TRAFFIC IMPACT STUDY FOR

DRI #3489
PROJECT REVIVE:
CSX TILFORD YARD
INDUSTRIAL DEVELOPMENT

DATE:
December 13, 2021

LOCATION:
City of Atlanta, Georgia

PREPARED FOR:
Tilford Land Partners, LLC
1776 Peachtree Street
Suite 100
Atlanta, GA 30309

PREPARED BY:
NV5 Engineers and Consultants, Inc.
1255 Canton Street, Suite G
Roswell, GA 30075
(678) 795-3600

NV5
nv5.com

Executive Summary

A new 1,466,220 square-foot industrial development will be built along Marietta Road at the former site of the Tilford CSX railyard in the City of Atlanta, Georgia. The development is expected to be built out by 2023 and will generate a total of 4,239 new daily trips. Of these daily volumes, 222 new trips (180 entering and 42 exiting) are expected to occur in the AM peak hour and 309 new trips (129 entering and 180 exiting) are expected to occur in the PM peak hour. The zoning for the site area is not expected to change, remaining as an industrial land use.

The development will contain three (3) full access points to/from the site. Two (2) full-access drives will provide direct access to/from the site along Marietta Road. One (1) drive will provide direct truck and shared van access to/from the site along Thomas Street via Marietta Boulevard. All three (3) access points are positioned on the west side of both Marietta Road and Marietta Boulevard. Existing intersections adjacent to the planned development were evaluated to determine if new roadway geometries or traffic controls will be needed once the new development is built.

The following intersections evaluated in this study are:

1. Marietta Road at Bolton Road
2. Marietta Road at La Dawn Lane
3. Marietta Road at Site Driveway 1
4. Marietta Road at Carroll Drive
5. Marietta Road at Laurel Avenue/Annie Street/Site Driveway 2
6. Marietta Road at Thomas Street
7. Marietta Road at West Marietta Street
8. Marietta Boulevard at Thomas Street Extension/Site Driveway 3
9. Marietta Boulevard at Carroll Drive
10. Marietta Boulevard at Chattahoochee Avenue
11. Marietta Boulevard at Bolton Road

The new development calls for a grade-separation of the existing Marietta Road at Thomas Street intersection in future years. At build-out, Thomas Street will extend from Marietta Road to the site underneath the Marietta Road overpass bridge. Thomas Street will operate as Site Driveway 3, providing direct truck and shared van access to/from the development without intersecting with Marietta Road as it does in existing conditions. Additionally, at build-out, a mini-roundabout will be installed at the Marietta Road at Laurel Avenue/Annie Street intersection as another infrastructure improvement. The developer wishes to install the roundabout to properly accommodate seasonal traffic volumes to/from the site on local roadway networks that lead towards Marietta Boulevard.

From the conducted analysis, no additional mitigations beyond those already planned by the development will be needed for the new development.

To receive the Notice of Decision Request for Non-Expedited DRI 3489 Project Revive, the following general conditions and roadway improvement conditions are recommended:

General Conditions:

Pedestrian, Bicycle, and Transit Facilities

- Provide pedestrian crossing striping across the Marietta Boulevard at Thomas Street Extension eastbound, northbound, and southbound intersection approaches.

Roadway Improvement Conditions:

Marietta Road at Site Driveway 1

- Install a side-street stop control sign for Site Driveway 1.

Marietta Road at Laurel Avenue/Site Driveway 2

- Install a mini-roundabout to accommodate traffic volumes to/from the site on local roadway networks that lead towards Marietta Road.

Marietta Road at Thomas Street Extension/Site Driveway 3

- Convert the existing side-street stop control intersection to signalized control and coordinate signal timing plans with the existing signal at Marietta Boulevard and Carroll Drive.
- Construct a dedicated eastbound left turn lane and right turn lane on Thomas Street Extension.
- Provide a dedicated northbound left turn lane on Marietta Boulevard.

Marietta Boulevard at Chattahoochee Avenue

- Optimize signal timing plans to ensure Marietta Boulevard can accommodate future traffic growth.

Marietta Boulevard at Bolton Road

- Optimize signal timing plans to ensure Marietta Boulevard and Bolton Road can accommodate future traffic growth.

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A. Introduction

A new 1,466,220 square-foot industrial development will be built along Marietta Road at the former site of the Tilford CSX railyard in the City of Atlanta, Georgia.

The development will contain three (3) full access points to/from the site. Two (2) full-access drives will provide direct access to/from the site along Marietta Road. One (1) driveway will provide direct truck and shared van access to/from the site along Thomas Street via Marietta Boulevard. All three (3) of these access points are positioned on the west side of both Marietta Road and Marietta Boulevard.

The purpose of this assessment is to identify the traffic expected to be generated by new vehicular trips when the development is complete in the year 2023. The full traffic study includes existing traffic volumes (2021), future traffic volumes (2023), trip generation, directional distribution, and anticipated traffic impacts at the following intersections:

1. Marietta Road at Bolton Road
2. Marietta Road at La Dawn Lane
3. Marietta Road at Site Driveway 1
4. Marietta Road at Carroll Drive
5. Marietta Road at Laurel Avenue/Annie Street/Site Driveway 2
6. Marietta Road at Thomas Street
7. Marietta Road at West Marietta Street
8. Marietta Boulevard at Thomas Street Extension/Site Driveway 3
9. Marietta Boulevard at Carroll Drive
10. Marietta Boulevard at Chattahoochee Avenue
11. Marietta Boulevard at Bolton Road

Figure 1 shows the site location. Figure 2 shows an aerial of the area and the study intersections in relation to the layout of the site. The site plan is provided in Appendix A.

Figure 1. Vicinity Map

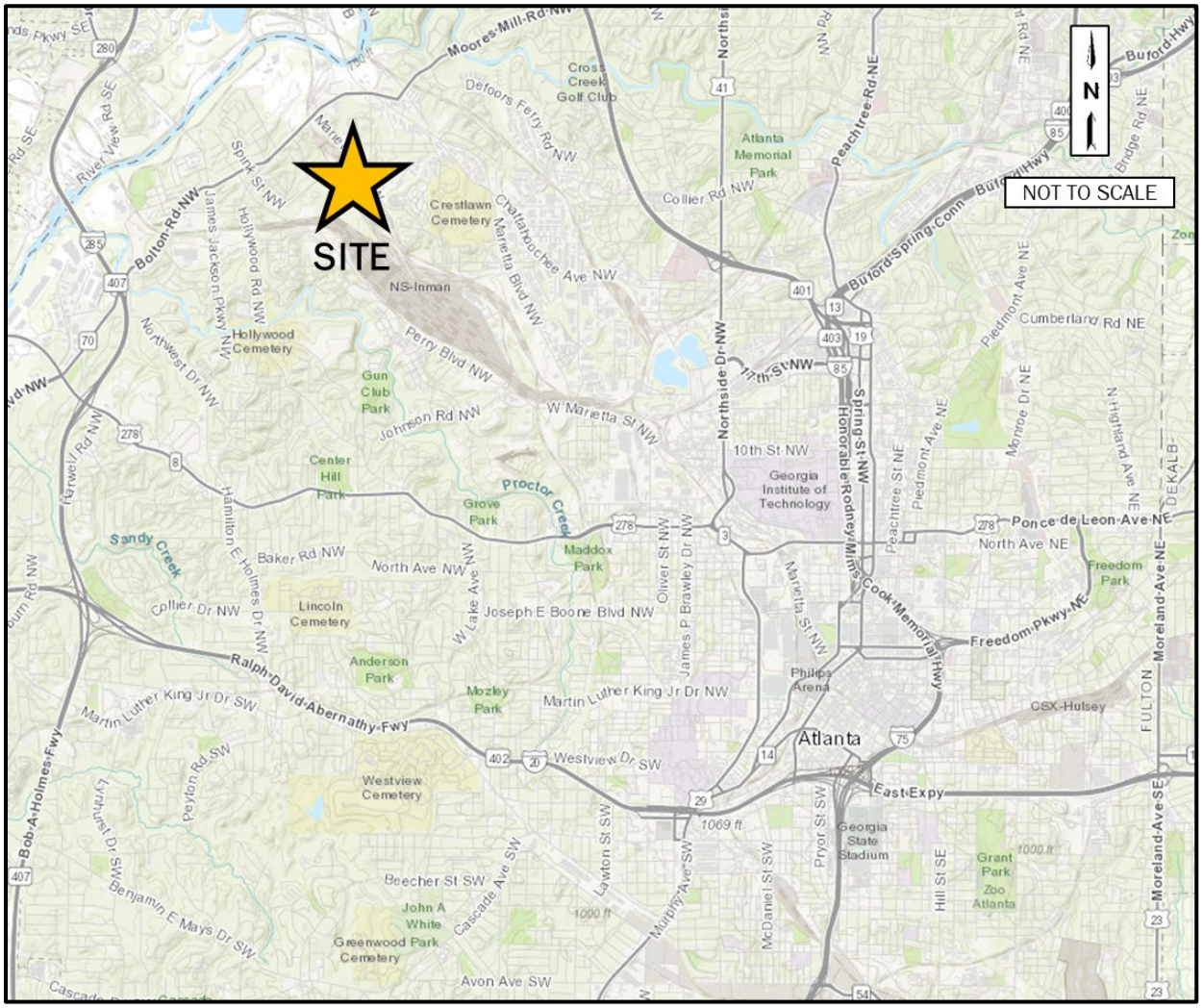
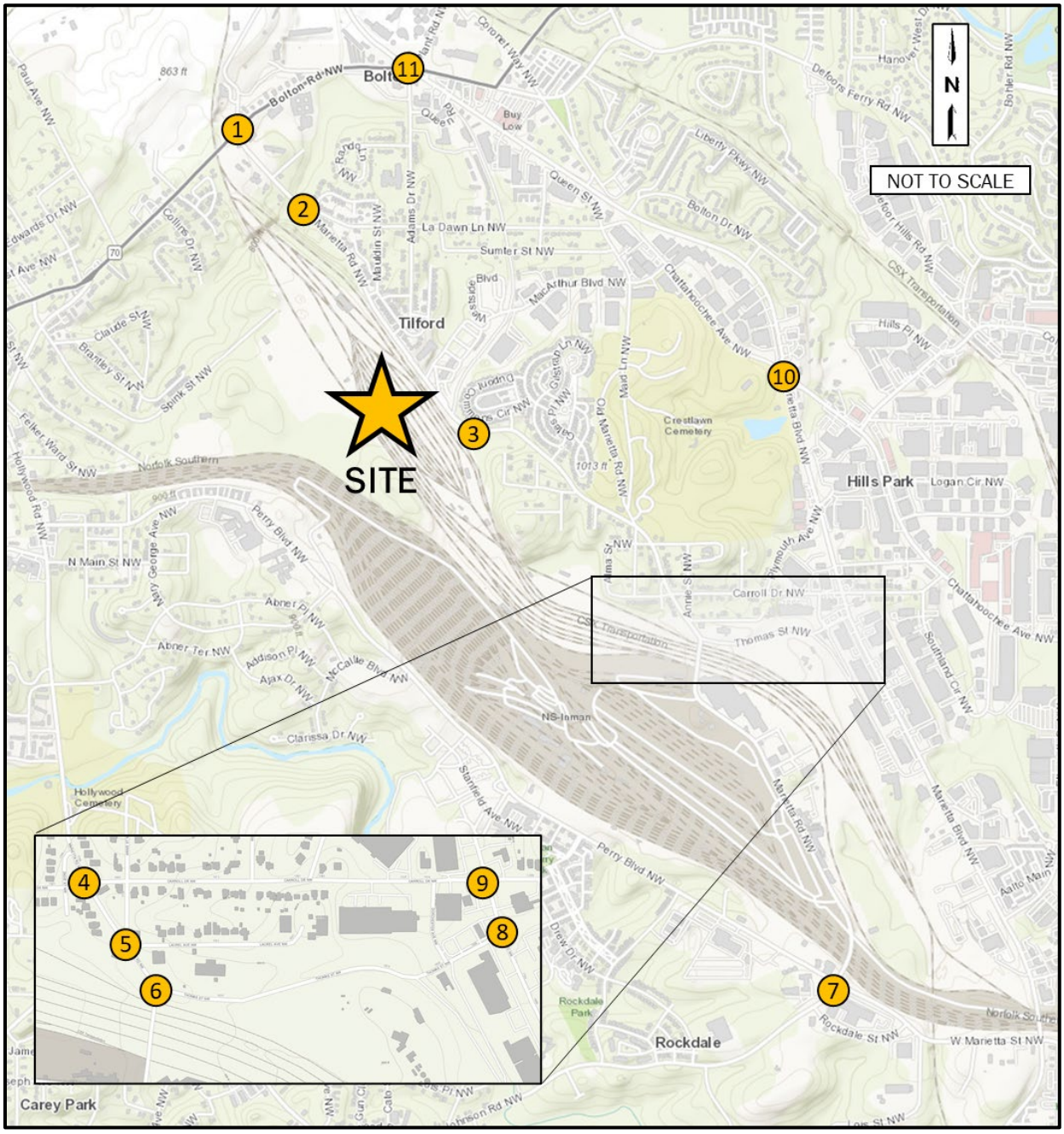


Figure 2. Site Location Aerial



LEGEND	
1. Marietta Road at Bolton Road	7. Marietta Road at W Marietta Street
2. Marietta Road at La Dawn Lane	8. Marietta Boulevard at Thomas Street Extension / Site Driveway 3
3. Marietta Road at Site Driveway 1	9. Marietta Boulevard at Carroll Drive
4. Marietta Road at Carroll Drive	10. Marietta Boulevard at Chattahoochee Ave
5. Marietta Road at Laurel Avenue/Annie Street/Site Driveway 2	11. Marietta Boulevard at Bolton Road
6. Marietta Road at Thomas Street	

A.1. Programmed Regional Transportation Improvements

Regional transportation improvements were investigated using the Atlanta Regional Commission's (ARC's) Transportation Improvement Program (TIP), the GDOT GeoPI, and the City of Atlanta project databases to verify if any large-scale infrastructure projects are planned in the immediate area.

Table 1 identifies major transportation improvements near the proposed development. Programmed project reports and transportation improvement program scope details are provided in Appendix B.

Table 1: Programmed Projects Near Site

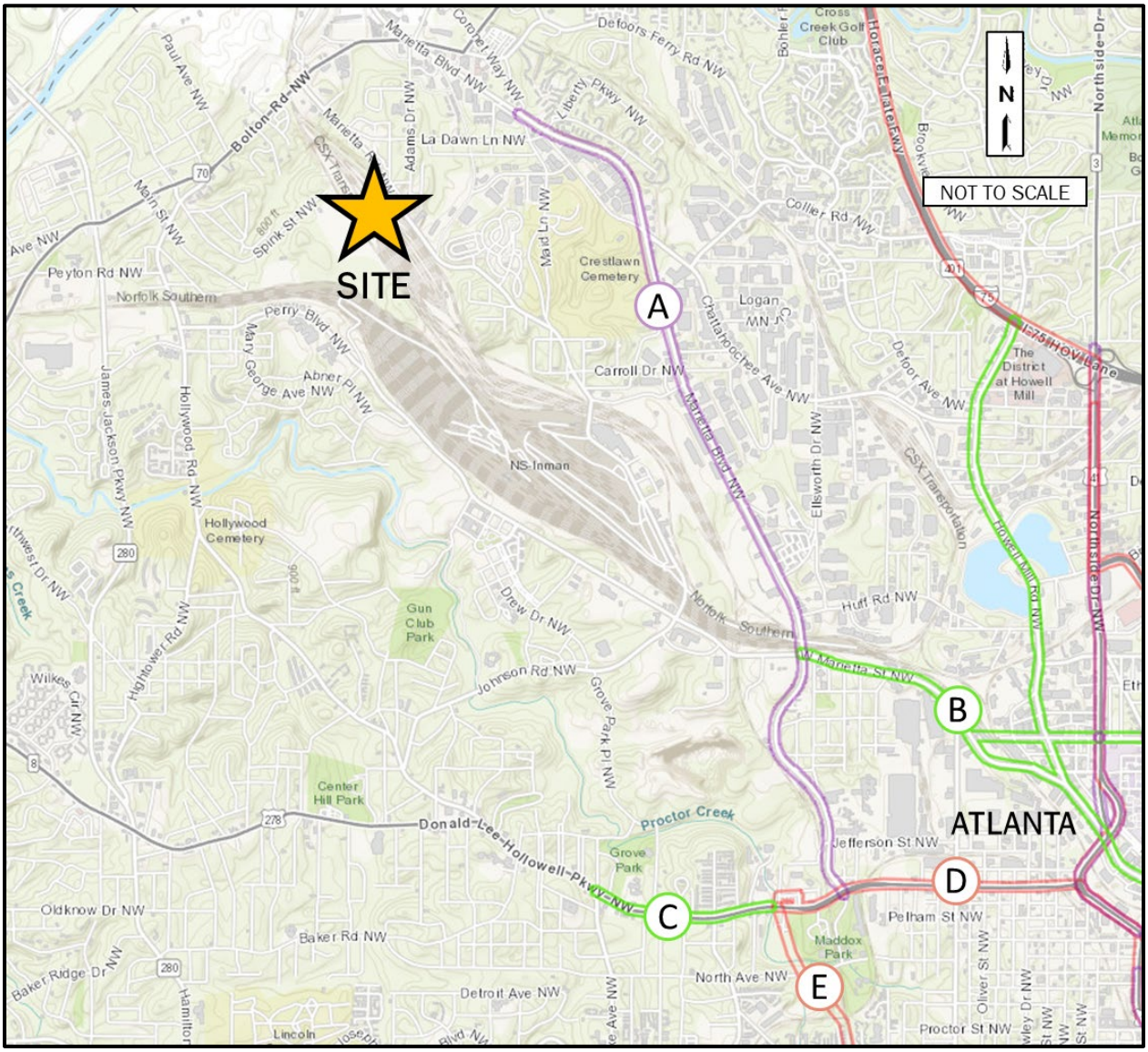
Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
Roundabout Installation	Marietta Road at Carroll Drive	City of Atlanta	N/A	N/A	N/A	N/A	N/A
Marietta Boulevard Road Reconstruction	Coronet Way / Donald Lee (DL) Hollowell Parkway	City of Atlanta	0017803	AT-373	TBD	N/A	N/A
Cycle Atlanta Phase 1.0	Various Locations	City of Atlanta	0014993	AT-277A	2030	N/A	N/A
Hollowell Parkway Pedestrian Facility	W Lake Avenue and Florence Place / Proctor Creek	City of Atlanta	0010322	AT-240	TBD	N/A	N/A
North Avenue Corridor High-Capacity Premium Transit Service	MARTA North Avenue Station / MARTA Bankhead Station	MARTA	N/A	AR-491B	2050	N/A	N/A
Atlanta Streetcar Northwest BeltLine Corridor	Langhorn Street / MARTA Bankhead Station	MARTA	N/A	AR-490F	2050	N/A	N/A

The project boundaries of the DRI border the Marietta Boulevard Road Reconstruction and Cycle Atlanta Phase 1.0 programmed transportation projects. All other programmed or planned transportation projects are within a general distance to the DRI location. The DRI should not conflict with programmed or planned transportation projects.

Although other long-range regional transportation improvements are programmed for after the 2023 build out of the planned development, they are considered significant improvements expected to occur in the study area by 2050 and thus are not considered in this study.

Figure 3 shows these Regional TIPs in relation to the site location.

Figure 3. Regional Transportation Improvement Programs



ARC TIP LEGEND	
A	AT-373
B	AT-277A
C	AT-240
D	AR-491B
E	AR-490F

A.2. Other Planned Infrastructure Projects

Additional planned City of Atlanta infrastructure projects were also recorded from the City of Atlanta's Transportation Plan for the Georgia Regional Transportation Authority (GRTA) and their record-keeping processes.

Table 2 identifies planned transportation improvement projects near the proposed development. These projects do not yet have an estimated design year or implementation year.

Table 2: Planned Projects Near Site

Project Name	From / To Points:	Potential Sponsor	Project ID #	Project Timeline	Planning Document
Proctor Creek Greenway	Johnson Road / Bankhead MARTA Station	City of Atlanta	BI-016	TBD	City of Atlanta's Transportation Plan
Habershal Drive Extension	Existing Terminus / Grove Park Place	City of Atlanta	NS-026	TBD	City of Atlanta's Transportation Plan
Huff Road Reconstruction	Marietta Boulevard / CSX railroad	City of Atlanta	ST-068	TBD	City of Atlanta's Transportation Plan
Northwest Regional High-Capacity Transit Corridor	Marietta Boulevard at Chattahoochee River / Lindberg MARTA Station	City of Atlanta	TR-003	TBD	City of Atlanta's Transportation Plan
Atlanta BeltLine Northwest Corridor High-Capacity Transit	DL Hollowell Parkway / Armour-Lindberg	City of Atlanta	TR-031	TBD	City of Atlanta's Transportation Plan
Marietta Boulevard Multimodal Street Reconstruction	W Marietta Street / DL Hollowell Parkway	City of Atlanta	SA-029	TBD	City of Atlanta's Transportation Plan

B. Existing Conditions

B.1. Project Phasing

The development is planned to be completed in a single phase by 2023.

B.2. Transportation Facilities and LOS Standards

Marietta Boulevard is a four-lane undivided minor arterial roadway that runs north-south. Access to Marietta Boulevard is located approximately 1 mile east of the site and can be accessed either by Carroll Drive or Thomas Street. It has a posted speed limit of 45 miles per hour (MPH) and provides access to several commercial land uses along its corridor.

West Marietta Street is a two-lane undivided minor arterial roadway that runs east-west. Access to West Marietta Street is located approximately 1.7 miles southeast of the site and can be accessed either by Marietta Boulevard or Howell Mill Road. It has a posted speed limit of 35 MPH and provides access to several industrial land uses along its corridor.

Bolton Road is a two-lane undivided minor arterial roadway that runs east-west. Access to Bolton Road is located approximately 1 mile northwest of the site and can be accessed either by Marietta Boulevard or Marietta Road. It has a posted speed limit of 35 MPH and provides access to several commercial, retail, and some residential land uses along its corridor.

