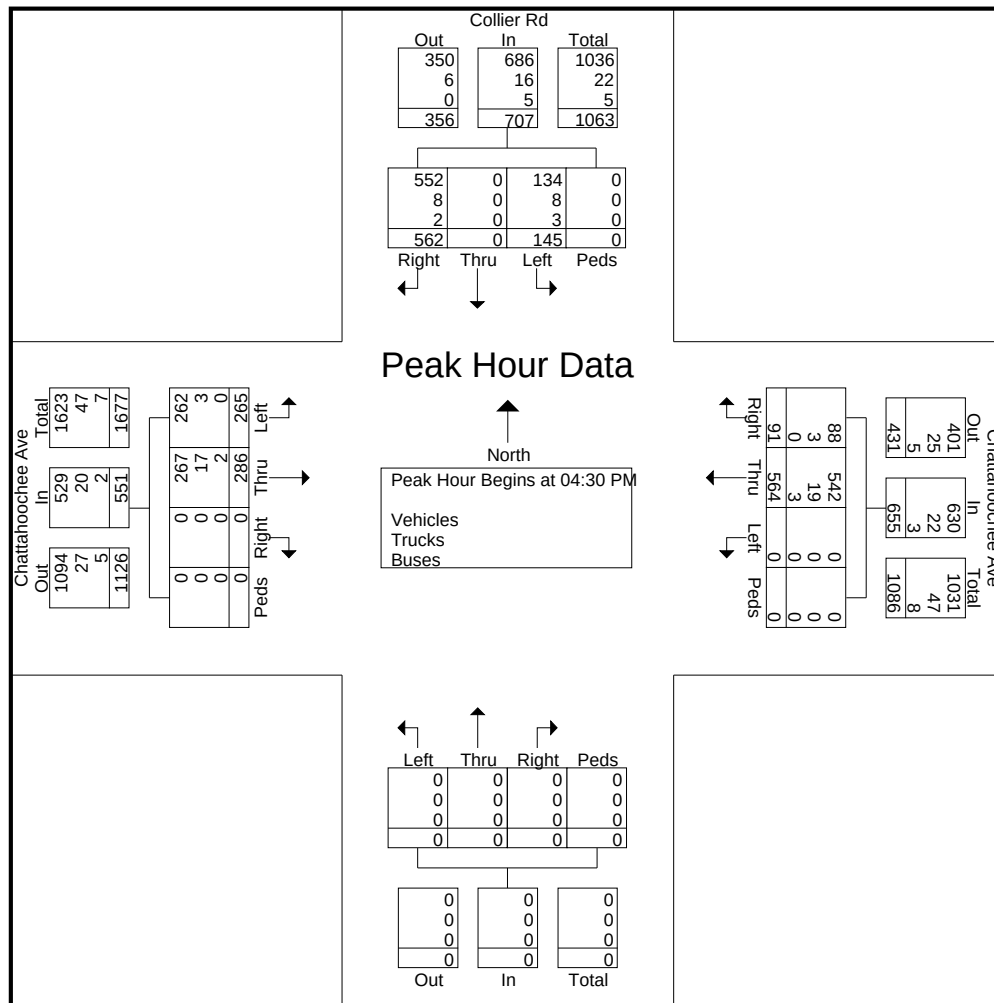
File Name : Chattahoochee @ Collier

Site Code : 00000000

Start Date : 11/6/2019

Page No : 3

	Northbound					Collier Rd Southbound					Chattahoochee Ave Eastbound					Chattahoochee Ave Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	27	0	154	0	181	57	55	0	0	112	0	152	24	0	176	469
04:45 PM	0	0	0	0	0	30	0	119	0	149	55	65	0	0	120	0	110	20	0	130	399
05:00 PM	0	0	0	0	0	36	0	145	0	181	74	78	0	0	152	0	168	26	0	194	527
05:15 PM	0	0	0	0	0	52	0	144	0	196	79	88	0	0	167	0	134	21	0	155	518
Total Volume	0	0	0	0	0	145	0	562	0	707	265	286	0	0	551	0	564	91	0	655	1913
% App. Total	0	0	0	0	0	20.5	0	79.5	0		48.1	51.9	0	0		0	86.1	13.9	0		
PHF	.000	.000	.000	.000	.000	.697	.000	.912	.000	.902	.839	.813	.000	.000	.825	.000	.839	.875	.000	.844	.907
Vehicles	0	0	0	0	0	134	0	552	0	686	262	267	0	0	529	0	542	88	0	630	1845
% Vehicles																					
Trucks	0	0	0	0	0	8	0	8	0	16	3	17	0	0	20	0	19	3	0	22	58
% Trucks	0	0	0	0	0	5.5	0	1.4	0	2.3	1.1	5.9	0	0	3.6	0	3.4	3.3	0	3.4	3.0
Buses	0	0	0	0	0	3	0	2	0	5	0	2	0	0	2	0	3	0	0	3	10
% Buses	0	0	0	0	0	2.1	0	0.4	0	0.7	0	0.7	0	0	0.4	0	0.5	0	0	0.5	0.5



Greater Traffic Company

File Name : Chattahoochee @ Carroll

Site Code : 00000000

Start Date : 11/6/2019

Page No : 1

Groups Printed- Vehicles - Trucks - Buses

	Carroll Dr Northbound					Southbound					Chattahoochee Ave Eastbound					Chattahoochee Ave Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	11	0	29	0	40	0	0	0	0	0	0	139	1	0	140	19	51	0	0	70	250
07:15 AM	6	0	48	0	54	0	0	0	0	0	0	141	3	0	144	17	65	0	0	82	280
07:30 AM	8	0	48	0	56	0	0	0	0	0	0	166	2	0	168	21	59	0	0	80	304
07:45 AM	7	0	60	0	67	0	0	0	0	0	0	158	7	0	165	24	81	0	0	105	337
Total	32	0	185	0	217	0	0	0	0	0	0	604	13	0	617	81	256	0	0	337	1171
08:00 AM	12	0	52	0	64	0	0	0	0	0	0	173	11	0	184	21	75	0	0	96	344
08:15 AM	13	0	54	0	67	0	0	0	0	0	0	138	8	0	146	15	59	0	0	74	287
08:30 AM	10	0	69	0	79	0	0	0	0	0	0	161	4	0	165	29	57	0	0	86	330
08:45 AM	12	0	52	0	64	0	0	0	0	0	0	141	12	0	153	25	68	0	0	93	310
Total	47	0	227	0	274	0	0	0	0	0	0	613	35	0	648	90	259	0	0	349	1271
*** BREAK ***																					
04:30 PM	7	0	28	0	35	0	0	0	0	0	0	78	22	0	100	61	139	0	0	200	335
04:45 PM	10	0	34	0	44	0	0	0	0	0	0	77	28	0	105	62	137	0	0	199	348
Total	17	0	62	0	79	0	0	0	0	0	0	155	50	0	205	123	276	0	0	399	683
05:00 PM	5	0	32	0	37	0	0	0	0	0	0	115	42	0	157	72	144	0	0	216	410
05:15 PM	7	0	25	0	32	0	0	0	0	0	0	113	35	0	148	95	158	0	0	253	433
05:30 PM	8	0	37	0	45	0	0	0	0	0	0	103	49	0	152	83	130	0	0	213	410
05:45 PM	7	0	32	0	39	0	0	0	0	0	0	90	31	0	121	52	110	0	0	162	322
Total	27	0	126	0	153	0	0	0	0	0	0	421	157	0	578	302	542	0	0	844	1575
06:00 PM	9	0	30	0	39	0	0	0	0	0	0	84	22	0	106	82	141	0	0	223	368
06:15 PM	4	0	31	0	35	0	0	0	0	0	0	69	20	0	89	73	129	0	0	202	326
Grand Total	136	0	661	0	797	0	0	0	0	0	0	1946	297	0	2243	751	1603	0	0	2354	5394
Apprch %	17.1	0	82.9	0		0	0	0	0		0	86.8	13.2	0		31.9	68.1	0	0		
Total %	2.5	0	12.3	0	14.8	0	0	0	0	0	0	36.1	5.5	0	41.6	13.9	29.7	0	0	43.6	
Vehicles	124	0	647	0	771	0	0	0	0	0	0	1819	279	0	2098	738	1506	0	0	2244	5113
% Vehicles	91.2	0	97.9	0	96.7	0	0	0	0	0	0	93.5	93.9	0	93.5	98.3	93.9	0	0	95.3	94.8
Trucks	12	0	14	0	26	0	0	0	0	0	0	118	15	0	133	13	89	0	0	102	261
% Trucks	8.8	0	2.1	0	3.3	0	0	0	0	0	0	6.1	5.1	0	5.9	1.7	5.6	0	0	4.3	4.8
Buses	0	0	0	0	0	0	0	0	0	0	0	9	3	0	12	0	8	0	0	8	20
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.5	1	0	0.5	0	0.5	0	0	0.3	0.4

Greater Traffic Company

File Name : Chattahoochee @ Collier

Site Code : 00000000

Start Date : 11/6/2019

Page No : 1

Groups Printed- Vehicles - Trucks - Buses

Start Time	Northbound					Collier Rd Southbound					Chattahoochee Ave Eastbound					Chattahoochee Ave Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	10	0	42	0	52	93	141	0	0	234	0	35	8	0	43	329
07:15 AM	0	0	0	0	0	11	0	36	0	47	112	146	0	0	258	0	42	11	0	53	358
07:30 AM	0	0	0	0	0	13	0	56	0	69	131	151	0	0	282	0	39	22	0	61	412
07:45 AM	0	0	0	0	0	21	0	51	0	72	112	175	0	0	287	0	50	14	0	64	423
Total	0	0	0	0	0	55	0	185	0	240	448	613	0	0	1061	0	166	55	0	221	1522
08:00 AM	0	0	0	0	0	25	0	52	0	77	105	143	0	0	248	0	38	14	0	52	377
08:15 AM	0	0	0	0	0	17	0	50	0	67	95	151	0	0	246	0	45	13	0	58	371
08:30 AM	0	0	0	0	0	20	0	40	0	60	119	141	0	0	260	0	49	21	0	70	390
08:45 AM	0	0	0	0	0	22	0	39	0	61	115	133	0	0	248	0	39	14	0	53	362
Total	0	0	0	0	0	84	0	181	0	265	434	568	0	0	1002	0	171	62	0	233	1500
*** BREAK ***																					
04:30 PM	0	0	0	0	0	27	0	154	0	181	57	55	0	0	112	0	152	24	0	176	469
04:45 PM	0	0	0	0	0	30	0	119	0	149	55	65	0	0	120	0	110	20	0	130	399
Total	0	0	0	0	0	57	0	273	0	330	112	120	0	0	232	0	262	44	0	306	868
05:00 PM	0	0	0	0	0	36	0	145	0	181	74	78	0	0	152	0	168	26	0	194	527
05:15 PM	0	0	0	0	0	52	0	144	0	196	79	88	0	0	167	0	134	21	0	155	518
05:30 PM	0	0	0	0	0	47	0	104	0	151	66	55	0	0	121	0	121	25	0	146	418
05:45 PM	0	0	0	0	0	35	0	146	0	181	70	76	0	0	146	0	94	26	0	120	447
Total	0	0	0	0	0	170	0	539	0	709	289	297	0	0	586	0	517	98	0	615	1910
06:00 PM	0	0	0	0	0	47	0	136	0	183	69	43	0	0	112	0	139	22	0	161	456
06:15 PM	0	0	0	0	0	31	0	128	0	159	80	54	0	0	134	0	124	25	0	149	442
Grand Total	0	0	0	0	0	444	0	1442	0	1886	1432	1695	0	0	3127	0	1379	306	0	1685	6698
Apprch %	0	0	0	0	0	23.5	0	76.5	0		45.8	54.2	0	0		0	81.8	18.2	0		
Total %	0	0	0	0	0	6.6	0	21.5	0	28.2	21.4	25.3	0	0	46.7	0	20.6	4.6	0	25.2	
Vehicles	0	0	0	0	0	421	0	1400	0	1821	1394	1600	0	0	2994	0	1300	293	0	1593	6408
% Vehicles	0	0	0	0	0	94.8	0	97.1	0	96.6	97.3	94.4	0	0	95.7	0	94.3	95.8	0	94.5	95.7
Trucks	0	0	0	0	0	20	0	34	0	54	32	85	0	0	117	0	69	13	0	82	253
% Trucks	0	0	0	0	0	4.5	0	2.4	0	2.9	2.2	5	0	0	3.7	0	5	4.2	0	4.9	3.8
Buses	0	0	0	0	0	3	0	8	0	11	6	10	0	0	16	0	10	0	0	10	37
% Buses	0	0	0	0	0	0.7	0	0.6	0	0.6	0.4	0.6	0	0	0.5	0	0.7	0	0	0.6	0.6

All Traffic Data Service, Inc

1336 Farmer Road

Conyers, Ga 30012

404-374-1283

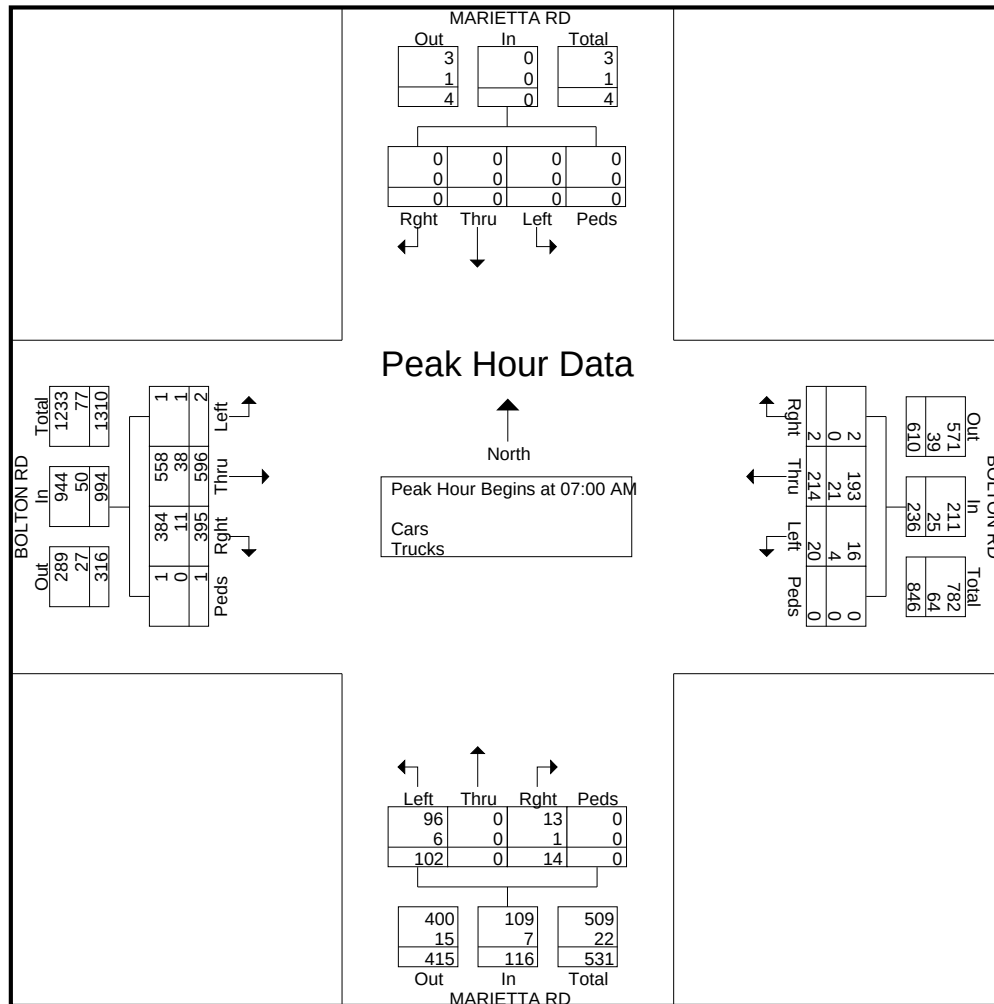
File Name : #F MariettaRd@BoltonRdAM

Site Code :

Start Date : 9/9/2014

Page No : 2

	MARIETTA RD Southbound					BOLTON RD Westbound					MARIETTA RD Northbound					BOLTON RD Eastbound					
Start Time	Rght	Thru	Left	Peds	App. Total	Rght	Thru	Left	Peds	App. Total	Rght	Thru	Left	Peds	App. Total	Rght	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	1	53	4	0	58	2	0	11	0	13	74	188	1	0	263	334
07:15 AM	0	0	0	0	0	1	47	10	0	58	4	0	20	0	24	92	146	0	0	238	320
07:30 AM	0	0	0	0	0	0	55	2	0	57	6	0	29	0	35	111	129	0	0	240	332
07:45 AM	0	0	0	0	0	0	59	4	0	63	2	0	42	0	44	118	133	1	1	253	360
Total Volume	0	0	0	0	0	2	214	20	0	236	14	0	102	0	116	395	596	2	1	994	1346
% App. Total	0	0	0	0	0	0.8	90.7	8.5	0	0	12.1	0	87.9	0	0	39.7	60	0.2	0.1	0	0
PHF	.000	.000	.000	.000	.000	.500	.907	.500	.000	.937	.583	.000	.607	.000	.659	.837	.793	.500	.250	.945	.935
Cars	0	0	0	0	0	2	193	16	0	211	13	0	96	0	109	384	558	1	1	944	1264
% Cars	0	0	0	0	0	100	90.2	80.0	0	89.4	92.9	0	94.1	0	94.0	97.2	93.6	50.0	100	95.0	93.9
Trucks	0	0	0	0	0	0	21	4	0	25	1	0	6	0	7	11	38	1	0	50	82
% Trucks	0	0	0	0	0	0	9.8	20.0	0	10.6	7.1	0	5.9	0	6.0	2.8	6.4	50.0	0	5.0	6.1



All Traffic Data Service, Inc

1336 Farmer Road

Conyers, Ga 30012

404-374-1283

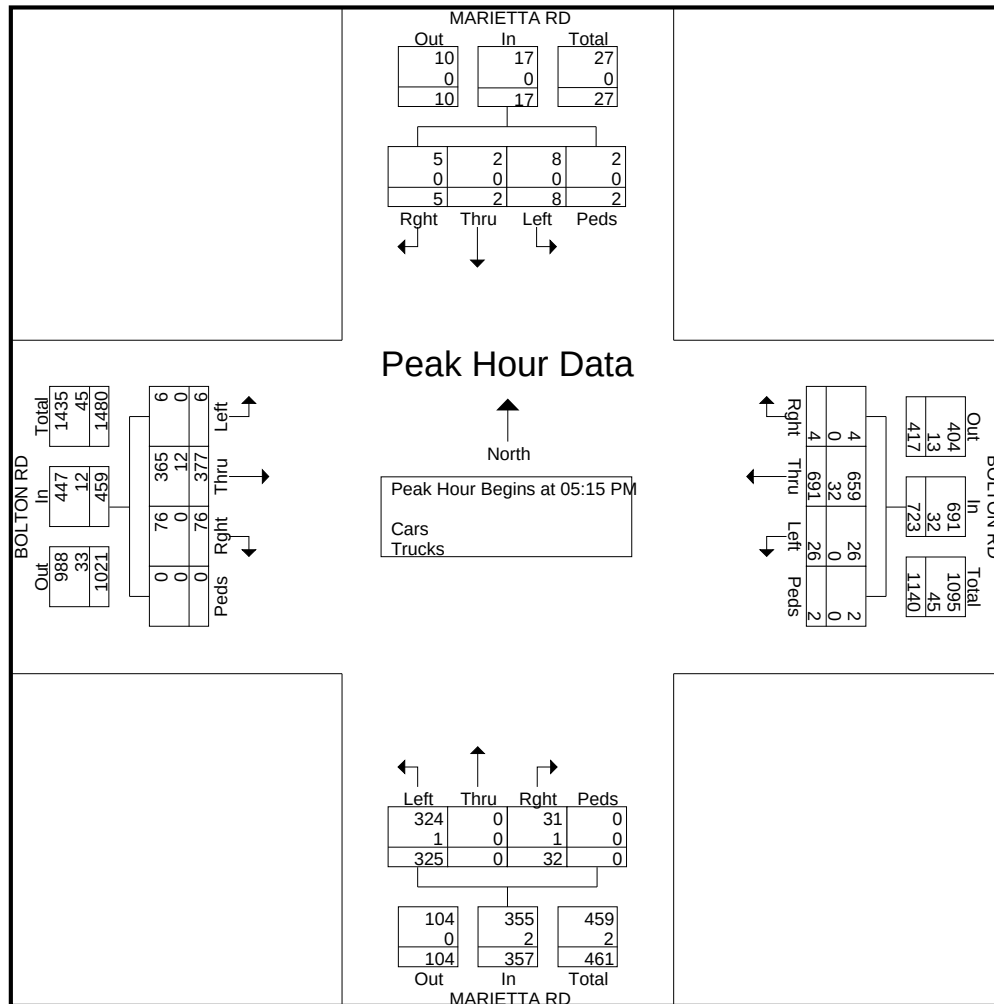
File Name : #F MariettaRd@BoltonRdPM

Site Code :

Start Date : 9/9/2014

Page No : 2

	MARIETTA RD Southbound					BOLTON RD Westbound					MARIETTA RD Northbound					BOLTON RD Eastbound					
Start Time	Rght	Thru	Left	Peds	App. Total	Rght	Thru	Left	Peds	App. Total	Rght	Thru	Left	Peds	App. Total	Rght	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	3	0	0	0	3	1	178	10	0	189	7	0	76	0	83	16	117	0	0	133	408
05:30 PM	1	1	4	2	8	1	148	6	2	157	11	0	83	0	94	24	76	3	0	103	362
05:45 PM	1	1	3	0	5	0	167	5	0	172	5	0	74	0	79	19	88	1	0	108	364
06:00 PM	0	0	1	0	1	2	198	5	0	205	9	0	92	0	101	17	96	2	0	115	422
Total Volume	5	2	8	2	17	4	691	26	2	723	32	0	325	0	357	76	377	6	0	459	1556
% App. Total	29.4	11.8	47.1	11.8		0.6	95.6	3.6	0.3		9	0	91	0		16.6	82.1	1.3	0		
PHF	.417	.500	.500	.250	.531	.500	.872	.650	.250	.882	.727	.000	.883	.000	.884	.792	.806	.500	.000	.863	.922
Cars	5	2	8	2	17	4	659	26	2	691	31	0	324	0	355	76	365	6	0	447	1510
% Cars	100	100	100	100	100	100	95.4	100	100	95.6	96.9	0	99.7	0	99.4	100	96.8	100	0	97.4	97.0
Trucks	0	0	0	0	0	0	32	0	0	32	1	0	1	0	2	0	12	0	0	12	46
% Trucks	0	0	0	0	0	0	4.6	0	0	4.4	3.1	0	0.3	0	0.6	0	3.2	0	0	2.6	3.0



All Traffic Data Service, Inc

1336 Farmer Road

Conyers, Ga 30012

404-374-1283

File Name : #F MariettaRd@BoltonRdAM

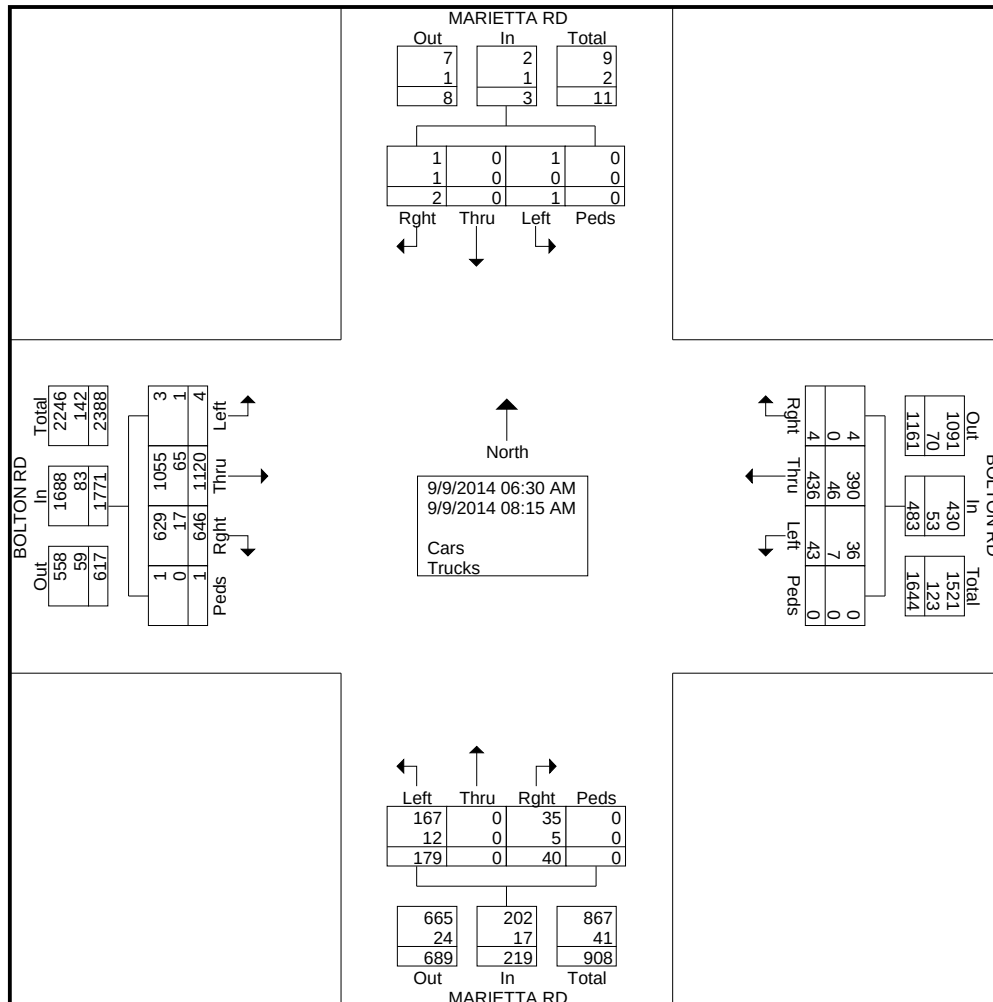
Site Code :