Chattahoochee Avenue is a two-lane undivided major collector roadway that runs east-west. Access to Chattahoochee is located approximately 1 mile northeast of the site and can be accessed by Marietta Boulevard. It has a posted speed limit of 35 MPH and provides access to several industrial and some residential land uses along its corridor.

Marietta Road is a two-lane undivided local roadway that runs north-south. Marietta Road intersects with La Dawn Lane approximately 0.5 miles north of the development and with Thomas Street approximately 0.8 miles south of the development. It has a posted speed limit of 35 MPH and provides an outlet for several single-family residential houses.

Carroll Drive is a two-lane undivided local roadway that runs east-west. Carroll Drive intersects with Marietta Road at the development. This local road spans 0.4 miles between Marietta Road and Marietta Boulevard, providing access to several single-family residential houses. It has a posted speed limit of 30 MPH.

Laurel Avenue is a dead-end two-lane undivided local roadway that runs east-west. Laurel Avenue intersects with Marietta Road and Annie Street at the development as a five-legged intersection. It spans 0.4 miles between Marietta Road and Marietta Boulevard, providing access to several single-family residential houses. It has a posted speed limit of 25 MPH.

Annie Street is a two-lane undivided local roadway that runs north-south. Annie Street intersects with Marietta Road and Laurel Avenue at the development as a five-legged intersection. It spans 275 feet between Carroll Drive and Laurel Avenue, providing access to single-family residential homes. It has a posted speed limit of 25 MPH.

La Dawn Lane is a two-lane undivided local roadway that runs east-west. La Dawn Lane intersects with Marietta Road approximately 0.65 miles northwest of the development. It has a posted speed limit of 25 MPH and provides an outlet for several single-family residential houses.

Thomas Street is a two-lane undivided local roadway that runs east-west. Thomas Street operates as a private drive, intersecting with Marietta Road at the development. It spans 0.2 miles between Marietta Road and Marietta Boulevard, providing gated access to several private businesses. It does not have a posted speed limit.

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

B.3. Transit

MARTA Bus Routes 1, 14, 26, and 60 currently operate along the site area boundary on Marietta Boulevard and Bolton Road. There are no other existing transit routes within the bounds of the site area. The nearest High-Capacity Transit Station is the MARTA Green Line Bankhead Station, located approximately 2 miles southeast of the site. Bankhead MARTA Station has 11 available parking spaces as its transit stop ridership amenity.

B.4. Pedestrian and Bicycle Facilities

There is limited bicycle infrastructure within the site area boundary. Many bicycle-friendly roads bisect and surround the site area, with trail access connecting Marietta Road with Marietta Boulevard directly north of the site in the Bolton neighborhood area.

B.5. Traffic Counts

Turning movement counts (TMCs) and 24-hour bi-directional counts were collected at the following locations on November 18, 2020:

- Marietta Road at Bolton Road (ID 1)
- Marietta Road at La Dawn Lane (ID 2)
- Marietta Road at Carroll Drive (ID 4)
- Marietta Road at Laurel Avenue/Annie Street (ID 5)
- Marietta Road at Thomas Street (ID 6)
- Marietta Road at West Marietta Street (ID 7)
- Marietta Boulevard at Thomas Street Extension (ID 8)
- Marietta Boulevard at Carroll Drive (ID 9)

Count data identified at the Marietta Road and West Marietta Street intersection include turning movements from a 2019 Marietta Road Operations Improvement and Bridge Replacement Project report provided by the City of Atlanta. These turning movements were grown to match the count data of the above intersections for analysis. 24-hour bi-directional counts were also collected in November 2020 on Marietta Road, south of Thomas Street.

Duplicate TMCs were collected more recently at the following study intersection locations on October 21, 2021 for traffic count comparison purposes:

- Marietta Road at Laurel Avenue/Annie Street (ID 5)
- Marietta Road at West Marietta Street (ID 7)
- Marietta Boulevard at Carroll Drive (ID 9)

Additional TMCs were collected at the following study intersections on November 4, 2021 for traffic count comparison purposes and to the expand the study network, as requested by GRTA:

- Marietta Boulevard at Chattahoochee Avenue (ID 10)
- Marietta Boulevard at Bolton Road (ID 11)

Additional 24-hour bi-directional counts were also collected in November 2021 on Marietta Road, north of Marietta Street, to compare with November 2020 bi-directional counts collected on Marietta Road, south of Thomas Street. Another 24-hour bidirectional count was also collected by NV5 in November 2021 on Marietta Street, south of La Dawn Lane.

Traffic Count data is provided in Appendix C.

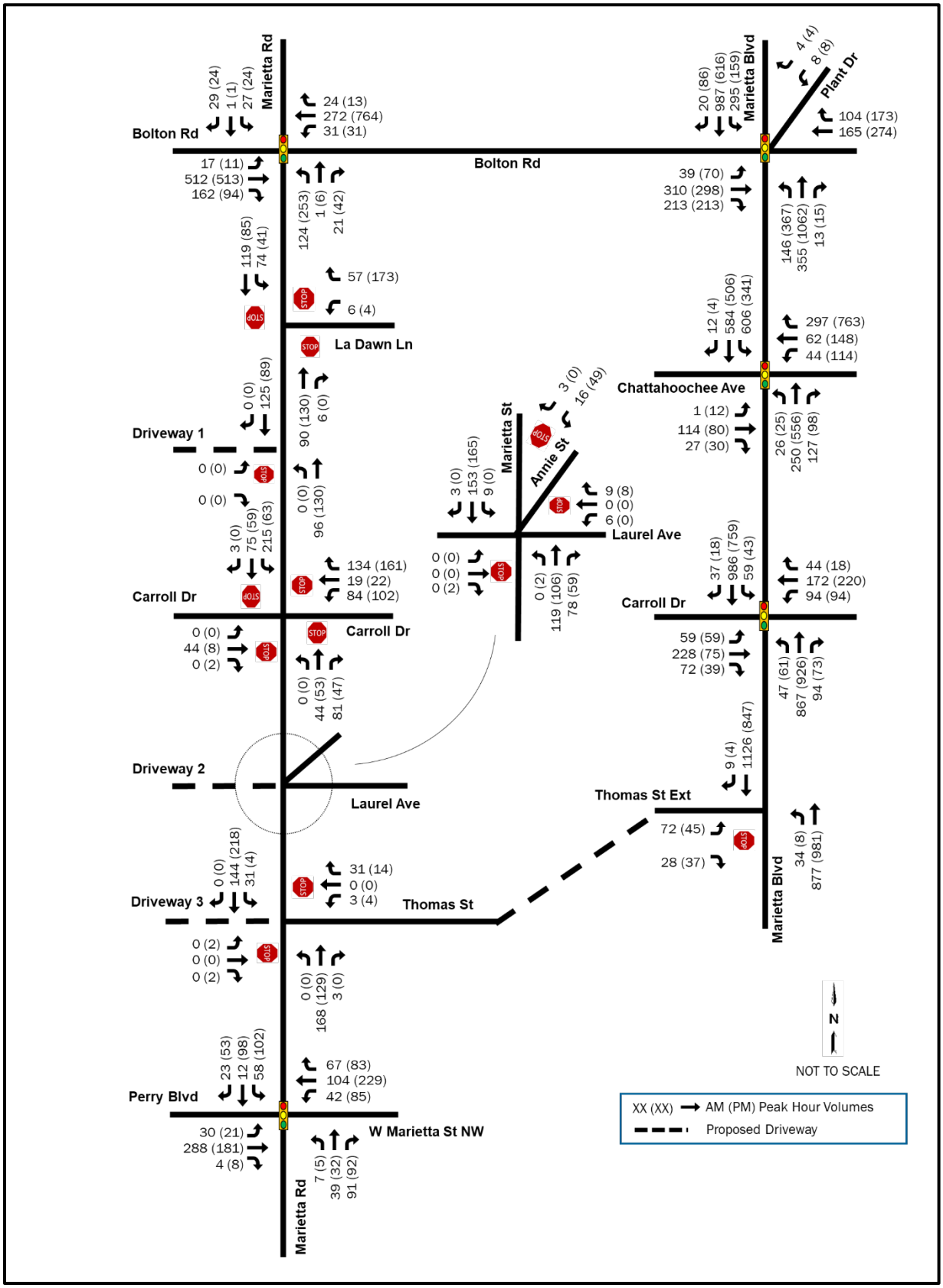
B.6. Baseline Adjustments

Per Georgia Regional Transit Authority (GRTA) DRI methodology guidelines, peak hour adjustment were made for the November 2020 traffic counts to account for the influence of the COVID pandemic. The adjustment factors developed in this analysis utilize historic count data from the Georgia Department of Transportation (GDOT's) Traffic Analysis and Data Application (TADA) databases.

Bi-directional traffic counts recorded in March 2019 by GDOT along Marietta Road, north of Thomas Street, were compared to bi-directional counts collected by NV5 in both November 2020 and November 2021 along Marietta Road, south of Thomas Street and north of West Marietta Street. The analyzed AM and PM peak hour factors were determined to be 3.12 and 2.04, respectively. These peak hour adjustment factors were applied to all study intersections with November 2020 traffic count data. Adjusted traffic count data was also balanced accordingly to reflect traffic count data collected in October and November of 2021.

Figure 4 depicts the existing traffic volumes with peak hour adjustment factors and balanced volumes applied. The No-Build and Build scenarios in the study utilize these volumes as baseline conditions. Supporting data used in this analysis is also provided in Appendix D.

Figure 4. 2021 Existing Traffic Volumes



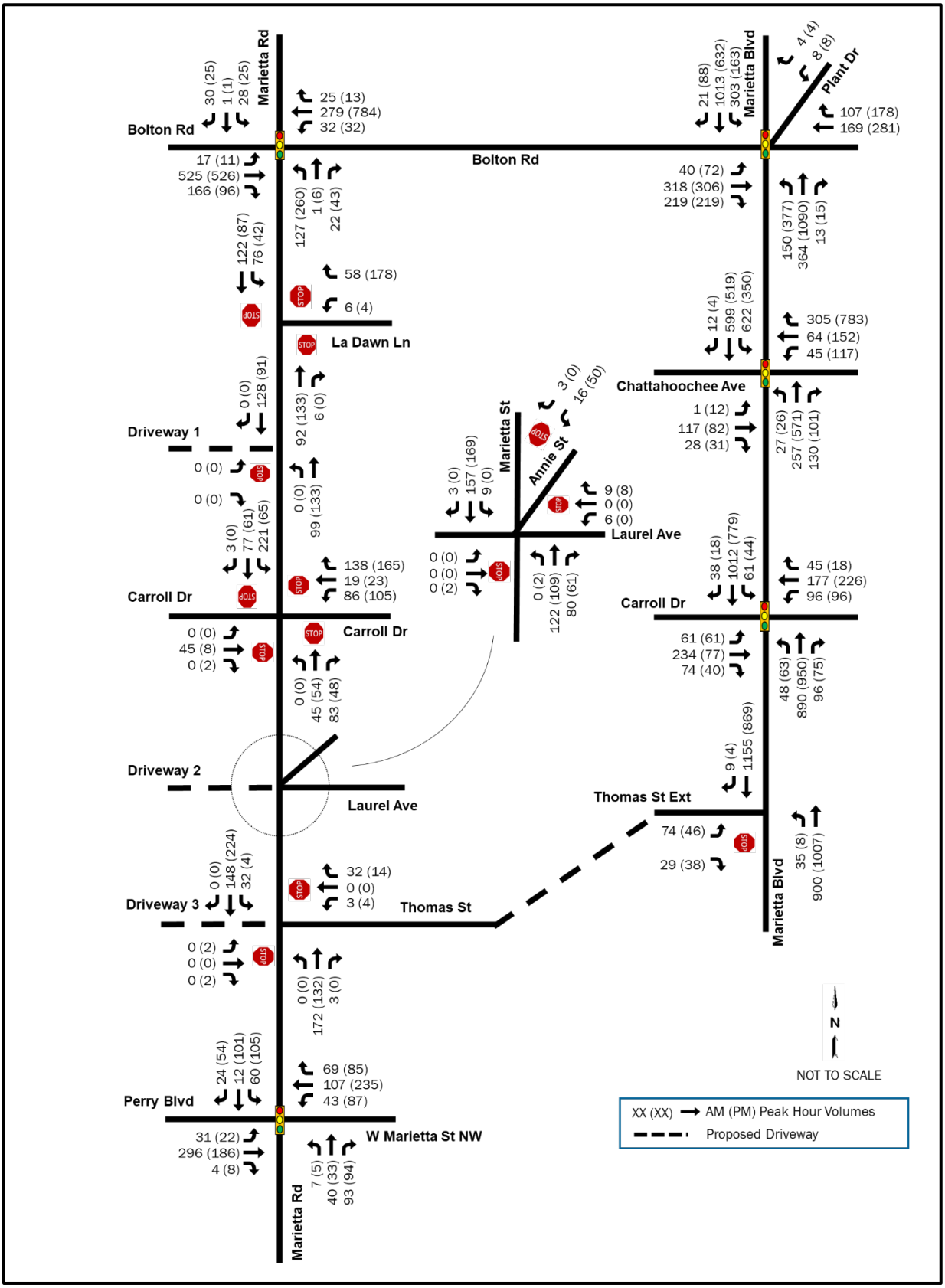
C. Future Conditions

C.1. Background Growth

The growth rate in the study area is based on an analysis of historic traffic count data collected by the Georgia Department of Transportation (GDOT). The project is expected to be built out by the end of 2023. To account for future traffic growth, the 2021 base year traffic volumes were grown by 1.3% for two (2) years to develop the 2023 No-Build and 2023 Build Traffic Volumes.

Figure 5 depicts the 2023 No-Build traffic volumes, with peak hour adjustment factors applied to them.

Figure 5. 2023 No-Build Traffic Volumes



C.2. Traffic Diversions in Future Years

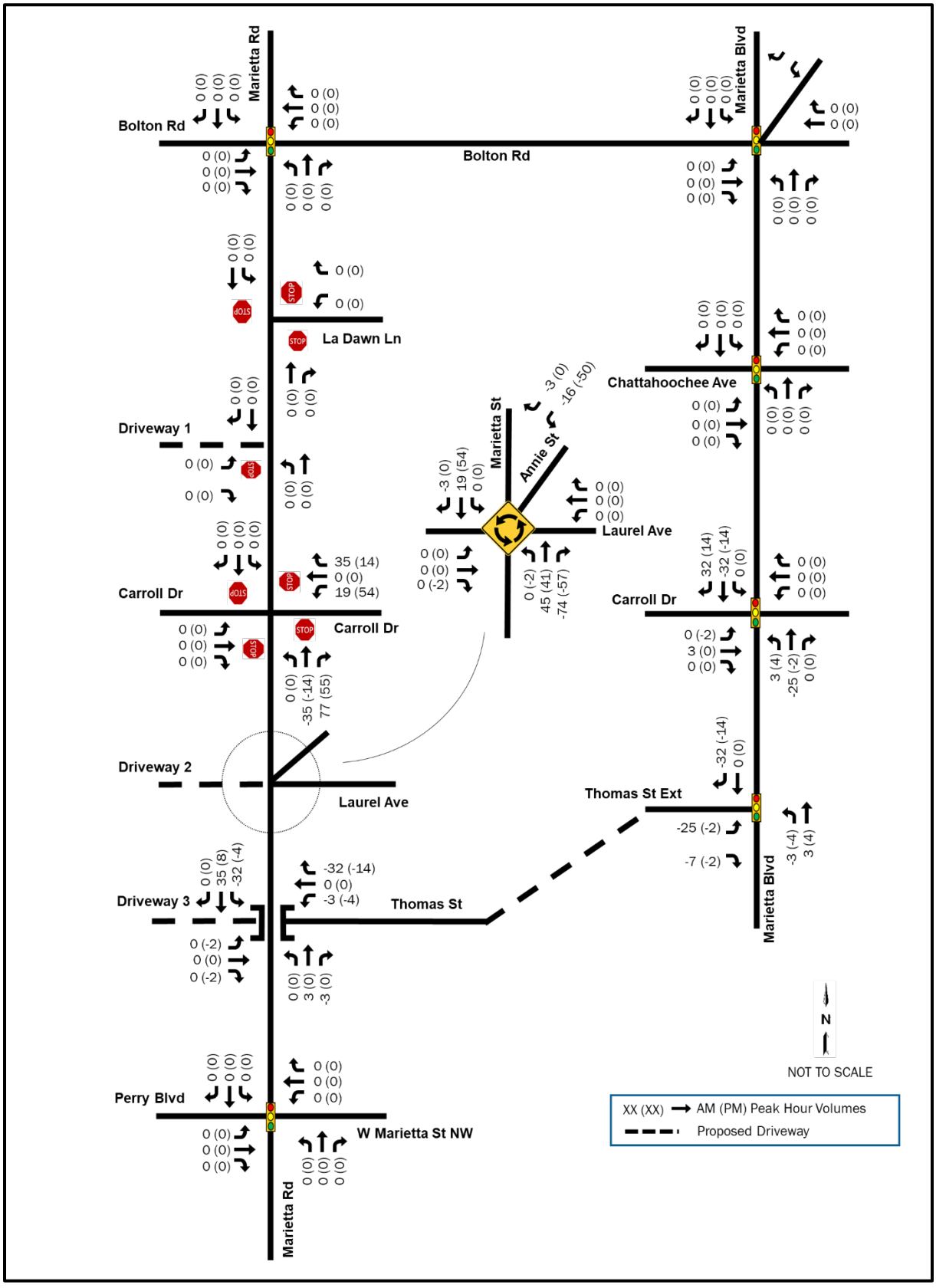
At build-out, Thomas Street will extend from Marietta Boulevard to the industrial site, underneath the existing Marietta Road overpass bridge. Thomas Street will terminate at Site Driveway 3, providing direct truck and delivery van access to/from the development without intersecting with Marietta Road in the build conditions. Therefore, Existing and No-Build turning movements at the Marietta Road and Thomas Street intersection were diverted to adjacent intersection movements to accommodate this future grade-separation.

Additionally, the Annie Street leg to the existing Marietta Road at Laurel Avenue/Annie Street intersection is proposed to be closed and converted from a 5-leg intersection to a 4-leg mini roundabout at built-out. Therefore, Existing and No-Build turning movements to/from Annie Street at this intersection were diverted to associated northbound and southbound movements along Marietta Street and eastbound and westbound movements along Carroll Drive.

Finally, the City of Atlanta approved a traffic signal at the existing side-street stop control intersection of Marietta Boulevard at Thomas Street Extension. Details regarding the signal warrant analysis conducted at this intersection are provided in Section D of the report.

Figure 6 depicts the 2023 traffic volume diversions that occur at adjacent intersections once Thomas Street becomes a grade-separated site driveway and once Annie Street is closed at Marietta Road.

Figure 6. 2023 Traffic Volume Diversions



C.3. Project Trip Generation

Table 3 summarizes the project trip generation calculated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition, 2017 alongside project trip generation developed by NV5.

Table 3: Project Trip Generation

Land Use (ITE Code)	Size (Square Feet)	Daily	AM Peak		PM Peak	
			IN	OUT	IN	OUT
Warehouse (150)	1,245,537 sf	2,014	135	40	48	129
Delivery Station[1]	220,683 sf	2,225	45	2	81	51
Total	**1,466,220 sf**	**4,239**	**180**	**42**	**129**	**180**

[1]*The trip generation for a delivery station is derived from the e-commerce user's trip generation studies of 11 sites in North America, completed by NV5, Feb 2021.*

The proposed development generates a total of 222 new trips (180 entering and 42 exiting) are expected to occur in the AM peak hour and 309 new trips (129 entering and 180 exiting) are expected to occur in the PM peak hour.

Table 4 identifies the total auto-vehicle, delivery van, and truck trip generations that derives from the total new trips identified in Table 3.

Table 4: Auto, Delivery Van, and Truck Trip Generation

Traffic	Daily Trips	AM Peak		PM Peak	
		IN	OUT	IN	OUT
Autos	2,751	152	31	94	143
Delivery Vans	597	0	0	19	0
Trucks	891	28	11	16	37
Total	**4,239**	**180**	**42**	**129**	**180**

Trip Generation data is provided in Appendix E.

C.4. Trip Distribution and Assignment

The assignment and directional distribution of new project trips was based on existing traffic patterns observed in the overall study area. The following distribution of traffic is expected through the study area:

- 25% of auto and van traffic will travel to/from Marietta Road at Site Driveway 1 via Bolton Road
    - 20% of traffic will travel to/from the east along Bolton Road
    - 5% of traffic will travel to/from the west along Bolton Road
- 25% of auto and van traffic will travel to/from Marietta Road at Site Driveway 2
    - 20% of traffic will travel to/from the south along Marietta Road
        - 10% of this traffic will travel to/from the east along West Marietta Street. The remaining 10% of traffic will continue traveling to/from the south along Marietta Road
    - 5% of traffic will travel to/from north along Marietta Road toward Carroll Drive, carried through as eastbound-westbound movements at the Marietta Boulevard and Carroll Drive intersection
- 50% of auto and van traffic will travel to/from Marietta Boulevard at Site Driveway 3
    - 30% of traffic will travel to/from the north along Marietta Boulevard
    - 20% of traffic will travel to/from the south along Marietta Boulevard
- 100% of truck traffic will travel to/from Marietta Boulevard at Site Driveway 3
    - 60% of traffic will travel to/from the north along Marietta Boulevard, carried through as northbound-southbound movements at the Marietta Boulevard and Carroll Drive intersection
    - 40% of traffic will travel to/from south along Marietta Boulevard

Figures 7-11 depict the trip distribution and assignment of autos and delivery van trips, truck trips, and combined site trips.

Figure 12 depicts the 2023 Build traffic volumes, which superimposes trips assigned to the study network from the development onto the 2023 traffic volume diversions from Figure 6.