Start Date : 9/9/2014

Page No : 1

Groups Printed- Cars - Trucks

	MARIETTA RD Southbound					BOLTON RD Westbound					MARIETTA RD Northbound					BOLTON RD Eastbound					
Start Time	Rght	Thru	Left	Peds	App. Total	Rght	Thru	Left	Peds	App. Total	Rght	Thru	Left	Peds	App. Total	Rght	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	1	33	2	0	36	7	0	9	0	16	50	119	0	0	169	221
06:45 AM	0	0	0	0	0	1	44	6	0	51	7	0	16	0	23	62	139	0	0	201	275
Total	0	0	0	0	0	2	77	8	0	87	14	0	25	0	39	112	258	0	0	370	496
07:00 AM	0	0	0	0	0	1	53	4	0	58	2	0	11	0	13	74	188	1	0	263	334
07:15 AM	0	0	0	0	0	1	47	10	0	58	4	0	20	0	24	92	146	0	0	238	320
07:30 AM	0	0	0	0	0	0	55	2	0	57	6	0	29	0	35	111	129	0	0	240	332
07:45 AM	0	0	0	0	0	0	59	4	0	63	2	0	42	0	44	118	133	1	1	253	360
Total	0	0	0	0	0	2	214	20	0	236	14	0	102	0	116	395	596	2	1	994	1346
08:00 AM	1	0	0	0	1	0	72	6	0	78	6	0	34	0	40	79	130	0	0	209	328
08:15 AM	1	0	1	0	2	0	73	9	0	82	6	0	18	0	24	60	136	2	0	198	306
Grand Total	2	0	1	0	3	4	436	43	0	483	40	0	179	0	219	646	1120	4	1	1771	2476
Apprch %	66.7	0	33.3	0		0.8	90.3	8.9	0		18.3	0	81.7	0		36.5	63.2	0.2	0.1		
Total %	0.1	0	0	0	0.1	0.2	17.6	1.7	0	19.5	1.6	0	7.2	0	8.8	26.1	45.2	0.2	0	71.5	
Cars	1	0	1	0	2	4	390	36	0	430	35	0	167	0	202	629	1055	3	1	1688	2322
% Cars	50	0	100	0	66.7	100	89.4	83.7	0	89	87.5	0	93.3	0	92.2	97.4	94.2	75	100	95.3	93.8
Trucks	1	0	0	0	1	0	46	7	0	53	5	0	12	0	17	17	65	1	0	83	154
% Trucks	50	0	0	0	33.3	0	10.6	16.3	0	11	12.5	0	6.7	0	7.8	2.6	5.8	25	0	4.7	6.2



All Traffic Data Service, Inc

1336 Farmer Road

Conyers, Ga 30012

404-374-1283

File Name : #F MariettaRd@BoltonRdPM

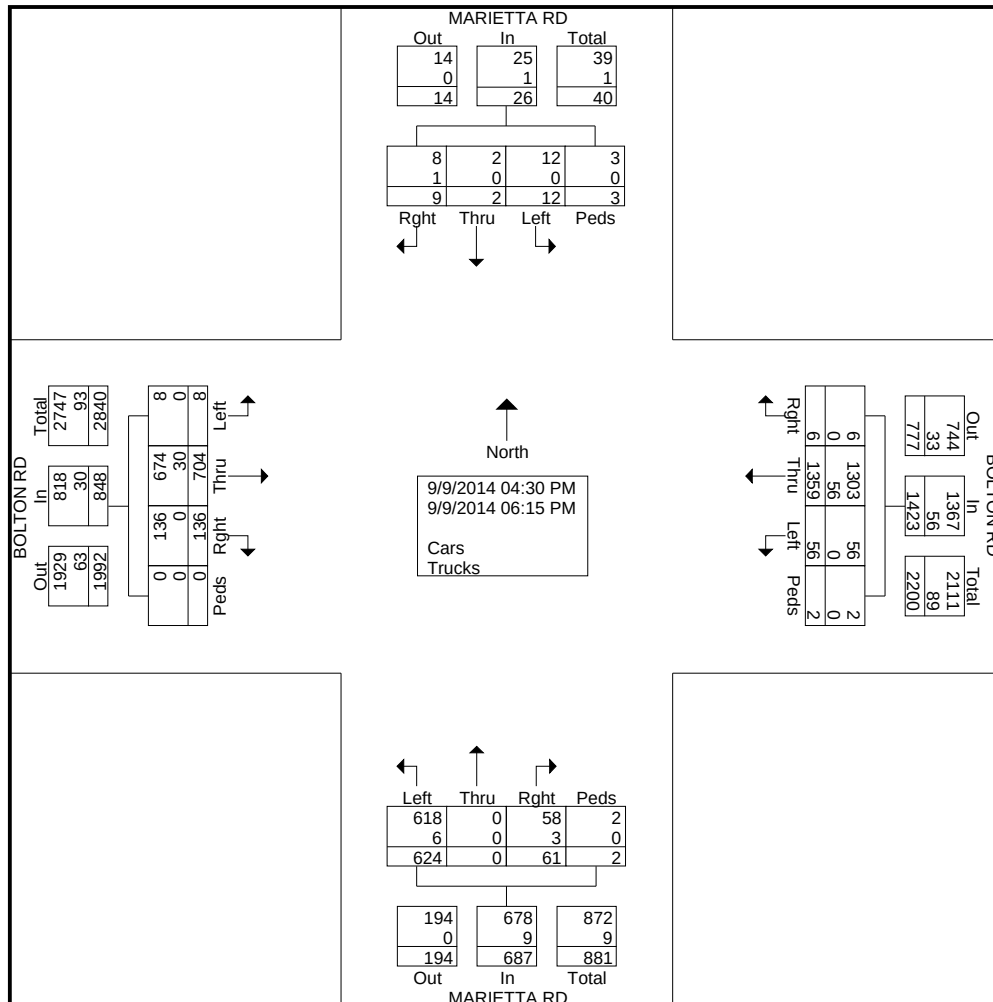
Site Code :

Start Date : 9/9/2014

Page No : 1

Groups Printed- Cars - Trucks

	MARIETTA RD Southbound					BOLTON RD Westbound					MARIETTA RD Northbound					BOLTON RD Eastbound					
Start Time	Rght	Thru	Left	Peds	App. Total	Rght	Thru	Left	Peds	App. Total	Rght	Thru	Left	Peds	App. Total	Rght	Thru	Left	Peds	App. Total	Int. Total
04:30 PM	3	0	0	0	3	0	147	8	0	155	8	0	73	2	83	17	74	1	0	92	333
04:45 PM	0	0	2	0	2	1	168	8	0	177	2	0	76	0	78	15	81	1	0	97	354
Total	3	0	2	0	5	1	315	16	0	332	10	0	149	2	161	32	155	2	0	189	687
05:00 PM	0	0	0	0	0	0	182	7	0	189	8	0	86	0	94	18	72	0	0	90	373
05:15 PM	3	0	0	0	3	1	178	10	0	189	7	0	76	0	83	16	117	0	0	133	408
05:30 PM	1	1	4	2	8	1	148	6	2	157	11	0	83	0	94	24	76	3	0	103	362
05:45 PM	1	1	3	0	5	0	167	5	0	172	5	0	74	0	79	19	88	1	0	108	364
Total	5	2	7	2	16	2	675	28	2	707	31	0	319	0	350	77	353	4	0	434	1507
06:00 PM	0	0	1	0	1	2	198	5	0	205	9	0	92	0	101	17	96	2	0	115	422
06:15 PM	1	0	2	1	4	1	171	7	0	179	11	0	64	0	75	10	100	0	0	110	368
Grand Total	9	2	12	3	26	6	1359	56	2	1423	61	0	624	2	687	136	704	8	0	848	2984
Apprch %	34.6	7.7	46.2	11.5		0.4	95.5	3.9	0.1		8.9	0	90.8	0.3		16	83	0.9	0		
Total %	0.3	0.1	0.4	0.1	0.9	0.2	45.5	1.9	0.1	47.7	2	0	20.9	0.1	23	4.6	23.6	0.3	0	28.4	
Cars	8	2	12	3	25	6	1303	56	2	1367	58	0	618	2	678	136	674	8	0	818	2888
% Cars	88.9	100	100	100	96.2	100	95.9	100	100	96.1	95.1	0	99	100	98.7	100	95.7	100	0	96.5	96.8
Trucks	1	0	0	0	1	0	56	0	0	56	3	0	6	0	9	0	30	0	0	30	96
% Trucks	11.1	0	0	0	3.8	0	4.1	0	0	3.9	4.9	0	1	0	1.3	0	4.3	0	0	3.5	3.2



VOLUME

Marietta Blvd Bet. Chattahoochee Ave & Coronet Way

Day: Thursday
Date: 4/18/2019

City: Atlanta
Project #: GA19_9271_001

DAILY TOTALS					NB	SB	Total
					15,374	15,650	31,024
AM Period	NB	SB	TOTAL	PM Period	NB	SB	TOTAL
0:00	62	33	95	12:00	221	219	440
0:15	38	24	62	12:15	229	222	451
0:30	36	12	48	12:30	228	262	490
0:45	28	164	192	12:45	234	912	1146
1:00	25	16	41	13:00	219	213	432
1:15	25	9	34	13:15	199	230	429
1:30	24	7	31	13:30	225	219	444
1:45	16	90	106	13:45	225	868	1093
2:00	23	4	27	14:00	261	187	448
2:15	11	12	23	14:15	233	202	435
2:30	25	9	34	14:30	266	209	475
2:45	23	82	105	14:45	244	1004	1248
3:00	10	16	26	15:00	293	203	496
3:15	13	9	22	15:15	286	202	488
3:30	15	17	32	15:30	306	203	509
3:45	13	51	64	15:45	289	1174	1463
4:00	29	10	39	16:00	349	286	635
4:15	23	16	39	16:15	361	236	597
4:30	14	29	43	16:30	406	306	712
4:45	23	89	112	16:45	330	1446	1776
5:00	20	43	63	17:00	452	279	731
5:15	20	60	80	17:15	391	286	677
5:30	45	94	139	17:30	366	259	625
5:45	31	116	147	17:45	373	1582	1955
6:00	65	181	246	18:00	337	271	608
6:15	71	223	294	18:15	373	261	634
6:30	76	230	306	18:30	279	234	513
6:45	95	307	402	18:45	244	1233	1477
7:00	124	279	403	19:00	254	195	449
7:15	144	340	484	19:15	257	161	418
7:30	194	341	535	19:30	222	128	350
7:45	189	651	840	19:45	205	938	1143
8:00	183	351	534	20:00	177	120	297
8:15	182	354	536	20:15	160	115	275
8:30	189	341	530	20:30	165	109	274
8:45	140	694	834	20:45	182	684	866
9:00	134	321	455	21:00	158	78	236
9:15	171	329	500	21:15	122	69	191
9:30	171	267	438	21:30	116	80	196
9:45	151	627	778	21:45	101	497	598
10:00	166	226	392	22:00	97	74	171
10:15	173	224	397	22:15	93	80	173
10:30	173	175	348	22:30	81	64	145
10:45	165	677	842	22:45	67	338	405
11:00	211	212	423	23:00	99	57	156
11:15	198	194	392	23:15	69	36	105
11:30	253	224	477	23:30	63	33	96
11:45	215	877	1092	23:45	42	273	315

CLASSIFICATION

Marietta Blvd Bet. Chattahoochee Ave & Coronet Way

Day: Thursday

City: Atlanta

Date: 4/18/2019

Project #: GA19_9271_001n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	131	21	3	4	0	0	0	5	0	0	0	0	164
1:00	0	77	11	0	1	0	0	0	1	0	0	0	0	90
2:00	0	71	9	0	0	0	0	0	2	0	0	0	0	82
3:00	0	42	6	1	2	0	0	0	0	0	0	0	0	51
4:00	0	59	14	7	5	0	0	1	3	0	0	0	0	89
5:00	0	82	19	5	3	2	0	1	4	0	0	0	0	116
6:00	0	231	51	6	7	0	0	2	9	0	1	0	0	307
7:00	0	459	100	11	40	9	0	8	21	0	3	0	0	651
8:00	1	496	99	11	45	7	0	12	21	0	2	0	0	694
9:00	2	448	109	6	22	4	0	5	28	0	3	0	0	627
10:00	2	504	111	7	20	6	0	1	25	0	1	0	0	677
11:00	2	638	162	10	20	10	0	4	30	0	1	0	0	877
12:00 PM	1	683	152	11	20	16	0	5	23	0	1	0	0	912
13:00	2	642	161	7	17	4	0	5	25	1	4	0	0	868
14:00	0	772	154	10	17	10	0	6	34	0	1	0	0	1004
15:00	1	923	177	8	17	13	0	5	27	0	3	0	0	1174
16:00	6	1171	204	6	10	15	0	8	24	0	2	0	0	1446
17:00	3	1325	202	6	7	14	1	4	10	6	4	0	0	1582
18:00	3	1016	148	7	11	21	3	7	11	4	2	0	0	1233
19:00	2	772	118	8	10	4	0	4	19	1	0	0	0	938
20:00	0	586	71	6	3	4	0	0	13	0	1	0	0	684
21:00	0	406	67	5	2	3	0	0	14	0	0	0	0	497
22:00	0	285	38	3	2	0	0	0	10	0	0	0	0	338
23:00	0	225	32	5	4	4	0	2	1	0	0	0	0	273
Totals	25	12044	2236	149	289	146	4	80	360	12	29			15374
% of Totals	0%	78%	15%	1%	2%	1%	0%	1%	2%	0%	0%			100%

AM Volumes	7	3238	712	67	169	38	0	34	149	0	11	0	0	4425
% AM	0%	21%	5%	0%	1%	0%		0%	1%		0%			29%
AM Peak Hour	9:00	11:00	11:00	7:00	8:00	11:00		8:00	11:00		7:00			11:00
Volume	2	638	162	11	45	10		12	30		3			877
PM Volumes	18	8806	1524	82	120	108	4	46	211	12	18	0	0	10949
% PM	0%	57%	10%	1%	1%	1%	0%	0%	1%	0%	0%			71%
PM Peak Hour	16:00	17:00	16:00	12:00	12:00	18:00	18:00	16:00	14:00	17:00	13:00			17:00
Volume	6	1325	204	11	20	21	3	8	34	6	4			1582
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes			Volume		%	Volume		%	Volume		%	Volume		%
			1345	↔	9%	1780	↔	12%	3028	↔	20%	9221	↔	60%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Marietta Blvd Bet. Chattahoochee Ave & Coronet Way

Day: Thursday

City: Atlanta

Date: 4/18/2019

Project #: GA19_9271_001s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	65	8	3	1	0	0	5	6	0	1	0	0	89
1:00	0	35	6	2	1	1	0	1	0	0	0	0	0	46
2:00	0	23	5	0	3	0	0	2	0	0	0	0	0	33
3:00	0	47	8	1	2	0	0	4	1	0	0	0	0	63
4:00	0	96	14	1	1	3	0	3	4	0	0	0	0	122
5:00	0	262	49	3	3	1	0	4	1	0	1	0	0	324
6:00	0	755	150	4	14	8	0	10	12	0	4	0	0	957
7:00	2	1067	172	5	29	13	0	9	18	0	5	0	0	1320
8:00	1	1115	170	9	41	10	1	11	24	0	7	0	0	1389
9:00	1	924	155	12	31	16	0	11	37	1	6	0	0	1194
10:00	5	613	124	9	19	17	0	12	16	0	4	0	0	819
11:00	3	656	124	10	18	15	0	7	21	0	5	0	0	859
12:00 PM	1	709	145	5	17	10	0	8	21	0	5	0	0	921
13:00	0	639	134	5	15	19	0	13	23	0	6	0	0	854
14:00	1	588	119	8	17	17	0	7	25	0	4	0	0	786
15:00	3	650	108	11	13	12	0	5	14	0	5	0	0	821
16:00	3	927	153	7	11	10	0	3	32	0	4	0	0	1150
17:00	4	950	109	6	12	8	0	5	23	0	5	0	0	1122
18:00	3	823	108	7	16	12	0	8	19	0	5	0	0	1001
19:00	1	515	74	7	7	5	0	3	14	0	1	0	0	627
20:00	0	360	55	6	3	2	0	4	5	0	0	0	0	435
21:00	0	242	35	3	1	1	0	3	1	0	2	0	0	288
22:00	0	207	32	6	4	2	0	9	4	0	0	0	0	264
23:00	0	135	17	4	0	0	0	7	3	0	0	0	0	166
Totals	28	12403	2074	134	279	182	1	154	324	1	70			15650
% of Totals	0%	79%	13%	1%	2%	1%	0%	1%	2%	0%	0%			100%

AM Volumes	12	5658	985	59	163	84	1	79	140	1	33	0	0	7215
% AM	0%	36%	6%	0%	1%	1%	0%	1%	1%	0%	0%			46%
AM Peak Hour	10:00	8:00	7:00	9:00	8:00	10:00	8:00	10:00	9:00	9:00	8:00			8:00
Volume	5	1115	172	12	41	17	1	12	37	1	7			1389
PM Volumes	16	6745	1089	75	116	98	0	75	184	0	37	0	0	8435
% PM	0%	43%	7%	0%	1%	1%		0%	1%		0%			54%
PM Peak Hour	17:00	17:00	16:00	15:00	12:00	13:00		13:00	16:00		13:00			16:00
Volume	4	950	153	11	17	19		13	32		6			1150
Directional Peak Periods All Classes			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
			Volume		%	Volume		%	Volume		%	Volume		%
			2709	↔	17%	1775	↔	11%	2272	↔	15%	8894	↔	57%

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

CLASSIFICATION

Marietta Blvd Bet. Chattahoochee Ave & Coronet Way

Day: Thursday

City: Atlanta

Date: 4/18/2019

Project #: GA19_9271_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	196	29	6	5	0	0	5	11	0	1	0	0	253
1:00	0	112	17	2	2	1	0	1	1	0	0	0	0	136
2:00	0	94	14	0	3	0	0	2	2	0	0	0	0	115
3:00	0	89	14	2	4	0	0	4	1	0	0	0	0	114
4:00	0	155	28	8	6	3	0	4	7	0	0	0	0	211
5:00	0	344	68	8	6	3	0	5	5	0	1	0	0	440
6:00	0	986	201	10	21	8	0	12	21	0	5	0	0	1264
7:00	2	1526	272	16	69	22	0	17	39	0	8	0	0	1971
8:00	2	1611	269	20	86	17	1	23	45	0	9	0	0	2083
9:00	3	1372	264	18	53	20	0	16	65	1	9	0	0	1821
10:00	7	1117	235	16	39	23	0	13	41	0	5	0	0	1496
11:00	5	1294	286	20	38	25	0	11	51	0	6	0	0	1736
12:00 PM	2	1392	297	16	37	26	0	13	44	0	6	0	0	1833
13:00	2	1281	295	12	32	23	0	18	48	1	10	0	0	1722
14:00	1	1360	273	18	34	27	0	13	59	0	5	0	0	1790
15:00	4	1573	285	19	30	25	0	10	41	0	8	0	0	1995
16:00	9	2098	357	13	21	25	0	11	56	0	6	0	0	2596
17:00	7	2275	311	12	19	22	1	9	33	6	9	0	0	2704
18:00	6	1839	256	14	27	33	3	15	30	4	7	0	0	2234
19:00	3	1287	192	15	17	9	0	7	33	1	1	0	0	1565
20:00	0	946	126	12	6	6	0	4	18	0	1	0	0	1119
21:00	0	648	102	8	3	4	0	3	15	0	2	0	0	785
22:00	0	492	70	9	6	2	0	9	14	0	0	0	0	602
23:00	0	360	49	9	4	4	0	9	4	0	0	0	0	439
Totals	53	24447	4310	283	568	328	5	234	684	13	99			31024
% of Totals	0%	79%	14%	1%	2%	1%	0%	1%	2%	0%	0%			100%

AM Volumes	19	8896	1697	126	332	122	1	113	289	1	44	0	0	11640
% AM	0%	29%	5%	0%	1%	0%	0%	0%	1%	0%	0%			38%
AM Peak Hour	10:00	8:00	11:00	8:00	8:00	11:00	8:00	8:00	9:00	9:00	8:00			8:00
Volume	7	1611	286	20	86	25	1	23	65	1	9			2083
PM Volumes	34	15551	2613	157	236	206	4	121	395	12	55	0	0	19384
% PM	0%	50%	8%	1%	1%	1%	0%	0%	1%	0%	0%			62%
PM Peak Hour	16:00	17:00	16:00	15:00	12:00	18:00	18:00	13:00	14:00	17:00	13:00			17:00
Volume	9	2275	357	19	37	33	3	18	59	6	10			2704
Directional Peak Periods		AM 7-9				NOON 12-2				PM 4-6		Off Peak Volumes		
All Classes		Volume			%	Volume			%	Volume			%	
		4054	↔		13%	3555	↔		11%	5300	↔		17%	

Classification Definitions

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

All Traffic Data Service, Inc

1336 Farmer Road

Conyers, Ga 30012

404-374-1283

File Name : #A MariettaBlvd@BoltonRdAM

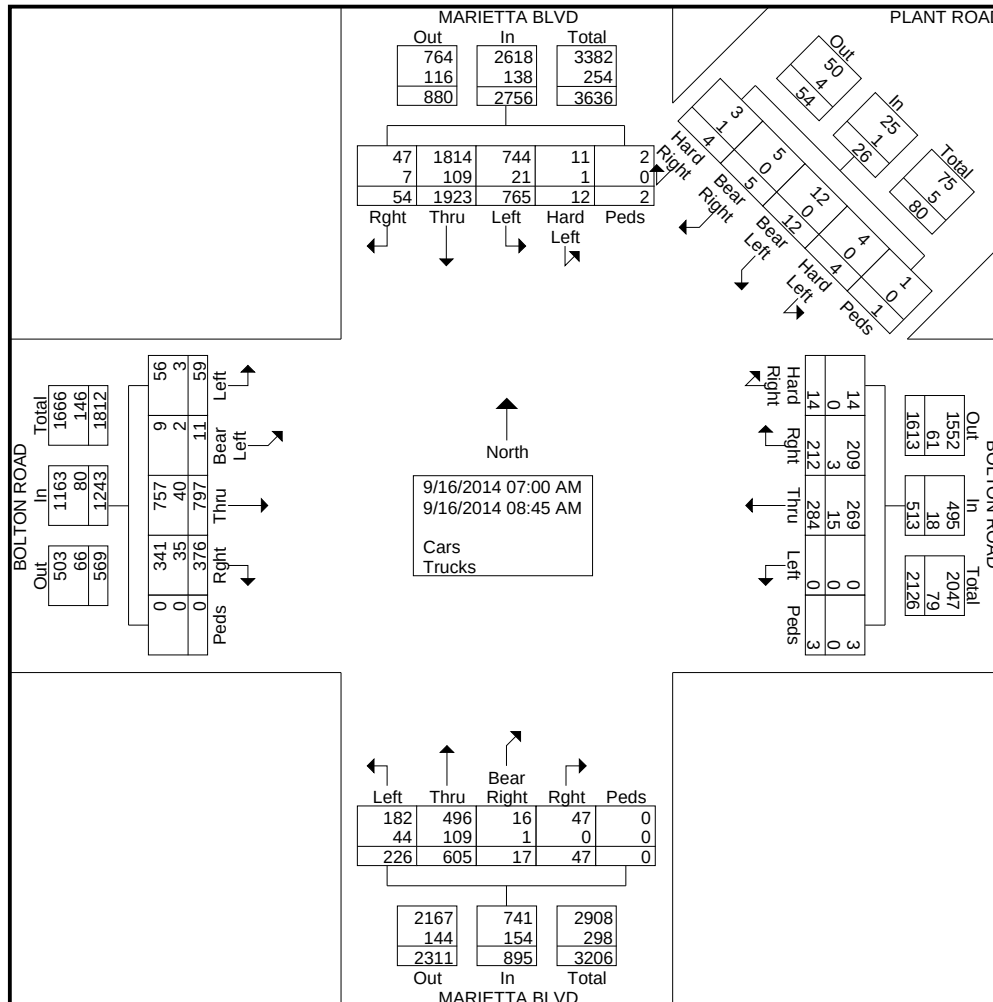
Site Code :

Start Date : 9/16/2014

Page No : 1

Groups Printed- Cars - Trucks

	MARIETTA BLVD Southbound						PLANT ROAD Southwestbound						BOLTON ROAD Westbound						MARIETTA BLVD Northbound						BOLTON ROAD Eastbound						
Start Time	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Int. Total
07:00 AM	7	192	99	4	1	303	3	2	2	1	0	8	1	17	28	0	0	46	7	2	40	21	0	70	38	105	5	2	0	150	577
07:15 AM	4	246	102	0	1	353	1	0	1	0	0	2	1	23	28	0	1	53	2	0	72	21	0	95	51	117	1	11	0	180	683
07:30 AM	8	240	110	1	0	359	0	0	1	1	0	2	2	30	23	0	1	56	4	2	89	32	0	127	60	98	1	8	0	167	711
07:45 AM	9	243	79	1	0	332	0	0	0	1	0	1	1	32	38	0	0	71	6	4	84	32	0	126	50	91	2	9	0	152	682
Total	28	921	390	6	2	1347	4	2	4	3	0	13	5	102	117	0	2	226	19	8	285	106	0	418	199	411	9	30	0	649	2653
08:00 AM	8	294	111	2	0	415	0	0	2	1	0	3	1	23	52	0	0	76	12	3	99	33	0	147	38	90	0	3	0	131	772
08:15 AM	6	229	95	3	0	333	0	1	3	0	0	4	2	35	42	0	0	79	4	0	61	38	0	103	49	112	1	4	0	166	685
08:30 AM	5	237	90	0	0	332	0	2	2	0	1	5	2	26	29	0	1	58	7	4	88	13	0	112	57	98	0	14	0	169	676
08:45 AM	7	242	79	1	0	329	0	0	1	0	0	1	4	26	44	0	0	74	5	2	72	36	0	115	33	86	1	8	0	128	647
Total	26	1002	375	6	0	1409	0	3	8	1	1	13	9	110	167	0	1	287	28	9	320	120	0	477	177	386	2	29	0	594	2780
Grand Total	54	1923	765	12	2	2756	4	5	12	4	1	26	14	212	284	0	3	513	47	17	605	226	0	895	376	797	11	59	0	1243	5433
Apprch %	2	69.8	27.8	0.4	0.1		15.4	19.2	46.2	15.4	3.8		2.7	41.3	55.4	0	0.6		5.3	1.9	67.6	25.3	0		30.2	64.1	0.9	4.7	0		
Total %	1	35.4	14.1	0.2	0	50.7	0.1	0.1	0.2	0.1	0	0.5	0.3	3.9	5.2	0	0.1	9.4	0.9	0.3	11.1	4.2	0	16.5	6.9	14.7	0.2	1.1	0	22.9	
Cars	47	1814	744	11	2	2618	3	5	12	4	1	25	14	209	269	0	3	495	47	16	496	182	0	741	341	757	9	56	0	1163	5042
% Cars	87	94.3	97.3	91.7	100	95	75	100	100	100	100	96.2	100	98.6	94.7	0	100	96.5	100	94.1	82	80.5	0	82.8	90.7	95	81.8	94.9	0	93.6	92.8
Trucks	7	109	21	1	0	138	1	0	0	0	0	1	0	3	15	0	0	18	0	1	109	44	0	154	35	40	2	3	0	80	391
% Trucks	13	5.7	2.7	8.3	0	5	25	0	0	0	0	3.8	0	1.4	5.3	0	0	3.5	0	5.9	18	19.5	0	17.2	9.3	5	18.2	5.1	0	6.4	7.2



All Traffic Data Service, Inc

1336 Farmer Road

Conyers, Ga 30012

404-374-1283

File Name : #A MariettaBlvd@BoltonRdAM

Site Code :

Start Date : 9/16/2014

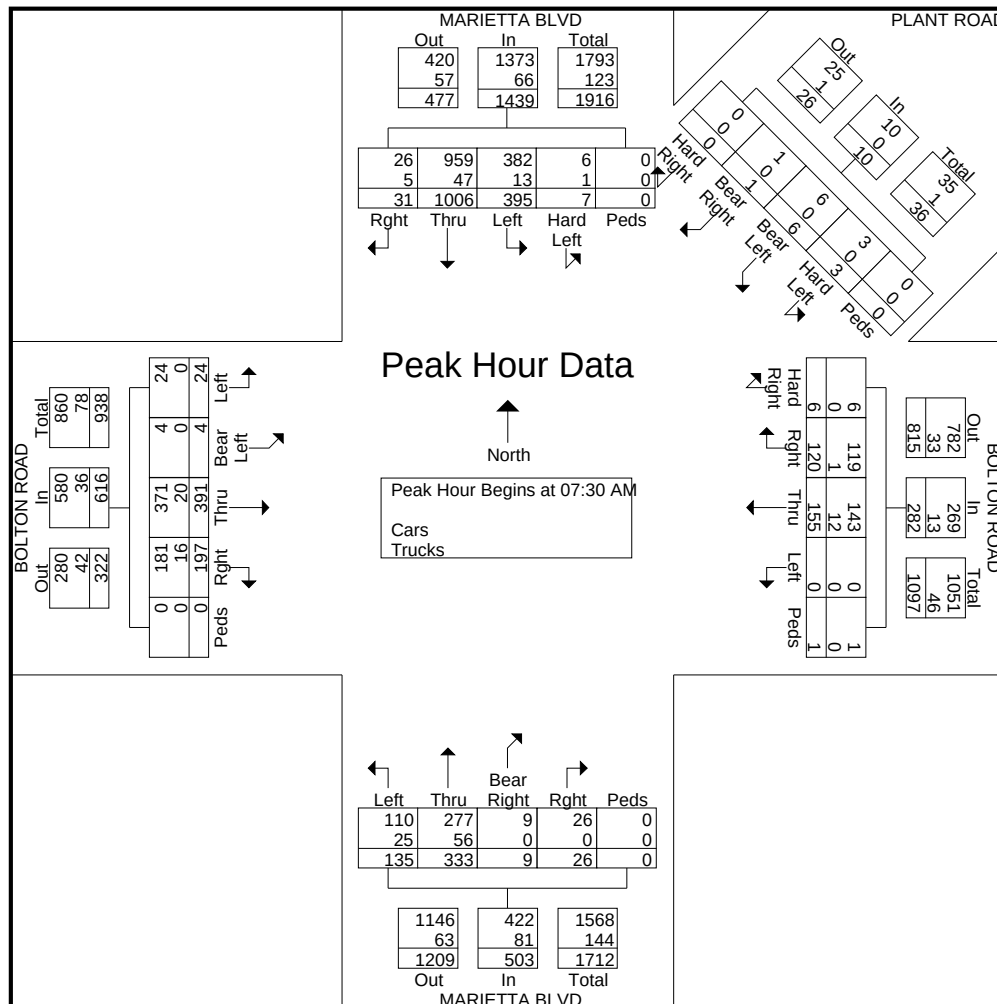
Page No : 2

	MARIETTA BLVD Southbound						PLANT ROAD Southwestbound						BOLTON ROAD Westbound						MARIETTA BLVD Northbound						BOLTON ROAD Eastbound						
Start Time	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

07:30 AM	8	240	110	1	0	359	0	0	1	1	0	2	2	30	23	0	1	56	4	2	89	32	0	127	60	98	1	8	0	167	711
07:45 AM	9	243	79	1	0	332	0	0	0	1	0	1	1	32	38	0	0	71	6	4	84	32	0	126	50	91	2	9	0	152	682
08:00 AM	8	294	111	2	0	415	0	0	2	1	0	3	1	23	52	0	0	76	12	3	99	33	0	147	38	90	0	3	0	131	772
08:15 AM	6	229	95	3	0	333	0	1	3	0	0	4	2	35	42	0	0	79	4	0	61	38	0	103	49	112	1	4	0	166	685
Total Volume	31	1006	395	7	0	1439	0	1	6	3	0	10	6	120	155	0	1	282	26	9	333	135	0	503	197	391	4	24	0	616	2850
% App. Total	2.2	69.9	27.4	0.5	0		0	10	60	30	0		2.1	42.6	55	0	0.4		5.2	1.8	66.2	26.8	0		32	63.5	0.6	3.9	0		
PHF	.861	.855	.890	.583	.000	.867	.000	.250	.500	.750	.000	.625	.750	.857	.745	.000	.250	.892	.542	.563	.841	.888	.000	.855	.821	.873	.500	.667	.000	.922	.923
Cars	26	959	382	6	0	1373	0	1	6	3	0	10	6	119	143	0	1	269	26	9	277	110	0	422	181	371	4	24	0	580	2654
% Cars	83.9	95.3	96.7	85.7	0	95.4	0	100	100	100	0	100	100	99.2	92.3	0	100	95.4	100	100	83.2	81.5	0	83.9	91.9	94.9	100	100	0	94.2	93.1
Trucks	5	47	13	1	0	66	0	0	0	0	0	0	0	1	12	0	0	13	0	0	56	25	0	81	16	20	0	0	0	36	196
% Trucks	16.1	4.7	3.3	14.3	0	4.6	0	0	0	0	0	0	0	0.8	7.7	0	0	4.6	0	0	16.8	18.5	0	16.1	8.1	5.1	0	0	0	5.8	6.9



All Traffic Data Service, Inc

1336 Farmer Road

Conyers, Ga 30012

404-374-1283

File Name : #A MariettaBlvd@BoltonRdPM

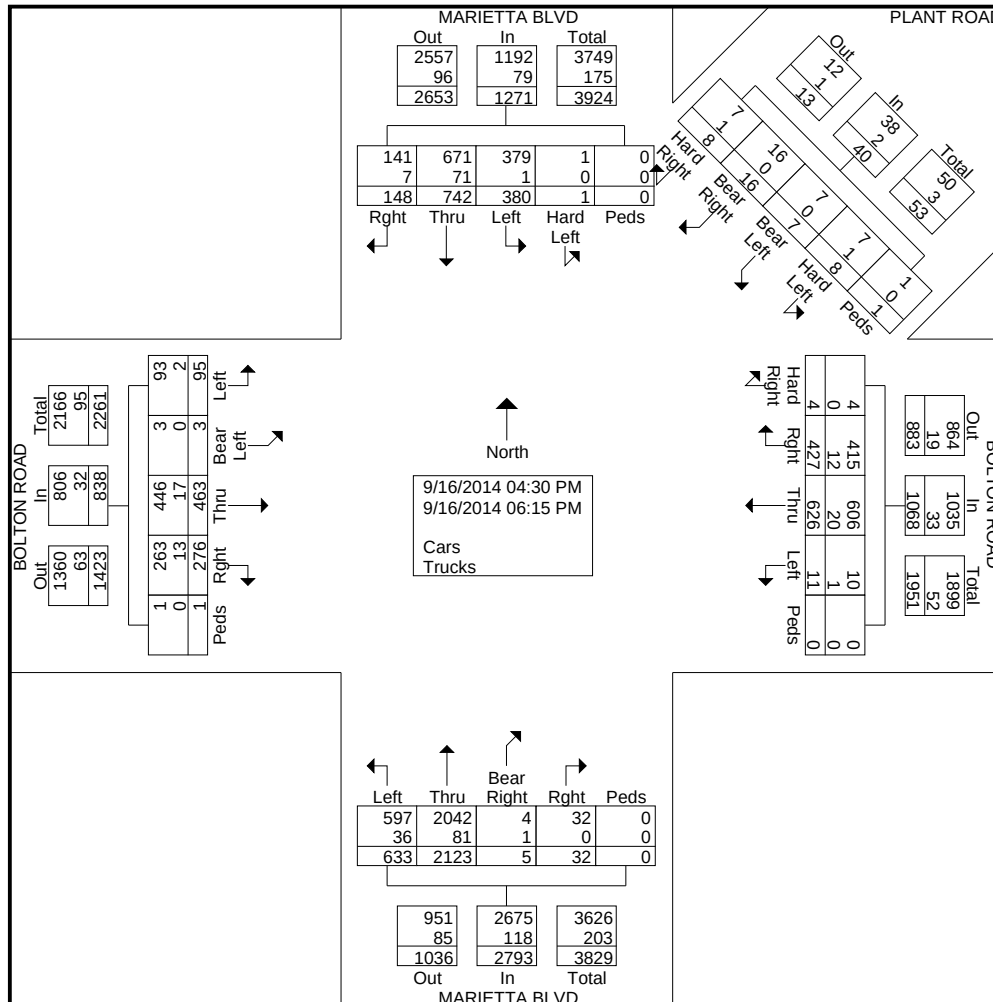
Site Code :

Start Date : 9/16/2014

Page No : 1

Groups Printed- Cars - Trucks

	MARIETTA BLVD Southbound						PLANT ROAD Southwestbound						BOLTON ROAD Westbound						MARIETTA BLVD Northbound						BOLTON ROAD Eastbound						
Start Time	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Int. Total
04:30 PM	17	87	43	0	0	147	3	2	0	0	0	5	0	36	69	0	0	105	4	3	244	73	0	324	32	46	1	17	0	96	677
04:45 PM	17	74	51	0	0	142	0	1	1	0	0	2	0	59	88	0	0	147	2	0	218	72	0	292	29	55	0	9	0	93	676
Total	34	161	94	0	0	289	3	3	1	0	0	7	0	95	157	0	0	252	6	3	462	145	0	616	61	101	1	26	0	189	1353
05:00 PM	15	103	46	0	0	164	0	4	0	4	0	8	0	50	76	2	0	128	1	0	263	70	0	334	35	43	0	13	0	91	725
05:15 PM	15	94	40	1	0	150	0	1	0	0	1	2	1	52	76	2	0	131	6	2	266	88	0	362	29	57	0	10	0	96	741
05:30 PM	26	69	44	0	0	139	3	0	0	1	0	4	0	64	80	0	0	144	7	0	267	99	0	373	31	57	0	12	0	100	760
05:45 PM	21	90	59	0	0	170	1	0	2	0	0	3	2	52	71	1	0	126	6	0	320	84	0	410	43	74	1	13	1	132	841
Total	77	356	189	1	0	623	4	5	2	5	1	17	3	218	303	5	0	529	20	2	1116	341	0	1479	138	231	1	48	1	419	3067
06:00 PM	20	122	56	0	0	198	1	7	3	2	0	13	0	48	84	5	0	137	4	0	264	64	0	332	42	64	1	9	0	116	796
06:15 PM	17	103	41	0	0	161	0	1	1	1	0	3	1	66	82	1	0	150	2	0	281	83	0	366	35	67	0	12	0	114	794
Grand Total	148	742	380	1	0	1271	8	16	7	8	1	40	4	427	626	11	0	1068	32	5	2123	633	0	2793	276	463	3	95	1	838	6010
Apprch %	11.6	58.4	29.9	0.1	0		20	40	17.5	20	2.5		0.4	40	58.6	1	0		1.1	0.2	76	22.7	0		32.9	55.3	0.4	11.3	0.1		
Total %	2.5	12.3	6.3	0	0	21.1	0.1	0.3	0.1	0.1	0	0.7	0.1	7.1	10.4	0.2	0	17.8	0.5	0.1	35.3	10.5	0	46.5	4.6	7.7	0	1.6	0	13.9	
Cars	141	671	379	1	0	1192	7	16	7	7	1	38	4	415	606	10	0	1035	32	4	2042	597	0	2675	263	446	3	93	1	806	5746
% Cars	95.3	90.4	99.7	100	0	93.8	87.5	100	100	87.5	100	95	100	97.2	96.8	90.9	0	96.9	100	80	96.2	94.3	0	95.8	95.3	96.3	100	97.9	100	96.2	95.6
Trucks	7	71	1	0	0	79	1	0	0	1	0	2	0	12	20	1	0	33	0	1	81	36	0	118	13	17	0	2	0	32	264
% Trucks	4.7	9.6	0.3	0	0	6.2	12.5	0	0	12.5	0	5	0	2.8	3.2	9.1	0	3.1	0	20	3.8	5.7	0	4.2	4.7	3.7	0	2.1	0	3.8	4.4



All Traffic Data Service, Inc

1336 Farmer Road

Conyers, Ga 30012

404-374-1283

File Name : #A MariettaBlvd@BoltonRdPM

Site Code :

Start Date : 9/16/2014

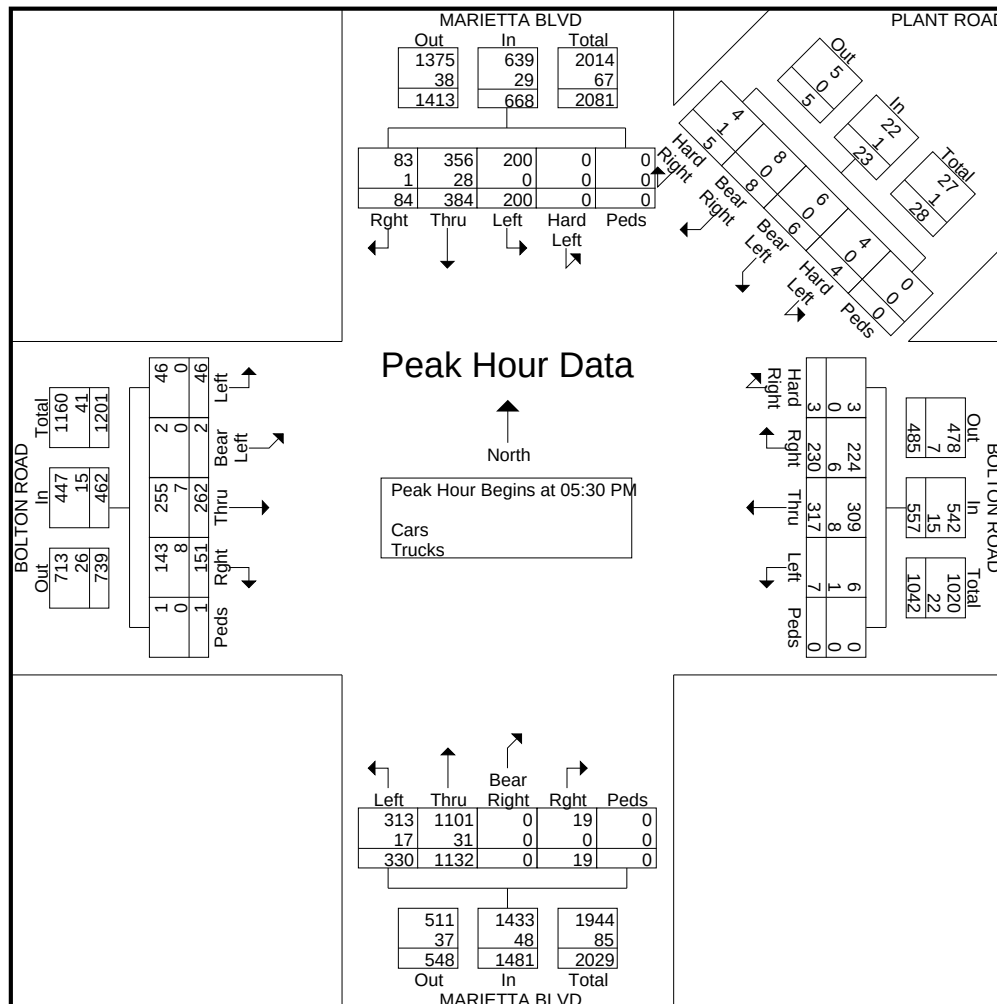
Page No : 2

	MARIETTA BLVD Southbound						PLANT ROAD Southwestbound						BOLTON ROAD Westbound						MARIETTA BLVD Northbound						BOLTON ROAD Eastbound						
Start Time	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:30 PM

05:30 PM	26	69	44	0	0	139	3	0	0	1	0	4	0	64	80	0	0	144	7	0	267	99	0	373	31	57	0	12	0	100	760
05:45 PM	21	90	59	0	0	170	1	0	2	0	0	3	2	52	71	1	0	126	6	0	320	84	0	410	43	74	1	13	1	132	841
06:00 PM	20	122	56	0	0	198	1	7	3	2	0	13	0	48	84	5	0	137	4	0	264	64	0	332	42	64	1	9	0	116	796
06:15 PM	17	103	41	0	0	161	0	1	1	1	0	3	1	66	82	1	0	150	2	0	281	83	0	366	35	67	0	12	0	114	794
Total Volume	84	384	200	0	0	668	5	8	6	4	0	23	3	230	317	7	0	557	19	0	1132	330	0	1481	151	262	2	46	1	462	3191
% App. Total	12.6	57.5	29.9	0	0		21.7	34.8	26.1	17.4	0		0.5	41.3	56.9	1.3	0		1.3	0	76.4	22.3	0		32.7	56.7	0.4	10	0.2		
PHF	.808	.787	.847	.000	.000	.843	.417	.286	.500	.500	.000	.442	.375	.871	.943	.350	.000	.928	.679	.000	.884	.833	.000	.903	.878	.885	.500	.885	.250	.875	.949
Cars	83	356	200	0	0	639	4	8	6	4	0	22	3	224	309	6	0	542	19	0	1101	313	0	1433	143	255	2	46	1	447	3083
% Cars	98.8	92.7	100	0	0	95.7	80.0	100	100	100	0	95.7	100	97.4	97.5	85.7	0	97.3	100	0	97.3	94.8	0	96.8	94.7	97.3	100	100	100	96.8	96.6
Trucks	1	28	0	0	0	29	1	0	0	0	0	1	0	6	8	1	0	15	0	0	31	17	0	48	8	7	0	0	0	15	108
% Trucks	1.2	7.3	0	0	0	4.3	20.0	0	0	0	0	4.3	0	2.6	2.5	14.3	0	2.7	0	0	2.7	5.2	0	3.2	5.3	2.7	0	0	0	3.2	3.4