Figure 7. Trip Distribution, Autos and Vans

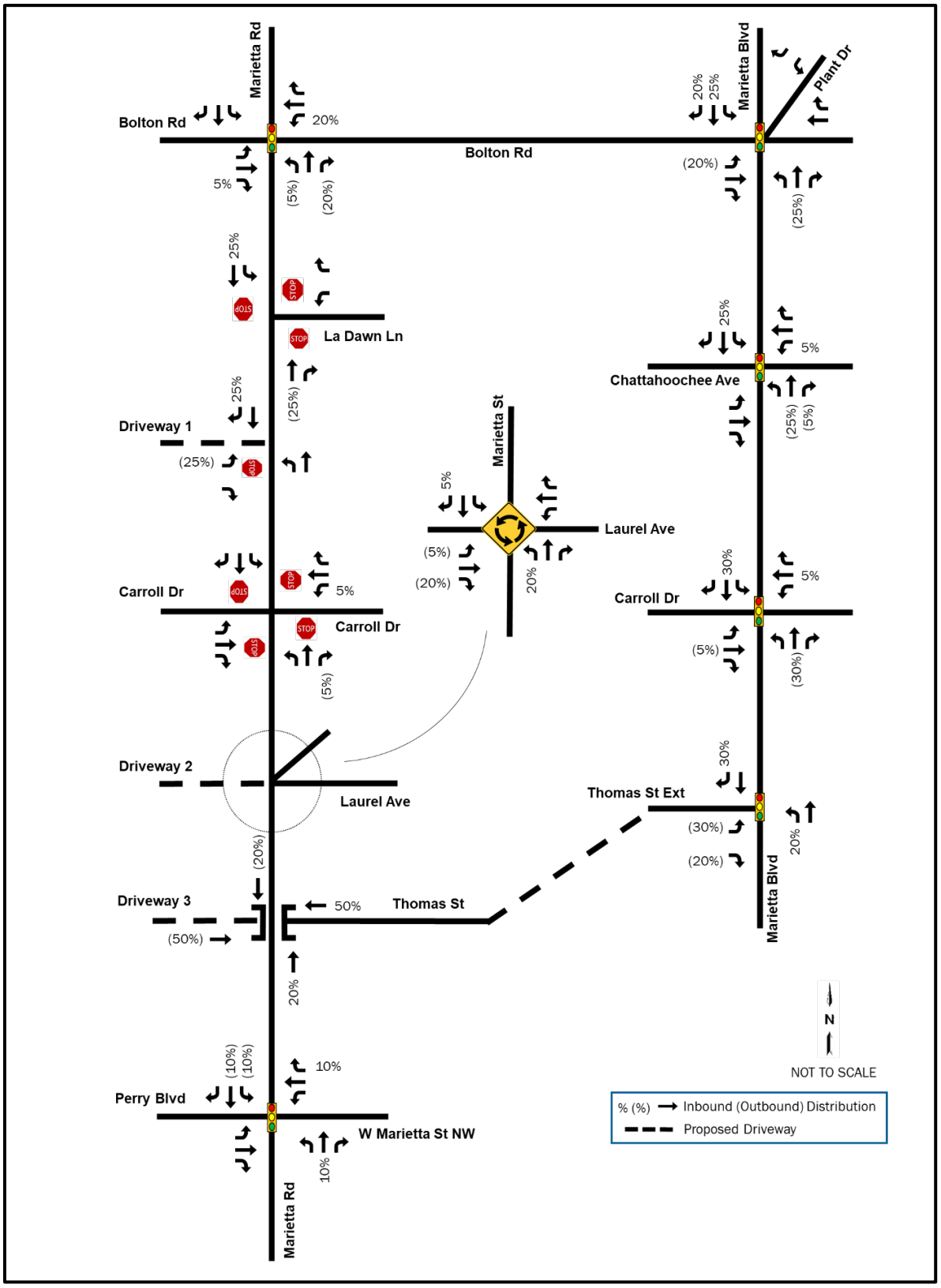


Figure 8. Trip Assignment, Autos and Vans

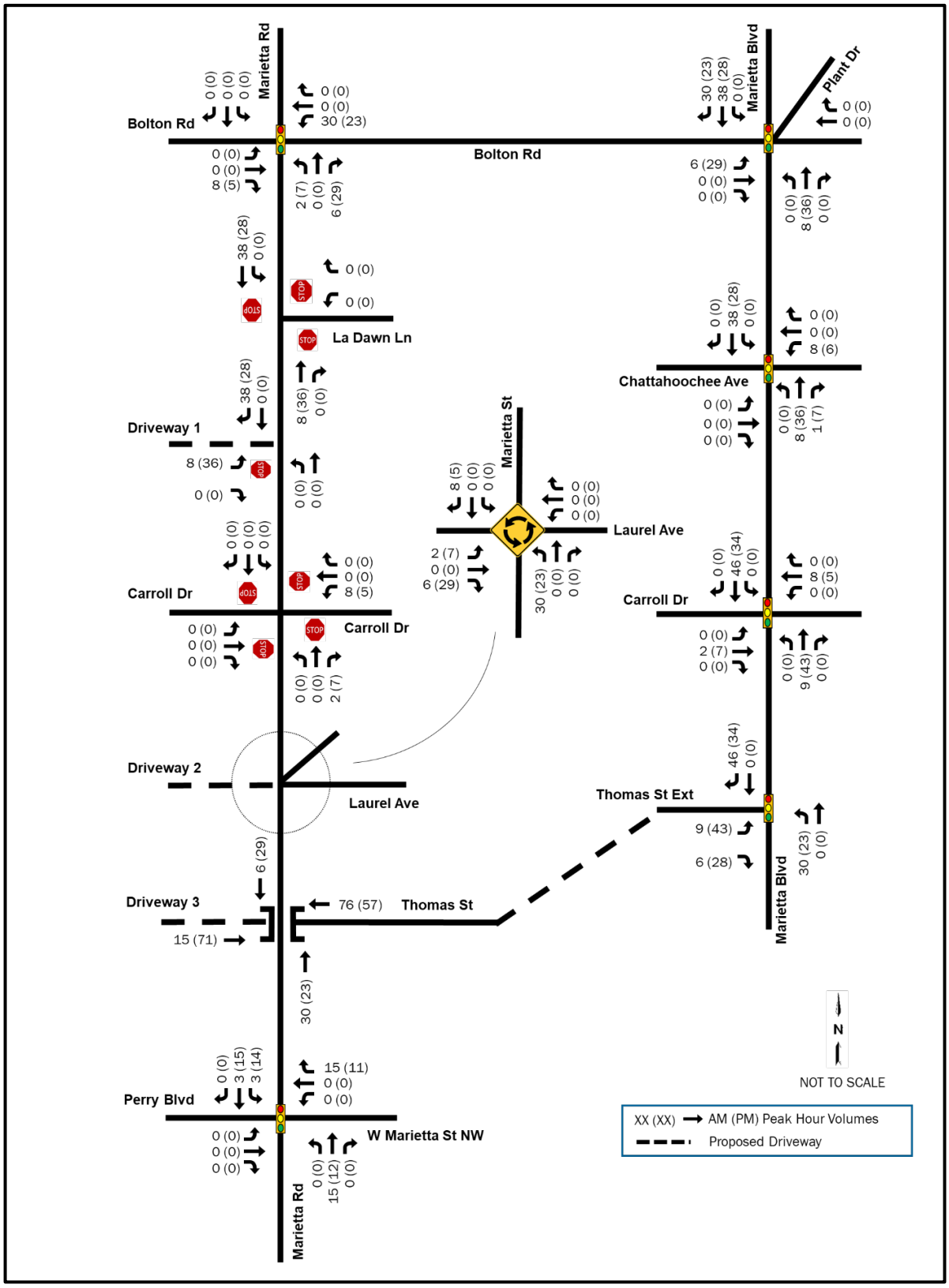


Figure 9. Trip Distribution, Trucks

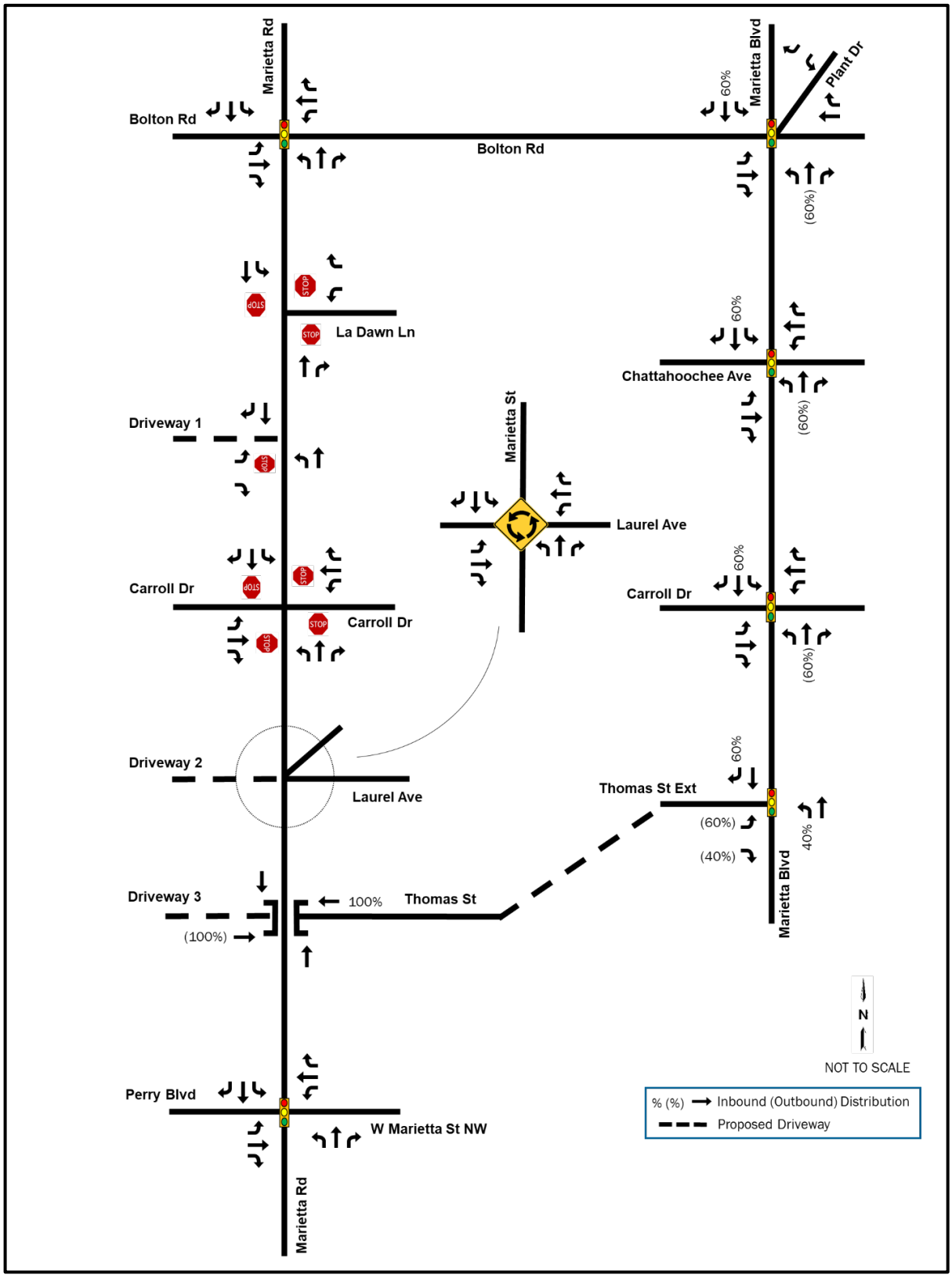


Figure 10. Trip Assignment, Trucks

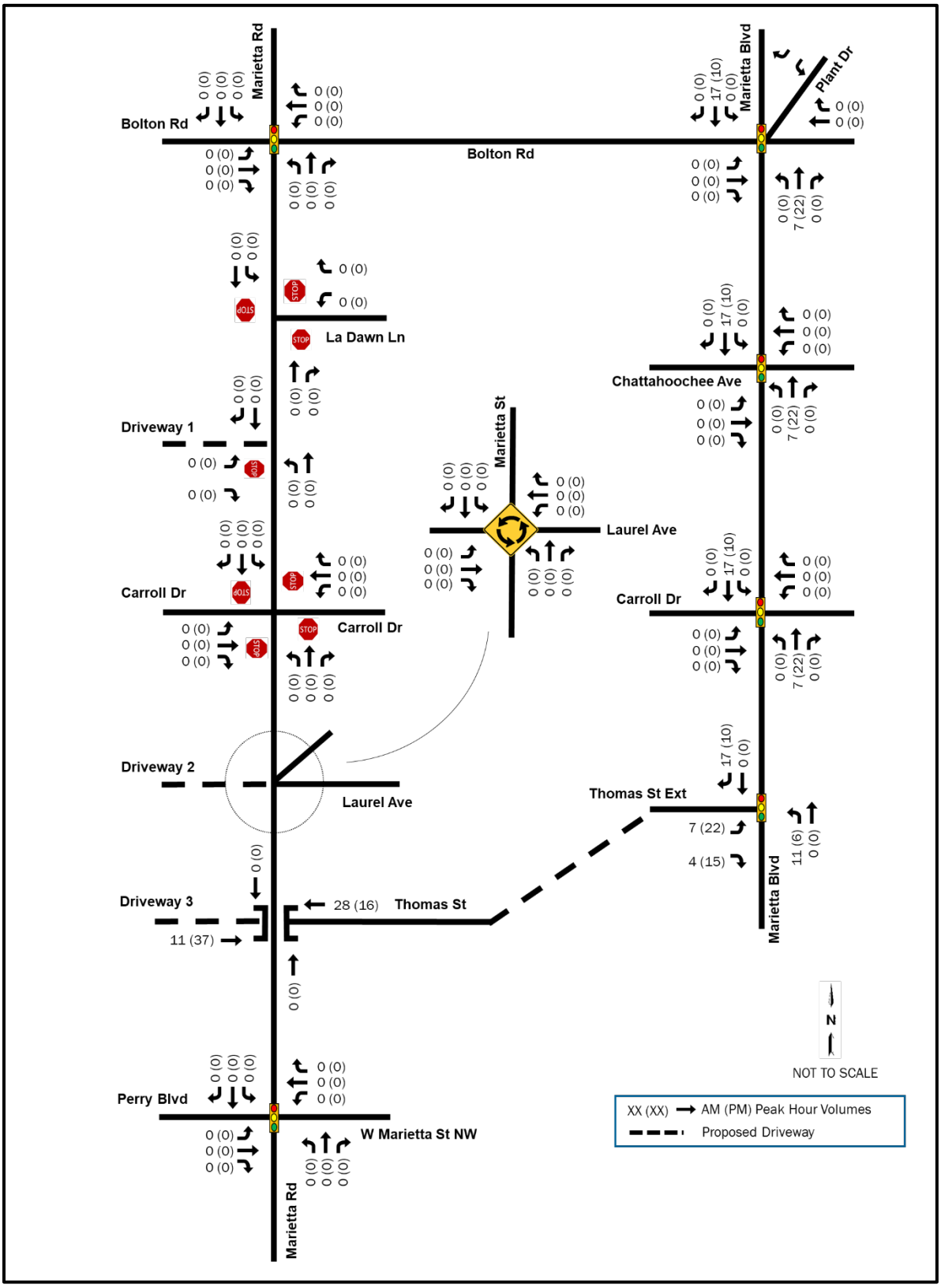


Figure 11. Combined Site Traffic (Autos, Vans, and Trucks)

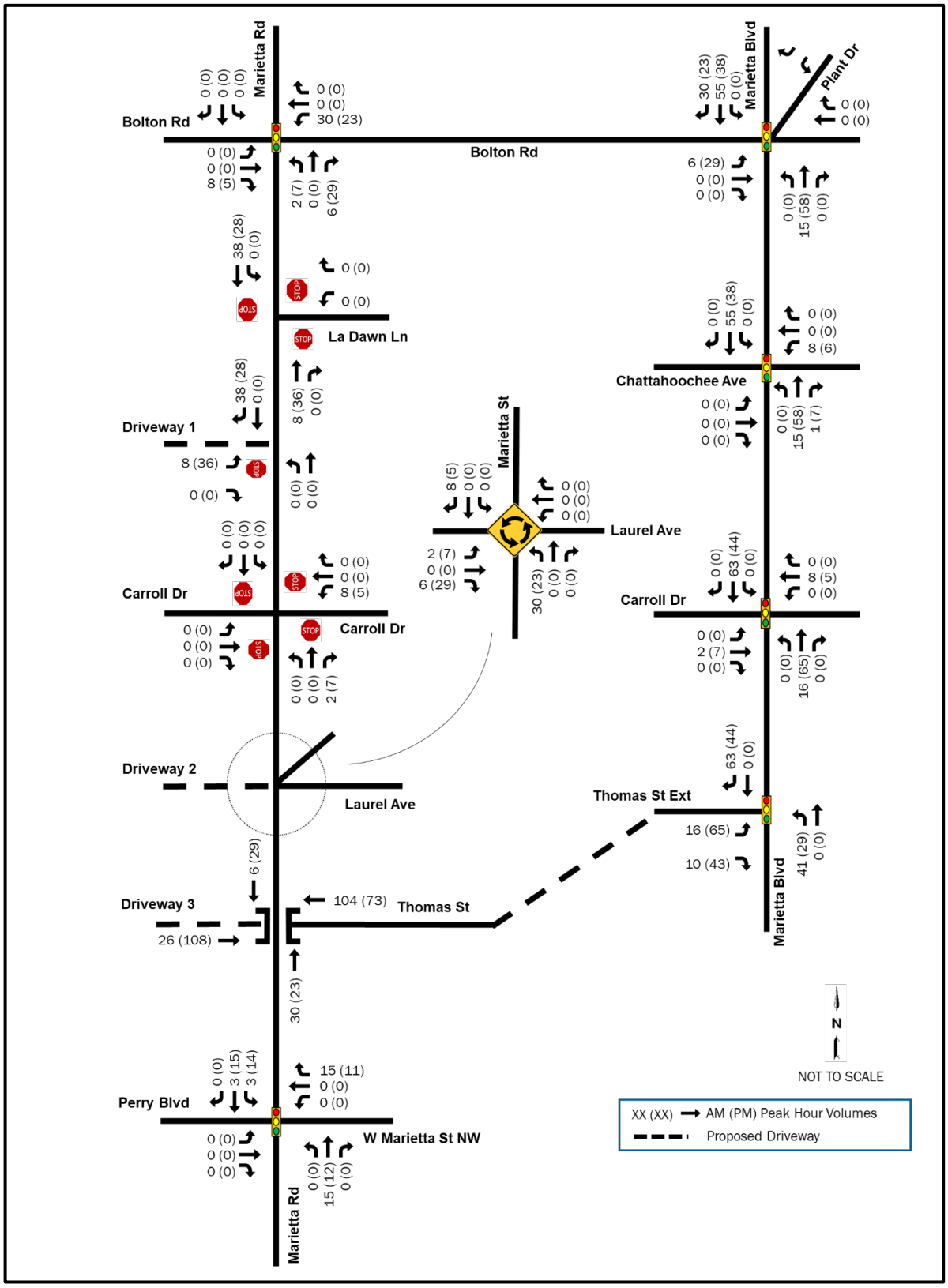
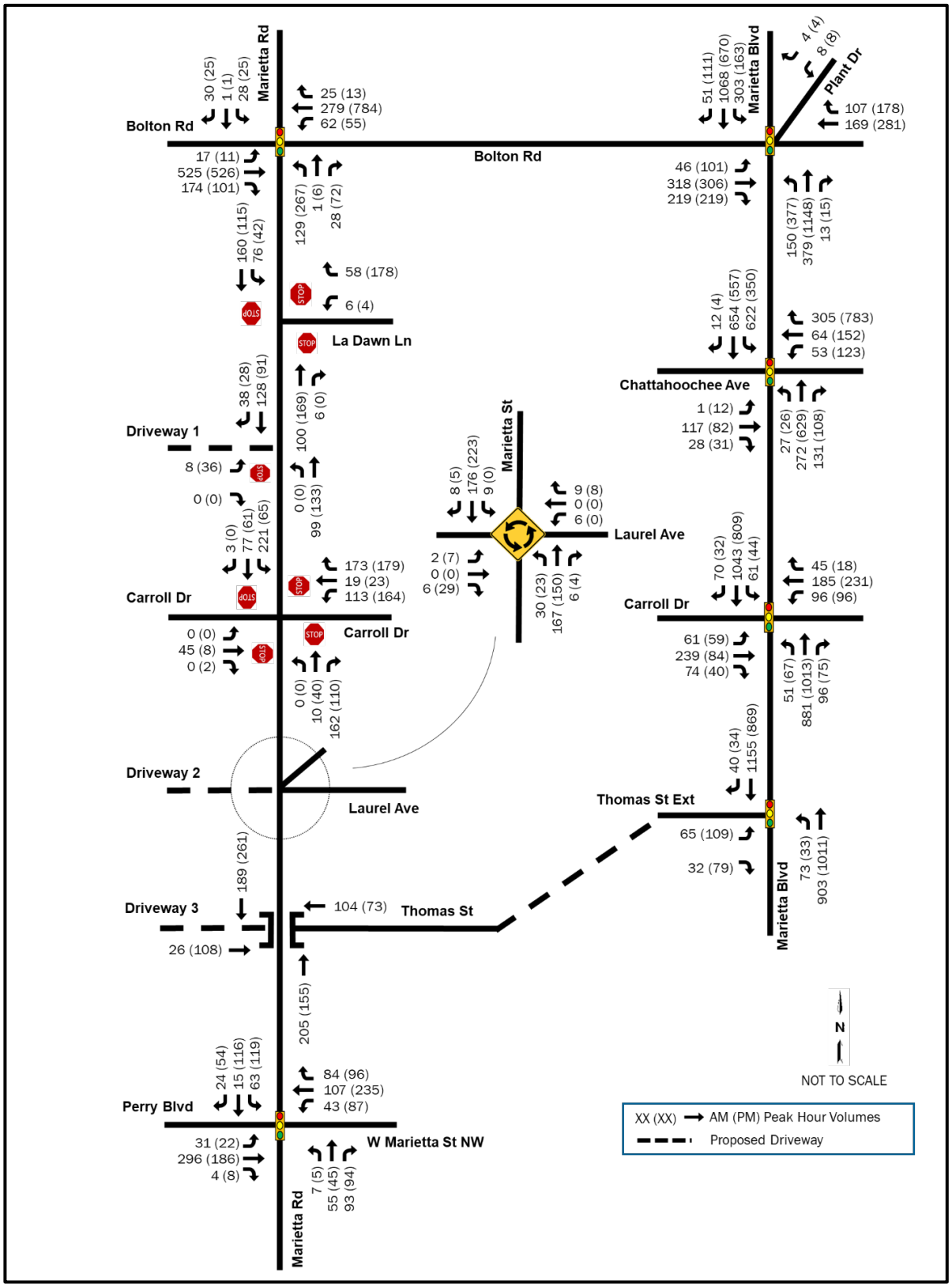


Figure 12. 2023 Build Traffic Volumes



D. Signal Warrant Analysis

The Marietta Boulevard and Thomas Street Extension intersection is currently unsignalized. A signal warrant study was conducted at this intersection by NV5 on March 23, 2021. As a result of the signal warrant study, the signal and associated intersection improvements were by the City of Atlanta. A summary of the study is described below.