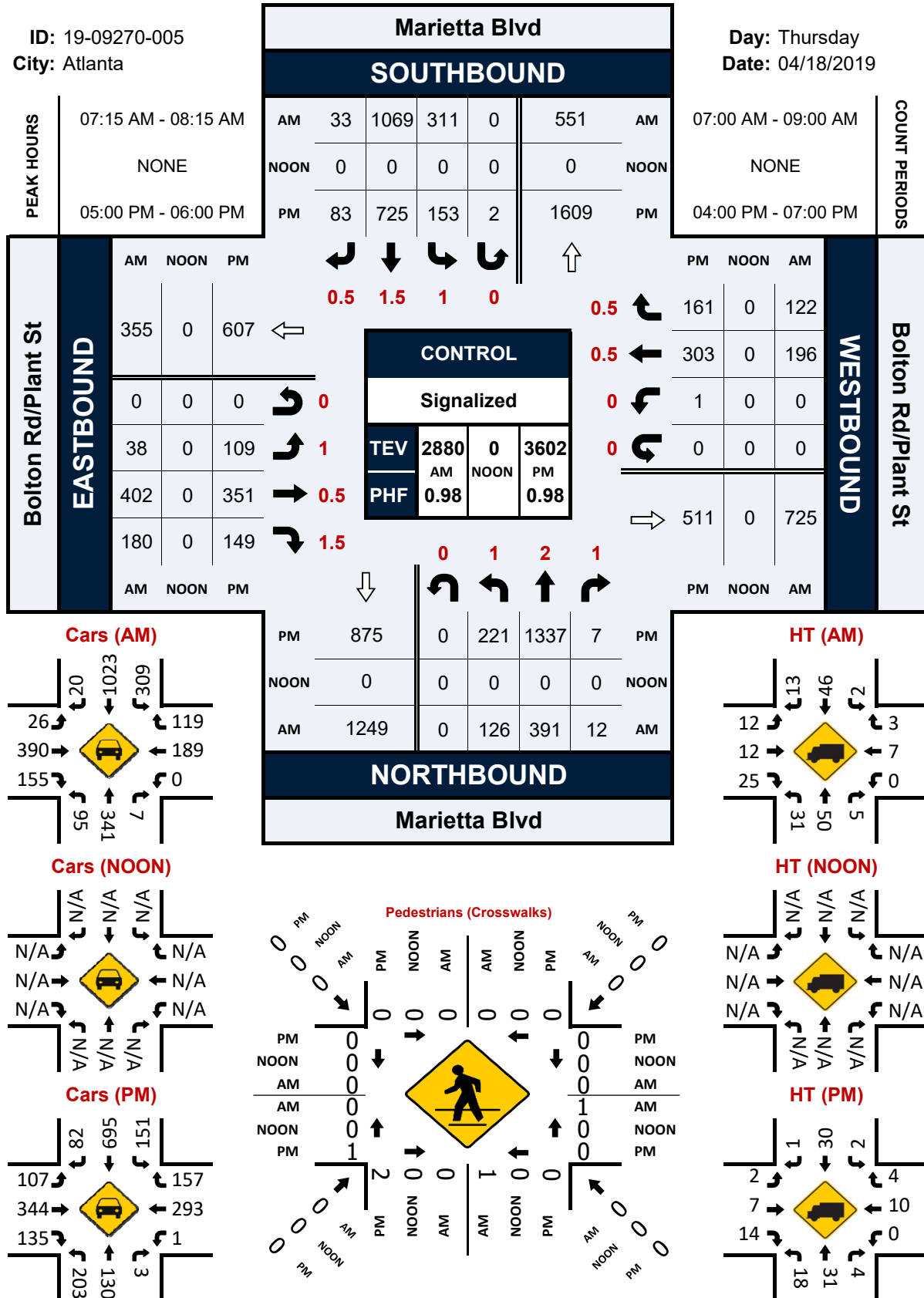


Marietta Blvd & Bolton Rd/Plant St

Peak Hour Turning Movement Count

ID: 19-09270-005
City: Atlanta

Day: Thursday
Date: 04/18/2019



Project ID: 19-09270-005

Location: Marietta Blvd & Bolton Rd/Plant St

City: Atlanta

Day: Thursday

Date: 04/18/2019

Groups Printed - Cars, PU, Vans - Heavy Trucks

Start Time	Marietta Blvd Northbound						Marietta Blvd Southbound						Bolton Rd/Plant St Eastbound						Bolton Rd/Plant St Westbound						Int. Total
	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	
7:00 AM	18	60	3	0	0	81	84	245	10	0	0	339	8	104	51	0	0	163	0	42	15	0	0	57	640
7:15 AM	27	59	2	0	0	88	105	289	6	0	0	400	3	113	44	0	0	160	0	44	22	0	1	66	714
7:30 AM	40	110	5	0	0	155	76	252	8	0	0	336	6	106	45	0	0	157	0	43	41	0	0	84	732
7:45 AM	25	113	3	0	0	141	68	279	10	0	0	357	8	88	40	0	0	136	0	47	35	0	0	82	716
Total	110	342	13	0	0	465	333	1065	34	0	0	1432	25	411	180	0	0	616	0	176	113	0	1	289	2802
8:00 AM	34	109	2	0	1	145	62	249	9	0	0	320	21	95	51	0	0	167	0	62	24	0	0	86	718
8:15 AM	28	120	6	0	0	154	66	264	6	0	0	336	8	86	50	0	0	144	0	45	28	0	0	73	707
8:30 AM	28	112	3	0	0	143	73	266	6	1	0	346	8	98	47	0	0	153	0	45	26	0	0	71	713
8:45 AM	25	106	4	0	0	135	64	258	9	0	0	331	10	91	56	0	0	157	0	41	29	0	1	70	693
Total	115	447	15	0	1	577	265	1037	30	1	0	1333	47	370	204	0	0	621	0	193	107	0	1	300	2831
BREAK																									
4:00 PM	59	277	4	0	0	340	34	141	21	0	0	196	26	47	45	0	0	118	0	85	35	0	0	120	774
4:15 PM	49	295	2	0	0	346	34	133	18	0	0	185	29	50	35	0	0	114	0	72	44	0	0	116	761
4:30 PM	55	320	4	0	1	379	28	169	19	1	0	217	24	75	34	0	0	133	0	75	40	0	0	115	844
4:45 PM	49	319	5	0	3	373	38	193	20	0	0	251	20	82	36	0	0	138	0	72	43	0	0	115	877
Total	212	1211	15	0	4	1438	134	636	78	1	0	849	99	254	150	0	0	503	0	304	162	0	0	466	3256
5:00 PM	59	361	2	0	0	422	36	172	22	0	0	230	29	89	33	0	1	151	0	83	34	0	0	117	920
5:15 PM	57	321	2	0	2	380	38	182	32	0	0	252	30	95	35	0	0	160	1	71	45	0	0	117	909
5:30 PM	49	318	2	0	0	369	36	191	20	2	0	249	23	77	45	0	0	145	0	76	44	0	0	120	883
5:45 PM	56	337	1	0	0	394	43	180	9	0	0	232	27	90	36	0	0	153	0	73	38	0	0	111	890
Total	221	1337	7	0	2	1565	153	725	83	2	0	963	109	351	149	0	1	609	1	303	161	0	0	465	3602
6:00 PM	55	342	3	0	3	400	35	162	26	3	0	226	26	71	39	0	0	136	0	83	32	0	0	115	877
6:15 PM	56	313	2	0	2	371	36	154	14	1	0	205	25	64	51	0	0	140	0	69	45	0	0	114	830
6:30 PM	72	310	4	0	0	386	39	111	10	2	0	162	11	62	49	0	0	122	0	70	39	0	0	109	779
6:45 PM	66	224	6	0	5	296	41	134	14	0	0	189	8	54	52	0	0	114	1	63	35	0	1	99	698
Total	249	1189	15	0	10	1453	151	561	64	6	0	782	70	251	191	0	0	512	1	285	151	0	1	437	3184
Grand Total	907	4526	65	0	17	5498	1036	4024	289	10	0	5359	350	1637	874	0	1	2861	2	1261	694	0	3	1957	15675
Apprch %	16.5	82.3	1.2	0.0	0.3		19.3	75.1	5.4	0.2	0.0		12.2	57.2	30.5	0.0	0.0		0.1	64.4	35.5	0.0	0.2		
Total %	5.8	28.9	0.4	0.0	0.1	35.1	6.6	25.7	1.8	0.1	0.0	34.2	2.2	10.4	5.6	0.0	0.0	18.3	0.0	8.0	4.4	0.0	0.0	12.5	
Cars, PU, Vans	790	4314	36	0	17	5140	1021	3821	257	0	0	5109	321	1587	771	0	0	2679	2	1212	683	0	3	1897	14825
% Cars, PU, Vans	87.1	95.3	55.4	0.0	100.0	93.5	98.6	95.0	88.9	0.0	0.0	95.3	91.7	96.9	88.2	0.0	0.0	93.6	100.0	96.1	98.4	0.0	100.0	96.9	94.6
Heavy Trucks	117	212	29	0	0	358	15	203	32	0	0	250	29	50	103	0	0	182	0	49	11	0	0	60	850
%Heavy Trucks	12.9	4.7	44.6	0.0	0.0	6.5	1.4	5.0	11.1	0.0	0.0	4.7	8.3	3.1	11.8	0.0	0.0	6.4	0.0	3.9	1.6	0.0	0.0	3.1	5.4

Project ID: 19-09270-005

Location: Marietta Blvd & Bolton Rd/Plant St

City: Atlanta

Day: Thursday

Date: 04/18/2019

PEAK HOURS

AM

	Marietta Blvd Northbound					Marietta Blvd Southbound					Bolton Rd/Plant St Eastbound					Bolton Rd/Plant St Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
7:15 AM	27	59	2	0	88	105	289	6	0	400	3	113	44	0	160	0	44	22	0	66	714
7:30 AM	40	110	5	0	155	76	252	8	0	336	6	106	45	0	157	0	43	41	0	84	732
7:45 AM	25	113	3	0	141	68	279	10	0	357	8	88	40	0	136	0	47	35	0	82	716
8:00 AM	34	109	2	0	145	62	249	9	0	320	21	95	51	0	167	0	62	24	0	86	718
Total Volume	126	391	12	0	529	311	1069	33	0	1413	38	402	180	0	620	0	196	122	0	318	2880
% App. Total	23.8	73.9	2.3	0.0	100	22.0	75.7	2.3	0.0	100	6.1	64.8	29.0	0.0	100	0.0	61.6	38.4	0.0	100	
PHF	0.864					0.872					0.922					0.937					0.983
Cars, PU, Vans	95	341	7	0	443	309	1023	20	0	1352	26	390	155	0	571	0	189	119	0	308	2674
% Cars, PU, Vans	75.4	87.2	58.3	0.0	83.7	99.4	95.7	60.6	0.0	95.7	68.4	97.0	86.1	0.0	92.1	0.0	96.4	97.5	0.0	96.9	92.8
Heavy Trucks	31	50	5	0	86	2	46	13	0	61	12	12	25	0	49	0	7	3	0	10	206
% Heavy Trucks	24.6	12.8	41.7	0.0	16.3	0.6	4.3	39.4	0.0	4.3	31.6	3.0	13.9	0.0	7.9	0.0	3.6	2.5	0.0	3.1	7.2

PM

	Marietta Blvd Northbound					Marietta Blvd Southbound					Bolton Rd/Plant St Eastbound					Bolton Rd/Plant St Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 07:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	59	361	2	0	422	36	172	22	0	230	29	89	33	0	151	0	83	34	0	117	920
5:15 PM	57	321	2	0	380	38	182	32	0	252	30	95	35	0	160	1	71	45	0	117	909
5:30 PM	49	318	2	0	369	36	191	20	2	249	23	77	45	0	145	0	76	44	0	120	883
5:45 PM	56	337	1	0	394	43	180	9	0	232	27	90	36	0	153	0	73	38	0	111	890
Total Volume	221	1337	7	0	1565	153	725	83	2	963	109	351	149	0	609	1	303	161	0	465	3602
% App. Total	14.1	85.4	0.4	0.0	100	15.9	75.3	8.6	0.2	100	17.9	57.6	24.5	0.0	100	0.2	65.2	34.6	0.0	100	
PHF	0.925					0.957					0.940					0.965					0.981
Cars, PU, Vans	203	1306	3	0	1512	151	695	82	2	930	107	344	135	0	586	1	293	157	0	451	3479
% Cars, PU, Vans	91.9	97.7	42.9	0.0	96.6	98.7	95.9	98.8	100.0	96.6	98.2	98.0	90.6	0.0	96.2	100.0	96.7	97.5	0.0	97.0	96.6
Heavy Trucks	18	31	4	0	53	2	30	1	0	33	2	7	14	0	23	0	10	4	0	14	123
% Heavy Trucks	8.1	2.3	57.1	0.0	3.4	1.3	4.1	1.2	0.0	3.4	1.8	2.0	9.4	0.0	3.8	0.0	3.3	2.5	0.0	3.0	3.4

Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used ¹	In/Out Distribution	
		Total	In	Out					
Mid-Rise Multifamily H	660 DU				221	Dwelling Units			
Daily		3,596	1,798	1,798			$T = 5.45(X) - 1.75$	50%	50%
AM Peak Hour		218	57	161			$\ln(T) = 0.98\ln(X) - 0.98$	26%	74%
PM Peak Hour		271	165	106			$\ln(T) = 0.96\ln(X) - 0.63$	61%	39%
Hotel	135 Rooms				310	Rooms			
Daily		1,098	549	549			$T = 11.29(X) - 426.97$	50%	50%
AM Peak Hour		62	37	25			$T = 0.50(X) - 5.34$	59%	41%
PM Peak Hour		75	38	37			$T = 0.75(X) - 26.02$	51%	49%
General Office Building	262,496 S.F.				710	1,000 S.F.			
Daily		2,706	1,353	1,353			$\ln(T) = 0.97 \ln(X) + 2.5$	50%	50%
AM Peak Hour		273	235	38			$T = 0.94 (X) + 26.49$	86%	14%
PM Peak Hour		285	46	239			$\ln(T) = 0.95 \ln(X) + 0.36$	16%	84%
Shop Ctr & Market	71,240 SF				820&850	1,000 SF	820 only		
Daily		6,708	3,354	3,354			$\ln(T) = 0.68\ln(X) + 5.57$	50%	50%
AM Peak Hour		304	185	119			$TAM = 0.50(X) + 151.78$	62%	38%
PM Peak Hour		613	305	308			$\ln(TPM) = 0.74\ln(X) + 2.89$	48%	52%
Passby Reduction	34%	-216	-108	-108				50%	50%
Quality Restaurant	10,000 S.F.				931	1,000 S.F.			
Daily		838	419	419			$T = 83.84(X)$	50%	50%
AM Peak Hour		8	4	4			$T = 0.73(X)$	50%	50%
PM Peak Hour		78	52	26			$T = 7.80(X)$	67%	33%
Passby Reduction	44%	-34	-17	-17				50%	50%
TOTAL NEW PROJECT TRIPS			In	Out	In	Out	after 7.5% modal split	In	Out
	Daily	14,946	7,473	7,473	after Internal Capture		Daily	5,771	5,771
	AM Peak Hour	865	518	347	476	305	AM Peak Hour	440	282
	PM Peak Hour	1,322	606	716	399	509	PM Peak Hour	369	471
After Passby reduction PM Peak Hr		1,072	481	591	274	384		224	346

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:		Organization:	CALYX
Project Location:		Performed By:	
Scenario Description:		Date:	
Analysis Year:		Checked By:	
Analysis Period:	AM Street Peak Hour	Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				273	235	38
Retail				304	185	119
Restaurant				8	4	4
Cinema/Entertainment				0		
Residential				218	57	161
Hotel				0		
All Other Land Uses ²				0		
				803	481	322

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office	1.10	0%	0%	1.10	0%	0%
Retail	1.10	0%	0%	1.10	0%	0%
Restaurant	1.10	0%	0%	1.10	0%	0%
Cinema/Entertainment	1.10	0%	0%	1.10	0%	0%
Residential	1.10	0%	0%	1.10	0%	0%
Hotel	1.10	0%	0%	1.10	0%	0%
All Other Land Uses ²	1.10	0%	0%	1.10	0%	0%

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		12	1	0	0	0
Retail	10		2	0	1	0
Restaurant	1	1		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	4	2	1	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	884	530	354
Internal Capture Percentage	8%	7%	10%
External Vehicle-Trips ⁵	740	450	290
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	6%	31%
Retail	7%	10%
Restaurant	100%	50%
Cinema/Entertainment	N/A	N/A
Residential	2%	4%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	0
Analysis Period:	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.10	235	259	1.10	38	42
Retail	1.10	185	204	1.10	119	131
Restaurant	1.10	4	4	1.10	4	4
Cinema/Entertainment	1.10	0	0	1.10	0	0
Residential	1.10	57	63	1.10	161	177
Hotel	1.10	0	0	1.10	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		12	26	0	0	0
Retail	38		17	0	18	0
Restaurant	1	1		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	4	2	35	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		65	1	0	0	0
Retail	10		2	0	1	0
Restaurant	36	16		0	3	0
Cinema/Entertainment	0	0	0		0	0
Residential	8	35	1	0		0
Hotel	8	8	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	15	244	259	222	0	0
Retail	15	189	204	172	0	0
Restaurant	4	0	4	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	62	63	56	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	13	29	42	26	0	0
Retail	13	118	131	107	0	0
Restaurant	2	2	4	2	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	7	170	177	155	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

²Person-Trips

³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:		Organization:	CALYX
Project Location:		Performed By:	
Scenario Description:		Date:	
Analysis Year:		Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office			SF	285	46	239
Retail				613	305	308
Restaurant				195	131	64
Cinema/Entertainment				0		
Residential				271	165	106
Hotel				0		
All Other Land Uses ²				0		
				1,364	647	717

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office	1.10	0%	0%	1.10	0%	0%
Retail	1.10	0%	0%	1.10	0%	0%
Restaurant	1.10	0%	0%	1.10	0%	0%
Cinema/Entertainment	1.10	0%	0%	1.10	0%	0%
Residential	1.10	0%	0%	1.10	0%	0%
Hotel	1.10	0%	0%	1.10	0%	0%
All Other Land Uses ²	1.10	0%	0%	1.10	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		27	3	0	5	0
Retail	7		42	0	84	0
Restaurant	2	29		0	13	0
Cinema/Entertainment	0	0	0		0	0
Residential	5	34	20	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	1,502	713	789
Internal Capture Percentage	36%	38%	34%
External Vehicle-Trips ⁵	874	403	471
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	27%	13%
Retail	27%	39%
Restaurant	45%	63%
Cinema/Entertainment	N/A	N/A
Residential	56%	50%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	0
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.10	46	51	1.10	239	263
Retail	1.10	305	336	1.10	308	339
Restaurant	1.10	131	144	1.10	64	70
Cinema/Entertainment	1.10	0	0	1.10	0	0
Residential	1.10	165	182	1.10	106	117
Hotel	1.10	0	0	1.10	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		53	11	0	5	0
Retail	7		98	14	88	17
Restaurant	2	29		6	13	5
Cinema/Entertainment	0	0	0		0	0
Residential	5	49	25	0		4
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		27	3	0	7	0
Retail	16		42	0	84	0
Restaurant	15	168		0	29	0
Cinema/Entertainment	3	13	4		7	0
Residential	29	34	20	0		0
Hotel	0	7	7	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	14	37	51	34	0	0
Retail	90	246	336	224	0	0
Restaurant	65	79	144	72	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	102	80	182	73	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	35	228	263	207	0	0
Retail	133	206	339	187	0	0
Restaurant	44	26	70	24	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	59	58	117	53	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips

³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

HCM 6th Signalized Intersection Summary 1: Marietta Blvd & Bolton Place

DRI 3097 Bolton Mixed Use 2020060
AM Existing

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	170	40	764	112	45	1442
Future Volume (veh/h)	170	40	764	112	45	1442
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	173	41	780	114	46	1471
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	263	62	1620	237	485	2368
Arrive On Green	0.19	0.19	0.52	0.52	0.07	0.67
Sat Flow, veh/h	1401	332	3204	455	1781	3647
Grp Volume(v), veh/h	215	0	445	449	46	1471
Grp Sat Flow(s),veh/h/ln	1741	0	1777	1789	1781	1777
Q Serve(g_s), s	6.3	0.0	8.8	8.8	0.5	13.0
Cycle Q Clear(g_c), s	6.3	0.0	8.8	8.8	0.5	13.0
Prop In Lane	0.80	0.19		0.25	1.00	
Lane Grp Cap(c), veh/h	327	0	925	931	485	2368
V/C Ratio(X)	0.66	0.00	0.48	0.48	0.09	0.62
Avail Cap(c_a), veh/h	570	0	925	931	549	2368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.96	0.96	1.00	1.00
Uniform Delay (d), s/veh	20.7	0.0	8.4	8.4	5.0	5.2
Incr Delay (d2), s/veh	2.2	0.0	1.7	1.7	0.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	2.7	2.7	0.1	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.9	0.0	10.2	10.1	5.1	6.5
LnGrp LOS	C	A	B	B	A	A
Approach Vol, veh/h	215		894			1517
Approach Delay, s/veh	22.9		10.1			6.4
Approach LOS	C		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.0	32.6			40.7	14.3
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	4.0	17.0			27.0	16.0
Max Q Clear Time (g_c+l1), s	2.5	10.8			15.0	8.3
Green Ext Time (p_c), s	0.0	2.7			7.5	0.4
Intersection Summary						
HCM 6th Ctrl Delay			9.0			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary 1: Marietta Blvd & Bolton Place

DRI 3097 Bolton Mixed Use 2020060
PM Existing

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	11	1	1619	6	0	1224
Future Volume (veh/h)	11	1	1619	6	0	1224
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	1	1652	6	0	1249
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	52	5	3183	12	345	3115
Arrive On Green	0.03	0.03	1.00	1.00	0.00	1.00
Sat Flow, veh/h	1498	136	3725	13	1781	3647
Grp Volume(v), veh/h	13	0	808	850	0	1249
Grp Sat Flow(s),veh/h/ln	1771	0	1777	1868	1781	1777
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.85	0.08		0.01	1.00	
Lane Grp Cap(c), veh/h	61	0	1558	1637	345	3115
V/C Ratio(X)	0.21	0.00	0.52	0.52	0.00	0.40
Avail Cap(c_a), veh/h	354	0	1558	1637	462	3115
HCM Platoon Ratio	1.00	1.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.54	0.54	0.00	1.00
Uniform Delay (d), s/veh	42.3	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.0	0.7	0.6	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.3	0.3	0.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	44.0	0.0	0.7	0.6	0.0	0.4
LnGrp LOS	D	A	A	A	A	A
Approach Vol, veh/h	13		1658			1249
Approach Delay, s/veh	44.0		0.7			0.4
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	0.0	82.9			82.9	7.1
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	4.0	52.0			62.0	16.0
Max Q Clear Time (g_c+l1), s	0.0	2.0			2.0	2.6
Green Ext Time (p_c), s	0.0	17.0			11.6	0.0

Intersection Summary

HCM 6th Ctrl Delay 0.7
HCM 6th LOS A

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary 2: Marietta Blvd & Coronet Way

DRI 3097 Bolton Mixed Use 2020060
AM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	0	133	0	22	4	635	120	31	1327	4
Future Volume (veh/h)	1	0	0	133	0	22	4	635	120	31	1327	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	0	0	137	0	23	4	655	124	32	1368	4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	332	294	0	353	0	249	276	1671	316	634	2536	7
Arrive On Green	0.16	0.00	0.00	0.16	0.00	0.16	1.00	1.00	1.00	0.02	0.23	0.23
Sat Flow, veh/h	1388	1870	0	1418	0	1585	396	2982	564	1781	3635	11
Grp Volume(v), veh/h	1	0	0	137	0	23	4	390	389	32	669	703
Grp Sat Flow(s),veh/h/ln	1388	1870	0	1418	0	1585	396	1777	1769	1781	1777	1868
Q Serve(g_s), s	0.0	0.0	0.0	5.0	0.0	0.7	0.2	0.0	0.0	0.4	18.2	18.2
Cycle Q Clear(g_c), s	0.7	0.0	0.0	5.0	0.0	0.7	10.8	0.0	0.0	0.4	18.2	18.2
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.32	1.00		0.01
Lane Grp Cap(c), veh/h	332	294	0	353	0	249	276	996	991	634	1240	1303
V/C Ratio(X)	0.00	0.00	0.00	0.39	0.00	0.09	0.01	0.39	0.39	0.05	0.54	0.54
Avail Cap(c_a), veh/h	568	612	0	595	0	519	276	996	991	714	1240	1303
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	20.1	0.0	0.0	21.6	0.0	19.8	1.9	0.0	0.0	3.4	13.4	13.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.7	0.0	0.2	0.1	1.2	1.2	0.0	1.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.6	0.0	0.2	0.0	0.3	0.3	0.1	8.6	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.1	0.0	0.0	22.3	0.0	20.0	2.0	1.2	1.2	3.4	14.9	14.8
LnGrp LOS	C	A	A	C	A	B	A	A	A	A	B	B
Approach Vol, veh/h		1			160			783			1404	
Approach Delay, s/veh		20.1			22.0			1.2			14.6	
Approach LOS		C			C			A			B	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.5	34.8		12.6		42.4		12.6				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	17.0	17.0		16.0		27.0		16.0				
Max Q Clear Time (g_c+I), s	12.8	12.8		2.7		20.2		7.0				
Green Ext Time (p_c), s	0.0	1.7		0.0		4.3		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				10.6								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary 2: Marietta Blvd & Coronet Way

DRI 3097 Bolton Mixed Use 2020060
PM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	0	342	0	85	2	1416	189	37	873	4
Future Volume (veh/h)	2	0	0	342	0	85	2	1416	189	37	873	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	0	0	353	0	88	2	1460	195	38	900	4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	530	0	482	0	449	391	1684	222	329	2277	10
Arrive On Green	0.28	0.00	0.00	0.28	0.00	0.28	1.00	1.00	1.00	0.05	0.63	0.63
Sat Flow, veh/h	1309	1870	0	1418	0	1585	617	3155	417	1781	3628	16
Grp Volume(v), veh/h	2	0	0	353	0	88	2	815	840	38	441	463
Grp Sat Flow(s),veh/h/ln	1309	1870	0	1418	0	1585	617	1777	1795	1781	1777	1867
Q Serve(g_s), s	0.1	0.0	0.0	21.4	0.0	3.8	0.0	0.0	0.0	0.8	11.1	11.1
Cycle Q Clear(g_c), s	3.9	0.0	0.0	21.4	0.0	3.8	2.6	0.0	0.0	0.8	11.1	11.1
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.23	1.00		0.01
Lane Grp Cap(c), veh/h	396	530	0	482	0	449	391	948	958	329	1115	1172
V/C Ratio(X)	0.01	0.00	0.00	0.73	0.00	0.20	0.01	0.86	0.88	0.12	0.40	0.40
Avail Cap(c_a), veh/h	403	540	0	490	0	458	391	948	958	360	1115	1172
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	25.9	0.0	0.0	30.8	0.0	24.5	0.1	0.0	0.0	7.2	8.3	8.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	5.5	0.0	0.2	0.0	10.0	11.1	0.1	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	7.8	0.0	1.4	0.0	2.6	3.0	0.3	3.7	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	0.0	0.0	36.3	0.0	24.7	0.1	10.0	11.1	7.3	9.3	9.3
LnGrp LOS	C	A	A	D	A	C	A	B	B	A	A	A
Approach Vol, veh/h		2			441			1657			942	
Approach Delay, s/veh		25.9			34.0			10.6			9.2	
Approach LOS		C			C			B			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	52.0			29.5		60.5		29.5				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	44.0			24.0		54.0		24.0				
Max Q Clear Time (g_c+I), s	4.6			5.9		13.1		23.4				
Green Ext Time (p_c), s	0.0	16.0		0.0		5.9		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			13.5									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary 3: Marietta Blvd & Publix Driveway

DRI 3097 Bolton Mixed Use 2020060
AM Existing

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	46	12	621	37	22	1335
Future Volume (veh/h)	46	12	621	37	22	1335
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	12	634	38	22	1362
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	142	126	1228	548	910	2754
Arrive On Green	0.08	0.08	0.69	0.69	0.36	0.77
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	47	12	634	38	22	1362
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	1.4	0.4	4.7	0.4	0.0	7.7
Cycle Q Clear(g_c), s	1.4	0.4	4.7	0.4	0.0	7.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	142	126	1228	548	910	2754
V/C Ratio(X)	0.33	0.10	0.52	0.07	0.02	0.49
Avail Cap(c_a), veh/h	583	519	1228	548	910	2754
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.94	0.94	1.00	1.00
Uniform Delay (d), s/veh	23.9	23.5	6.3	5.6	5.9	2.3
Incr Delay (d2), s/veh	1.4	0.3	1.5	0.2	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.1	1.3	0.2	0.1	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.3	23.8	7.8	5.9	5.9	2.9
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	59		672			1384
Approach Delay, s/veh	25.0		7.6			2.9
Approach LOS	C		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	33.6	23.0			46.6	8.4
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	17.0	17.0			27.0	16.0
Max Q Clear Time (g_c+I), s	6.7	6.7			9.7	3.4
Green Ext Time (p_c), s	0.0	2.9			8.7	0.1
Intersection Summary						
HCM 6th Ctrl Delay			5.1			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary 3: Marietta Blvd & Publix Driveway

DRI 3097 Bolton Mixed Use 2020060
PM Existing

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	91	114	1320	155	49	824
Future Volume (veh/h)	91	114	1320	155	49	824
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	116	1347	158	50	841
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	267	238	1726	770	394	2446
Arrive On Green	0.15	0.15	0.49	0.49	0.12	0.69
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	93	116	1347	158	50	841
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	2.3	3.3	15.5	2.8	0.0	4.8
Cycle Q Clear(g_c), s	2.3	3.3	15.5	2.8	0.0	4.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	267	238	1726	770	394	2446
V/C Ratio(X)	0.35	0.49	0.78	0.21	0.13	0.34
Avail Cap(c_a), veh/h	649	577	1726	770	394	2446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	19.3	10.5	7.3	17.6	3.1
Incr Delay (d2), s/veh	0.8	1.6	3.6	0.6	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.1	4.7	0.7	0.4	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.6	20.8	14.1	7.9	17.8	3.5
LnGrp LOS	B	C	B	A	B	A
Approach Vol, veh/h	209		1505			891
Approach Delay, s/veh	20.3		13.4			4.3
Approach LOS	C		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.0	28.0			38.0	11.4
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	10.0	22.0			32.0	16.0
Max Q Clear Time (g_c+I2), s	12.0	17.5			6.8	5.3
Green Ext Time (p_c), s	0.0	3.3			5.7	0.4
Intersection Summary						
HCM 6th Ctrl Delay			10.9			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary 4: Marietta Blvd & Chattahoochee Ave

DRI 3097 Bolton Mixed Use 2020060
AM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	147	38	49	53	277	37	400	200	678	755	17
Future Volume (veh/h)	4	147	38	49	53	277	37	400	200	678	755	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	152	39	51	190	196	38	412	0	699	778	18
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	276	70	124	296	853	237	984		823	2387	55
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.28	0.28	0.00	0.33	0.67	0.67
Sat Flow, veh/h	14	1352	341	278	1446	1585	682	3554	1585	1781	3550	82
Grp Volume(v), veh/h	195	0	0	241	0	196	38	412	0	699	389	407
Grp Sat Flow(s),veh/h/ln	1707	0	0	1724	0	1585	682	1777	1585	1781	1777	1856
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	0.0	3.1	6.2	0.0	14.3	6.0	6.0
Cycle Q Clear(g_c), s	8.3	0.0	0.0	8.2	0.0	0.0	9.1	6.2	0.0	14.3	6.0	6.0
Prop In Lane	0.02		0.20	0.21		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	406	0	0	420	0	853	237	984		823	1195	1248
V/C Ratio(X)	0.48	0.00	0.00	0.57	0.00	0.23	0.16	0.42		0.85	0.33	0.33
Avail Cap(c_a), veh/h	534	0	0	541	0	968	237	984		823	1195	1248
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.97	0.00	0.97	0.97	0.97	0.00	0.71	0.71	0.71
Uniform Delay (d), s/veh	23.1	0.0	0.0	23.7	0.0	7.9	22.9	19.2	0.0	16.2	4.5	4.5
Incr Delay (d2), s/veh	0.9	0.0	0.0	1.2	0.0	0.1	1.4	1.3	0.0	6.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	3.3	0.0	1.2	0.5	2.4	0.0	8.5	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	0.0	0.0	25.0	0.0	8.0	24.3	20.5	0.0	22.3	5.0	5.0
LnGrp LOS	C	A	A	C	A	A	C	C		C	A	A
Approach Vol, veh/h		195			437			450	A		1495	
Approach Delay, s/veh		23.9			17.4			20.8			13.1	
Approach LOS		C			B			C			B	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	25.7	22.0		17.3		47.7		17.3				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	15.0	16.0		16.0		37.0		16.0				
Max Q Clear Time (g_c+11g), s	11.1	11.1		10.3		8.0		10.2				
Green Ext Time (p_c), s	0.0	1.2		0.5		4.8		1.1				

Intersection Summary

HCM 6th Ctrl Delay 16.0
HCM 6th LOS B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 4: Marietta Blvd & Chattahoochee Ave

DRI 3097 Bolton Mixed Use 2020060
PM Existing

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (veh/h)	12	90	22	151	211	781	68	896	238	304	830	29		
Future Volume (veh/h)	12	90	22	151	211	781	68	896	238	304	830	29		
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870		
Adj Flow Rate, veh/h	12	93	23	156	541	590	70	924	0	313	856	30		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2		
Cap, veh/h	44	268	59	122	283	898	268	1066		363	1751	61		
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.30	0.30	0.00	0.31	1.00	1.00		
Sat Flow, veh/h	0	651	143	178	687	1585	627	3554	1585	1781	3502	123		
Grp Volume(v), veh/h	128	0	0	697	0	590	70	924	0	313	434	452		
Grp Sat Flow(s),veh/h/ln	793	0	0	865	0	1585	627	1777	1585	1781	1777	1848		
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	9.1	7.9	22.1	0.0	10.1	0.0	0.0		
Cycle Q Clear(g_c), s	37.0	0.0	0.0	37.0	0.0	9.1	7.9	22.1	0.0	10.1	0.0	0.0		
Prop In Lane	0.09		0.18	0.22		1.00	1.00		1.00	1.00		0.07		
Lane Grp Cap(c), veh/h	370	0	0	405	0	898	268	1066		363	888	924		
V/C Ratio(X)	0.35	0.00	0.00	1.72	0.00	0.66	0.26	0.87		0.86	0.49	0.49		
Avail Cap(c_a), veh/h	370	0	0	405	0	898	268	1066		363	888	924		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00		
Upstream Filter(I)	1.00	0.00	0.00	0.72	0.00	0.72	0.77	0.77	0.00	0.94	0.94	0.94		
Uniform Delay (d), s/veh	19.2	0.0	0.0	28.0	0.0	13.5	24.8	29.8	0.0	28.3	0.0	0.0		
Incr Delay (d2), s/veh	0.6	0.0	0.0	332.4	0.0	1.3	1.8	7.5	0.0	17.8	1.8	1.7		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	46.3	0.0	7.8	1.2	9.8	0.0	6.3	0.4	0.4		
Unsig. Movement Delay, s/veh														
LnGrp Delay(d),s/veh	19.7	0.0	0.0	360.5	0.0	14.7	26.6	37.3	0.0	46.1	1.8	1.7		
LnGrp LOS	B	A	A	F	A	B	C	D		D	A	A		
Approach Vol, veh/h	128			1287			994			A	1199			
Approach Delay, s/veh	19.7			202.0			36.6			13.3				
Approach LOS	B			F			D			B				
Timer - Assigned Phs	1	2		4		6		8						
Phs Duration (G+Y+Rc), s	18.0	31.0		41.0		49.0		41.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0						
Max Green Setting (Gmax), s	25.0	25.0		35.0		43.0		35.0						
Max Q Clear Time (g_c+1/2, s)	24.1	24.1		39.0		2.0		39.0						
Green Ext Time (p_c), s	0.0	0.5		0.0		5.8		0.0						

Intersection Summary

HCM 6th Ctrl Delay 87.3
HCM 6th LOS F

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 4: Marietta Blvd & Chattahoochee Ave

DRI 3097 Bolton Mixed Use 2020060
AM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	147	38	49	53	277	37	400	200	678	755	17
Future Volume (veh/h)	4	147	38	49	53	277	37	400	200	678	755	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	152	39	51	0	323	38	412	0	699	778	18
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	43	215	54	214	0	2008	193	829		1024	2695	62
Arrive On Green	0.15	0.15	0.15	0.15	0.00	0.15	0.23	0.23	0.00	0.48	0.76	0.76
Sat Flow, veh/h	16	1418	359	1192	0	3170	682	3554	1585	1781	3550	82
Grp Volume(v), veh/h	195	0	0	51	0	323	38	412	0	699	389	407
Grp Sat Flow(s),veh/h/ln	1793	0	0	1192	0	1585	682	1777	1585	1781	1777	1856
Q Serve(g_s), s	1.7	0.0	0.0	0.0	0.0	0.0	4.4	9.0	0.0	16.3	6.1	6.1
Cycle Q Clear(g_c), s	9.3	0.0	0.0	5.7	0.0	0.0	10.5	9.0	0.0	16.3	6.1	6.1
Prop In Lane	0.02		0.20	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	313	0	0	214	0	2008	193	829		1024	1349	1409
V/C Ratio(X)	0.62	0.00	0.00	0.24	0.00	0.16	0.20	0.50		0.68	0.29	0.29
Avail Cap(c_a), veh/h	399	0	0	272	0	2160	193	829		1024	1349	1409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.97	0.00	0.97	0.97	0.97	0.00	0.71	0.71	0.71
Uniform Delay (d), s/veh	36.3	0.0	0.0	34.8	0.0	6.7	33.2	29.9	0.0	13.9	3.3	3.3
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.5	0.0	0.0	2.2	2.1	0.0	1.3	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	0.0	1.0	0.0	1.1	0.8	3.9	0.0	8.5	1.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.3	0.0	0.0	35.3	0.0	6.8	35.4	32.0	0.0	15.2	3.7	3.7
LnGrp LOS	D	A	A	D	A	A	D	C		B	A	A
Approach Vol, veh/h		195			374			450	A		1495	
Approach Delay, s/veh		38.3			10.7			32.3			9.1	
Approach LOS		D			B			C			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	47.3	25.0		17.7		72.3		17.7				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	37.0	19.0		16.0		62.0		16.0				
Max Q Clear Time (g_c+l1), s	18.3	12.5		11.3		8.1		7.7				
Green Ext Time (p_c), s	2.3	1.4		0.4		5.1		1.0				

Intersection Summary

HCM 6th Ctrl Delay 15.8
HCM 6th LOS B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 4: Marietta Blvd & Chattahoochee Ave

DRI 3097 Bolton Mixed Use 2020060
PM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	90	22	151	211	781	68	896	238	304	830	29
Future Volume (veh/h)	12	90	22	151	211	781	68	896	238	304	830	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	93	23	156	658	512	70	924	0	313	856	30
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	45	259	57	187	665	828	296	1224		419	1946	68
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.34	0.34	0.00	0.33	1.00	1.00
Sat Flow, veh/h	2	729	160	1276	1870	1585	627	3554	1585	1781	3502	123
Grp Volume(v), veh/h	128	0	0	156	658	512	70	924	0	313	434	452
Grp Sat Flow(s),veh/h/ln	891	0	0	1276	1870	1585	627	1777	1585	1781	1777	1848
Q Serve(g_s), s	0.5	0.0	0.0	0.0	31.5	5.5	7.4	20.7	0.0	6.7	0.0	0.0
Cycle Q Clear(g_c), s	32.0	0.0	0.0	32.0	31.5	5.5	7.4	20.7	0.0	6.7	0.0	0.0
Prop In Lane	0.09		0.18	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	361	0	0	187	665	828	296	1224		419	987	1027
V/C Ratio(X)	0.35	0.00	0.00	0.83	0.99	0.62	0.24	0.75		0.75	0.44	0.44
Avail Cap(c_a), veh/h	361	0	0	187	665	828	296	1224		419	987	1027
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	0.72	0.72	0.72	0.74	0.74	0.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	21.6	0.0	0.0	34.0	28.8	15.2	21.8	26.1	0.0	25.5	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	20.4	26.9	1.0	1.4	3.3	0.0	6.8	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	4.5	18.4	7.1	1.1	8.6	0.0	5.1	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.2	0.0	0.0	54.4	55.8	16.2	23.2	29.4	0.0	32.3	1.3	1.3
LnGrp LOS	C	A	A	D	E	B	C	C		C	A	A
Approach Vol, veh/h		128			1326			994	A		1199	
Approach Delay, s/veh		22.2			40.3			29.0			9.4	
Approach LOS		C			D			C			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	19.0	35.0		36.0		54.0		36.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	13.0	29.0		30.0		48.0		30.0				
Max Q Clear Time (g_c+l1), s	8.7	22.7		34.0		2.0		34.0				
Green Ext Time (p_c), s	0.4	3.2		0.0		5.8		0.0				

Intersection Summary

HCM 6th Ctrl Delay 26.4
HCM 6th LOS C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 5: Marietta Blvd & Carroll Dr

DRI 3097 Bolton Mixed Use 2020060
AM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	57	60	40	59	20	40	557	50	50	742	50
Future Volume (veh/h)	60	57	60	40	59	20	40	557	50	50	742	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	58	61	41	60	20	41	568	51	51	757	51
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	171	110	99	168	176	51	530	1873	836	617	1893	844
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.07	0.53	0.53	0.08	0.53	0.53
Sat Flow, veh/h	467	615	555	447	982	283	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	180	0	0	121	0	0	41	568	51	51	757	51
Grp Sat Flow(s),veh/h/ln	1636	0	0	1712	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.1	0.0	0.0	0.0	0.0	0.0	0.5	4.9	0.9	0.6	7.0	0.9
Cycle Q Clear(g_c), s	5.3	0.0	0.0	3.2	0.0	0.0	0.5	4.9	0.9	0.6	7.0	0.9
Prop In Lane	0.34		0.34	0.34		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	380	0	0	394	0	0	530	1873	836	617	1893	844
V/C Ratio(X)	0.47	0.00	0.00	0.31	0.00	0.00	0.08	0.30	0.06	0.08	0.40	0.06
Avail Cap(c_a), veh/h	611	0	0	627	0	0	599	1873	836	677	1893	844
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	20.6	0.0	0.0	19.9	0.0	0.0	5.0	7.3	6.4	4.7	7.6	6.2
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.4	0.0	0.0	0.1	0.4	0.1	0.1	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	1.3	0.0	0.0	0.1	1.3	0.2	0.1	1.9	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.6	0.0	0.0	20.3	0.0	0.0	5.1	7.7	6.5	4.8	8.2	6.3
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		180			121			660			859	
Approach Delay, s/veh		21.6			20.3			7.5			7.9	
Approach LOS		C			C			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	33.0		13.8	7.9	33.3		13.8				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	17.0	17.0		16.0	4.0	17.0		16.0				
Max Q Clear Time (g_c+I), s	12.6	6.9		7.3	2.5	9.0		5.2				
Green Ext Time (p_c), s	0.0	2.6		0.6	0.0	3.0		0.4				
Intersection Summary												
HCM 6th Ctrl Delay			9.9									
HCM 6th LOS			A									

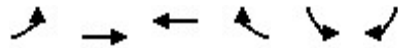
HCM 6th Signalized Intersection Summary 5: Marietta Blvd & Carroll Dr

DRI 3097 Bolton Mixed Use 2020060
PM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	58	40	148	62	256	60	896	60	40	903	60
Future Volume (veh/h)	50	58	40	148	62	256	60	896	60	40	903	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	59	41	151	63	261	61	914	61	41	921	61
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	212	236	136	237	93	302	341	1319	588	333	1284	573
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.08	0.37	0.37	0.07	0.36	0.36
Sat Flow, veh/h	364	665	384	437	261	852	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	151	0	0	475	0	0	61	914	61	41	921	61
Grp Sat Flow(s),veh/h/ln	1414	0	0	1550	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	12.9	0.0	0.0	1.2	12.7	1.5	0.8	13.0	1.5
Cycle Q Clear(g_c), s	3.5	0.0	0.0	16.4	0.0	0.0	1.2	12.7	1.5	0.8	13.0	1.5
Prop In Lane	0.34		0.27	0.32		0.55	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	584	0	0	631	0	0	341	1319	588	333	1284	573
V/C Ratio(X)	0.26	0.00	0.00	0.75	0.00	0.00	0.18	0.69	0.10	0.12	0.72	0.11
Avail Cap(c_a), veh/h	594	0	0	641	0	0	387	1319	588	396	1284	573
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	0.0	0.0	17.2	0.0	0.0	11.1	15.5	12.0	11.0	16.0	12.3
Incr Delay (d2), s/veh	0.2	0.0	0.0	4.9	0.0	0.0	0.2	3.0	0.4	0.2	3.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	6.0	0.0	0.0	0.4	4.6	0.5	0.3	4.8	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.5	0.0	0.0	22.1	0.0	0.0	11.3	18.5	12.3	11.2	19.5	12.7
LnGrp LOS	B	A	A	C	A	A	B	B	B	B	B	B
Approach Vol, veh/h		151			475			1036			1023	
Approach Delay, s/veh		13.5			22.1			17.7			18.7	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	25.6		24.6	8.5	25.0		24.6				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	19.0	19.0		19.0	4.0	19.0		19.0				
Max Q Clear Time (g_c+I), s	14.7	14.7		5.5	3.2	15.0		18.4				
Green Ext Time (p_c), s	0.0	2.3		0.7	0.0	2.1		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			18.6									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary 6: Chattahoochee Ave & Collier Rd

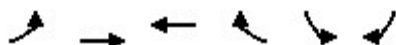
DRI 3097 Bolton Mixed Use 2020060
AM Existing



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations			 				
Traffic Volume (veh/h)	445	623	173	63	76	210	
Future Volume (veh/h)	445	623	173	63	76	210	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	454	636	177	64	78	214	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	603	789	552	246	792	705	
Arrive On Green	0.20	0.42	0.16	0.16	0.44	0.44	
Sat Flow, veh/h	1781	1870	3647	1585	1781	1585	
Grp Volume(v), veh/h	454	636	177	64	78	214	
Grp Sat Flow(s),veh/h/ln	1781	1870	1777	1585	1781	1585	
Q Serve(g_s), s	12.0	17.9	2.7	2.1	1.5	5.2	
Cycle Q Clear(g_c), s	12.0	17.9	2.7	2.1	1.5	5.2	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	603	789	552	246	792	705	
V/C Ratio(X)	0.75	0.81	0.32	0.26	0.10	0.30	
Avail Cap(c_a), veh/h	603	1060	1066	476	792	705	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	0.67	0.67	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	15.6	15.2	22.5	22.3	9.7	10.7	
Incr Delay (d2), s/veh	3.6	2.3	0.3	0.6	0.2	1.1	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	5.0	7.0	1.1	0.8	0.6	5.8	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	19.2	17.5	22.9	22.9	9.9	11.8	
LnGrp LOS	B	B	C	C	A	B	
Approach Vol, veh/h		1090	241		292		
Approach Delay, s/veh		18.2	22.9		11.3		
Approach LOS		B	C		B		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				29.3	30.7	16.0	13.3
Change Period (Y+Rc), s				6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s				32.0	16.0	10.0	16.0
Max Q Clear Time (g_c+I1), s				19.9	7.2	14.0	4.7
Green Ext Time (p_c), s				3.4	0.6	0.0	0.9
Intersection Summary							
HCM 6th Ctrl Delay			17.7				
HCM 6th LOS			B				

HCM 6th Signalized Intersection Summary 6: Chattahoochee Ave & Collier Rd

DRI 3097 Bolton Mixed Use 2020060
PM Existing



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	266	287	567	92	146	565
Future Volume (veh/h)	266	287	567	92	146	565
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	271	293	579	94	149	577
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	494	897	872	389	690	614
Arrive On Green	0.17	0.48	0.25	0.25	0.39	0.39
Sat Flow, veh/h	1781	1870	3647	1585	1781	1585
Grp Volume(v), veh/h	271	293	579	94	149	577
Grp Sat Flow(s),veh/h/ln	1781	1870	1777	1585	1781	1585
Q Serve(g_s), s	6.0	5.8	8.8	2.9	3.4	21.0
Cycle Q Clear(g_c), s	6.0	5.8	8.8	2.9	3.4	21.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	494	897	872	389	690	614
V/C Ratio(X)	0.55	0.33	0.66	0.24	0.22	0.94
Avail Cap(c_a), veh/h	552	1060	1066	476	690	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.4	9.6	20.4	18.2	12.3	17.7
Incr Delay (d2), s/veh	0.8	0.2	1.1	0.3	0.7	24.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	2.1	3.5	1.0	1.3	19.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.1	9.8	21.6	18.5	13.0	42.0
LnGrp LOS	B	A	C	B	B	D
Approach Vol, veh/h		564	673		726	
Approach Delay, s/veh		11.4	21.1		36.0	
Approach LOS		B	C		D	
Timer - Assigned Phs				4	6	7
Phs Duration (G+Y+Rc), s				32.8	27.2	14.0
Change Period (Y+Rc), s				6.0	6.0	6.0
Max Green Setting (Gmax), s				32.0	16.0	10.0
Max Q Clear Time (g_c+I1), s				7.8	23.0	8.0
Green Ext Time (p_c), s				1.7	0.0	0.2
Intersection Summary						
HCM 6th Ctrl Delay			23.8			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary 7: Marietta Rd & Bolton Rd

DRI 3097 Bolton Mixed Use 2020060
AM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	614	411	20	220	2	105	0	14	4	1	6
Future Volume (veh/h)	2	614	411	20	220	2	105	0	14	4	1	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	653	437	21	234	0	112	0	15	4	1	6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	737	492	118	1157		316	1	27	146	56	140
Arrive On Green	0.70	0.70	0.70	0.70	0.70	0.00	0.16	0.00	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1	1046	698	71	1641	0	1267	4	170	388	359	897
Grp Volume(v), veh/h	1092	0	0	255	0	0	127	0	0	11	0	0
Grp Sat Flow(s),veh/h/ln	1744	0	0	1712	0	0	1440	0	0	1645	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	28.4	0.0	0.0	2.7	0.0	0.0	4.7	0.0	0.0	0.3	0.0	0.0
Prop In Lane	0.00		0.40	0.08		0.00	0.88		0.12	0.36		0.55
Lane Grp Cap(c), veh/h	1292	0	0	1274	0		343	0	0	342	0	0
V/C Ratio(X)	0.85	0.00	0.00	0.20	0.00		0.37	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	1548	0	0	1501	0		566	0	0	582	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.7	0.0	0.0	2.9	0.0	0.0	22.4	0.0	0.0	20.6	0.0	0.0
Incr Delay (d2), s/veh	3.9	0.0	0.0	0.1	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	0.0	0.4	0.0	0.0	1.4	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.6	0.0	0.0	3.0	0.0	0.0	23.1	0.0	0.0	20.7	0.0	0.0
LnGrp LOS	B	A	A	A	A		C	A	A	C	A	A
Approach Vol, veh/h	1092			255			127			11		
Approach Delay, s/veh	10.6			3.0			23.1			20.7		
Approach LOS	B			A			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	13.0			44.5			13.0			44.5		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	16.0			47.0			16.0			47.0		
Max Q Clear Time (g_c+l1), s	6.7			30.4			2.3			4.7		
Green Ext Time (p_c), s	0.3			8.1			0.0			1.6		

Intersection Summary

HCM 6th Ctrl Delay 10.4
HCM 6th LOS B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 7: Marietta Rd & Bolton Rd

DRI 3097 Bolton Mixed Use 2020060
PM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	388	78	27	712	4	335	0	33	8	2	5
Future Volume (veh/h)	6	388	78	27	712	4	335	0	33	8	2	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	422	85	29	774	0	364	0	36	9	2	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	72	767	153	87	920		570	0	44	401	101	181
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.00	0.34	0.00	0.34	0.34	0.34	0.34
Sat Flow, veh/h	8	1502	299	33	1800	0	1301	0	129	872	298	531
Grp Volume(v), veh/h	514	0	0	803	0	0	400	0	0	16	0	0
Grp Sat Flow(s),veh/h/ln	1809	0	0	1834	0	0	1429	0	0	1701	0	0
Q Serve(g_s), s	0.0	0.0	0.0	6.9	0.0	0.0	13.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.4	0.0	0.0	20.2	0.0	0.0	13.7	0.0	0.0	0.3	0.0	0.0
Prop In Lane	0.01		0.17	0.04		0.00	0.91		0.09	0.56		0.31
Lane Grp Cap(c), veh/h	992	0	0	1006	0		614	0	0	683	0	0
V/C Ratio(X)	0.52	0.00	0.00	0.80	0.00		0.65	0.00	0.00	0.02	0.00	0.00
Avail Cap(c_a), veh/h	1145	0	0	1161	0		661	0	0	732	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.9	0.0	0.0	11.3	0.0	0.0	16.2	0.0	0.0	11.8	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	3.5	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	6.2	0.0	0.0	3.8	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.4	0.0	0.0	14.8	0.0	0.0	18.2	0.0	0.0	11.8	0.0	0.0
LnGrp LOS	A	A	A	B	A		B	A	A	B	A	A
Approach Vol, veh/h		514			803	A		400			16	
Approach Delay, s/veh		9.4			14.8			18.2			11.8	
Approach LOS		A			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.2		31.4		22.2		31.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		18.0		30.0		18.0		30.0				
Max Q Clear Time (g_c+l1), s		15.7		12.4		2.3		22.2				
Green Ext Time (p_c), s		0.5		2.8		0.0		3.2				

Intersection Summary

HCM 6th Ctrl Delay 13.9
HCM 6th LOS B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 1: Marietta Blvd & Bolton Place

DRI 3097 Bolton Mixed Use 2020060
AM No Build

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	170	40	805	112	45	1518
Future Volume (veh/h)	170	40	805	112	45	1518
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	173	41	821	114	46	1549
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	232	55	2033	282	562	2650
Arrive On Green	0.17	0.17	1.00	1.00	0.05	0.75
Sat Flow, veh/h	1401	332	3227	435	1781	3647
Grp Volume(v), veh/h	215	0	465	470	46	1549
Grp Sat Flow(s),veh/h/ln	1741	0	1777	1792	1781	1777
Q Serve(g_s), s	10.6	0.0	0.0	0.0	0.7	17.7
Cycle Q Clear(g_c), s	10.6	0.0	0.0	0.0	0.7	17.7
Prop In Lane	0.80	0.19		0.24	1.00	
Lane Grp Cap(c), veh/h	288	0	1153	1162	562	2650
V/C Ratio(X)	0.75	0.00	0.40	0.40	0.08	0.58
Avail Cap(c_a), veh/h	425	0	1153	1162	587	2650
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.93	0.93	1.00	1.00
Uniform Delay (d), s/veh	35.8	0.0	0.0	0.0	3.6	5.2
Incr Delay (d2), s/veh	4.0	0.0	1.0	1.0	0.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	0.3	0.3	0.2	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.8	0.0	1.0	1.0	3.6	6.1
LnGrp LOS	D	A	A	A	A	A
Approach Vol, veh/h	215		935			1595
Approach Delay, s/veh	39.8		1.0			6.0
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.7	62.4			71.1	18.9
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	4.0	48.0			58.0	20.0
Max Q Clear Time (g_c+l1), s	2.7	2.0			19.7	12.6
Green Ext Time (p_c), s	0.0	6.4			15.2	0.4
Intersection Summary						
HCM 6th Ctrl Delay			7.0			
HCM 6th LOS			A			