D.1. Approved Methodology

The signal warrant analysis at the Marietta Boulevard and Thomas Street Extension intersection was performed in accordance with procedures outlined in the 2009 Edition of the Manual on Uniform Traffic Control Devices (MUTCD, 2009, FHWA). The analysis used consecutive 13-hour weekday turning movement counts collected at the study intersection between 6am and 7pm on Thursday, November 18, 2020. Combined volumes on the main street (Marietta Boulevard) were compared to the minor street (Thomas Street Extension) volumes on an hour-by-hour basis.

Traffic Signal Warrants 1A, 1B, 2, and 3 were considered in the study. All other warrants are not applicable for this intersection location.

D.2. Analysis Results

The following summarize the findings identified from the signal warrant study, as well as the signal and roadway designs to be implemented in the field as part of the new signal installation:

- A traffic signal is warranted (Warrant 1B) at the intersection for ten (10) hours
- The signal will be coordinated closely tied to the signal at Carroll Drive to ensure optimized timing plans and to reduce the potential for backup between the intersections
- A northbound left turn lane on Marietta Blvd will be striped within existing pavement width; the lanes will be narrowed to allow for a 150-foot left turn lane with a 100-foot taper
- Signal phasing will include a northbound protected/permitted left turn phase
- The traffic signal will include crosswalks on all legs of the intersection with pedestrian pushbuttons and heads

In this study, the 2023 Build Conditions capacity analysis considered the signal warrant analysis results. Thus, the Marietta Boulevard and Thomas Street Extension intersection was evaluated with the applied conditions and parameters listed above.

E. Traffic Impact Analysis

The analysis in each of the scenarios for the study was performed using the traffic analysis software Synchro® 11. In cases where the analysis of roundabout performance is needed, the traffic analysis software SIDRA was used with reference to the GDOT Roundabout Tool. Average vehicular delays are calculated and reported as Levels of Service (LOS) as defined by the Highway Capacity Manual, 6th Edition (HCM 6).

Performance Criteria pertaining to HCM methodology is shown in Table 5. The study considers an LOS D as a benchmark for acceptable intersection operation. Synchro® and SIDRA output reports for the study intersections are included in Appendix F.

Table 5: HCM Level-of-Service Performance Criteria

Average Delay (seconds/vehicle)		Level of Service (LOS)
Signalized Intersections	Unsignalized Intersections	
≤ 10.0	≤ 10.0	A
> 10 - 20	> 10 - 15	B
> 20 - 35	> 15 - 25	C
> 35 - 55	> 25 - 35	D
> 55 - 80	> 35 - 50	E
> 80.0	> 80.0	F

E.1. 2021 Existing Capacity Analysis

The results of the 2021 Existing Condition's capacity analysis are shown in Table 6 and include analysis of the volumes presented in Figure 4.

Table 6: Capacity Analysis Results – 2021 Existing Conditions

ID	Intersection	Control	Approach	AM		PM	
				LOS	Delay/ICU	LOS	Delay/ICU
1	Marietta Road & Bolton Road	Signal	**Overall**	**B**	**10.6**	**C**	**20.3**
			EB	B	10.0	B	14.0
			WB	A	5.2	B	18.8
			NB	C	22.0	D	36.4
			SB	B	19.8	C	25.1
2	Marietta Road & La Dawn Lane	All-Way Stop Control	WB	A	7.5	A	8.5
			NB	A	7.9	A	8.8
			SB	A	8.7	A	8.8
4	Marietta Road & Carroll Drive	All-Way Stop Control	EB	A	8.8	A	7.9
			WB	B	10.2	A	9.8
			NB	A	8.7	A	8.3
			SB	B	11.6	A	9.0
5	Marietta Road & Laurel Avenue/ Annie Street/ Site Driveway 2	Stop Control	EB-L+T+R	A	0.0	A	9.3
			WB-L+T+R	B	10.7	B	11.8
6	Marietta Road & Thomas Street	Stop Control	EB-L	A	0.0	B	11.1
			WB-L	A	9.6	A	9.9
			SB-L	A	7.7	A	7.6
7	Marietta Road & West Marietta Street	Signal	**Overall**	**B**	**14.7**	**B**	**13.3**
			EB	C	21.5	B	19.2
			WB	B	14.4	B	18.3
			NB	A	3.3	A	3.1
			SB	A	6.0	A	5.7
8	Marietta Boulevard & Thomas Street/ Site Driveway 3	Stop Control	EB-L+R	F	108.6	D	29.1
			NB-L	B	11.8	B	10.0
9	Marietta Boulevard & Carroll Drive	Signal	**Overall**	**C**	**23.4**	**C**	**21.0**
			EB	D	35.0	C	30.2
			WB	D	37.3	D	35.4
			NB	B	18.2	B	17.1
			SB	C	20.5	B	17.8

Table 6: Capacity Analysis Results – 2021 Existing Conditions (cont'd)

ID	Intersection	Control	Approach	AM		PM	
				LOS	Delay/ICU	LOS	Delay/ICU
10	Marietta Boulevard & Chattahoochee Avenue	Signal	**Overall**	**C**	**26.4**	**C**	**31.8**
			EB	D	42.1	B	17.6
			WB	E	56.8	D	36.8
			NB	C	20.9	C	30.2
			SB	B	15.0	C	28.3
11	Marietta Boulevard & Bolton Road	Signal*	**Overall**	**D**	**44.0**	**E**	**63.4**
			EB	E	59.2	E	55.9
			WB	F	88.1	F	94.2
			NB	C	31.5	E	55.5
			SB	C	32.8	E	65.3
			SW	F	82.7	F	101.8

** = HCM 2000 was used to evaluate the signalized intersection with more than 4-legs.*

The eastbound approach to Marietta Boulevard at Thomas Street Extension operates at LOS F in the AM peak hour. This approach delay is due to the left turning volumes on Marietta Street Extension that oppose heavy thru-traffic volumes observed along Marietta Boulevard. The eastbound lefts on Thomas Street Extension have a limited gap time to complete their movements during the AM peak hour.

The westbound approach to Marietta Boulevard at Chattahoochee Avenue operates at LOS E in the AM peak hour. This approach delay is due to limited green time allocated to Chattahoochee Avenue movements during the AM peak hour.

The signalized Marietta Boulevard at Bolton Road intersection operates at LOS D in the AM peak hour and LOS E in the PM peak hour.

E.2. 2023 No-Build Capacity Analysis

The results of the 2023 No-Build Condition's capacity analysis are shown in Table 7 and include analysis of the volumes presented in Figure 5.

Table 7: Capacity Analysis Results – 2023 No-Build Conditions

ID	Intersection	Control	Approach	AM		PM	
				LOS	Delay/ICU	LOS	Delay/ICU
1	Marietta Road & Bolton Road	Signal	**Overall**	**B**	**11.3**	**C**	**21.4**
			EB	B	11.1	B	14.7
			WB	A	5.5	C	20.5
			NB	C	22.0	D	37.0
			SB	B	19.7	C	24.9
2	Marietta Road & La Dawn Lane	All-Way Stop Control	WB	A	7.6	A	8.5
			NB	A	8.0	A	8.9
			SB	A	8.8	A	8.9
4	Marietta Road & Carroll Drive	All-Way Stop Control	EB	A	9.0	A	7.9
			WB	B	10.5	A	9.9
			NB	A	8.9	A	8.4
			SB	B	12.0	A	9.1
5	Marietta Road & Laurel Avenue/ Annie Street/ Site Driveway 2	Stop Control	EB-L+T+R	A	0.0	A	9.3
			WB-L+T+R	B	10.8	B	11.7
6	Marietta Road & Thomas Street	Stop Control	EB-L	A	0.0	B	11.1
			WB-L	A	9.6	B	10.0
			SB-L	A	7.7	A	7.6
7	Marietta Road & West Marietta Street	Signal	**Overall**	**B**	**14.4**	**B**	**13.3**
			EB	C	21.5	B	19.1
			WB	B	14.4	B	18.3
			NB	A	3.4	A	3.2
			SB	A	6.0	A	5.9
8	Marietta Boulevard & Thomas Street/ Site Driveway 3	Stop Control	EB-L+R	F	133.7	D	31.1
			NB-L	B	12.0	B	10.1
9	Marietta Boulevard & Carroll Drive	Signal	**Overall**	**C**	**25.1**	**C**	**24.5**
			EB	D	35.3	D	38.2
			WB	D	38.2	D	49.4
			NB	C	20.0	B	18.6
			SB	C	22.8	B	19.2

Table 7: Capacity Analysis Results – 2023 No-Build Conditions (cont'd)

ID	Intersection	Control	Approach	AM		PM	
				LOS	Delay/ICU	LOS	Delay/ICU
10	Marietta Boulevard & Chattahoochee Avenue	Signal	**Overall**	**C**	**24.5**	**C**	**33.9**
			EB	D	49.3	B	17.3
			WB	E	61.1	D	37.8
			NB	B	15.8	C	31.8
			SB	B	10.7	C	32.6
11	Marietta Boulevard & Bolton Road	Signal*	**Overall**	**D**	**44.8**	**E**	**68.1**
			EB	E	59.6	E	57.3
			WB	F	87.7	F	102.8
			NB	C	32.2	E	58.5
			SB	C	34.0	E	72.9
			SW	F	82.7	F	101.8

** = HCM 2000 was used to evaluate the signalized intersection with more than 4-legs*

As shown in Table 7, the increase in traffic from the applied growth rate causes an increase in delay at the study intersections and their associated approaches. The overall Levels of Service remain the same at all intersections from Existing Conditions to No-Build Conditions.

E.3. Modeling Needed Improvements

Minimum improvements needed in the study network are signal timing improvements at the Marietta Boulevard and Chattahoochee Avenue intersection and the Marietta Boulevard and Bolton Road intersection. Signalized timing improvements are the only feasible option at both intersections. Marietta Boulevard and Bolton Road is a particularly constrained to its existing 5-leg intersection approaches, which all need to remain accessible in future years.

E.4. 2023 Build Capacity Analysis

The new development calls for a grade-separation of the existing Marietta Road at Thomas Street intersection in future years and a traffic control redesign of the side-street stop-controlled Marietta Road at Laurel Avenue/Annie Street intersection to a mini-roundabout.

At build-out, Thomas Street will extend from Marietta Road to the site underneath the Marietta Road overpass bridge. Thomas Street will operate as Site Driveway 3, providing direct truck and shared van access to/from the development without intersecting with Marietta Road as it does in existing conditions.

Additionally, at build-out, a mini-roundabout will be installed at the Marietta Road at Laurel Avenue/Annie Street intersection as another infrastructure improvement. The developer wishes to install the roundabout to properly accommodate seasonal traffic volumes to/from the site on local roadway networks that lead towards Marietta Boulevard.

The results of the 2023 Build Condition's capacity analysis are shown in Table 8 and includes analysis of the volumes presented in Figure 11 with optimized signal timing conditions.

Table 8: Capacity Analysis Results – 2023 Build Conditions

ID	Intersection	Control	Approach	AM		PM	
				LOS	Delay/ICU	LOS	Delay/ICU
1	Marietta Road & Bolton Road	Signal	**Overall**	**B**	**11.7**	**C**	**26.0**
			EB	B	11.7	B	16.6
			WB	A	6.0	C	27.4
			NB	C	22.0	D	40.0
			SB	B	19.6	C	24.2
2	Marietta Road & La Dawn Lane	All-Way Stop Control	WB	A	7.7	A	8.9
			NB	A	8.1	A	9.4
			SB	A	9.2	A	9.4
3	Marietta Road & Site Driveway 1	Stop Control	EB-L+R	B	10.1	B	10.3
4	Marietta Road & Carroll Drive	All-Way Stop Control	EB	A	9.3	A	8.2
			WB	B	12.3	B	11.8
			NB	A	9.5	A	9.0
			SB	B	13.1	A	9.6
5	Marietta Road & Laurel Avenue/ Site Driveway 2	Mini Round-a-bout	**Overall**	**A**	**4.3**	**A**	**4.5**
			EB	A	3.6	A	4.2
			WB	A	3.7	A	3.6
			NB	A	4.3	A	4.2
			SB	A	4.3	A	4.8
7	Marietta Road & West Marietta Street	Signal	**Overall**	**B**	**14.0**	**B**	**13.1**
			EB	C	21.5	B	19.1
			WB	B	13.5	B	17.8
			NB	A	4.1	A	4.0
			SB	A	6.2	A	6.1
8	Marietta Boulevard & Thomas Street/ Site Driveway 3	Signal	**Overall**	**B**	**16.1**	**A**	**8.4**
			EB	D	48.1	D	42.3
			NB	A	5.6	A	8.4
			SB	C	22.1	A	1.3
9	Marietta Boulevard & Carroll Drive	Signal	**Overall**	**C**	**33.8**	**C**	**24.9**
			EB	D	42.3	D	37.7
			WB	D	49.9	D	49.9
			NB	D	35.9	B	19.2
			SB	C	24.8	B	19.8

Table 8: Capacity Analysis Results – 2023 Build Conditions (cont'd)

ID	Intersection	Control	Approach	AM		PM	
				LOS	Delay/ICU	LOS	Delay/ICU
10	Marietta Boulevard & Chattahoochee Avenue	Signal	**Overall**	**C**	**21.2**	**D**	**36.8**
			EB	C	34.3	B	17.2
			WB	D	46.3	D	38.2
			NB	B	16.7	D	37.4
			SB	B	12.1	D	37.1
11	Marietta Boulevard & Bolton Road	Signal*	**Overall**	**D**	**46.8**	**F**	**85.6**
			EB	E	62.7	E	60.9
			WB	E	72.6	F	132.4
			NB	C	34.8	E	61.8
			SB	D	39.5	F	118.1
			SW	F	82.7	F	82.4

** = HCM 2000 was used to evaluate the signalized intersection with more than 4-legs*

As shown in Table 8, the addition of project traffic to the study intersections and their associated approaches causes a minimal increase in delay when compared to No-Build Conditions.

The overall Levels of Service remain the same or improve at all intersections with optimized signal timing conditions except for the Marietta Boulevard at Bolton Road intersection. This intersection still operates at LOS D in the AM peak hour and operates at LOS F in the PM peak hour, during Build Conditions.

The Build Condition evaluates the Marietta Boulevard at Thomas Street Extension intersection as a signalized intersection, which yields a better Level of Service for the eastbound approach movements expected to exit the site from Driveway 3. From No-Build Conditions to Build Conditions, the eastbound approach changes from LOS F to LOS C, with the overall intersection operating at LOS B in both the AM and PM peak hour Build Conditions.

E.5. Heavy Vehicle Enhanced Focus Area

The planned development is an industrial land use that is expected to generate heavy vehicles. Routes that heavy vehicles are expected to take at and around the study network are identified in Figure 9 and Figure 10. An inventory of existing and proposed pavement conditions, roadway widths, corner radii heavy vehicle staging, and pedestrian safety are included in Appendix G.

E.6. Queue Length Analysis

Queue length analysis was conducted for all intersection approaches with a failing LOS where the project is adding additional trips to that approach. Queue length analysis results are modeled according to Highway Capacity Manual procedures, using the SimTraffic application with the traffic analysis software Synchro® 11. Queue lengths reported on include 50th percentile (average) queues, 95th percentile queues, existing storage lengths, and existing taper lengths to intersection approaches.

Table 9 shows intersection queue results comparing Existing, No-Build, and Build Conditions. An inventory of queue length output reports is included in Appendix H.

Table 9: Queue Analysis Comparisons

ID	Intersection	Turn Lane / Movement Approach	Existing Lengths (feet)		50th [95th] Percentile Queues (feet)					
			Storage	Taper	Existing		No-Build		Build	
					AM	PM	AM	PM	AM	PM
8	Marietta Boulevard & Thomas Street/ Site Driveway 3	EB-L+R	150	N/A [1]	45 [61]	39 [57]	84 [185]	45 [64]	-	-
		EB-L	225 [2]	125 [2]	-	-	-	-	31 [50]	58 [111]
10	Marietta Boulevard & Chattahoochee Avenue	WB-L,T,R	>600	N/A [3]	221 [265]	269 [338]	186 [259]	256 [359]	153 [188]	416 [555]
		WB-R	>600	N/A [3]	155 [284]	176 [345]	90 [203]	196 [343]	52 [162]	322 [440]
11	Marietta Boulevard & Bolton Road	EB-L	175	50	113 [265]	84 [210]	135 [311]	133 [251]	68 [200]	104 [221]
		EB-R	120	50	175 [175]	131 [243]	167 [175]	157 [190]	140 [255]	103 [241]
		NB-L	250	100	55 [114]	263 [299]	61 [122]	258 [310]	45 [84]	238 [359]
		NB-R	275	N/A [3]	83 [144]	542 [711]	61 [201]	453 [782]	97 [198]	346 [459]
		SB-L	275	100	146 [251]	109 [141]	126 [196]	123 [178]	192 [297]	193 [442]

[1] = Dedicated Storage Length and Taper Lengths do not exist; existing lane geometry for intersection is an existing shared Left/Right movement.

[2] = Storage and Taper Lengths evaluated for intersection approach in Build Condition Capacity Analysis

[3] = Taper Lengths do not currently exist for intersection turn lane/shared movement approach

In Build Conditions, only the Marietta Boulevard at Bolton Road intersection operates with failing LOS. The following approaches to this intersection exceed the existing storage length capacities in the following peak hours when compared with their 95th percentile queue lengths:

- Eastbound left turn lane, both AM and PM peak hours

- Eastbound right turn lane, both AM and PM peak hours
- Northbound left turn lane, PM peak hour
- Northbound right turn lane, PM peak hour
- Southbound left turn lane, both AM and PM peak hours

This intersection's five-legged geometry and the signal timing limitations associated with its necessary movements are the primary reason for the intersection operating at LOS D and F in the Build Condition AM and PM peak hours, respectfully.

F. Conclusion

A new 1,466,220 square-foot industrial development will be built along Marietta Road at the former site of the Tilford CSX railyard in the City of Atlanta, Georgia. The development is expected to be built out by 2023 and will generate a total of 4,239 new daily trips. Of these daily volumes, 222 new trips (180 entering and 42 exiting) are expected to occur in the AM peak hour and 309 new trips (129 entering and 180 exiting) are expected to occur in the PM peak hour. The zoning for the site area is not expected to change, remaining as an industrial land use.

The development will contain three (3) full access points to/from the site. Two (2) full-access drives will provide direct access to/from the site along Marietta Road. One (1) drive will provide direct truck and shared van access to/from the site along Thomas Street via Marietta Boulevard. All three (3) access points are positioned on the west side of both Marietta Road and Marietta Boulevard.

The new development calls for (i) a grade-separation of the existing Marietta Road at Thomas Street intersection in future years and (ii) a mini-roundabout of the Marietta Road at Laurel Avenue/Annie Street intersection. Existing intersections adjacent to the planned development were evaluated to determine if new roadway geometries or traffic controls will be needed once the new development is built, in addition to the two improvements mentioned above.

The Marietta Boulevard and Thomas Street Extension intersection is currently unsignalized. A signal warrant study was conducted at this intersection by NV5 on March 23, 2021. As a result of the signal warrant study, the intersection was approved for signal installation by the City of Atlanta.

The signal analysis used consecutive 13-hour weekday turning movement counts collected at the study intersection between 6am and 7pm on Thursday, November 18, 2020. Combined volumes on the main street (Marietta Boulevard) were compared to the minor street (Thomas Street Extension) volumes on an hour-by-hour basis.

The following summarize the findings identified from the signal warrant study, as well as the signal and roadway designs to be implemented in the field as part of the new signal installation:

- The signal will be coordinated closely tied to the signal at Carroll Drive to ensure optimized timing plans and to reduce the potential for backup between the intersections
- A northbound left turn lane will be striped within existing pavement width; the lanes will be narrowed to allow for a 150-foot left turn lane with a 100-foot taper. A southbound right turn lane will be constructed within existing pavement width
- Signal phasing will include a northbound protected/permitted left turn phase
- The traffic signal will include crosswalks on all legs of the intersection with pedestrian pushbuttons and heads

Under Existing Conditions, all study intersections operate at acceptable LOS D or better except for the following approaches and intersections: the eastbound approach to the Marietta Boulevard and Thomas Street Extension intersection, the westbound approach to the Marietta Boulevard at Chattahoochee Avenue intersection, and the Marietta Boulevard at Bolton Road signalized intersection.

- The eastbound approach to Marietta Boulevard at Thomas Street Extension operates at LOS F in the AM peak hour. This approach delay is due to the left turning volumes on Marietta Street Extension that oppose heavy thru-traffic volumes observed along Marietta Boulevard. The eastbound lefts on Thomas Street Extension have a limited gap time to complete their movements during the AM peak hour.
- The westbound approach to Marietta Boulevard at Chattahoochee Avenue operates at LOS E in the AM peak hour. This approach delay is due to limited green time allocated to Chattahoochee Avenue movements during the AM peak hour.
- The signalized Marietta Boulevard at Bolton Road intersection operates at LOS D in the AM peak hour and LOS E in the PM peak hour.

In No-Build Conditions, the increase in traffic from the applied growth rate causes an increase in delay at the study intersections and their associated approaches. The overall Levels of Service remain the same at all intersections from Existing Conditions to No-Build Conditions.

For Build Conditions, the addition of project traffic to the study intersections and their associated approaches causes a minimal increase in delay when compared to No-Build Conditions.

- The overall Levels of Service remain the same or improve at all intersections with optimized signal timing conditions except for the Marietta Boulevard at Bolton Road intersection. This intersection still operates at LOS D in the AM peak hour and operates at LOS F in the PM peak hour, during Build Conditions. the eastbound/northbound left turn and right turn lanes and the southbound left turn lane movements at the Marietta Boulevard and Bolton Road intersection exceed the existing storage length capacities when compared with their 95th percentile queue lengths. This intersection's five-legged geometry and the signal timing limitations associated with its necessary movements are the primary reason for the intersection operating at LOS D and F in the Build Condition AM and PM peak hours, respectfully.

- The Build Condition evaluates the Marietta Boulevard at Thomas Street Extension intersection as a signalized intersection, which yields a better Level of Service for the eastbound approach movements expected to exit the site from Driveway 3. From No-Build Conditions to Build Conditions, the eastbound approach changes from LOS F to LOS C, with the overall intersection operating at LOS B in both the AM and PM peak hour Build Conditions.

From the conducted analysis, no additional mitigations beyond those already planned by the development will be needed for the new development.

APPENDIX

APPENDIX A – SITE PLAN

APPENDIX B – PROGRAMMED PROJECT REPORTS

APPENDIX C – TRAFFIC COUNT DATA

APPENDIX D – TRAFFIC COUNT BASELINE ADJUSTMENT DATA

APPENDIX E – TRIP GENERATION DATA

APPENDIX F – CAPACITY ANALYSIS REPORTS

APPENDIX G – HEAVY VEHICLE ENHANCED FOCUS AREA ANALYSIS

APPENDIX H – QUEUE LENGTH ANALYSIS

APPENDIX A

SITE PLAN

77.65'
92.60'
208.70'
MATCHLINE PHASE 1 SHEET
MATCHLINE PHASE 2 SHEET
MATCHLINE PHASE 3 SHEET
Existing Rail Spur
Existing Rail Spur
Existing Rail Spur

SITE PLAN SPECIFICATIONS:

1. DRI #3489
   - OVERALL PROJECT AREA: 6,906,386 SF (158.549 AC)
   - CURRENT ZONING: I-2
   - OWNER: TILFORD LAND PARTNERS, LLC
2. PROGRAM
   - E-COMMERCE DISTRIBUTION: 220,683 SF
   - INDUSTRIAL WAREHOUSE: 1,245,537 SF
3. FLOOR AREA RATIOS:
   - ALLOWED: 2.0 * NLA = 13,812,772
   - PROPOSED: 1,466,220 SF
     - E-COMMERCE: 220,683 SF
     - WAREHOUSE: 1,245,537 SF
4. BUILDING HEIGHT: 70 FT MAX
5. ESTIMATED PARKING PROVIDED:
   - E-COMMERCE:
     - MINIMUM REQ: 368 SPACES
     - PROPOSED: 1,067 SPACES
   - WAREHOUSE:
     - MINIMUM REQ: 2,076 SPACES
     - PROPOSED: 1,067 SPACES

TOTAL ESTIMATED PARKING PROVIDED: 1,739 SPACES

6. CONTACTS
   - APPLICANT: TPA GROUP
     CONTACT: JOHN CRANE
     JCRANE@TPA-GRP.COM
     1776 PEACHTREE ST, SUITE 100
     ATLANTA, GA 30309
     770.560.5333
   - TRAFFIC CONSULTANT: NV5
     CONTACT: JOHN KARNOWSKI
     JOHN.KARNOWSKI@NV5.COM
     1255 CANTON ST, SUITE G
     ROSWELL, GA 30075
     678.795.3607
   - CIVIL ENGINEER: KIMLEY-HORN
     CONTACT: BEN SKIDMORE
     BEN.SKIDMORE@KIMLEY-HORN.COM
     817 WEST PEACTREE ST NW, SUITE 600
     ATLANTA, GA 30308
     404.419.8700

SITE PLAN LEGEND:

- PROPERTY LINE
- XX FT BUILDING SETBACK LINE
- STANDARD DUTY ASPHALT PAVEMENT
- HEAVY DUTY ASPHALT PAVEMENT
- STANDARD DUTY CONCRETE SIDEWALK
- HEAVY DUTY CONCRETE PAVEMENT
- (10) PARKING COUNT

BUILDING 1
E-COMMERCE DISTRIBUTION
- 220,683 SF
70' HEIGHT

SITE DRIVEWAY A

SITE DRIVEWAY B

RIGHT-OF-WAY LINE

PROPERTY LINE (TYP.)

PHASE LINE

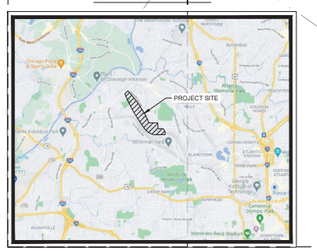
ARC=211.93'
R=2794.93'
N79°15'48"W
CH=211.88'

ARC=196.91'
R=1216.44'
N82°06'03"W
CH=196.70'

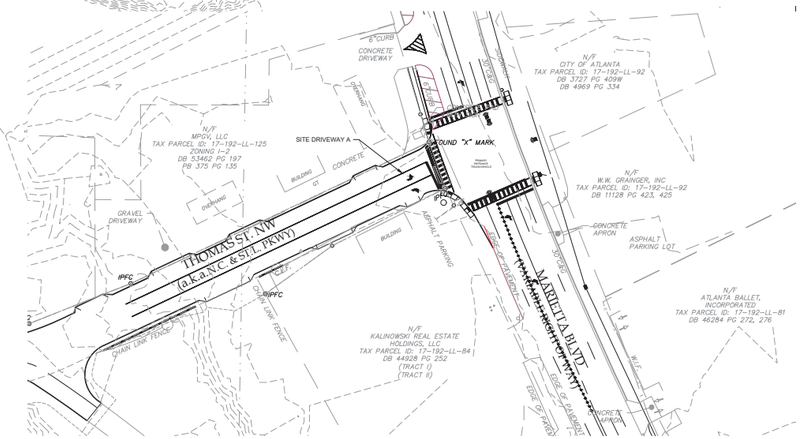
ARC=1052.78'
R=1452.68'
N62°06'38"W
CH=1041.96'

ARC=660.18'
R=1452.68'
N38°10'43"W
CH=654.91'

LOCATION MAP:



SITE DRIVEWAY A CONTINUATION
THOMAS ST NW & MARIETTA BLVD
INTERSECTION



GRAPHIC SCALE IN FEET
0 75 150 300

GEORGIA811

Kimley»Horn
© 2021 KIMLEY-HORN AND ASSOCIATES, INC.
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GEORGIA 30009
PHONE: 770.645.4580
WWW.KIMLEY-HORN.COM

CLIENT
TPA GROUP
1776 PEACHTREE ST. SUITE 100
ATLANTA, GA 30309
PHONE: 770.560.5333

No.	REVISION DESCRIPTIONS	DATE	BY

PROJECT
DRI #3489
PROJECT REVIVE

GSWCC CERT. (LEVEL II)	--
DRAWN BY	HED
DESIGNED BY	BWS
REVIEWED BY	BWS
DATE	11/23/2021
PROJECT NO.	--

TITLE
DRI SITE PLAN - PHASE 1

SHEET NUMBER
C2-00

Drawing name: K:\AMT_Marketing\TPA Group\Tilford Yards Ph 2\Site Planning\CAD\Plansheets\C2-00 - DRI SITE PLAN.dwg C2-00 DRI SITE PLAN - PHASE 1 Nov 23, 2021 4:06pm by: Heather.Dobisch

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

SITE PLAN SPECIFICATIONS:

1. DRI #3489
   OVERALL PROJECT AREA: 6,906,386 SF (158.549 AC)
   CURRENT ZONING: I-2
   OWNER: TILFORD LAND PARTNERS, LLC

2. PROGRAM
   E-COMMERCE DISTRIBUTION: 220,683 SF
   INDUSTRIAL WAREHOUSE: 1,245,537 SF

3. FLOOR AREA RATIOS:
   ALLOWED: 2.0 * NLA = 13,812,772
   PROPOSED: 1,466,220 SF
   E-COMMERCE: 220,683 SF
   WAREHOUSE: 1,245,537 SF

4. BUILDING HEIGHT: 70 FT MAX

5. ESTIMATED PARKING PROVIDED:
   E-COMMERCE:
   MINIMUM REQ: 368 SPACES
   PROPOSED: 1,067 SPACES
   WAREHOUSE:
   MINIMUM REQ: 2,076 SPACES
   PROPOSED: 1,067 SPACES

   TOTAL ESTIMATED PARKING PROVIDED: 1,739 SPACES

6. CONTACTS
   APPLICANT: TPA GROUP
   CONTACT: JOHN CRANE
   JCRANE@TPA-GRP.COM
   1776 PEACHTREE ST, SUITE 100
   ATLANTA, GA 30309
   770.560.5333
   TRAFFIC CONSULTANT: NV5
   CONTACT: JOHN KARNOWSKI
   JOHN.KARNOWSKI@NV5.COM
   1255 CANTON ST, SUITE G
   ROSWELL, GA 30075
   678.795.3607
   CIVIL ENGINEER: KIMLEY-HORN
   CONTACT: BEN SKIDMORE
   BEN.SKIDMORE@KIMLEY-HORN.COM
   817 WEST PEACTREE ST NW, SUITE 600
   ATLANTA, GA 30308
   404.419.8700

SITE PLAN LEGEND:

- PROPERTY LINE
- XX FT BUILDING SETBACK LINE
- STANDARD DUTY ASPHALT PAVEMENT
- HEAVY DUTY ASPHALT PAVEMENT
- STANDARD DUTY CONCRETE SIDEWALK
- HEAVY DUTY CONCRETE PAVEMENT
- (10) PARKING COUNT

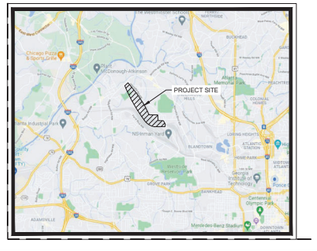
BUILDING 4
INDUSTRIAL WAREHOUSE -
204,216 SF
60' HEIGHT

BUILDING 3
INDUSTRIAL WAREHOUSE -
177,010 SF
60' HEIGHT

BUILDING 2
INDUSTRIAL WAREHOUSE -
820,372 SF
60' HEIGHT

RIGHT-OF-WAY LINE
EXISTING STREAM
25' STREAM BUFFER
50' STREAM BUFFER
75' STREAM BUFFER
SITE DRIVEWAY C
PHASE LINE
MATCHLINE PHASE 1 SHEET
MATCHLINE PHASE 3 SHEET
PROPERTY LINE (TYP.)
MARIETTA ROAD
(APPROX. 100' WIDE)
SEVERN WAY
(APPROX. 80' WIDE)
LEE LLOYD WAY
(APPROX. 80' WIDE)
SAN MARCOS BOULEVARD
(APPROX. 80' WIDE)
CSX TRANSPORTATION, INC.
(F/K/A SEABOARD COAST LINE RAILROAD)

LOCATION MAP:



GEORGIA811

GRAPHIC SCALE IN FEET
0 75 150 300

NORTH

Kimley»Horn

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11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GEORGIA 30009
PHONE: 770.645.4500
WWW.KIMLEY-HORN.COM

CLIENT
TPA GROUP
1776 PEACHTREE ST., SUITE 100
ATLANTA, GA 30309
PHONE: 770.560.5333

NO.	REVISION DESCRIPTIONS	DATE	BY

PROJECT
DRI #3489
PROJECT REVIVE

GSWCC CERT. (LEVEL II)	--
DRAWN BY	HED
DESIGNED BY	BWS
REVIEWED BY	BWS
DATE	11/23/2021
PROJECT NO.	--

TITLE
DRI SITE PLAN - PHASE 2

SHEET NUMBER
C2-00

Drawing name: K:\AMT_Marketing\TPA Group\Tilford Yards Ph 2\Site Planning\CAD\Plansheets\C2-00 - DRI SITE PLAN.dwg C2-00 DRI SITE PLAN - PHASE 2 Nov 23, 2021 4:06pm by Heather Dolnich

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APPENDIX B

PROGRAMMED PROJECT REPORTS

AT-373

Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

Short Title	MARIETTA BOULEVARD ROAD RECONSTRUCTION FROM CORONET WAY TO DONALD LEE HOLLOWELL PKWY
GDOT Project No.	0017803
Federal ID No.	N/A
Status	Completed
Service Type	Other / Scoping
Sponsor	City of Atlanta
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane	N/A	**LCI**		**Network Year**	TBD
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	3.5 miles

Detailed Description and Justification

This project will cover scoping for a proposed reconstruction and resurfacing of the Marietta Boulevard corridor between Coronet Way NW and DL Hollowell Parkway NW. The Pavement Condition Index (PCI) score varies from 37 to 58. The corridor is on the Regional Freight Route and is a major North-South connection for the City of Atlanta.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
SCP	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	AUTH	2021	**$1,000,000**	~~$800,000~~	~~$0,000~~	~~$0,000~~	~~$200,000~~
				$1,000,000	**$800,000**	**$0,000**	**$0,000**	**$200,000**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

Report Generated: 8/25/2021

AT-277A

Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

Short Title	CYCLE ATLANTA PHASE 1.0 - IMPLEMENTATION AT VARIOUS LOCATIONS
GDOT Project No.	0014993
Federal ID No.	N/A
Status	Completed
Service Type	Last Mile Connectivity / Pedestrian Facility
Sponsor	City of Atlanta
Jurisdiction	City of Atlanta
Analysis Level	In the Region's Air Quality Conformity Analysis

Existing Thru Lane	5/4/3	**LCI**		**Network Year**	2030
Planned Thru Lane	4/3/2	**Flex**	X	**Corridor Length**	4.6 miles

Detailed Description and Justification

This project will install the bicycle facilities identified in the ARC funded Cycle Atlanta: Phase 1.0 study. These facilities will support the existing and planned compact development in the central core of the city, as well as within the Atlanta BeltLine Planning Area by supporting cycling as a mode of transportation between varied land uses. Projects include (1) protected bike lanes on Mangum/Walker/Peters/Lee - part of Corridor A, (2) bike lanes and buffered bike lanes on R. McGill Blvd - part of Corridor C, and (3) the Bicycle Boulevard/Neighborway along Woodward Avenue - part of Corridor D. The projects add 4.6 miles of high quality bicycle facilities to Atlanta's network and make key connections within the 31-mile Phase 1.0 network. Portions of this project are located in Equitable Target Areas.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	TAP - Urban (>200K) (ARC)	AUTH	2017	**$237,500**	~~$190,000~~	~~$0,000~~	~~$0,000~~	~~$47,500~~
CST	Local Jurisdiction/Municipality Funds	AUTH	2021	**$2,950,000**	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$2,950,000~~
				$3,187,500	**$190,000**	**$0,000**	**$0,000**	**$2,997,500**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

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AT-240

Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

Short Title	US 78/278/SR 8 (D.L. HOLLOWELL PARKWAY) PEDESTRIAN FACILITY - PHASE A FROM WEST LAKE AVENUE/FLORENCE PLACE TO PROCTOR CREEK (WEST OF GARY AVENUE)
GDOT Project No.	0010322
Federal ID No.	N/A
Status	Programmed
Service Type	Last Mile Connectivity / Joint Bike-Ped Facilities
Sponsor	City of Atlanta
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)

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Existing Thru Lane	4	**LCI**	X	**Network Year**	TBD
Planned Thru Lane	4	**Flex**		**Corridor Length**	0.8 miles

Detailed Description and Justification

The proposed improvements would construct a 9-foot multi-use path (6-foot sidewalks and 4-foot one way bike pair) along Donald Lee Hollowell and add streetscape trees, pedestrian and street lighting inside a 6-foot tree planting zone along Donald Lee Hollowell from West Lake Ave./Florence Place to Proctor Creek (west of Gary Avenue). The proposed improvements to this project would also realign West Lake Avenue with Florence Place. The proposed improvements would also re-stripe Chappell Road in order to align through movements across Donald Lee Hollowell Parkway, eliminating the existing conflicting lane alignments. The proposed improvements would also add a dedicated left turn lane on Chappell Road, add dedicated left turn lanes with adequate storage along Donald Lee Hollowell, add a dedicated right turn lane to westbound Donald Lee Hollowell, and improve the right turn radius on southbound Dobbs Street.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2011	**$698,000**	~~$469,833~~	~~$0,000~~	~~$0,000~~	~~$228,167~~
ROW	Local Jurisdiction/Municipality Funds		2023	**$1,373,213**	$0,000	$0,000	$0,000	$1,373,213
UTL	Local Jurisdiction/Municipality Funds		2023	**$998,589**	$0,000	$0,000	$0,000	$998,589
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC) - LCI Setaside for Implementation		2023	**$3,695,069**	$2,956,055	$739,014	$0,000	$0,000
				$6,764,871	**$3,425,888**	**$739,014**	**$0,000**	**$2,599,969**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

Report Generated: 8/25/2021

AR-491B

Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

Short Title	NORTH AVENUE CORRIDOR HIGH CAPACITY PREMIUM TRANSIT SERVICE FROM MARTA NORTH AVENUE RAIL STATION TO MARTA BANKHEAD RAIL STATION
GDOT Project No.	N/A
Federal ID No.	N/A
Status	Long Range
Service Type	Transit / Bus Capital
Sponsor	MARTA
Jurisdiction	City of Atlanta
Analysis Level	In the Region's Air Quality Conformity Analysis

Existing Thru Lane	N/A	**LCI**		**Network Year**	2050
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	TBD miles

Detailed Description and Justification

This project will provide high capacity premium transit service along the North Avenue corridor between MARTA's North Avenue and Bankhead heavy rail stations.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	Local Jurisdiction/Municipality Funds		LR 2041-2050	**$62,900,000**	$0,000	$0,000	$0,000	$62,900,000
				$62,900,000	**$0,000**	**$0,000**	**$0,000**	**$62,900,000**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

Report Generated: 8/25/2021

AR-490F

Atlanta Region's Plan RTP (2020) PROJECT FACT SHEET

Short Title	ATLANTA STREETCAR - NORTHWEST BELTLINE CORRIDOR FROM NEAR INTERSECTION OF WESTVIEW DRIVE AT LANGHORN STREET TO MARTA BANKHEAD RAIL STATION
GDOT Project No.	N/A
Federal ID No.	N/A
Status	Long Range
Service Type	Transit / Rail Capital
Sponsor	MARTA
Jurisdiction	Regional - Central
Analysis Level	In the Region's Air Quality Conformity Analysis

Existing Thru Lane	N/A	**LCI**		**Network Year**	2050
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	TBD miles

Detailed Description and Justification

This project constructs a new streetcar line along the Beltline corridor between the intersection of Westview Drive and Langhorn Street to the MARTA Bankhead heavy rail station

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	New Starts		LR 2041-2050	**$96,900,000**	$33,915,000	$0,000	$0,000	$62,985,000
				$96,900,000	**$33,915,000**	**$0,000**	**$0,000**	**$62,985,000**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

Report Generated: 8/25/2021

APPENDIX C

TRAFFIC COUNT DATA

Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Marietta Rd NW @ Bolton Rd NW
Atlanta, GA
7-9 AM | 4-6 PM

File Name : 44340001
Site Code : 44340001
Start Date : 11/18/2020
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Marietta Rd NW Northbound					Marietta Rd NW Southbound					Bolton Rd NW Eastbound					Bolton Rd NW 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	8	1	6	0	15	1	0	2	0	3	0	87	19	0	106	5	35	3	0	43	167
07:15 AM	15	0	4	0	19	5	0	2	0	7	1	113	23	0	137	8	46	4	0	58	221
07:30 AM	20	0	6	0	26	4	1	1	0	6	3	145	35	0	183	8	47	2	0	57	272
07:45 AM	19	1	6	0	26	3	0	2	0	5	3	112	35	0	150	5	55	6	0	66	247
Total	62	2	22	0	86	13	1	7	0	21	7	457	112	0	576	26	183	15	0	224	907
08:00 AM	19	1	6	0	26	4	1	3	0	8	5	111	29	0	145	5	49	3	0	57	236
08:15 AM	28	0	4	0	32	9	0	8	0	17	1	133	27	0	161	10	69	4	0	83	293
08:30 AM	17	0	6	0	23	6	0	2	0	8	5	125	29	0	159	7	62	7	0	76	266
08:45 AM	22	0	6	0	28	8	0	7	0	15	1	143	27	0	171	6	61	8	0	75	289
Total	86	1	22	0	109	27	1	20	0	48	12	512	112	0	636	28	241	22	0	291	1084
*** BREAK ***																					
04:00 PM	49	0	11	0	60	5	1	4	0	10	3	98	17	0	118	10	137	5	0	152	340
04:15 PM	58	0	10	0	68	4	0	5	0	9	2	100	22	0	124	7	157	6	0	170	371
04:30 PM	46	3	7	0	56	5	1	5	0	11	3	103	14	0	120	7	149	0	0	156	343
04:45 PM	42	1	8	0	51	0	0	2	0	2	3	118	17	0	138	4	163	5	0	172	363
Total	195	4	36	0	235	14	2	16	0	32	11	419	70	0	500	28	606	16	0	650	1417
05:00 PM	64	1	10	0	75	11	0	8	0	19	1	104	25	0	130	8	165	0	0	173	397
05:15 PM	51	0	8	0	59	2	1	1	0	4	0	102	17	0	119	11	150	1	0	162	344
05:30 PM	48	0	13	0	61	1	0	0	0	1	1	107	18	0	126	3	139	0	0	142	330
05:45 PM	32	0	7	0	39	0	0	0	0	0	0	109	20	0	129	4	156	0	0	160	328
Total	195	1	38	0	234	14	1	9	0	24	2	422	80	0	504	26	610	1	0	637	1399
Grand Total	538	8	118	0	664	68	5	52	0	125	32	1810	374	0	2216	108	1640	54	0	1802	4807
Apprch %	81	1.2	17.8	0		54.4	4	41.6	0		1.4	81.7	16.9	0		6	91	3	0		
Total %	11.2	0.2	2.5	0	13.8	1.4	0.1	1.1	0	2.6	0.7	37.7	7.8	0	46.1	2.2	34.1	1.1	0	37.5	