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary 1: Marietta Blvd & Bolton Place

DRI 3097 Bolton Mixed Use 2020060
PM No Build

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	98	86	1705	125	137	1289
Future Volume (veh/h)	98	86	1705	125	137	1289
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	88	1740	128	140	1315
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	136	120	2176	158	356	2695
Arrive On Green	0.15	0.15	1.00	1.00	0.09	1.00
Sat Flow, veh/h	891	784	3452	244	1781	3647
Grp Volume(v), veh/h	189	0	912	956	140	1315
Grp Sat Flow(s),veh/h/ln	1685	0	1777	1826	1781	1777
Q Serve(g_s), s	9.6	0.0	0.0	0.0	2.0	0.0
Cycle Q Clear(g_c), s	9.6	0.0	0.0	0.0	2.0	0.0
Prop In Lane	0.53	0.47		0.13	1.00	
Lane Grp Cap(c), veh/h	257	0	1151	1183	356	2695
V/C Ratio(X)	0.73	0.00	0.79	0.81	0.39	0.49
Avail Cap(c_a), veh/h	337	0	1151	1183	377	2695
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.33	1.33
Upstream Filter(l)	1.00	0.00	0.45	0.45	1.00	1.00
Uniform Delay (d), s/veh	36.4	0.0	0.0	0.0	3.4	0.0
Incr Delay (d2), s/veh	5.8	0.0	2.6	2.8	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	0.8	0.9	0.5	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.1	0.0	2.6	2.8	4.1	0.6
LnGrp LOS	D	A	A	A	A	A
Approach Vol, veh/h	189		1868			1455
Approach Delay, s/veh	42.1		2.7			1.0
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.9	62.3			72.3	17.7
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	5.0	51.0			62.0	16.0
Max Q Clear Time (g_c+l1), s	4.0	2.0			2.0	11.6
Green Ext Time (p_c), s	0.0	21.8			12.7	0.2

Intersection Summary

HCM 6th Ctrl Delay 4.1
HCM 6th LOS A

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary 2: Marietta Blvd & Coronet Way

DRI 3097 Bolton Mixed Use 2020060
AM No Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	0	140	0	23	4	669	126	33	1397	4
Future Volume (veh/h)	1	0	0	140	0	23	4	669	126	33	1397	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	0	0	144	0	24	4	690	130	34	1440	4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	260	268	0	283	0	227	307	2017	380	616	2792	8
Arrive On Green	0.14	0.00	0.00	0.14	0.00	0.14	1.00	1.00	1.00	0.05	0.77	0.77
Sat Flow, veh/h	1387	1870	0	1418	0	1585	369	2984	562	1781	3635	10
Grp Volume(v), veh/h	1	0	0	144	0	24	4	411	409	34	704	740
Grp Sat Flow(s),veh/h/ln	1387	1870	0	1418	0	1585	369	1777	1769	1781	1777	1869
Q Serve(g_s), s	0.1	0.0	0.0	8.7	0.0	1.2	0.1	0.0	0.0	0.4	13.7	13.7
Cycle Q Clear(g_c), s	1.2	0.0	0.0	8.7	0.0	1.2	5.5	0.0	0.0	0.4	13.7	13.7
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.32	1.00		0.01
Lane Grp Cap(c), veh/h	260	268	0	283	0	227	307	1201	1196	616	1365	1435
V/C Ratio(X)	0.00	0.00	0.00	0.51	0.00	0.11	0.01	0.34	0.34	0.06	0.52	0.52
Avail Cap(c_a), veh/h	401	457	0	427	0	387	307	1201	1196	650	1365	1435
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	34.1	0.0	0.0	36.8	0.0	33.6	0.2	0.0	0.0	3.0	4.0	4.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.4	0.0	0.2	0.1	0.8	0.8	0.0	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	3.1	0.0	0.5	0.0	0.3	0.3	0.1	3.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	0.0	0.0	38.2	0.0	33.8	0.3	0.8	0.8	3.0	5.2	5.2
LnGrp LOS	C	A	A	D	A	C	A	A	A	A	A	A
Approach Vol, veh/h		1			168			824			1478	
Approach Delay, s/veh		34.1			37.6			0.8			5.1	
Approach LOS		C			D			A			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.3	64.8		16.9		73.1		16.9				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	48.0	48.0		20.0		58.0		20.0				
Max Q Clear Time (g_c+I), s	7.5	7.5		3.2		15.7		10.7				
Green Ext Time (p_c), s	0.0	5.4		0.0		12.5		0.3				
Intersection Summary												
HCM 6th Ctrl Delay			5.9									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary 2: Marietta Blvd & Coronet Way

DRI 3097 Bolton Mixed Use 2020060
PM No Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	0	360	0	90	2	1491	199	39	919	4
Future Volume (veh/h)	2	0	0	360	0	90	2	1491	199	39	919	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	0	0	371	0	93	2	1537	205	40	947	4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	383	520	0	474	0	440	377	1700	224	319	2298	10
Arrive On Green	0.28	0.00	0.00	0.28	0.00	0.28	1.00	1.00	1.00	0.05	0.63	0.63
Sat Flow, veh/h	1303	1870	0	1418	0	1585	590	3157	415	1781	3629	15
Grp Volume(v), veh/h	2	0	0	371	0	93	2	855	887	40	464	487
Grp Sat Flow(s),veh/h/ln	1303	1870	0	1418	0	1585	590	1777	1796	1781	1777	1868
Q Serve(g_s), s	0.1	0.0	0.0	23.0	0.0	4.1	0.0	0.0	0.0	0.8	11.7	11.7
Cycle Q Clear(g_c), s	4.2	0.0	0.0	23.0	0.0	4.1	3.1	0.0	0.0	0.8	11.7	11.7
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.23	1.00		0.01
Lane Grp Cap(c), veh/h	383	520	0	474	0	440	377	957	967	319	1125	1183
V/C Ratio(X)	0.01	0.00	0.00	0.78	0.00	0.21	0.01	0.89	0.92	0.13	0.41	0.41
Avail Cap(c_a), veh/h	383	520	0	474	0	440	377	957	967	348	1125	1183
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	26.5	0.0	0.0	31.8	0.0	24.9	0.1	0.0	0.0	7.0	8.2	8.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	8.3	0.0	0.2	0.0	12.5	14.7	0.2	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	8.7	0.0	1.5	0.0	3.3	4.0	0.3	3.8	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.5	0.0	0.0	40.1	0.0	25.2	0.1	12.5	14.7	7.2	9.2	9.2
LnGrp LOS	C	A	A	D	A	C	A	B	B	A	A	A
Approach Vol, veh/h		2			464			1744			991	
Approach Delay, s/veh		26.5			37.1			13.6			9.1	
Approach LOS		C			D			B			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	52.5			29.0		61.0		29.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	45.0			23.0		55.0		23.0				
Max Q Clear Time (g_c+I), s	5.1			6.2		13.7		25.0				
Green Ext Time (p_c), s	0.0	17.7		0.0		6.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			15.7									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary 3: Marietta Blvd & Publix Driveway

DRI 3097 Bolton Mixed Use 2020060
AM No Build

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	48	13	654	39	23	1406
Future Volume (veh/h)	48	13	654	39	23	1406
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	13	667	40	23	1435
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	175	156	1646	734	615	2512
Arrive On Green	0.10	0.10	0.46	0.46	0.15	0.71
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	49	13	667	40	23	1435
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	1.0	0.3	5.1	0.6	0.0	8.1
Cycle Q Clear(g_c), s	1.0	0.3	5.1	0.6	0.0	8.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	175	156	1646	734	615	2512
V/C Ratio(X)	0.28	0.08	0.41	0.05	0.04	0.57
Avail Cap(c_a), veh/h	782	695	1646	734	615	2512
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.2	16.8	7.3	6.1	7.9	3.0
Incr Delay (d2), s/veh	0.9	0.2	0.7	0.1	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	1.2	0.1	0.1	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.0	17.1	8.0	6.2	8.0	3.9
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	62		707			1458
Approach Delay, s/veh	17.8		7.9			4.0
Approach LOS	B		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	30.0	23.0			33.0	8.0
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	17.0	17.0			27.0	16.0
Max Q Clear Time (g_c+I), s	7.1	7.1			10.1	3.0
Green Ext Time (p_c), s	0.0	3.0			9.1	0.1
Intersection Summary						
HCM 6th Ctrl Delay			5.6			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary 3: Marietta Blvd & Publix Driveway

DRI 3097 Bolton Mixed Use 2020060
PM No Build

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	96	120	1390	163	52	868
Future Volume (veh/h)	96	120	1390	163	52	868
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	122	1418	166	53	886
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	275	244	1718	766	380	2433
Arrive On Green	0.15	0.15	0.48	0.48	0.12	0.68
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	98	122	1418	166	53	886
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	2.4	3.5	17.0	3.0	0.0	5.2
Cycle Q Clear(g_c), s	2.4	3.5	17.0	3.0	0.0	5.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	275	244	1718	766	380	2433
V/C Ratio(X)	0.36	0.50	0.83	0.22	0.14	0.36
Avail Cap(c_a), veh/h	646	575	1718	766	380	2433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	19.2	11.0	7.4	18.7	3.3
Incr Delay (d2), s/veh	0.8	1.6	4.7	0.6	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.2	5.3	0.8	0.5	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.6	20.8	15.7	8.1	18.8	3.7
LnGrp LOS	B	C	B	A	B	A
Approach Vol, veh/h	220		1584			939
Approach Delay, s/veh	20.3		14.9			4.6
Approach LOS	C		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	0.0	28.0			38.0	11.7
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	0.0	22.0			32.0	16.0
Max Q Clear Time (g_c+I_2), s	0.0	19.0			7.2	5.5
Green Ext Time (p_c), s	0.0	2.3			6.1	0.4
Intersection Summary						
HCM 6th Ctrl Delay			11.8			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary 4: Marietta Blvd & Chattahoochee Ave

DRI 3097 Bolton Mixed Use 2020060
AM No Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	155	40	52	56	292	39	421	211	714	795	18
Future Volume (veh/h)	4	155	40	52	56	292	39	421	211	714	795	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	160	41	54	200	206	40	434	0	736	820	19
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	42	267	67	100	270	1004	233	829		899	2461	57
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.23	0.23	0.00	0.83	1.00	1.00
Sat Flow, veh/h	8	1224	308	235	1242	1585	655	3554	1585	1781	3550	82
Grp Volume(v), veh/h	205	0	0	254	0	206	40	434	0	736	410	429
Grp Sat Flow(s),veh/h/ln	1540	0	0	1477	0	1585	655	1777	1585	1781	1777	1856
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	0.0	4.5	9.6	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	15.5	0.0	0.0	15.2	0.0	0.0	4.5	9.6	0.0	0.0	0.0	0.0
Prop In Lane	0.02		0.20	0.21		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	376	0	0	370	0	1004	233	829		899	1232	1287
V/C Ratio(X)	0.54	0.00	0.00	0.69	0.00	0.21	0.17	0.52		0.82	0.33	0.33
Avail Cap(c_a), veh/h	384	0	0	378	0	1011	233	829		899	1232	1287
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	0.97	0.00	0.97	0.96	0.96	0.00	0.76	0.76	0.76
Uniform Delay (d), s/veh	31.1	0.0	0.0	32.9	0.0	7.0	28.2	30.1	0.0	4.0	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	0.0	4.9	0.0	0.1	1.5	2.3	0.0	4.7	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	0.0	5.6	0.0	1.5	0.8	4.1	0.0	3.5	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.6	0.0	0.0	37.8	0.0	7.1	29.7	32.4	0.0	8.7	0.6	0.5
LnGrp LOS	C	A	A	D	A	A	C	C		A	A	A
Approach Vol, veh/h		205			460			474	A		1575	
Approach Delay, s/veh		32.6			24.0			32.2			4.4	
Approach LOS		C			C			C			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	14.4	25.0		23.6		66.4		23.6				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	35.0	19.0		18.0		60.0		18.0				
Max Q Clear Time (g_c+I), s	12.0	11.6		17.5		2.0		17.2				
Green Ext Time (p_c), s	2.6	1.7		0.0		5.5		0.2				

Intersection Summary

HCM 6th Ctrl Delay 14.7
HCM 6th LOS B

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 4: Marietta Blvd & Chattahoochee Ave

DRI 3097 Bolton Mixed Use 2020060
PM No Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	95	23	159	222	822	72	944	251	320	874	31
Future Volume (veh/h)	13	95	23	159	222	822	72	944	251	320	874	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	98	24	164	570	620	74	973	0	330	901	32
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	265	57	124	286	916	246	1027		357	1711	61
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.29	0.29	0.00	0.31	0.98	0.98
Sat Flow, veh/h	0	629	136	178	677	1585	600	3554	1585	1781	3501	124
Grp Volume(v), veh/h	135	0	0	734	0	620	74	973	0	330	457	476
Grp Sat Flow(s),veh/h/ln	764	0	0	855	0	1585	600	1777	1585	1781	1777	1848
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	10.4	9.2	24.1	0.0	11.8	1.1	1.1
Cycle Q Clear(g_c), s	38.0	0.0	0.0	38.0	0.0	10.4	10.2	24.1	0.0	11.8	1.1	1.1
Prop In Lane	0.10		0.18	0.22		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	367	0	0	410	0	916	246	1027		357	869	903
V/C Ratio(X)	0.37	0.00	0.00	1.79	0.00	0.68	0.30	0.95		0.92	0.53	0.53
Avail Cap(c_a), veh/h	367	0	0	410	0	916	246	1027		357	869	903
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	0.68	0.00	0.68	0.73	0.73	0.00	0.85	0.85	0.85
Uniform Delay (d), s/veh	18.9	0.0	0.0	27.6	0.0	13.2	26.8	31.3	0.0	28.8	0.5	0.5
Incr Delay (d2), s/veh	0.6	0.0	0.0	362.0	0.0	1.4	2.3	14.4	0.0	26.1	1.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	50.3	0.0	8.2	1.4	11.6	0.0	7.4	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.5	0.0	0.0	389.6	0.0	14.5	29.1	45.7	0.0	54.9	2.5	2.4
LnGrp LOS	B	A	A	F	A	B	C	D		D	A	A
Approach Vol, veh/h		135			1354			1047	A		1263	
Approach Delay, s/veh		19.5			217.9			44.6			16.1	
Approach LOS		B			F			D			B	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	18.0	30.0		42.0		48.0		42.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	24.0	24.0		36.0		42.0		36.0				
Max Q Clear Time (g_c+1/3), s	26.1	26.1		40.0		3.1		40.0				
Green Ext Time (p_c), s	0.0	0.0		0.0		6.2		0.0				

Intersection Summary

HCM 6th Ctrl Delay 96.0
HCM 6th LOS F

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 4: Marietta Blvd & Chattahoochee Ave

DRI 3097 Bolton Mixed Use 2020060
AM No Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	155	40	52	56	292	39	421	211	714	795	18
Future Volume (veh/h)	4	155	40	52	56	292	39	421	211	714	795	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	160	41	54	0	340	40	434	0	736	820	19
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	43	223	56	214	0	2043	226	790		1014	2677	62
Arrive On Green	0.16	0.16	0.16	0.16	0.00	0.16	0.22	0.22	0.00	0.97	1.00	1.00
Sat Flow, veh/h	15	1420	359	1181	0	3170	655	3554	1585	1781	3550	82
Grp Volume(v), veh/h	205	0	0	54	0	340	40	434	0	736	410	429
Grp Sat Flow(s),veh/h/ln	1794	0	0	1181	0	1585	655	1777	1585	1781	1777	1856
Q Serve(g_s), s	1.8	0.0	0.0	0.0	0.0	0.0	4.6	9.7	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.7	0.0	0.0	6.3	0.0	0.0	4.6	9.7	0.0	0.0	0.0	0.0
Prop In Lane	0.02		0.20	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	323	0	0	214	0	2043	226	790		1014	1340	1399
V/C Ratio(X)	0.64	0.00	0.00	0.25	0.00	0.17	0.18	0.55		0.73	0.31	0.31
Avail Cap(c_a), veh/h	399	0	0	264	0	2179	226	790		1014	1340	1399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	0.97	0.00	0.97	0.96	0.96	0.00	0.76	0.76	0.76
Uniform Delay (d), s/veh	36.1	0.0	0.0	34.6	0.0	6.4	29.0	31.0	0.0	0.5	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	0.0	0.6	0.0	0.0	1.6	2.6	0.0	2.0	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	0.0	1.1	0.0	1.1	0.8	4.2	0.0	0.8	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.3	0.0	0.0	35.2	0.0	6.4	30.6	33.6	0.0	2.5	0.5	0.4
LnGrp LOS	D	A	A	D	A	A	C	C		A	A	A
Approach Vol, veh/h		205			394			474	A		1575	
Approach Delay, s/veh		38.3			10.4			33.4			1.4	
Approach LOS		D			B			C			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	47.9	24.0		18.1		71.9		18.1				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	38.0	18.0		16.0		62.0		16.0				
Max Q Clear Time (g_c+I1), s	2.0	11.7		11.7		2.0		8.3				
Green Ext Time (p_c), s	2.7	1.5		0.4		5.5		1.0				

Intersection Summary

HCM 6th Ctrl Delay 11.3
HCM 6th LOS B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 4: Marietta Blvd & Chattahoochee Ave

DRI 3097 Bolton Mixed Use 2020060
PM No Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	95	23	159	222	822	72	944	251	320	874	31
Future Volume (veh/h)	13	95	23	159	222	822	72	944	251	320	874	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	98	24	164	692	538	74	973	0	330	901	32
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	249	54	188	665	845	280	1185		418	1945	69
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.33	0.33	0.00	0.36	1.00	1.00
Sat Flow, veh/h	0	701	152	1269	1870	1585	600	3554	1585	1781	3501	124
Grp Volume(v), veh/h	135	0	0	164	692	538	74	973	0	330	457	476
Grp Sat Flow(s),veh/h/ln	853	0	0	1269	1870	1585	600	1777	1585	1781	1777	1848
Q Serve(g_s), s	0.0	0.0	0.0	0.0	32.0	5.6	8.4	22.6	0.0	8.9	0.0	0.0
Cycle Q Clear(g_c), s	32.0	0.0	0.0	32.0	32.0	5.6	8.4	22.6	0.0	8.9	0.0	0.0
Prop In Lane	0.10		0.18	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	347	0	0	188	665	845	280	1185		418	987	1027
V/C Ratio(X)	0.39	0.00	0.00	0.87	1.04	0.64	0.26	0.82		0.79	0.46	0.46
Avail Cap(c_a), veh/h	347	0	0	188	665	845	280	1185		418	987	1027
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	0.68	0.68	0.68	0.73	0.73	0.00	0.85	0.85	0.85
Uniform Delay (d), s/veh	21.8	0.0	0.0	34.5	29.0	14.8	22.8	27.5	0.0	25.2	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	24.9	39.9	1.1	1.7	4.8	0.0	8.4	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	4.9	21.0	7.4	1.2	9.5	0.0	5.4	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.5	0.0	0.0	59.4	68.9	15.9	24.5	32.4	0.0	33.6	1.3	1.3
LnGrp LOS	C	A	A	E	F	B	C	C		C	A	A
Approach Vol, veh/h		135			1394			1047	A		1263	
Approach Delay, s/veh		22.5			47.3			31.8			9.7	
Approach LOS		C			D			C			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	20.0	34.0		36.0		54.0		36.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	14.0	28.0		30.0		48.0		30.0				
Max Q Clear Time (g_c+l1), s	10.9	24.6		34.0		2.0		34.0				
Green Ext Time (p_c), s	0.3	2.0		0.0		6.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay 29.9
HCM 6th LOS C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 5: Marietta Blvd & Carroll Dr

DRI 3097 Bolton Mixed Use 2020060
AM No Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	60	63	42	62	21	42	587	53	53	781	53
Future Volume (veh/h)	63	60	63	42	62	21	42	587	53	53	781	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	61	64	43	63	21	43	599	54	54	797	54
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	204	124	112	200	197	57	492	1541	687	572	1565	698
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.08	0.43	0.43	0.09	0.44	0.44
Sat Flow, veh/h	463	612	551	444	973	281	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	189	0	0	127	0	0	43	599	54	54	797	54
Grp Sat Flow(s),veh/h/ln	1626	0	0	1697	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.7	0.0	0.0	0.0	0.0	0.0	0.5	5.0	0.9	0.7	7.1	0.9
Cycle Q Clear(g_c), s	4.4	0.0	0.0	2.6	0.0	0.0	0.5	5.0	0.9	0.7	7.1	0.9
Prop In Lane	0.34		0.34	0.34		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	440	0	0	454	0	0	492	1541	687	572	1565	698
V/C Ratio(X)	0.43	0.00	0.00	0.28	0.00	0.00	0.09	0.39	0.08	0.09	0.51	0.08
Avail Cap(c_a), veh/h	763	0	0	781	0	0	589	1541	687	657	1565	698
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	0.0	0.0	15.0	0.0	0.0	5.8	8.5	7.3	5.4	8.8	7.1
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.3	0.0	0.0	0.1	0.7	0.2	0.1	1.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	1.0	0.0	0.0	0.1	1.4	0.2	0.1	1.9	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	0.0	0.0	15.3	0.0	0.0	5.9	9.2	7.5	5.5	10.0	7.3
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	B	A
Approach Vol, veh/h		189			127			696			905	
Approach Delay, s/veh		16.3			15.3			8.9			9.6	
Approach LOS		B			B			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	23.0		12.9	7.6	23.3		12.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	17.0	17.0		16.0	4.0	17.0		16.0				
Max Q Clear Time (g_c+I), s	7.0	7.0		6.4	2.5	9.1		4.6				
Green Ext Time (p_c), s	0.0	2.7		0.7	0.0	3.2		0.4				
Intersection Summary												
HCM 6th Ctrl Delay			10.4									
HCM 6th LOS			B									

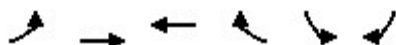
HCM 6th Signalized Intersection Summary 5: Marietta Blvd & Carroll Dr

DRI 3097 Bolton Mixed Use 2020060
PM No Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	61	42	156	65	270	63	944	63	42	951	63
Future Volume (veh/h)	53	61	42	156	65	270	63	944	63	42	951	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	62	43	159	66	276	64	963	64	43	970	64
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	210	232	134	239	91	306	327	1309	584	318	1274	568
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.08	0.37	0.37	0.07	0.36	0.36
Sat Flow, veh/h	357	648	373	441	255	855	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	159	0	0	501	0	0	64	963	64	43	970	64
Grp Sat Flow(s),veh/h/ln	1378	0	0	1551	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	14.1	0.0	0.0	1.2	13.8	1.6	0.8	14.1	1.6
Cycle Q Clear(g_c), s	3.7	0.0	0.0	17.8	0.0	0.0	1.2	13.8	1.6	0.8	14.1	1.6
Prop In Lane	0.34		0.27	0.32		0.55	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	576	0	0	637	0	0	327	1309	584	318	1274	568
V/C Ratio(X)	0.28	0.00	0.00	0.79	0.00	0.00	0.20	0.74	0.11	0.14	0.76	0.11
Avail Cap(c_a), veh/h	576	0	0	637	0	0	369	1309	584	379	1274	568
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	0.0	0.0	17.5	0.0	0.0	11.6	16.0	12.2	11.5	16.6	12.6
Incr Delay (d2), s/veh	0.3	0.0	0.0	6.5	0.0	0.0	0.3	3.7	0.4	0.2	4.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	6.7	0.0	0.0	0.4	5.1	0.5	0.3	5.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.5	0.0	0.0	24.0	0.0	0.0	11.9	19.8	12.6	11.7	20.9	13.0
LnGrp LOS	B	A	A	C	A	A	B	B	B	B	C	B
Approach Vol, veh/h		159			501			1091			1077	
Approach Delay, s/veh		13.5			24.0			18.9			20.1	
Approach LOS		B			C			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	25.6		25.0	8.6	25.0		25.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	19.0	19.0		19.0	4.0	19.0		19.0				
Max Q Clear Time (g_c+I2), s	15.8	15.8		5.7	3.2	16.1		19.8				
Green Ext Time (p_c), s	0.0	1.9		0.7	0.0	1.7		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			19.9									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary 6: Chattahoochee Ave & Collier Rd

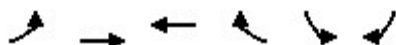
DRI 3097 Bolton Mixed Use 2020060
AM No Build



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	469	656	182	66	80	221
Future Volume (veh/h)	469	656	182	66	80	221
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	479	669	186	67	82	226
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	694	884	527	235	650	579
Arrive On Green	0.24	0.47	0.15	0.15	0.37	0.37
Sat Flow, veh/h	1781	1870	3647	1585	1781	1585
Grp Volume(v), veh/h	479	669	186	67	82	226
Grp Sat Flow(s),veh/h/ln	1781	1870	1777	1585	1781	1585
Q Serve(g_s), s	10.3	14.5	2.3	1.9	1.5	5.2
Cycle Q Clear(g_c), s	10.3	14.5	2.3	1.9	1.5	5.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	694	884	527	235	650	579
V/C Ratio(X)	0.69	0.76	0.35	0.29	0.13	0.39
Avail Cap(c_a), veh/h	694	1290	1297	579	650	579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.2	10.7	18.9	18.7	10.4	11.6
Incr Delay (d2), s/veh	2.9	1.5	0.4	0.7	0.4	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	4.9	0.9	0.7	0.6	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.1	12.2	19.3	19.3	10.8	13.6
LnGrp LOS	B	B	B	B	B	B
Approach Vol, veh/h		1148	253		308	
Approach Delay, s/veh		13.0	19.3		12.8	
Approach LOS		B	B		B	
Timer - Assigned Phs				4	6	7
Phs Duration (G+Y+Rc), s				27.3	22.0	16.0
Change Period (Y+Rc), s				6.0	6.0	6.0
Max Green Setting (Gmax), s				32.0	16.0	10.0
Max Q Clear Time (g_c+I1), s				16.5	7.2	12.3
Green Ext Time (p_c), s				4.2	0.7	0.0
Intersection Summary						
HCM 6th Ctrl Delay			13.9			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary 6: Chattahoochee Ave & Collier Rd