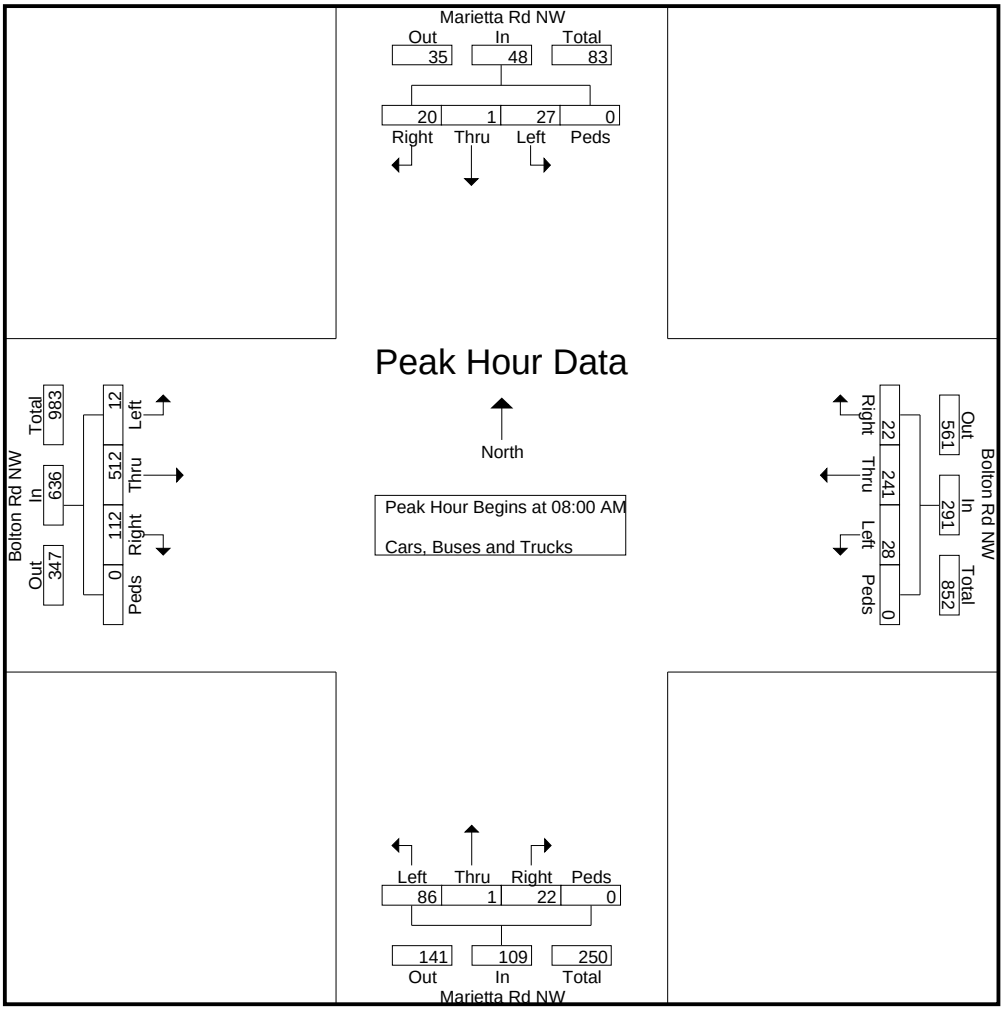
Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
Marietta Rd NW @ Bolton Rd NW
Atlanta, GA
7-9 AM | 4-6 PM

File Name : 44340001
Site Code : 44340001
Start Date : 11/18/2020
Page No : 2

	Marietta Rd NW Northbound					Marietta Rd NW Southbound					Bolton Rd NW Eastbound					Bolton Rd NW 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 08:00 AM																					
08:00 AM	19	**1**	**6**	0	26	4	**1**	3	0	8	**5**	111	**29**	0	145	5	49	3	0	57	236
08:15 AM	**28**	0	4	0	**32**	**9**	0	**8**	0	**17**	1	133	27	0	161	**10**	**69**	4	0	**83**	**293**
08:30 AM	17	0	6	0	23	6	0	2	0	8	5	125	29	0	159	7	62	7	0	76	266
08:45 AM	22	0	6	0	28	8	0	7	0	15	1	**143**	27	0	**171**	6	61	**8**	0	75	289
Total Volume	86	1	22	0	109	27	1	20	0	48	12	512	112	0	636	28	241	22	0	291	1084
% App. Total	78.9		20.2			56.2		41.7				80.5	17.6				82.8				
PHF	.768	.250	.917	.000	.852	.750	.250	.625	.000	.706	.600	.895	.966	.000	.930	.700	.873	.688	.000	.877	.925



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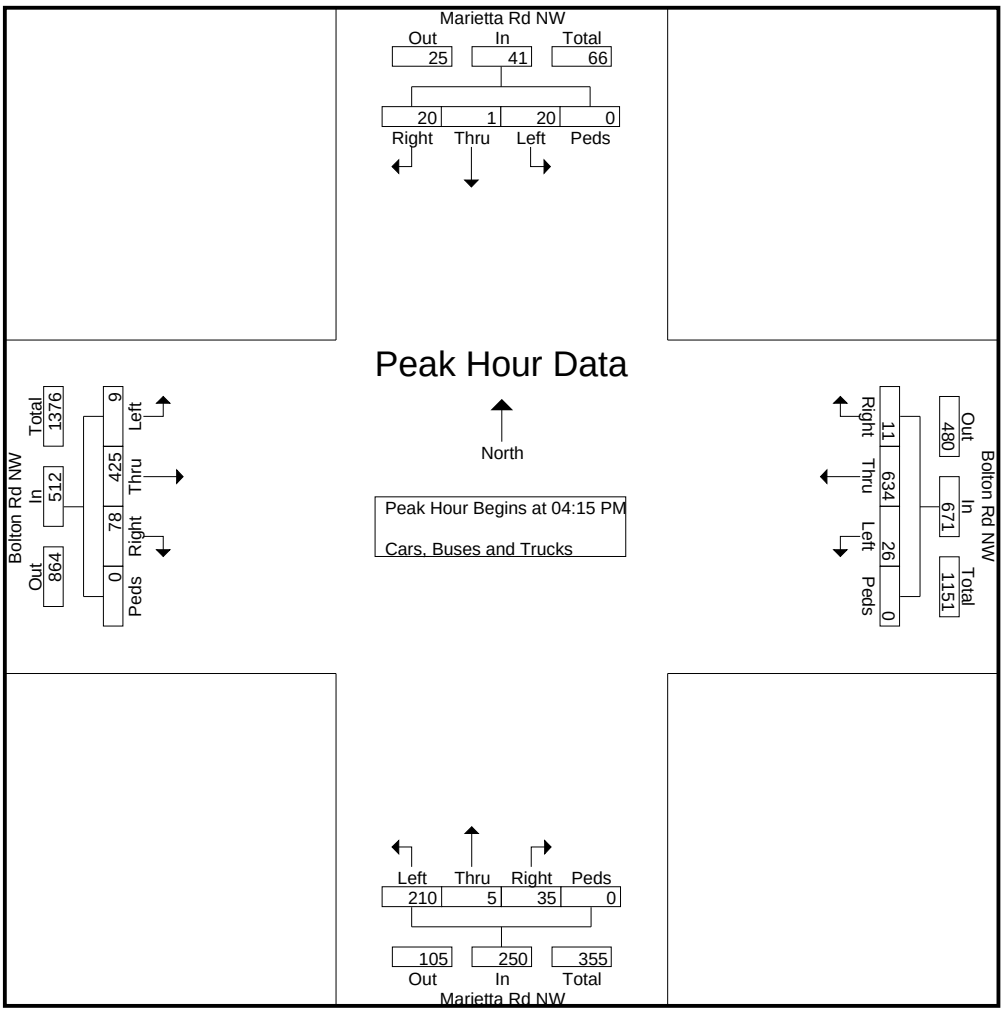
TMC Data
Marietta Rd NW @ Bolton Rd NW
Atlanta, GA
7-9 AM | 4-6 PM

File Name : 44340001
Site Code : 44340001
Start Date : 11/18/2020
Page No : 3

	Marietta Rd NW Northbound					Marietta Rd NW Southbound					Bolton Rd NW Eastbound					Bolton Rd NW 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 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	58	0	**10**	0	68	4	0	5	0	9	2	100	22	0	124	7	157	**6**	0	170	371
04:30 PM	46	**3**	7	0	56	5	**1**	5	0	11	**3**	103	14	0	120	7	149	0	0	156	343
04:45 PM	42	1	8	0	51	0	0	2	0	2	3	**118**	17	0	**138**	4	163	5	0	172	363
05:00 PM	**64**	1	10	0	**75**	**11**	0	**8**	0	**19**	1	104	**25**	0	130	**8**	**165**	0	0	**173**	**397**
Total Volume	210	5	35	0	250	20	1	20	0	41	9	425	78	0	512	26	634	11	0	671	1474
% App. Total						48.8		48.8					15.2				94.5				
PHF	.820	.417	.875	.000	.833	.455	.250	.625	.000	.539	.750	.900	.780	.000	.928	.813	.961	.458	.000	.970	.928



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TMC Data
Marietta Rd NW @ La Dawn Lane NW
Atlanta, GA
7-9 AM | 4-6 PM

File Name : 44340002
Site Code : 44340002
Start Date : 11/18/2020
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Marietta Rd NW Northbound					Marietta Rd NW Southbound					Eastbound					La Dawn Lane NW 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	0	11	0	0	11	5	16	0	0	21	0	0	0	0	0	0	0	2	0	2	34
07:15 AM	0	16	0	0	16	11	14	0	0	25	0	0	0	0	0	0	0	5	0	5	46
07:30 AM	0	9	0	0	9	18	20	0	0	38	0	0	0	0	0	0	0	11	0	11	58
07:45 AM	0	23	1	0	24	21	20	0	0	41	0	0	0	0	0	0	0	5	0	5	70
Total	0	59	1	0	60	55	70	0	0	125	0	0	0	0	0	0	0	23	0	23	208
08:00 AM	0	15	0	0	15	10	22	0	0	32	0	0	0	0	0	1	0	13	0	14	61
08:15 AM	0	20	2	0	22	13	18	0	0	31	0	0	0	0	0	1	0	11	0	12	65
08:30 AM	0	13	0	0	13	15	19	0	0	34	0	0	0	0	0	0	0	8	0	8	55
08:45 AM	0	11	0	0	11	9	18	0	0	27	0	0	0	0	0	0	0	6	0	6	44
Total	0	59	2	0	61	47	77	0	0	124	0	0	0	0	0	2	0	38	0	40	225
*** BREAK ***																					
04:00 PM	0	28	0	0	28	5	19	0	0	24	0	0	0	0	0	0	0	40	0	40	92
04:15 PM	0	25	0	0	25	10	20	0	0	30	0	0	0	0	0	1	0	26	0	27	82
04:30 PM	0	22	0	0	22	12	12	0	0	24	0	0	0	0	0	0	0	32	0	32	78
04:45 PM	0	15	0	0	15	5	14	0	0	19	0	0	0	0	0	1	0	21	0	22	56
Total	0	90	0	0	90	32	65	0	0	97	0	0	0	0	0	2	0	119	0	121	308
05:00 PM	0	31	1	0	32	15	18	0	0	33	0	0	0	0	0	0	0	39	0	39	104
05:15 PM	0	27	0	0	27	7	23	0	0	30	0	0	0	0	0	0	0	38	0	38	95
05:30 PM	0	31	0	0	31	6	19	0	0	25	0	0	0	0	0	0	0	24	0	24	80
05:45 PM	0	29	0	0	29	6	17	0	0	23	0	0	0	0	0	0	0	18	0	18	70
Total	0	118	1	0	119	34	77	0	0	111	0	0	0	0	0	0	0	119	0	119	349
Grand Total	0	326	4	0	330	168	289	0	0	457	0	0	0	0	0	4	0	299	0	303	1090
Apprch %	0	98.8	1.2	0		36.8	63.2	0	0		0	0	0	0		1.3	0	98.7	0		
Total %	0	29.9	0.4	0	30.3	15.4	26.5	0	0	41.9	0	0	0	0	0	0.4	0	27.4	0	27.8	

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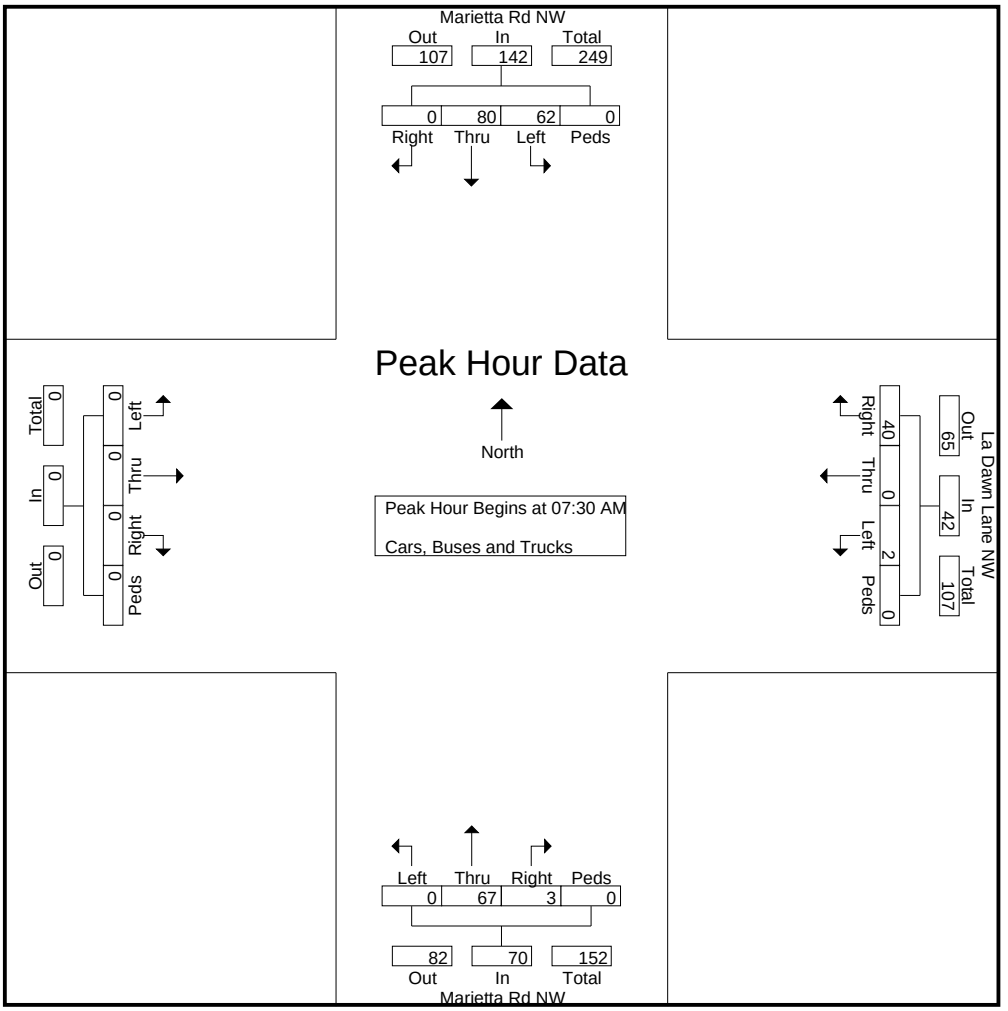
TMC Data
Marietta Rd NW @ La Dawn Lane NW
Atlanta, GA
7-9 AM | 4-6 PM

File Name : 44340002
Site Code : 44340002
Start Date : 11/18/2020
Page No : 2

	Marietta Rd NW Northbound					Marietta Rd NW Southbound					Eastbound					La Dawn Lane NW 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	9	0	0	9	18	20	0	0	38	0	0	0	0	0	0	0	11	0	11	58
07:45 AM	0	**23**	1	0	**24**	**21**	20	0	0	**41**	0	0	0	0	0	0	0	5	0	5	**70**
08:00 AM	0	15	0	0	15	10	**22**	0	0	32	0	0	0	0	0	**1**	0	**13**	0	**14**	61
08:15 AM	0	20	**2**	0	22	13	18	0	0	31	0	0	0	0	0	1	0	11	0	12	65
Total Volume	0	67	3	0	70	62	80	0	0	142	0	0	0	0	0	2	0	40	0	42	254
% App. Total		95.7				43.7	56.3											95.2			
PHF	.000	.728	.375	.000	.729	.738	.909	.000	.000	.866	.000	.000	.000	.000	.000	.500	.000	.769	.000	.750	.907



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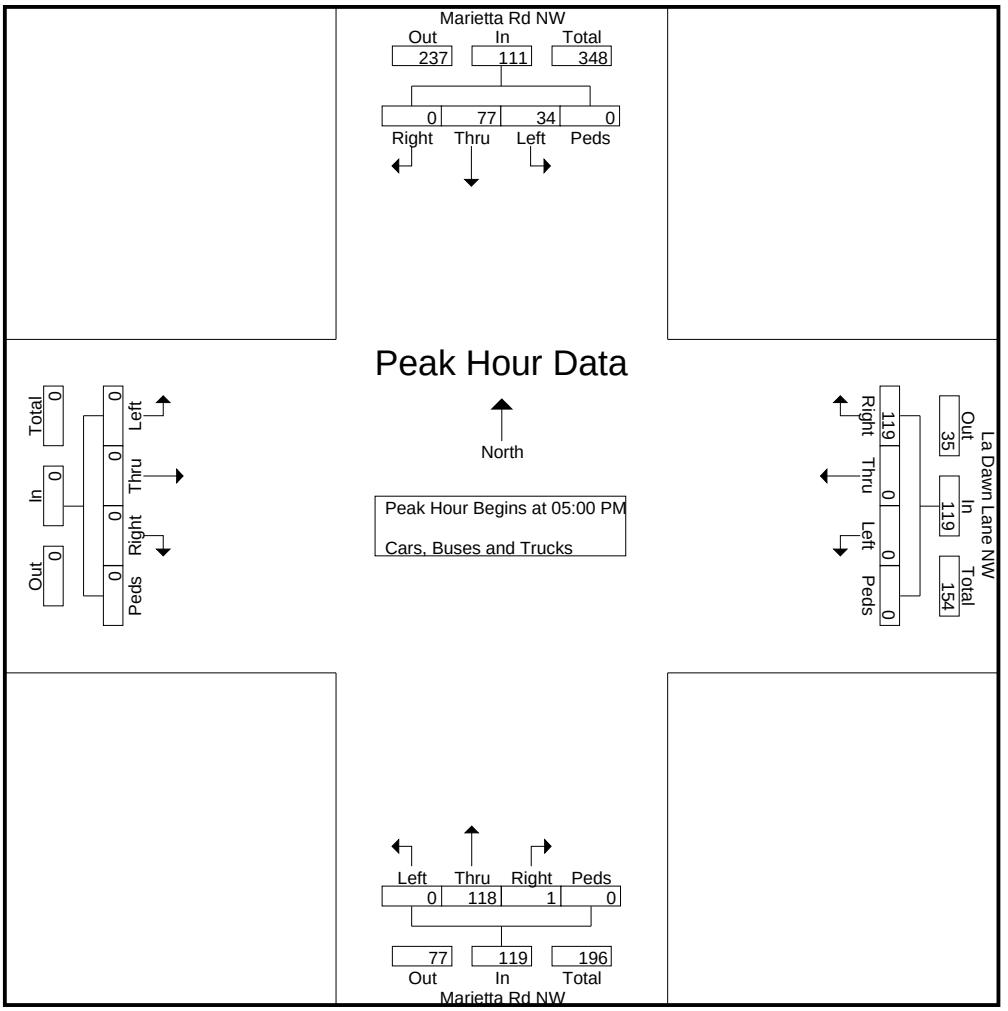
TMC Data
Marietta Rd NW @ La Dawn Lane NW
Atlanta, GA
7-9 AM | 4-6 PM

File Name : 44340002
Site Code : 44340002
Start Date : 11/18/2020

	Marietta Rd NW Northbound					Marietta Rd NW Southbound					Eastbound					La Dawn Lane NW 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 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	**31**	**1**	0	**32**	**15**	18	0	0	**33**	0	0	0	0	0	0	0	**39**	0	**39**	**104**
05:15 PM	0	27	0	0	27	7	**23**	0	0	30	0	0	0	0	0	0	0	38	0	38	95
05:30 PM	0	31	0	0	31	6	19	0	0	25	0	0	0	0	0	0	0	24	0	24	80
05:45 PM	0	29	0	0	29	6	17	0	0	23	0	0	0	0	0	0	0	18	0	18	70
Total Volume	0	118	1	0	119	34	77	0	0	111	0	0	0	0	0	0	0	119	0	119	349
% App. Total		99.2				30.6	69.4														
PHF	.000	.952	.250	.000	.930	.567	.837	.000	.000	.841	.000	.000	.000	.000	.000	.000	.000	.763	.000	.763	.839



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TMC Data
Marietta Rd NW @ Carroll Dr NW
Atlanta, GA
7-9 AM | 4-6 PM

File Name : 44340003
Site Code : 44340003
Start Date : 11/18/2020
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Marietta Rd NW Northbound					Marietta Rd NW Southbound					Carroll Dr NW Eastbound					Carroll Dr NW 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	0	2	7	0	9	18	9	0	0	27	0	1	0	0	1	7	0	2	0	9	46
07:15 AM	0	4	8	0	12	17	6	0	0	23	0	2	0	0	2	10	0	3	0	13	50
07:30 AM	0	7	3	0	10	20	6	0	0	26	0	1	0	0	1	8	0	6	0	14	51
07:45 AM	0	8	3	0	11	19	5	0	0	24	0	4	0	0	4	8	2	9	0	19	58
Total	0	21	21	0	42	74	26	0	0	100	0	8	0	0	8	33	2	20	0	55	205
08:00 AM	0	3	6	0	9	16	10	0	0	26	0	5	0	0	5	8	1	8	0	17	57
08:15 AM	0	3	7	0	10	13	2	0	0	15	0	6	0	0	6	7	2	11	0	20	51
08:30 AM	0	3	5	0	8	21	8	1	0	30	0	2	0	0	2	5	2	10	0	17	57
08:45 AM	0	5	8	0	13	18	4	0	0	22	0	1	0	0	1	7	1	13	0	21	57
Total	0	14	26	0	40	68	24	1	0	93	0	14	0	0	14	27	6	42	0	75	222
*** BREAK ***																					
04:00 PM	0	7	4	0	11	11	8	0	0	19	0	1	0	0	1	9	1	19	0	29	60
04:15 PM	0	8	7	0	15	9	11	0	0	20	0	1	1	0	2	16	2	20	0	38	75
04:30 PM	0	6	9	0	15	6	4	0	0	10	0	1	0	0	1	11	6	20	0	37	63
04:45 PM	0	5	3	0	8	5	6	0	0	11	0	1	0	0	1	13	2	19	0	34	54
Total	0	26	23	0	49	31	29	0	0	60	0	4	1	0	5	49	11	78	0	138	252
05:00 PM	1	10	7	0	18	11	9	0	0	20	0	1	0	0	1	15	4	29	0	48	87
05:15 PM	0	6	3	0	9	14	8	0	0	22	0	4	0	0	4	14	1	27	0	42	77
05:30 PM	0	8	3	0	11	11	7	0	0	18	0	0	0	0	0	18	1	31	0	50	79
05:45 PM	0	12	6	0	18	15	9	0	0	24	0	1	0	0	1	10	4	28	0	42	85
Total	1	36	19	0	56	51	33	0	0	84	0	6	0	0	6	57	10	115	0	182	328
Grand Total	1	97	89	0	187	224	112	1	0	337	0	32	1	0	33	166	29	255	0	450	1007
Apprch %	0.5	51.9	47.6	0		66.5	33.2	0.3	0		0	97	3	0		36.9	6.4	56.7	0		
Total %	0.1	9.6	8.8	0	18.6	22.2	11.1	0.1	0	33.5	0	3.2	0.1	0	3.3	16.5	2.9	25.3	0	44.7	