DRI 3097 Bolton Mixed Use 2020060
PM No Build



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	280	302	597	97	154	595
Future Volume (veh/h)	280	302	597	97	154	595
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	286	308	609	99	157	607
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	460	877	897	400	708	630
Arrive On Green	0.15	0.47	0.25	0.25	0.40	0.40
Sat Flow, veh/h	1781	1870	3647	1585	1781	1585
Grp Volume(v), veh/h	286	308	609	99	157	607
Grp Sat Flow(s),veh/h/ln	1781	1870	1777	1585	1781	1585
Q Serve(g_s), s	6.5	6.3	9.3	3.0	3.5	22.4
Cycle Q Clear(g_c), s	6.5	6.3	9.3	3.0	3.5	22.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	460	877	897	400	708	630
V/C Ratio(X)	0.62	0.35	0.68	0.25	0.22	0.96
Avail Cap(c_a), veh/h	460	966	1066	476	708	630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.1	10.1	20.2	17.9	11.9	17.6
Incr Delay (d2), s/veh	2.0	0.2	1.4	0.3	0.7	27.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	2.2	3.7	1.0	1.4	21.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.1	10.3	21.6	18.2	12.7	45.5
LnGrp LOS	B	B	C	B	B	D
Approach Vol, veh/h		594	708		764	
Approach Delay, s/veh		12.6	21.1		38.8	
Approach LOS		B	C		D	
Timer - Assigned Phs				4	6	7
Phs Duration (G+Y+Rc), s				32.1	27.9	13.0
Change Period (Y+Rc), s				6.0	6.0	6.0
Max Green Setting (Gmax), s				29.0	19.0	7.0
Max Q Clear Time (g_c+I1), s				8.3	24.4	8.5
Green Ext Time (p_c), s				1.8	0.0	0.0
Intersection Summary						
HCM 6th Ctrl Delay			25.2			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary 7: Marietta Rd & Bolton Rd

DRI 3097 Bolton Mixed Use 2020060
AM No Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	647	429	22	232	2	111	0	15	4	1	6
Future Volume (veh/h)	2	647	429	22	232	2	111	0	15	4	1	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	688	456	23	247	0	118	0	16	4	1	6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	759	502	115	1131		299	0	26	139	53	139
Arrive On Green	0.72	0.72	0.72	0.72	0.72	0.00	0.15	0.00	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1	1050	694	76	1564	0	1269	0	172	408	347	906
Grp Volume(v), veh/h	1146	0	0	270	0	0	134	0	0	11	0	0
Grp Sat Flow(s),veh/h/ln	1745	0	0	1639	0	0	1441	0	0	1661	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	34.2	0.0	0.0	3.0	0.0	0.0	5.6	0.0	0.0	0.4	0.0	0.0
Prop In Lane	0.00		0.40	0.09		0.00	0.88		0.12	0.36		0.55
Lane Grp Cap(c), veh/h	1317	0	0	1246	0		325	0	0	330	0	0
V/C Ratio(X)	0.87	0.00	0.00	0.22	0.00		0.41	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	1514	0	0	1416	0		505	0	0	523	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.2	0.0	0.0	2.9	0.0	0.0	25.5	0.0	0.0	23.3	0.0	0.0
Incr Delay (d2), s/veh	5.2	0.0	0.0	0.1	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	0.0	0.0	0.5	0.0	0.0	1.8	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.4	0.0	0.0	3.0	0.0	0.0	26.3	0.0	0.0	23.4	0.0	0.0
LnGrp LOS	B	A	A	A	A		C	A	A	C	A	A
Approach Vol, veh/h		1146			270	A		134			11	
Approach Delay, s/veh		12.4			3.0			26.3			23.4	
Approach LOS		B			A			C			C	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.9		50.7		13.9		50.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		16.0		52.0		16.0		52.0				
Max Q Clear Time (g_c+I1), s		7.6		36.2		2.4		5.0				
Green Ext Time (p_c), s		0.3		8.5		0.0		1.8				

Intersection Summary

HCM 6th Ctrl Delay 12.0
HCM 6th LOS B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 7: Marietta Rd & Bolton Rd

DRI 3097 Bolton Mixed Use 2020060
PM No Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	409	82	28	750	4	353	0	35	8	2	5
Future Volume (veh/h)	6	409	82	28	750	4	353	0	35	8	2	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	445	89	30	815	0	384	0	38	9	2	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	64	781	155	79	932		568	0	45	403	100	186
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.00	0.35	0.00	0.35	0.35	0.35	0.35
Sat Flow, veh/h	7	1508	298	34	1798	0	1300	0	129	887	287	534
Grp Volume(v), veh/h	541	0	0	845	0	0	422	0	0	16	0	0
Grp Sat Flow(s),veh/h/ln	1814	0	0	1832	0	0	1429	0	0	1708	0	0
Q Serve(g_s), s	0.0	0.0	0.0	9.9	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	12.3	0.0	0.0	24.6	0.0	0.0	16.4	0.0	0.0	0.4	0.0	0.0
Prop In Lane	0.01		0.16	0.04		0.00	0.91		0.09	0.56		0.31
Lane Grp Cap(c), veh/h	1000	0	0	1011	0		613	0	0	689	0	0
V/C Ratio(X)	0.54	0.00	0.00	0.84	0.00		0.69	0.00	0.00	0.02	0.00	0.00
Avail Cap(c_a), veh/h	1084	0	0	1095	0		660	0	0	739	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.9	0.0	0.0	12.8	0.0	0.0	18.0	0.0	0.0	12.9	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	5.4	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	0.0	8.4	0.0	0.0	4.8	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.4	0.0	0.0	18.2	0.0	0.0	20.8	0.0	0.0	12.9	0.0	0.0
LnGrp LOS	B	A	A	B	A		C	A	A	B	A	A
Approach Vol, veh/h	541				845				422			
Approach Delay, s/veh	10.4				18.2				20.8			
Approach LOS	B				B				C			
Timer - Assigned Phs	2				4				6			
Phs Duration (G+Y+Rc), s	25.0				35.2				25.0			
Change Period (Y+Rc), s	6.0				6.0				6.0			
Max Green Setting (Gmax), s	21.0				32.0				21.0			
Max Q Clear Time (g_c+I1), s	18.4				14.3				2.4			
Green Ext Time (p_c), s	0.6				3.0				0.0			

Intersection Summary

HCM 6th Ctrl Delay 16.5
HCM 6th LOS B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

1: Marietta Blvd & Bolton Place

DRI 3097 Bolton Mixed Use 2020060
AM Build

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	189	40	896	118	45	1669
Future Volume (veh/h)	189	40	896	118	45	1669
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	193	41	914	120	46	1703
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	262	56	1886	248	528	2524
Arrive On Green	0.18	0.18	1.00	1.00	0.04	0.48
Sat Flow, veh/h	1432	304	3252	415	1781	3647
Grp Volume(v), veh/h	235	0	514	520	46	1703
Grp Sat Flow(s),veh/h/ln	1744	0	1777	1796	1781	1777
Q Serve(g_s), s	9.5	0.0	0.0	0.0	0.6	27.7
Cycle Q Clear(g_c), s	9.5	0.0	0.0	0.0	0.6	27.7
Prop In Lane	0.82	0.17		0.23	1.00	
Lane Grp Cap(c), veh/h	319	0	1061	1073	528	2524
V/C Ratio(X)	0.74	0.00	0.48	0.48	0.09	0.67
Avail Cap(c_a), veh/h	419	0	1061	1073	564	2524
HCM Platoon Ratio	1.00	1.00	2.00	2.00	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.9	0.0	0.0	0.0	4.0	13.0
Incr Delay (d2), s/veh	4.7	0.0	1.6	1.6	0.1	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	0.5	0.5	0.2	11.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	33.6	0.0	1.6	1.6	4.0	14.4
LnGrp LOS	C	A	A	A	A	B
Approach Vol, veh/h	235		1034			1749
Approach Delay, s/veh	33.6		1.6			14.2
Approach LOS	C		A			B
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.5	48.8			57.3	17.7
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	4.0	37.0			47.0	16.0
Max Q Clear Time (g_c+l1), s	2.6	2.0			29.7	11.5
Green Ext Time (p_c), s	0.0	7.2			11.1	0.3

Intersection Summary

HCM 6th Ctrl Delay 11.4
HCM 6th LOS B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary 1: Marietta Blvd & Bolton Place

DRI 3097 Bolton Mixed Use 2020060
PM Build

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	102	86	1815	137	137	1363
Future Volume (veh/h)	102	86	1815	137	137	1363
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	91	1911	144	144	1435
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	144	122	2151	160	230	2675
Arrive On Green	0.16	0.16	0.64	0.64	0.07	0.75
Sat Flow, veh/h	907	771	3446	249	1781	3647
Grp Volume(v), veh/h	199	0	1001	1054	144	1435
Grp Sat Flow(s),veh/h/ln	1686	0	1777	1825	1781	1777
Q Serve(g_s), s	10.1	0.0	41.6	44.1	2.1	15.1
Cycle Q Clear(g_c), s	10.1	0.0	41.6	44.1	2.1	15.1
Prop In Lane	0.54	0.46		0.14	1.00	
Lane Grp Cap(c), veh/h	267	0	1140	1171	230	2675
V/C Ratio(X)	0.75	0.00	0.88	0.90	0.63	0.54
Avail Cap(c_a), veh/h	337	0	1140	1171	230	2675
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.1	0.0	13.2	13.7	21.9	4.6
Incr Delay (d2), s/veh	6.6	0.0	9.7	11.1	5.3	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	15.4	17.1	2.2	3.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.8	0.0	22.9	24.8	27.2	5.4
LnGrp LOS	D	A	C	C	C	A
Approach Vol, veh/h	199		2055			1579
Approach Delay, s/veh	42.8		23.9			7.4
Approach LOS	D		C			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.0	61.7			71.7	18.3
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	4.0	52.0			62.0	16.0
Max Q Clear Time (g_c+l1), s	4.1	46.1			17.1	12.1
Green Ext Time (p_c), s	0.0	5.2			14.0	0.2

Intersection Summary

HCM 6th Ctrl Delay 18.1
HCM 6th LOS B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary 2: Marietta Blvd & Coronet Way

DRI 3097 Bolton Mixed Use 2020060
AM Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	0	184	0	23	4	731	154	33	1504	4
Future Volume (veh/h)	1	0	0	184	0	23	4	731	154	33	1504	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	0	0	190	0	24	4	754	159	34	1551	4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	332	341	0	355	0	289	260	1763	372	561	2584	7
Arrive On Green	0.18	0.00	0.00	0.18	0.00	0.18	1.00	1.00	1.00	0.05	0.71	0.71
Sat Flow, veh/h	1387	1870	0	1418	0	1585	332	2921	616	1781	3636	9
Grp Volume(v), veh/h	1	0	0	190	0	24	4	459	454	34	758	797
Grp Sat Flow(s),veh/h/ln	1387	1870	0	1418	0	1585	332	1777	1760	1781	1777	1869
Q Serve(g_s), s	0.0	0.0	0.0	9.5	0.0	0.9	0.2	0.0	0.0	0.5	16.1	16.1
Cycle Q Clear(g_c), s	1.0	0.0	0.0	9.5	0.0	0.9	8.3	0.0	0.0	0.5	16.1	16.1
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.35	1.00		0.01
Lane Grp Cap(c), veh/h	332	341	0	355	0	289	260	1073	1062	561	1263	1328
V/C Ratio(X)	0.00	0.00	0.00	0.54	0.00	0.08	0.02	0.43	0.43	0.06	0.60	0.60
Avail Cap(c_a), veh/h	448	499	0	474	0	423	260	1073	1062	608	1263	1328
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83
Uniform Delay (d), s/veh	25.9	0.0	0.0	28.9	0.0	25.4	0.7	0.0	0.0	3.8	5.5	5.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.3	0.0	0.1	0.1	1.2	1.3	0.0	1.8	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	3.2	0.0	0.4	0.0	0.4	0.4	0.1	3.9	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	0.0	0.0	30.2	0.0	25.6	0.8	1.2	1.3	3.9	7.2	7.1
LnGrp LOS	C	A	A	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		1			214			917			1589	
Approach Delay, s/veh		25.9			29.7			1.3			7.1	
Approach LOS		C			C			A			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.0	49.3		17.7		57.3		17.7				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	1.0	35.0		18.0		45.0		18.0				
Max Q Clear Time (g_c+I), s	1.0	10.3		3.0		18.1		11.5				
Green Ext Time (p_c), s	0.0	5.8		0.0		12.1		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				6.9								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary 2: Marietta Blvd & Coronet Way

DRI 3097 Bolton Mixed Use 2020060
PM Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	0	381	0	90	2	1566	234	39	972	4
Future Volume (veh/h)	2	0	0	381	0	90	2	1566	234	39	972	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	0	0	393	0	93	2	1614	241	40	1002	4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	383	520	0	474	0	440	356	1675	245	303	2299	9
Arrive On Green	0.28	0.00	0.00	0.28	0.00	0.28	1.00	1.00	1.00	0.05	0.63	0.63
Sat Flow, veh/h	1303	1870	0	1418	0	1585	560	3110	455	1781	3630	14
Grp Volume(v), veh/h	2	0	0	393	0	93	2	907	948	40	490	516
Grp Sat Flow(s),veh/h/ln	1303	1870	0	1418	0	1585	560	1777	1788	1781	1777	1868
Q Serve(g_s), s	0.1	0.0	0.0	24.9	0.0	4.1	0.0	0.0	0.0	0.8	12.6	12.6
Cycle Q Clear(g_c), s	4.2	0.0	0.0	24.9	0.0	4.1	4.1	0.0	0.0	0.8	12.6	12.6
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.25	1.00		0.01
Lane Grp Cap(c), veh/h	383	520	0	474	0	440	356	957	963	303	1125	1183
V/C Ratio(X)	0.01	0.00	0.00	0.83	0.00	0.21	0.01	0.95	0.98	0.13	0.44	0.44
Avail Cap(c_a), veh/h	383	520	0	474	0	440	356	957	963	332	1125	1183
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	26.5	0.0	0.0	32.5	0.0	24.9	0.2	0.0	0.0	7.0	8.4	8.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	11.7	0.0	0.2	0.0	19.0	25.3	0.2	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	9.8	0.0	1.5	0.0	5.0	6.8	0.3	4.1	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.5	0.0	0.0	44.2	0.0	25.2	0.2	19.0	25.3	7.2	9.5	9.5
LnGrp LOS	C	A	A	D	A	C	A	B	C	A	A	A
Approach Vol, veh/h		2			486			1857			1046	
Approach Delay, s/veh		26.5			40.6			22.2			9.4	
Approach LOS		C			D			C			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	52.5			29.0		61.0		29.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	45.0			23.0		55.0		23.0				
Max Q Clear Time (g_c+I), s	6.1			6.2		14.6		26.9				
Green Ext Time (p_c), s	0.0	19.7		0.0		6.9		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				20.9								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary 3: Marietta Blvd & Publix Driveway

DRI 3097 Bolton Mixed Use 2020060
AM Build

												
Movement	WBL	WBR	NBT	NBR	SBL	SBT						
Lane Configurations												
Traffic Volume (veh/h)	51	13	708	47	23	1510						
Future Volume (veh/h)	51	13	708	47	23	1510						
Initial Q (Qb), veh	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00							
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00						
Work Zone On Approach	No		No			No						
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870						
Adj Flow Rate, veh/h	52	13	722	48	23	1541						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98						
Percent Heavy Veh, %	2	2	2	2	2	2						
Cap, veh/h	178	158	1643	733	595	2508						
Arrive On Green	0.10	0.10	0.46	0.46	0.15	0.71						
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647						
Grp Volume(v), veh/h	52	13	722	48	23	1541						
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777						
Q Serve(g_s), s	1.1	0.3	5.6	0.7	0.0	9.3						
Cycle Q Clear(g_c), s	1.1	0.3	5.6	0.7	0.0	9.3						
Prop In Lane	1.00	1.00		1.00	1.00							
Lane Grp Cap(c), veh/h	178	158	1643	733	595	2508						
V/C Ratio(X)	0.29	0.08	0.44	0.07	0.04	0.61						
Avail Cap(c_a), veh/h	780	694	1643	733	595	2508						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00						
Uniform Delay (d), s/veh	17.2	16.8	7.5	6.1	8.3	3.1						
Incr Delay (d2), s/veh	0.9	0.2	0.9	0.2	0.0	1.1						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.4	0.1	1.4	0.2	0.1	0.4						
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.1	17.0	8.3	6.3	8.4	4.3						
LnGrp LOS	B	B	A	A	A	A						
Approach Vol, veh/h	65		770			1564						
Approach Delay, s/veh	17.9		8.2			4.3						
Approach LOS	B		A			A						
Timer - Assigned Phs	1	2			6	8						
Phs Duration (G+Y+Rc), s	0.0	23.0			33.0	8.1						
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0						
Max Green Setting (Gmax), s	1.0	17.0			27.0	16.0						
Max Q Clear Time (g_c+I1), s	1.0	7.6			11.3	3.1						
Green Ext Time (p_c), s	0.0	3.2			9.4	0.1						
Intersection Summary												
HCM 6th Ctrl Delay			5.9									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary 3: Marietta Blvd & Publix Driveway

DRI 3097 Bolton Mixed Use 2020060
PM Build

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	104	120	1460	168	52	913
Future Volume (veh/h)	104	120	1460	168	52	913
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	111	128	1553	179	55	971
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	253	226	1585	707	515	2611
Arrive On Green	0.14	0.14	0.45	0.45	0.23	0.73
Sat Flow, veh/h	1781	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	111	128	1553	179	55	971
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	3.7	4.9	27.9	4.6	0.0	6.5
Cycle Q Clear(g_c), s	3.7	4.9	27.9	4.6	0.0	6.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	253	226	1585	707	515	2611
V/C Ratio(X)	0.44	0.57	0.98	0.25	0.11	0.37
Avail Cap(c_a), veh/h	493	439	1585	707	515	2611
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.24	0.24	1.00	1.00
Uniform Delay (d), s/veh	25.5	26.0	17.7	11.2	19.4	3.1
Incr Delay (d2), s/veh	1.2	2.2	7.3	0.2	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.8	10.5	1.3	0.6	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.7	28.2	25.0	11.4	19.5	3.6
LnGrp LOS	C	C	C	B	B	A
Approach Vol, veh/h	239		1732			1026
Approach Delay, s/veh	27.5		23.6			4.4
Approach LOS	C		C			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	18.8	33.0			51.8	13.2
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	18.8	27.0			37.0	16.0
Max Q Clear Time (g_c+I2.0), s	12.0	29.9			8.5	6.9
Green Ext Time (p_c), s	0.0	0.0			7.1	0.5
Intersection Summary						
HCM 6th Ctrl Delay			17.3			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary 4: Marietta Blvd & Chattahoochee Ave

DRI 3097 Bolton Mixed Use 2020060
AM Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	175	62	52	97	342	64	509	211	758	851	18
Future Volume (veh/h)	4	175	62	52	97	342	64	509	211	758	851	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	179	63	53	247	250	65	519	0	773	868	18
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	274	95	105	331	951	247	853		792	2335	48
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.00	0.73	1.00	1.00
Sat Flow, veh/h	7	1152	399	206	1394	1585	627	3554	1585	1781	3560	74
Grp Volume(v), veh/h	246	0	0	300	0	250	65	519	0	773	433	453
Grp Sat Flow(s),veh/h/ln	1558	0	0	1599	0	1585	627	1777	1585	1781	1777	1857
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	0.0	6.6	9.7	0.0	21.2	0.0	0.0
Cycle Q Clear(g_c), s	13.8	0.0	0.0	13.4	0.0	0.0	6.6	9.7	0.0	21.2	0.0	0.0
Prop In Lane	0.02		0.26	0.18		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	419	0	0	436	0	951	247	853		792	1166	1218
V/C Ratio(X)	0.59	0.00	0.00	0.69	0.00	0.26	0.26	0.61		0.98	0.37	0.37
Avail Cap(c_a), veh/h	423	0	0	441	0	955	247	853		792	1166	1218
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	0.96	0.00	0.96	0.90	0.90	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.3	0.0	0.0	26.6	0.0	7.1	24.2	25.4	0.0	7.3	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.0	0.0	4.2	0.0	0.1	2.3	2.9	0.0	26.1	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	0.0	5.3	0.0	1.6	1.1	4.1	0.0	9.0	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.4	0.0	0.0	30.8	0.0	7.3	26.5	28.3	0.0	33.4	0.9	0.9
LnGrp LOS	C	A	A	C	A	A	C	C		C	A	A
Approach Vol, veh/h		246			550			584	A		1659	
Approach Delay, s/veh		27.4			20.1			28.1			16.0	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	31.2	22.0		21.8		53.2		21.8				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	25.0	16.0		16.0		47.0		16.0				
Max Q Clear Time (g_c+Q), s	23.2	11.7		15.8		2.0		15.4				
Green Ext Time (p_c), s	0.6	1.4		0.0		5.8		0.2				

Intersection Summary

HCM 6th Ctrl Delay 20.0
HCM 6th LOS C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 4: Marietta Blvd & Chattahoochee Ave

DRI 3097 Bolton Mixed Use 2020060
PM Build

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	13	124	46	159	238	833	92	961	251	365	943	31
Future Volume (veh/h)	13	124	46	159	238	833	92	961	251	365	943	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	127	47	162	577	628	94	981	0	372	962	32
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	294	99	143	310	829	168	1039		357	1728	57
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.10	0.10	0.00	0.14	0.49	0.49
Sat Flow, veh/h	0	765	257	197	807	1585	567	3554	1585	1781	3509	117
Grp Volume(v), veh/h	187	0	0	739	0	628	94	981	0	372	487	507
Grp Sat Flow(s),veh/h/ln	1022	0	0	1003	0	1585	567	1777	1585	1781	1777	1849
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	11.3	6.5	17.8	0.0	9.0	12.5	12.5
Cycle Q Clear(g_c), s	25.0	0.0	0.0	25.0	0.0	11.3	19.0	17.8	0.0	9.0	12.5	12.5
Prop In Lane	0.07		0.25	0.22		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	452	0	0	453	0	829	168	1039		357	875	910
V/C Ratio(X)	0.41	0.00	0.00	1.63	0.00	0.76	0.56	0.94		1.04	0.56	0.56
Avail Cap(c_a), veh/h	452	0	0	453	0	829	168	1039		357	875	910
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.64	0.00	0.64	0.64	0.64	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.6	0.0	0.0	21.3	0.0	12.2	36.9	28.8	0.0	26.6	11.5	11.5
Incr Delay (d2), s/veh	0.6	0.0	0.0	289.8	0.0	2.6	8.4	12.5	0.0	58.6	2.6	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	43.3	0.0	6.6	2.0	10.0	0.0	10.2	4.4	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.2	0.0	0.0	311.2	0.0	14.9	45.3	41.4	0.0	85.2	14.1	14.0
LnGrp LOS	B	A	A	F	A	B	D	D		F	B	B
Approach Vol, veh/h		187			1367			1075	A		1366	
Approach Delay, s/veh		15.2			175.0			41.7			33.4	
Approach LOS		B			F			D			C	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	3.0	23.0		29.0		36.0		29.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	17.0			23.0		30.0		23.0				
Max Q Clear Time (g_c+fl), s	21.0			27.0		14.5		27.0				
Green Ext Time (p_c), s	0.0	0.0		0.0		5.2		0.0				

Intersection Summary

HCM 6th Ctrl Delay 83.3
HCM 6th LOS F

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 4: Marietta Blvd & Chattahoochee Ave

DRI 3097 Bolton Mixed Use 2020060
AM Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	175	62	52	97	342	64	509	211	758	851	18
Future Volume (veh/h)	4	175	62	52	97	342	64	509	211	758	851	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	179	63	53	286	224	65	519	0	773	868	18
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	51	250	87	257	390	951	247	853		844	2439	51
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.24	0.24	0.00	0.78	1.00	1.00
Sat Flow, veh/h	9	1200	416	1138	1870	1585	627	3554	1585	1781	3560	74
Grp Volume(v), veh/h	246	0	0	53	286	224	65	519	0	773	433	453
Grp Sat Flow(s),veh/h/ln	1625	0	0	1138	1870	1585	627	1777	1585	1781	1777	1857
Q Serve(g_s), s	0.3	0.0	0.0	0.0	10.7	0.0	6.6	9.7	0.0	6.8	0.0	0.0
Cycle Q Clear(g_c), s	11.0	0.0	0.0	5.5	10.7	0.0	6.6	9.7	0.0	6.8	0.0	0.0
Prop In Lane	0.02		0.26	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	387	0	0	257	390	951	247	853		844	1217	1272
V/C Ratio(X)	0.64	0.00	0.00	0.21	0.73	0.24	0.26	0.61		0.92	0.36	0.36
Avail Cap(c_a), veh/h	443	0	0	293	449	1001	247	853		844	1217	1272
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	0.96	0.96	0.96	0.90	0.90	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.3	0.0	0.0	25.7	27.7	7.0	24.2	25.4	0.0	4.9	0.0	0.0
Incr Delay (d2), s/veh	2.4	0.0	0.0	0.4	5.1	0.1	2.3	2.9	0.0	14.6	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	0.0	0.8	5.1	1.5	1.1	4.1	0.0	5.9	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	0.0	0.0	26.1	32.8	7.1	26.5	28.3	0.0	19.5	0.8	0.8
LnGrp LOS	C	A	A	C	C	A	C	C		B	A	A
Approach Vol, veh/h		246			563			584	A		1659	
Approach Delay, s/veh		29.7			21.9			28.1			9.5	
Approach LOS		C			C			C			A	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	33.4	22.0		19.6		55.4		19.6				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	25.0	16.0		16.0		47.0		16.0				
Max Q Clear Time (g_c+l1), s	8.8	11.7		13.0		2.0		12.7				
Green Ext Time (p_c), s	2.6	1.4		0.4		5.8		0.9				

Intersection Summary

HCM 6th Ctrl Delay 17.0
HCM 6th LOS B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 4: Marietta Blvd & Chattahoochee Ave

DRI 3097 Bolton Mixed Use 2020060
PM Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	124	46	159	238	833	92	961	251	365	943	31
Future Volume (veh/h)	13	124	46	159	238	833	92	961	251	365	943	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	127	47	162	698	546	94	981	0	372	962	32
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	43	243	82	176	623	810	281	1264		434	2028	67
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.36	0.36	0.00	0.36	1.00	1.00
Sat Flow, veh/h	0	729	245	1211	1870	1585	567	3554	1585	1781	3509	117
Grp Volume(v), veh/h	187	0	0	162	698	546	94	981	0	372	487	507
Grp Sat Flow(s),veh/h/ln	974	0	0	1211	1870	1585	567	1777	1585	1781	1777	1849
Q Serve(g_s), s	0.0	0.0	0.0	0.0	30.0	7.1	11.5	22.1	0.0	10.6	0.0	0.0
Cycle Q Clear(g_c), s	30.0	0.0	0.0	30.0	30.0	7.1	11.5	22.1	0.0	10.6	0.0	0.0
Prop In Lane	0.07		0.25	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	367	0	0	176	623	810	281	1264		434	1027	1069
V/C Ratio(X)	0.51	0.00	0.00	0.92	1.12	0.67	0.33	0.78		0.86	0.47	0.47
Avail Cap(c_a), veh/h	367	0	0	176	623	810	281	1264		434	1027	1069
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	0.64	0.64	0.64	0.56	0.56	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	0.0	0.0	36.1	30.0	16.4	22.4	25.8	0.0	25.3	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	34.0	67.6	1.4	1.8	2.7	0.0	15.5	1.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	0.0	5.2	24.6	8.1	1.6	9.0	0.0	6.8	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.5	0.0	0.0	70.1	97.6	17.8	24.2	28.5	0.0	40.8	1.6	1.5
LnGrp LOS	C	A	A	E	F	B	C	C		D	A	A
Approach Vol, veh/h		187			1406			1075	A		1366	
Approach Delay, s/veh		24.5			63.4			28.1			12.2	
Approach LOS		C			E			C			B	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	20.0	36.0		34.0		56.0		34.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	14.0	30.0		28.0		50.0		28.0				
Max Q Clear Time (g_c+l1), s	12.6	24.1		32.0		2.0		32.0				
Green Ext Time (p_c), s	0.2	3.3		0.0		6.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay 34.9
HCM 6th LOS C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary 5: Marietta Blvd & Carroll Dr

DRI 3097 Bolton Mixed Use 2020060
AM Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	60	63	42	62	43	42	656	53	67	831	67
Future Volume (veh/h)	85	60	63	42	62	43	42	656	53	67	831	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	90	64	67	45	66	46	45	698	56	71	884	71
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	238	121	108	183	184	110	449	1488	664	527	1538	686
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.08	0.42	0.42	0.10	0.43	0.43
Sat Flow, veh/h	572	550	488	365	835	498	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	221	0	0	157	0	0	45	698	56	71	884	71
Grp Sat Flow(s),veh/h/ln	1610	0	0	1698	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.9	0.0	0.0	0.0	0.0	0.0	0.6	6.4	1.0	0.9	8.5	1.2
Cycle Q Clear(g_c), s	5.3	0.0	0.0	3.4	0.0	0.0	0.6	6.4	1.0	0.9	8.5	1.2
Prop In Lane	0.41		0.30	0.29		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	466	0	0	476	0	0	449	1488	664	527	1538	686
V/C Ratio(X)	0.47	0.00	0.00	0.33	0.00	0.00	0.10	0.47	0.08	0.13	0.57	0.10
Avail Cap(c_a), veh/h	732	0	0	753	0	0	538	1488	664	591	1538	686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.8	0.0	0.0	15.1	0.0	0.0	6.5	9.5	7.9	6.1	9.7	7.6
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.4	0.0	0.0	0.1	1.1	0.2	0.1	1.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	1.2	0.0	0.0	0.1	1.8	0.3	0.2	2.4	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.5	0.0	0.0	15.5	0.0	0.0	6.6	10.6	8.2	6.2	11.3	7.9
LnGrp LOS	B	A	A	B	A	A	A	B	A	A	B	A
Approach Vol, veh/h		221			157			799			1026	
Approach Delay, s/veh		16.5			15.5			10.2			10.7	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	23.0		14.0	7.7	23.6		14.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	17.0	17.0		16.0	4.0	17.0		16.0				
Max Q Clear Time (g_c+I), s	8.4	8.4		7.3	2.6	10.5		5.4				
Green Ext Time (p_c), s	0.0	2.9		0.8	0.0	3.0		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			11.4									
HCM 6th LOS			B									

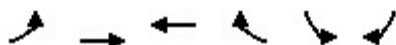
HCM 6th Signalized Intersection Summary 5: Marietta Blvd & Carroll Dr

DRI 3097 Bolton Mixed Use 2020060
PM Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	61	42	156	65	282	63	989	63	59	1008	80
Future Volume (veh/h)	65	61	42	156	65	282	63	989	63	59	1008	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	66	46	170	71	307	68	1075	68	64	1096	87
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	209	187	107	231	86	312	285	1381	616	301	1376	614
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.07	0.39	0.39	0.02	0.13	0.13
Sat Flow, veh/h	373	529	303	449	242	880	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	183	0	0	548	0	0	68	1075	68	64	1096	87
Grp Sat Flow(s),veh/h/ln	1205	0	0	1572	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	16.4	0.0	0.0	1.4	17.2	1.8	1.3	19.5	3.2
Cycle Q Clear(g_c), s	6.0	0.0	0.0	22.4	0.0	0.0	1.4	17.2	1.8	1.3	19.5	3.2
Prop In Lane	0.39		0.25	0.31		0.56	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	503	0	0	629	0	0	285	1381	616	301	1376	614
V/C Ratio(X)	0.36	0.00	0.00	0.87	0.00	0.00	0.24	0.78	0.11	0.21	0.80	0.14
Avail Cap(c_a), veh/h	503	0	0	629	0	0	317	1381	616	336	1376	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.80	0.80	0.80
Uniform Delay (d), s/veh	15.2	0.0	0.0	20.5	0.0	0.0	13.2	17.4	12.7	13.1	25.9	18.8
Incr Delay (d2), s/veh	0.4	0.0	0.0	12.7	0.0	0.0	0.4	4.4	0.4	0.3	3.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	9.5	0.0	0.0	0.5	6.6	0.6	0.5	9.7	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.7	0.0	0.0	33.2	0.0	0.0	13.6	21.8	13.1	13.4	29.8	19.1
LnGrp LOS	B	A	A	C	A	A	B	C	B	B	C	B
Approach Vol, veh/h		183			548			1211			1247	
Approach Delay, s/veh		15.7			33.2			20.9			28.2	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	29.3		27.0	8.8	29.2		27.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	1.0	22.0		21.0	4.0	22.0		21.0				
Max Q Clear Time (g_c+I), s	13.3	19.2		8.0	3.4	21.5		24.4				
Green Ext Time (p_c), s	0.0	1.8		0.9	0.0	0.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			25.6									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary 6: Chattahoochee Ave & Collier Rd

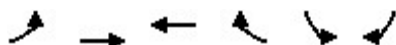
DRI 3097 Bolton Mixed Use 2020060
AM Build



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	505	684	226	66	80	268
Future Volume (veh/h)	505	684	226	66	80	268
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	515	698	231	67	82	273
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	615	845	659	294	739	657
Arrive On Green	0.20	0.45	0.19	0.19	0.41	0.41
Sat Flow, veh/h	1781	1870	3647	1585	1781	1585
Grp Volume(v), veh/h	515	698	231	67	82	273
Grp Sat Flow(s),veh/h/ln	1781	1870	1777	1585	1781	1585
Q Serve(g_s), s	12.0	19.6	3.4	2.2	1.7	7.3
Cycle Q Clear(g_c), s	12.0	19.6	3.4	2.2	1.7	7.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	615	845	659	294	739	657
V/C Ratio(X)	0.84	0.83	0.35	0.23	0.11	0.42
Avail Cap(c_a), veh/h	615	1060	1066	476	739	657
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.56	0.56	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.7	14.4	21.3	20.8	10.8	12.4
Incr Delay (d2), s/veh	5.8	2.5	0.3	0.4	0.3	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	7.5	1.3	0.8	0.7	7.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.5	16.9	21.6	21.2	11.1	14.3
LnGrp LOS	C	B	C	C	B	B
Approach Vol, veh/h		1213	298		355	
Approach Delay, s/veh		18.9	21.5		13.6	
Approach LOS		B	C		B	
Timer - Assigned Phs				4	6	7
Phs Duration (G+Y+Rc), s				31.1	28.9	16.0
Change Period (Y+Rc), s				6.0	6.0	6.0
Max Green Setting (Gmax), s				32.0	16.0	10.0
Max Q Clear Time (g_c+I1), s				21.6	9.3	14.0
Green Ext Time (p_c), s				3.5	0.7	0.0
Intersection Summary						
HCM 6th Ctrl Delay			18.3			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary 6: Chattahoochee Ave & Collier Rd

DRI 3097 Bolton Mixed Use 2020060
PM Build



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	317	334	621	97	154	628
Future Volume (veh/h)	317	334	621	97	154	628
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	323	341	634	99	157	641
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	487	919	917	409	669	595
Arrive On Green	0.17	0.49	0.26	0.26	0.38	0.38
Sat Flow, veh/h	1781	1870	3647	1585	1781	1585
Grp Volume(v), veh/h	323	341	634	99	157	641
Grp Sat Flow(s),veh/h/ln	1781	1870	1777	1585	1781	1585
Q Serve(g_s), s	7.2	6.8	9.7	3.0	3.6	22.5
Cycle Q Clear(g_c), s	7.2	6.8	9.7	3.0	3.6	22.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	487	919	917	409	669	595
V/C Ratio(X)	0.66	0.37	0.69	0.24	0.23	1.08
Avail Cap(c_a), veh/h	487	998	1066	476	669	595
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.7	9.5	20.1	17.6	12.8	18.7
Incr Delay (d2), s/veh	2.3	0.2	1.6	0.3	0.8	59.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	2.4	3.9	1.0	1.4	25.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.0	9.7	21.7	17.9	13.7	78.2
LnGrp LOS	B	A	C	B	B	F
Approach Vol, veh/h		664	733		798	
Approach Delay, s/veh		12.2	21.2		65.5	
Approach LOS		B	C		E	
Timer - Assigned Phs				4	6	7
Phs Duration (G+Y+Rc), s				33.5	26.5	14.0
Change Period (Y+Rc), s				6.0	6.0	6.0
Max Green Setting (Gmax), s				30.0	18.0	8.0
Max Q Clear Time (g_c+l1), s				8.8	24.5	9.2
Green Ext Time (p_c), s				2.0	0.0	0.0
Intersection Summary						
HCM 6th Ctrl Delay			34.6			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary 7: Marietta Rd & Bolton Rd

DRI 3097 Bolton Mixed Use 2020060
AM Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	647	451	22	232	2	125	0	15	4	1	6
Future Volume (veh/h)	2	647	451	22	232	2	125	0	15	4	1	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	688	480	23	247	2	133	0	16	4	1	6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	49	755	525	109	1096	9	293	0	24	135	51	143
Arrive On Green	0.74	0.74	0.74	0.74	0.74	0.74	0.16	0.00	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1	1026	714	76	1490	12	1284	0	154	437	328	918
Grp Volume(v), veh/h	1170	0	0	272	0	0	149	0	0	11	0	0
Grp Sat Flow(s),veh/h/ln	1741	0	0	1578	0	0	1438	0	0	1684	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	39.8	0.0	0.0	3.3	0.0	0.0	7.1	0.0	0.0	0.4	0.0	0.0
Prop In Lane	0.00		0.41	0.08		0.01	0.89		0.11	0.36		0.55
Lane Grp Cap(c), veh/h	1330	0	0	1213	0	0	317	0	0	329	0	0
V/C Ratio(X)	0.88	0.00	0.00	0.22	0.00	0.00	0.47	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	1565	0	0	1417	0	0	444	0	0	466	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.8	0.0	0.0	3.0	0.0	0.0	29.2	0.0	0.0	26.4	0.0	0.0
Incr Delay (d2), s/veh	5.4	0.0	0.0	0.1	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	0.0	0.0	0.6	0.0	0.0	2.4	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.3	0.0	0.0	3.1	0.0	0.0	30.2	0.0	0.0	26.4	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h	1170			272			149			11		
Approach Delay, s/veh	13.3			3.1			30.2			26.4		
Approach LOS	B			A			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	15.5			58.0			15.5			58.0		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	16.0			62.0			16.0			62.0		
Max Q Clear Time (g_c+I1), s	9.1			41.8			2.4			5.3		
Green Ext Time (p_c), s	0.3			10.2			0.0			1.8		
Intersection Summary												
HCM 6th Ctrl Delay				13.2								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary 7: Marietta Rd & Bolton Rd

DRI 3097 Bolton Mixed Use 2020060
PM Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	409	94	28	750	4	370	0	35	8	2	5
Future Volume (veh/h)	6	409	94	28	750	4	370	0	35	8	2	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	445	102	30	815	4	402	0	38	8	2	5
Peak Hour Factor	0.98	0.92	0.92	0.92	0.92	0.98	0.92	0.98	0.92	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	757	172	77	920	4	576	0	44	390	108	204
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.36	0.00	0.36	0.36	0.36	0.36
Sat Flow, veh/h	6	1470	334	34	1787	9	1305	0	123	844	304	574
Grp Volume(v), veh/h	553	0	0	849	0	0	440	0	0	15	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	0	1829	0	0	1428	0	0	1723	0	0
Q Serve(g_s), s	0.0	0.0	0.0	10.9	0.0	0.0	17.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	13.2	0.0	0.0	25.8	0.0	0.0	17.8	0.0	0.0	0.3	0.0	0.0
Prop In Lane	0.01		0.18	0.04		0.00	0.91		0.09	0.53		0.33
Lane Grp Cap(c), veh/h	991	0	0	1002	0	0	620	0	0	702	0	0
V/C Ratio(X)	0.56	0.00	0.00	0.85	0.00	0.00	0.71	0.00	0.00	0.02	0.00	0.00
Avail Cap(c_a), veh/h	1050	0	0	1062	0	0	640	0	0	724	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.5	0.0	0.0	13.5	0.0	0.0	18.5	0.0	0.0	13.0	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	6.3	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	0.0	9.2	0.0	0.0	5.4	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.1	0.0	0.0	19.7	0.0	0.0	22.1	0.0	0.0	13.0	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	C	A	A	B	A	A
Approach Vol, veh/h		553			849			440			15	
Approach Delay, s/veh		11.1			19.7			22.1			13.0	
Approach LOS		B			B			C			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		26.1		35.9		26.1		35.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		21.0		32.0		21.0		32.0				
Max Q Clear Time (g_c+l1), s		19.8		15.2		2.3		27.8				
Green Ext Time (p_c), s		0.3		3.1		0.0		2.1				
Intersection Summary												
HCM 6th Ctrl Delay			17.7									
HCM 6th LOS			B									

HCM 6th TWSC
8: Marietta Blvd & Bolton Market Dr

DRI 3097 Bolton Mixed Use 2020060
AM Build

Intersection

Int Delay, s/veh 140.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	94	81	97	737	1568	129
Future Vol, veh/h	94	81	97	737	1568	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	96	83	99	752	1600	132

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	2240	866	1732	0	-
Stage 1	1666	-	-	-	-
Stage 2	574	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	~ 36	297	360	-	-
Stage 1	139	-	-	-	-
Stage 2	527	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	~ 19	297	360	-	-
Mov Cap-2 Maneuver	~ 19	-	-	-	-
Stage 1	~ 73	-	-	-	-
Stage 2	527	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, \$	2147.2	5.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	360	-	34	-	-
HCM Lane V/C Ratio	0.275	-	5.252	-	-
HCM Control Delay (s)	18.7	3.5	2147.2	-	-
HCM Lane LOS	C	A	F	-	-
HCM 95th %tile Q(veh)	1.1	-	21.2	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
8: Marietta Blvd & Bolton Market Dr

DRI 3097 Bolton Mixed Use 2020060
PM Build

Intersection

Int Delay, s/veh 108.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	124	85	74	1808	1241	65
Future Vol, veh/h	124	85	74	1808	1241	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	127	87	76	1845	1266	66

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	2374	666	1332	0	-
Stage 1	1299	-	-	-	-
Stage 2	1075	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	~ 29	402	514	-	-
Stage 1	220	-	-	-	-
Stage 2	289	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	~ 29	402	514	-	-
Mov Cap-2 Maneuver	~ 29	-	-	-	-
Stage 1	220	-	-	-	-
Stage 2	289	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, \$	1766.3	0.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	514	-	47	-	-
HCM Lane V/C Ratio	0.147	-	4.538	-	-
HCM Control Delay (s)	13.2	\$	1766.3	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.5	-	24.1	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary 8: Marietta Blvd & Bolton Market Dr

DRI 3097 Bolton Mixed Use 2020060
AM Build

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Traffic Volume (veh/h)	94	81	97	737	1568	129
Future Volume (veh/h)	94	81	97	737	1568	129
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	96	83	99	752	1600	132
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	139	120	223	1526	2457	201
Arrive On Green	0.15	0.15	1.00	1.00	1.00	1.00
Sat Flow, veh/h	899	777	213	2151	3420	272
Grp Volume(v), veh/h	180	0	258	593	848	884
Grp Sat Flow(s),veh/h/ln	1686	0	661	1617	1777	1821
Q Serve(g_s), s	7.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.6	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.53	0.46	0.38			0.15
Lane Grp Cap(c), veh/h	261	0	555	1194	1312	1345
V/C Ratio(X)	0.69	0.00	0.46	0.50	0.65	0.66
Avail Cap(c_a), veh/h	405	0	555	1194	1312	1345
HCM Platoon Ratio	1.00	1.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.66	0.66
Uniform Delay (d), s/veh	30.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.2	0.0	2.8	1.5	1.6	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.4	0.5	0.6	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	33.2	0.0	2.8	1.5	1.6	1.7
LnGrp LOS	C	A	A	A	A	A
Approach Vol, veh/h	180			851	1732	
Approach Delay, s/veh	33.2			1.9	1.7	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		59.4		15.6		59.4
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		47.0		16.0		47.0
Max Q Clear Time (g_c+I1), s		2.0		9.6		2.0
Green Ext Time (p_c), s		9.3		0.3		18.2

Intersection Summary

HCM 6th Ctrl Delay 3.8
HCM 6th LOS A

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary 8: Marietta Blvd & Bolton Market Dr

DRI 3097 Bolton Mixed Use 2020060
PM Build

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	124	85	74	1808	1241	65
Future Volume (veh/h)	124	85	74	1808	1241	65
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	127	87	76	1845	1266	66
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	167	114	107	2302	2558	133
Arrive On Green	0.17	0.17	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1002	687	87	3178	3530	179
Grp Volume(v), veh/h	215	0	1026	895	654	678
Grp Sat Flow(s),veh/h/ln	1697	0	1563	1617	1777	1838
Q Serve(g_s), s	10.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.9	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.59	0.40	0.07			0.10
Lane Grp Cap(c), veh/h	283	0	1206	1204	1323	1368
V/C Ratio(X)	0.76	0.00	0.85	0.74	0.49	0.50
Avail Cap(c_a), veh/h	339	0	1206	1204	1323	1368
HCM Platoon Ratio	1.00	1.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.81	0.81
Uniform Delay (d), s/veh	35.8	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	8.0	0.0	7.6	4.2	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	2.6	1.4	0.4	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.8	0.0	7.6	4.2	1.1	1.0
LnGrp LOS	D	A	A	A	A	A
Approach Vol, veh/h	215			1921	1332	
Approach Delay, s/veh	43.8			6.0	1.1	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		71.0		19.0		71.0
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		62.0		16.0		62.0
Max Q Clear Time (g_c+l1), s		2.0		12.9		2.0
Green Ext Time (p_c), s		28.2		0.2		11.4

Intersection Summary

HCM 6th Ctrl Delay 6.5
HCM 6th LOS A

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th TWSC
9: Chattahoochee Ave & Bolton Market Dr

DRI 3097 Bolton Mixed Use 2020060
AM Build

Intersection

Int Delay, s/veh 2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	36	205	28	47	132
Future Vol, veh/h	30	36	205	28	47	132
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	37	209	29	48	135

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	455	224	0	0	238
Stage 1	224	-	-	-	-
Stage 2	231	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	563	815	-	-	1329
Stage 1	813	-	-	-	-
Stage 2	807	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	541	815	-	-	1329
Mov Cap-2 Maneuver	541	-	-	-	-
Stage 1	781	-	-	-	-
Stage 2	807	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	2.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	662	1329
HCM Lane V/C Ratio	-	-	0.102	0.036
HCM Control Delay (s)	-	-	11.1	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

HCM 6th TWSC
9: Chattahoochee Ave & Bolton Market Dr

DRI 3097 Bolton Mixed Use 2020060
PM Build

Intersection

Int Delay, s/veh 1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	40	143	29	33	328
Future Vol, veh/h	28	40	143	29	33	328
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	41	146	30	34	335

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	564	161	0	0	176
Stage 1	161	-	-	-	-
Stage 2	403	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	487	884	-	-	1400
Stage 1	868	-	-	-	-
Stage 2	675	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	472	884	-	-	1400
Mov Cap-2 Maneuver	472	-	-	-	-
Stage 1	842	-	-	-	-
Stage 2	675	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	650	1400
HCM Lane V/C Ratio	-	-	0.107	0.024
HCM Control Delay (s)	-	-	11.2	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

HCM 6th TWSC
10: Marietta Blvd & South Dr

DRI 3097 Bolton Mixed Use 2020060
AM Build

Intersection

Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	20	41	814	1608	41
Future Vol, veh/h	3	20	41	814	1608	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	20	42	831	1641	42

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2162	842	1683	0	-	0
Stage 1	1662	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	40	308	376	-	-	-
Stage 1	140	-	-	-	-	-
Stage 2	575	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	32	308	376	-	-	-
Mov Cap-2 Maneuver	32	-	-	-	-	-
Stage 1	111	-	-	-	-	-
Stage 2	575	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.6	2.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	376	-	145	-	-
HCM Lane V/C Ratio	0.111	-	0.162	-	-
HCM Control Delay (s)	15.8	1.5	34.6	-	-
HCM Lane LOS	C	A	D	-	-
HCM 95th %tile Q(veh)	0.4	-	0.6	-	-

HCM 6th TWSC
10: Marietta Blvd & South Dr

DRI 3097 Bolton Mixed Use 2020060
PM Build

Intersection

Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	29	16	1853	1310	16
Future Vol, veh/h	4	29	16	1853	1310	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	30	16	1891	1337	16

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2323	677	1353	0	-	0
Stage 1	1345	-	-	-	-	-
Stage 2	978	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	31	395	504	-	-	-
Stage 1	207	-	-	-	-	-
Stage 2	325	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	31	395	504	-	-	-
Mov Cap-2 Maneuver	31	-	-	-	-	-
Stage 1	207	-	-	-	-	-
Stage 2	325	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	32.7	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	504	-	163	-	-
HCM Lane V/C Ratio	0.032	-	0.207	-	-
HCM Control Delay (s)	12.4	0	32.7	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

HCM 6th TWSC
11: Chattahoochee Ave & SW Drive

DRI 3097 Bolton Mixed Use 2020060
AM Build

Intersection

Int Delay, s/veh 0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	6	246	38	19	143
Future Vol, veh/h	12	6	246	38	19	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	6	251	39	19	146

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	455	271	0	0	290
Stage 1	271	-	-	-	-
Stage 2	184	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	563	768	-	-	1272
Stage 1	775	-	-	-	-
Stage 2	848	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	554	768	-	-	1272
Mov Cap-2 Maneuver	554	-	-	-	-
Stage 1	763	-	-	-	-
Stage 2	848	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	611	1272
HCM Lane V/C Ratio	-	-	0.03	0.015
HCM Control Delay (s)	-	-	11.1	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC
11: Chattahoochee Ave & SW Drive

DRI 3097 Bolton Mixed Use 2020060
PM Build

Intersection

Int Delay, s/veh 0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	12	164	8	4	352
Future Vol, veh/h	24	12	164	8	4	352
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	12	167	8	4	359

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	538	171	0	0	175
Stage 1	171	-	-	-	-
Stage 2	367	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	504	873	-	-	1401
Stage 1	859	-	-	-	-
Stage 2	701	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	502	873	-	-	1401
Mov Cap-2 Maneuver	502	-	-	-	-
Stage 1	856	-	-	-	-
Stage 2	701	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	585	1401
HCM Lane V/C Ratio	-	-	0.063	0.003
HCM Control Delay (s)	-	-	11.6	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0