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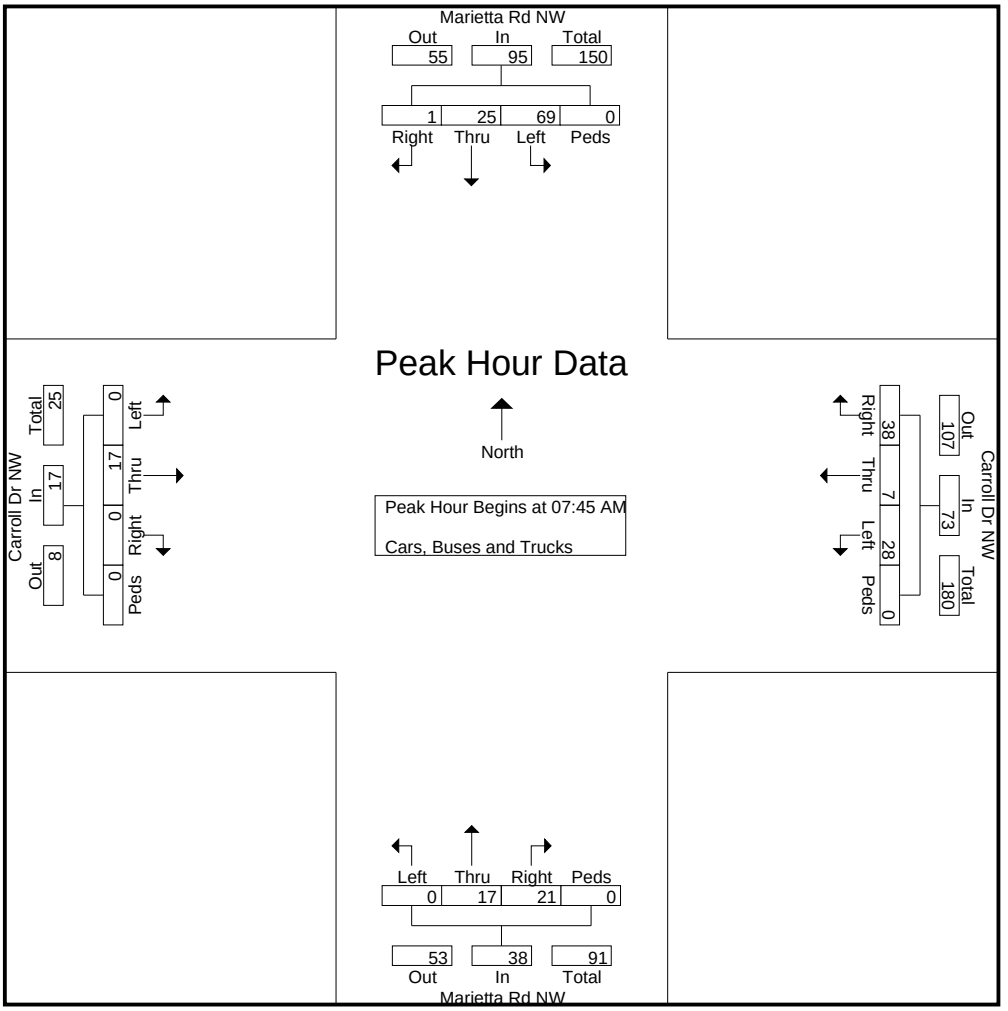
TMC Data
Marietta Rd NW @ Carroll Dr NW
Atlanta, GA
7-9 AM | 4-6 PM

File Name : 44340003
Site Code : 44340003
Start Date : 11/18/2020
Page No : 2

	Marietta Rd NW Northbound					Marietta Rd NW Southbound					Carroll Dr NW Eastbound					Carroll Dr NW 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	0	**8**	3	0	**11**	19	5	0	0	24	0	4	0	0	4	**8**	**2**	9	0	19	**58**
08:00 AM	0	3	6	0	9	16	**10**	0	0	26	0	5	0	0	5	8	1	8	0	17	57
08:15 AM	0	3	**7**	0	10	13	2	0	0	15	0	**6**	0	0	**6**	7	2	**11**	0	**20**	51
08:30 AM	0	3	5	0	8	**21**	8	**1**	0	**30**	0	2	0	0	2	5	2	10	0	17	57
Total Volume	0	17	21	0	38	69	25	1	0	95	0	17	0	0	17	28	7	38	0	73	223
% App. Total		44.7	55.3			72.6	26.3									38.4		52.1			
PHF	.000	.531	.750	.000	.864	.821	.625	.250	.000	.792	.000	.708	.000	.000	.708	.875	.875	.864	.000	.913	.961



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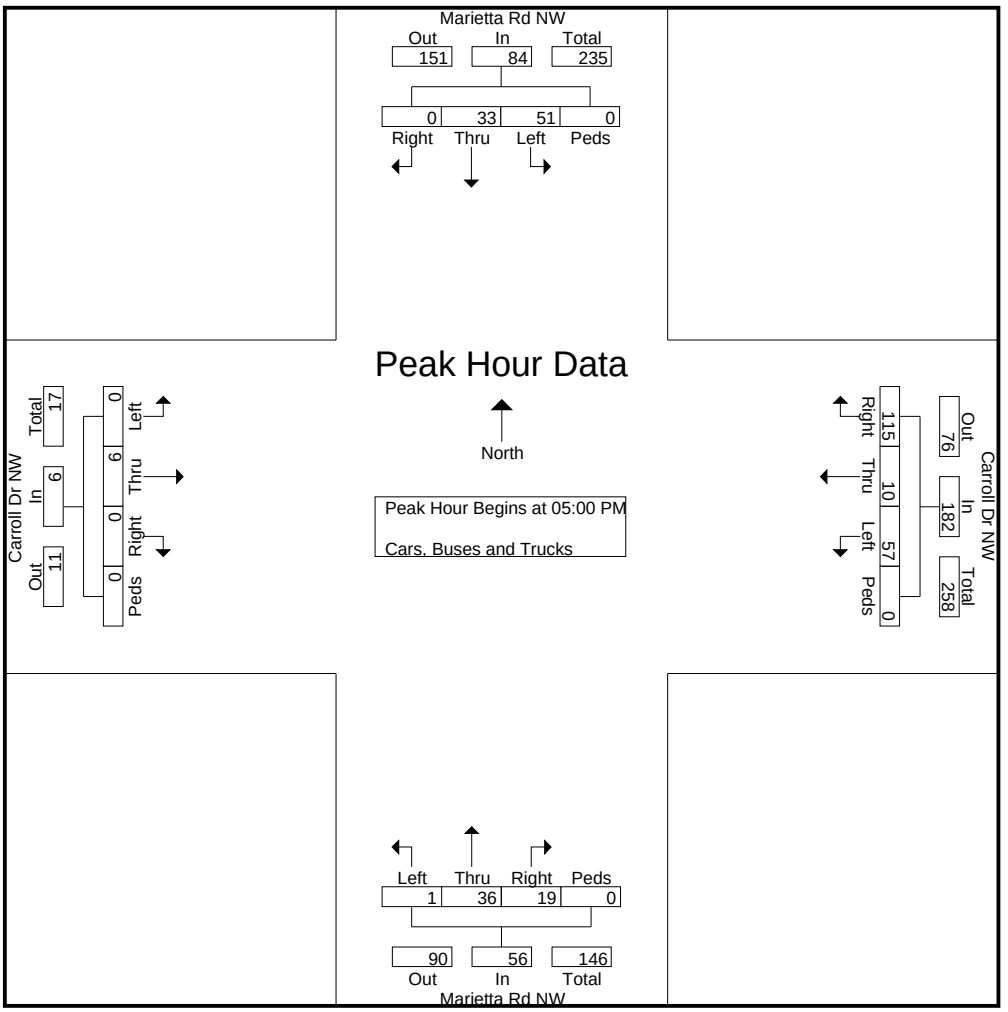
TMC Data
Marietta Rd NW @ Carroll Dr NW
Atlanta, GA
7-9 AM | 4-6 PM

File Name : 44340003
Site Code : 44340003
Start Date : 11/18/2020

	Marietta Rd NW Northbound					Marietta Rd NW Southbound					Carroll Dr NW Eastbound					Carroll Dr NW 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 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**1**	10	**7**	0	**18**	11	**9**	0	0	20	0	1	0	0	1	15	**4**	29	0	48	**87**
05:15 PM	0	6	3	0	9	14	8	0	0	22	0	**4**	0	0	**4**	14	1	27	0	42	77
05:30 PM	0	8	3	0	11	11	7	0	0	18	0	0	0	0	0	**18**	1	**31**	0	**50**	79
05:45 PM	0	**12**	6	0	18	**15**	9	0	0	**24**	0	1	0	0	1	10	4	28	0	42	85
Total Volume	1	36	19	0	56	51	33	0	0	84	0	6	0	0	6	57	10	115	0	182	328
% App. Total		64.3	33.9			60.7	39.3									31.3		63.2			
PHF	.250	.750	.679	.000	.778	.850	.917	.000	.000	.875	.000	.375	.000	.000	.375	.792	.625	.927	.000	.910	.943



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TMC Data
Marietta Rd NW @ Laurel Ave NW/
Annie St NW, Atlanta, GA
7-9 AM | 4-6 PM

File Name : 44340004
Site Code : 44340004
Start Date : 11/18/2020
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Marietta Rd NW Northbound					Marietta Rd NW Southbound					Private Drwy Eastbound					Laurel Ave NW Westbound					Annie St NW South Westbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
07:00 AM	1	9	8	0	18	0	1	15	0	16	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	35
07:15 AM	0	9	11	0	20	0	0	13	0	13	0	0	0	3	3	0	0	1	1	2	0	1	0	1	2	40
07:30 AM	3	9	9	0	21	0	2	15	1	18	0	0	0	1	1	0	0	0	1	1	0	1	0	0	1	42
07:45 AM	0	10	5	1	16	0	0	13	0	13	2	0	0	0	2	0	0	1	0	1	0	4	0	0	4	36
Total	4	37	33	1	75	0	3	56	1	60	2	0	0	4	6	1	0	2	2	5	0	6	0	1	7	153
08:00 AM	0	9	8	1	18	1	0	18	0	19	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	39
08:15 AM	0	10	7	0	17	0	0	7	1	8	0	0	0	0	0	0	0	1	0	1	0	2	0	1	3	29
08:30 AM	0	9	3	1	13	0	2	11	0	13	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	28
08:45 AM	0	10	5	0	15	0	0	12	0	12	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	30
Total	0	38	23	2	63	1	2	48	1	52	0	0	0	0	0	2	0	1	2	5	0	5	0	1	6	126
*** BREAK ***																										
04:00 PM	0	10	6	1	17	0	0	25	0	25	0	0	0	1	1	0	0	1	0	1	0	10	0	0	10	54
04:15 PM	0	15	8	1	24	0	0	20	0	20	0	0	0	0	0	0	0	0	1	1	0	6	0	0	6	51
04:30 PM	0	10	8	0	18	0	0	21	0	21	0	0	0	0	0	0	0	0	1	1	0	2	0	0	2	42
04:45 PM	1	16	5	0	22	0	0	14	0	14	0	0	0	0	0	0	0	1	0	1	0	6	0	0	6	43
Total	1	51	27	2	81	0	0	80	0	80	0	0	0	1	1	0	0	2	2	4	0	24	0	0	24	190
05:00 PM	0	15	7	0	22	1	1	27	0	29	0	0	0	1	1	0	0	0	1	1	0	8	0	1	9	62
05:15 PM	0	11	8	0	19	0	0	30	0	30	0	0	0	0	0	0	0	1	0	1	0	6	0	0	6	56
05:30 PM	0	8	5	0	13	0	1	23	0	24	1	1	0	0	2	1	0	0	1	2	0	5	0	0	5	46
05:45 PM	0	11	5	0	16	0	0	16	0	16	2	0	0	0	2	0	0	0	0	0	0	5	0	0	5	39
Total	0	45	25	0	70	1	2	96	0	99	3	1	0	1	5	1	0	1	2	4	0	24	0	1	25	203
Grand Total	5	171	108	5	289	2	7	280	2	291	5	1	0	6	12	4	0	6	8	18	0	59	0	3	62	672
Apprch %	1.7	59.2	37.4	1.7		0.7	2.4	96.2	0.7		41.7	8.3	0	50		22.2	0	33.3	44.4		0	95.2	0	4.8		
Total %	0.7	25.4	16.1	0.7	43	0.3	1	41.7	0.3	43.3	0.7	0.1	0	0.9	1.8	0.6	0	0.9	1.2	2.7	0	8.8	0	0.4	9.2	

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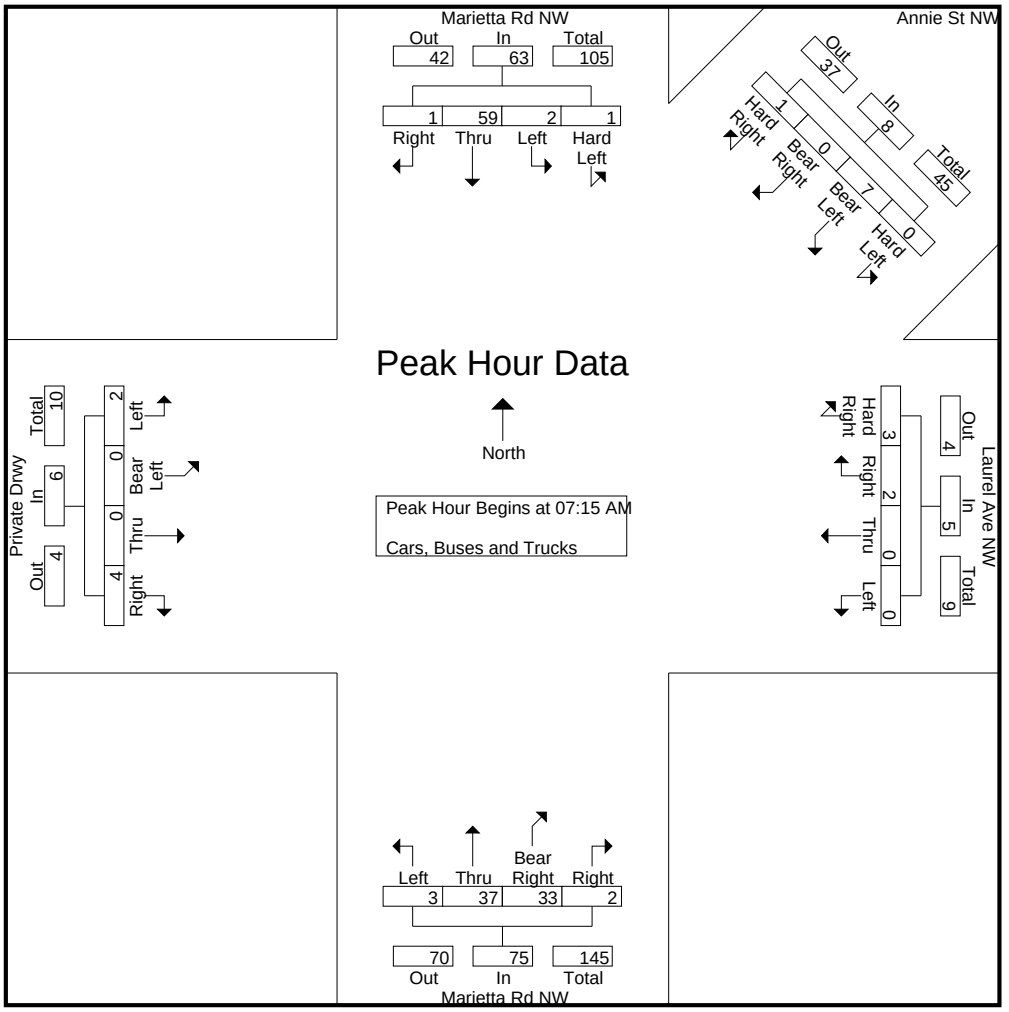
TMC Data
Marietta Rd NW @ Laurel Ave NW/
Annie St NW, Atlanta, GA
7-9 AM | 4-6 PM

File Name : 44340004
Site Code : 44340004
Start Date : 11/18/2020
Page No : 2

	Marietta Rd NW Northbound					Marietta Rd NW Southbound					Private Drwy Eastbound					Laurel Ave NW Westbound					Annie St NW South Westbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	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 07:15 AM																										
07:15 AM	0	9	**11**	0	20	0	0	13	0	13	0	0	0	**3**	**3**	0	0	**1**	**1**	**2**	0	1	0	**1**	2	40
07:30 AM	**3**	9	9	0	**21**	0	**2**	15	**1**	18	0	0	0	1	1	0	0	0	1	1	0	1	0	0	1	**42**
07:45 AM	0	**10**	5	**1**	16	0	0	13	0	13	**2**	0	0	0	2	0	0	1	0	1	0	**4**	0	0	**4**	36
08:00 AM	0	9	8	1	18	**1**	0	**18**	0	**19**	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	39
Total Volume	3	37	33	2	75	1	2	59	1	63	2	0	0	4	6	0	0	2	3	5	0	7	0	1	8	157
% App. Total	4	49.3	44	2.7		1.6	3.2	93.7	1.6		33.3	0	0	66.7		0	0	40	60		0	87.5	0	12.5		
PHF	.250	.925	.750	.500	.893	.250	.250	.819	.250	.829	.250	.000	.000	.333	.500	.000	.000	.500	.750	.625	.000	.438	.000	.250	.500	.935



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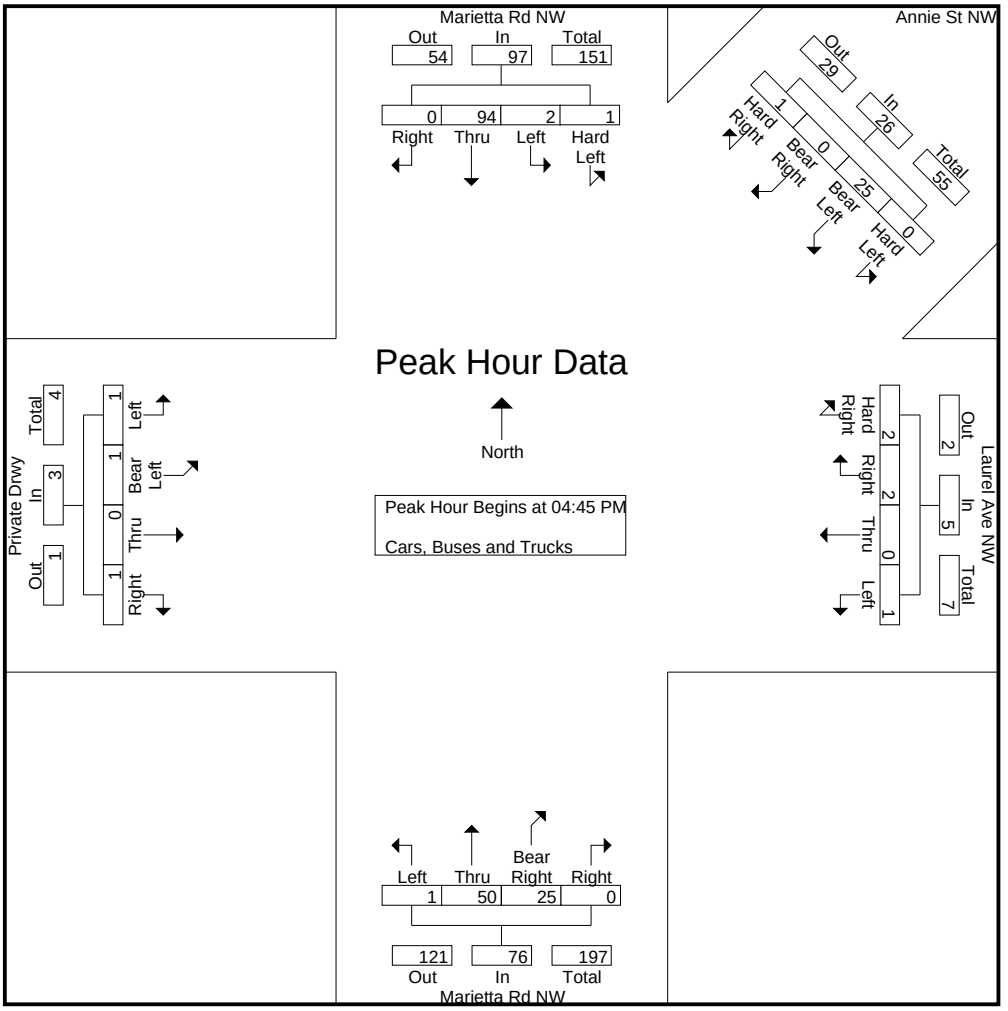
TMC Data
Marietta Rd NW @ Laurel Ave NW/
Annie St NW, Atlanta, GA
7-9 AM | 4-6 PM

File Name : 44340004
Site Code : 44340004
Start Date : 11/18/2020
Page No : 3

	Marietta Rd NW Northbound					Marietta Rd NW Southbound					Private Drwy Eastbound					Laurel Ave NW Westbound					Annie St NW South Westbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:45 PM																										
04:45 PM	**1**	**16**	5	0	**22**	0	0	14	0	14	0	0	0	0	0	0	0	**1**	0	1	0	6	0	0	6	43
05:00 PM	0	15	7	0	22	**1**	**1**	27	0	29	0	0	0	**1**	1	0	0	0	**1**	1	0	**8**	0	**1**	**9**	**62**
05:15 PM	0	11	**8**	0	19	0	0	**30**	0	**30**	0	0	0	0	0	0	0	1	0	1	0	6	0	0	6	56
05:30 PM	0	8	5	0	13	0	1	23	0	24	**1**	**1**	0	0	**2**	**1**	0	0	1	**2**	0	5	0	0	5	46
Total Volume	1	50	25	0	76	1	2	94	0	97	1	1	0	1	3	1	0	2	2	5	0	25	0	1	26	207
% App. Total	1.3	65.8	32.9	0		1	2.1	96.9	0		33.3	33.3	0	33.3		20	0	40	40		0	96.2	0	3.8		
PHF	.250	.781	.781	.000	.864	.250	.500	.783	.000	.808	.250	.250	.000	.250	.375	.250	.000	.500	.500	.625	.000	.781	.000	.250	.722	.835



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TMC Data
Marietta Rd NW @ Thomas St NW
Atlanta, GA
7-9 AM | 4-6 PM

File Name : 44340005
Site Code : 44340005
Start Date : 11/18/2020
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Marietta Rd NW Northbound					Marietta Rd NW Southbound					Private Drwy Eastbound					Thomas St NW 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	0	17	0	0	17	2	15	0	0	17	0	0	0	0	0	6	0	1	0	7	41
07:15 AM	0	17	1	0	18	3	15	0	0	18	1	0	0	0	1	1	0	1	0	2	39
07:30 AM	0	18	0	0	18	3	15	0	0	18	0	0	0	0	0	1	0	3	0	4	40
07:45 AM	0	17	1	0	18	1	17	0	0	18	0	0	0	0	0	0	0	1	0	1	37
Total	0	69	2	0	71	9	62	0	0	71	1	0	0	0	1	8	0	6	0	14	157
08:00 AM	0	16	0	0	16	3	16	0	0	19	0	0	0	0	0	0	0	3	0	3	38
08:15 AM	0	14	0	0	14	1	9	0	0	10	0	0	0	0	0	0	0	2	0	2	26
08:30 AM	0	12	0	0	12	2	8	0	0	10	0	0	0	0	0	1	0	1	0	2	24
08:45 AM	0	11	1	0	12	4	12	0	0	16	0	0	0	0	0	0	0	4	0	4	32
Total	0	53	1	0	54	10	45	0	0	55	0	0	0	0	0	1	0	10	0	11	120
*** BREAK ***																					
04:00 PM	0	12	0	0	12	0	20	0	0	20	1	0	0	0	1	0	0	1	0	1	34
04:15 PM	0	21	0	0	21	1	37	0	0	38	0	0	0	0	0	1	0	3	0	4	63
04:30 PM	0	15	0	0	15	1	22	0	0	23	0	0	1	0	1	1	0	2	0	3	42
04:45 PM	0	14	0	0	14	0	27	0	0	27	0	0	0	0	0	0	0	1	0	1	42
Total	0	62	0	0	62	2	106	0	0	108	1	0	1	0	2	2	0	7	0	9	181
05:00 PM	0	19	0	0	19	0	33	0	0	33	0	0	0	0	0	0	0	0	0	0	52
05:15 PM	0	18	0	0	18	1	31	1	0	33	1	0	1	0	2	0	2	1	0	3	56
05:30 PM	0	13	0	0	13	0	28	0	0	28	0	0	0	0	0	0	0	3	0	3	44
05:45 PM	0	18	0	0	18	1	23	0	0	24	0	0	0	0	0	0	0	1	0	1	43
Total	0	68	0	0	68	2	115	1	0	118	1	0	1	0	2	0	2	5	0	7	195
Grand Total	0	252	3	0	255	23	328	1	0	352	3	0	2	0	5	11	2	28	0	41	653
Apprch %	0	98.8	1.2	0		6.5	93.2	0.3	0		60	0	40	0		26.8	4.9	68.3	0		
Total %	0	38.6	0.5	0	39.1	3.5	50.2	0.2	0	53.9	0.5	0	0.3	0	0.8	1.7	0.3	4.3	0	6.3	

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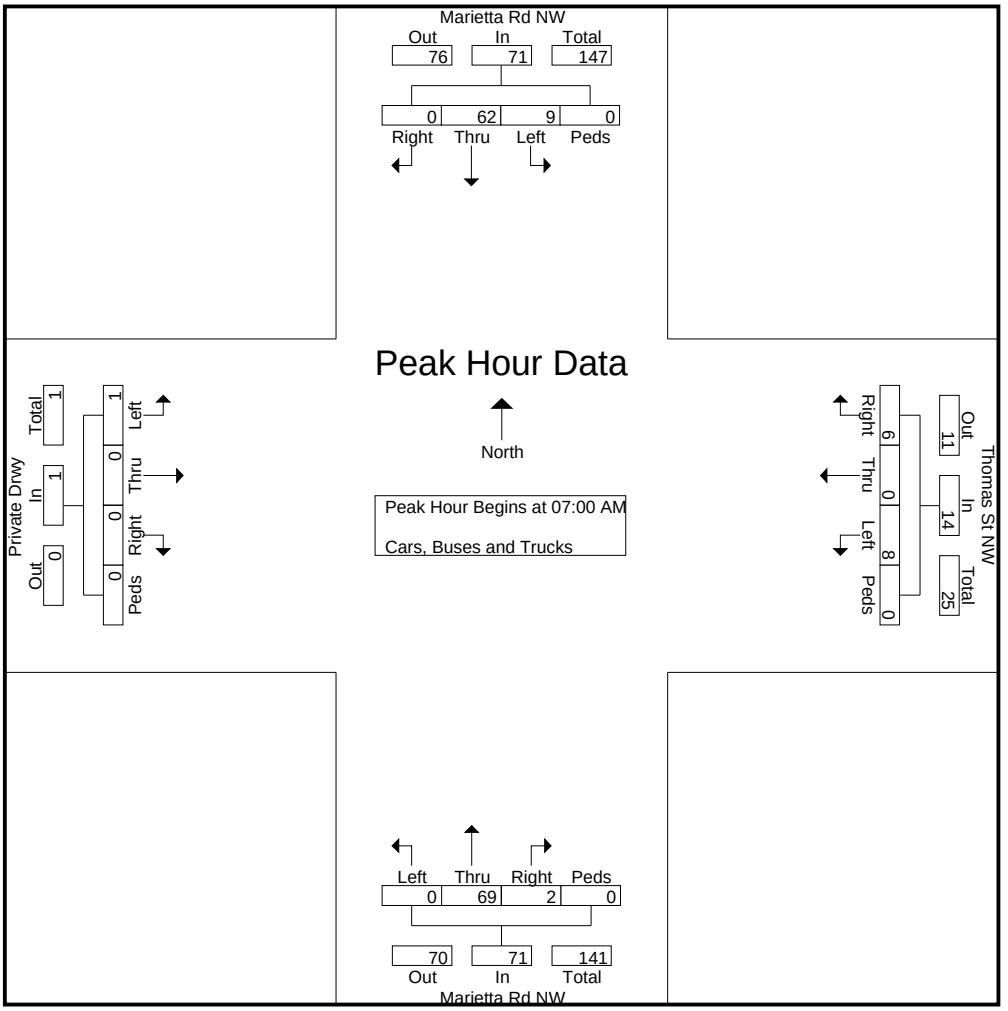
TMC Data
Marietta Rd NW @ Thomas St NW
Atlanta, GA
7-9 AM | 4-6 PM

File Name : 44340005
Site Code : 44340005
Start Date : 11/18/2020
Page No : 2

	Marietta Rd NW Northbound					Marietta Rd NW Southbound					Private Drwy Eastbound					Thomas St NW 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 07:00 AM																					
07:00 AM	0	17	0	0	17	2	15	0	0	17	0	0	0	0	0	**6**	0	1	0	**7**	**41**
07:15 AM	0	17	**1**	0	**18**	**3**	15	0	0	**18**	**1**	0	0	0	**1**	1	0	1	0	2	39
07:30 AM	0	**18**	0	0	18	3	15	0	0	18	0	0	0	0	0	1	0	**3**	0	4	40
07:45 AM	0	17	1	0	18	1	**17**	0	0	18	0	0	0	0	0	0	0	1	0	1	37
Total Volume	0	69	2	0	71	9	62	0	0	71	1	0	0	0	1	8	0	6	0	14	157
% App. Total		97.2				12.7	87.3									57.1		42.9			
PHF	.000	.958	.500	.000	.986	.750	.912	.000	.000	.986	.250	.000	.000	.000	.250	.333	.000	.500	.000	.500	.957



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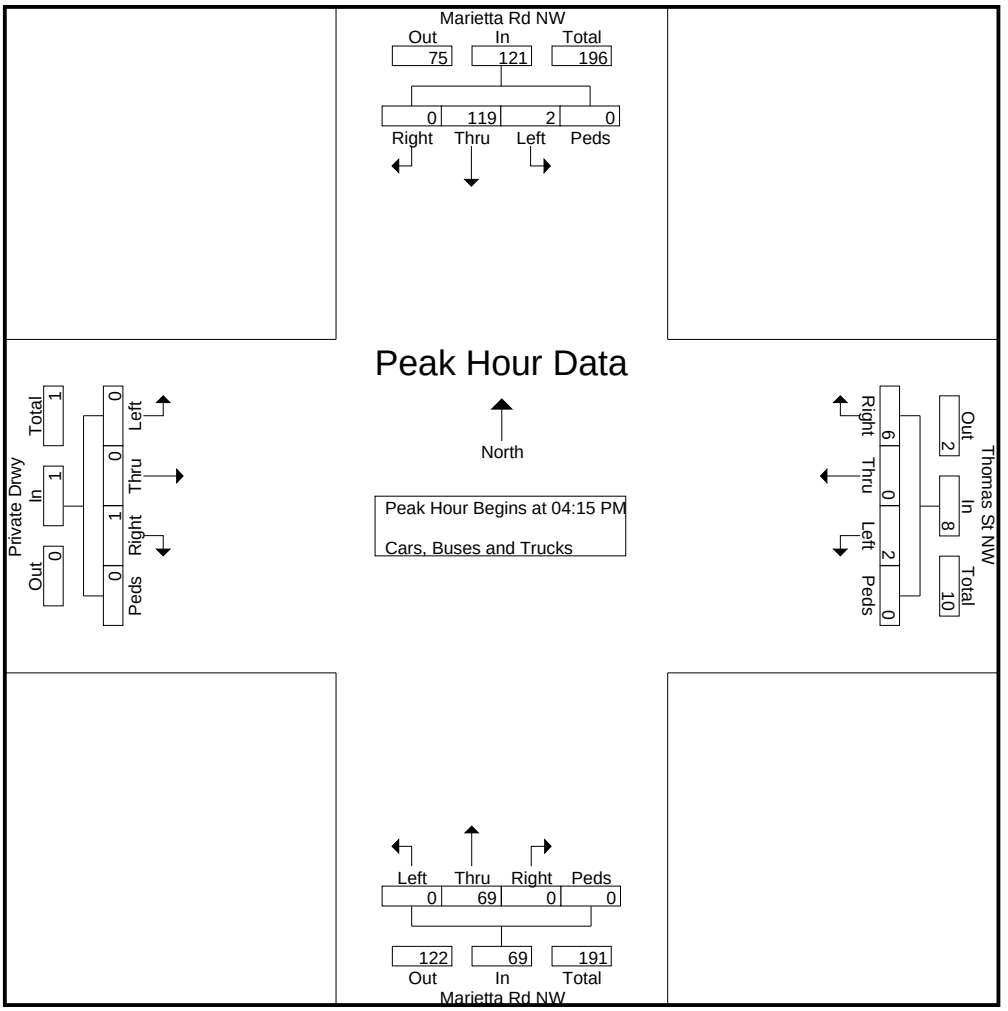
TMC Data
Marietta Rd NW @ Thomas St NW
Atlanta, GA
7-9 AM | 4-6 PM

File Name : 44340005
Site Code : 44340005
Start Date : 11/18/2020
Page No : 3

	Marietta Rd NW Northbound					Marietta Rd NW Southbound					Private Drwy Eastbound					Thomas St NW 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 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	**21**	0	0	**21**	**1**	**37**	0	0	**38**	0	0	0	0	0	**1**	0	**3**	0	**4**	**63**
04:30 PM	0	15	0	0	15	1	22	0	0	23	0	0	**1**	0	**1**	1	0	2	0	3	42
04:45 PM	0	14	0	0	14	0	27	0	0	27	0	0	0	0	0	0	0	1	0	1	42
05:00 PM	0	19	0	0	19	0	33	0	0	33	0	0	0	0	0	0	0	0	0	0	52
Total Volume	0	69	0	0	69	2	119	0	0	121	0	0	1	0	1	2	0	6	0	8	199
% App. Total							98.3														
PHF	.000	.821	.000	.000	.821	.500	.804	.000	.000	.796	.000	.000	.250	.000	.250	.500	.000	.500	.000	.500	.790



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TMC Data
Marietta Rd NW @ Perry Blvd NW
Atlanta, GA
7-9 AM | 4-6 PM

File Name : 44340006
Site Code : 44340006
Start Date : 11/18/2020
Page No : 1

Groups Printed- Cars and Buses - Trucks

	Johnson Rd NW Northbound					Marietta Rd NW Southbound					Perry Blvd NW Eastbound					West Marietta St NW 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	0	15	15	0	30	18	5	5	0	28	18	33	2	0	53	7	13	17	1	38	149
07:15 AM	0	8	20	0	28	18	5	3	0	26	10	34	1	0	45	5	12	15	0	32	131
07:30 AM	0	6	16	0	22	15	2	8	0	25	8	29	2	0	39	6	12	22	0	40	126
07:45 AM	0	14	17	0	31	23	4	4	0	31	4	45	0	0	49	8	20	7	0	35	146
Total	0	43	68	0	111	74	16	20	0	110	40	141	5	0	186	26	57	61	1	145	552
08:00 AM	0	4	18	0	22	14	2	8	0	24	6	43	0	0	49	14	17	9	0	40	135
08:15 AM	1	3	21	0	25	10	2	4	0	16	7	28	0	0	35	4	22	12	0	38	114
08:30 AM	0	4	17	0	21	15	2	4	0	21	7	36	1	0	44	19	29	17	0	65	151
08:45 AM	1	6	25	0	32	13	3	4	0	20	5	36	0	0	41	10	24	4	0	38	131
Total	2	17	81	0	100	52	9	20	0	81	25	143	1	0	169	47	92	42	0	181	531
*** BREAK ***																					
04:00 PM	0	4	12	0	16	29	18	13	0	60	5	37	3	0	45	19	45	10	0	74	195
04:15 PM	3	5	12	0	20	31	19	10	0	60	4	27	1	0	32	20	44	17	0	81	193
04:30 PM	1	3	18	0	22	22	21	11	0	54	6	41	1	0	48	11	49	11	0	71	195
04:45 PM	2	11	13	0	26	24	17	8	0	49	2	39	0	0	41	14	40	23	0	77	193
Total	6	23	55	0	84	106	75	42	0	223	17	144	5	0	166	64	178	61	0	303	776
05:00 PM	1	3	21	0	25	19	16	14	0	49	5	42	1	0	48	25	44	15	0	84	206
05:15 PM	1	7	30	0	38	18	19	21	0	58	1	42	2	0	45	29	43	13	0	85	226
05:30 PM	1	4	22	0	27	15	10	12	0	37	9	29	2	0	40	23	55	10	0	88	192
05:45 PM	3	1	15	0	19	18	11	3	0	32	3	29	1	0	33	19	66	17	0	102	186
Total	6	15	88	0	109	70	56	50	0	176	18	142	6	0	166	96	208	55	0	359	810
Grand Total	14	98	292	0	404	302	156	132	0	590	100	570	17	0	687	233	535	219	1	988	2669
Apprch %	3.5	24.3	72.3	0		51.2	26.4	22.4	0		14.6	83	2.5	0		23.6	54.1	22.2	0.1		
Total %	0.5	3.7	10.9	0	15.1	11.3	5.8	4.9	0	22.1	3.7	21.4	0.6	0	25.7	8.7	20	8.2	0	37	
Cars and Buses	13	97	291	0	401	107	154	130	0	391	93	565	17	0	675	231	526	74	1	832	2299
% Cars and Buses	92.9	99	99.7	0	99.3	35.4	98.7	98.5	0	66.3	93	99.1	100	0	98.3	99.1	98.3	33.8	100	84.2	86.1
Trucks	1	1	1	0	3	195	2	2	0	199	7	5	0	0	12	2	9	145	0	156	370
% Trucks	7.1	1	0.3	0	0.7	64.6	1.3	1.5	0	33.7	7	0.9	0	0	1.7	0.9	1.7	66.2	0	15.8	13.9

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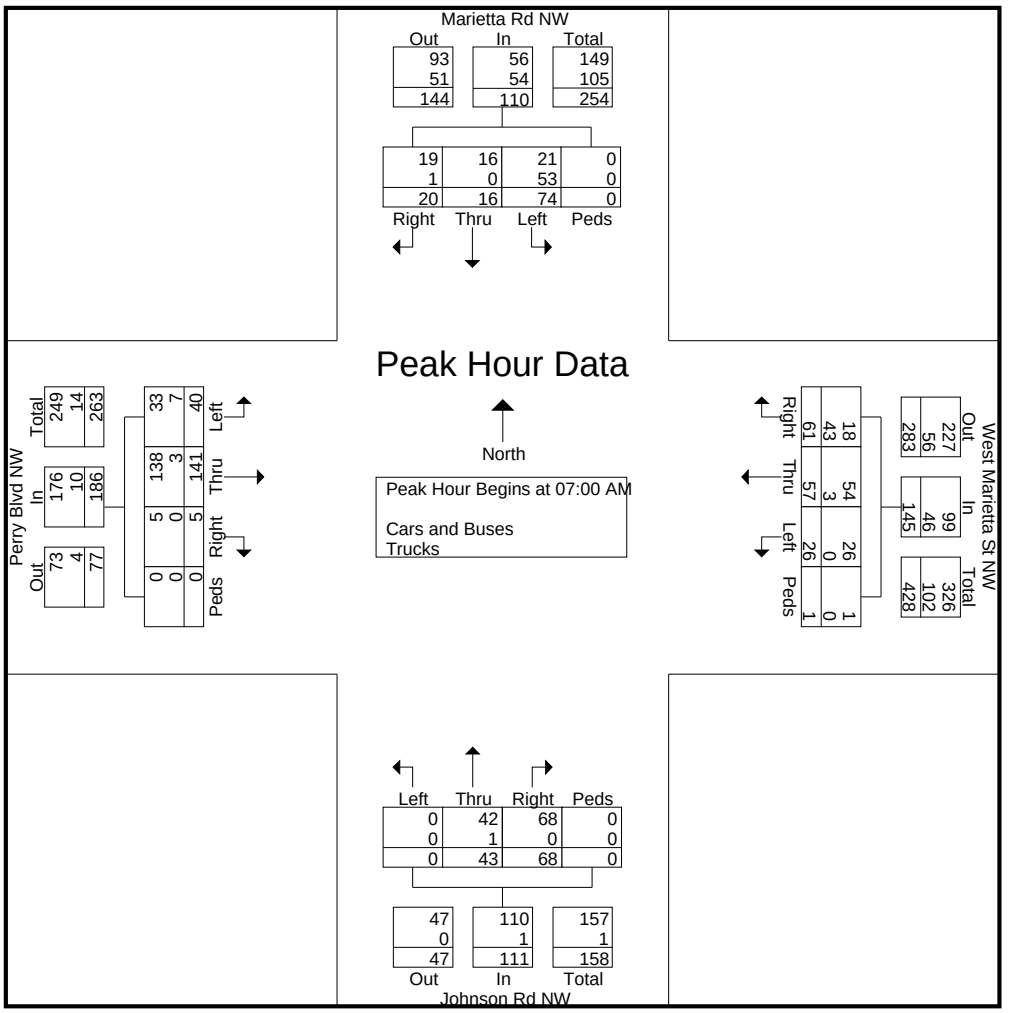
TMC Data
Marietta Rd NW @ Perry Blvd NW
Atlanta, GA
7-9 AM | 4-6 PM

File Name : 44340006
Site Code : 44340006
Start Date : 11/18/2020

	Johnson Rd NW Northbound					Marietta Rd NW Southbound					Perry Blvd NW Eastbound					West Marietta St NW 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 07:00 AM																					
07:00 AM	0	**15**	15	0	30	18	**5**	5	0	28	**18**	33	**2**	0	**53**	7	13	17	**1**	38	**149**
07:15 AM	0	8	**20**	0	28	18	5	3	0	26	10	34	1	0	45	5	12	15	0	32	131
07:30 AM	0	6	16	0	22	15	2	**8**	0	25	8	29	2	0	39	6	12	**22**	0	**40**	126
07:45 AM	0	14	17	0	**31**	**23**	4	4	0	**31**	4	**45**	0	0	49	**8**	**20**	7	0	35	146
Total Volume	0	43	68	0	111	74	16	20	0	110	40	141	5	0	186	26	57	61	1	145	552
% App. Total		38.7	61.3			67.3	14.5	18.2			21.5	75.8				17.9	39.3	42.1			
PHF	.000	.717	.850	.000	.895	.804	.800	.625	.000	.887	.556	.783	.625	.000	.877	.813	.713	.693	.250	.906	.926
Cars and Buses	0	42	68	0	110	21	16	19	0	56	33	138	5	0	176	26	54	18	1	99	441
% Cars and Buses	0	97.7	100	0	99.1	28.4	100	95.0	0	50.9	82.5	97.9	100	0	94.6	100	94.7	29.5	100	68.3	79.9
Trucks	0	1	0	0	1	53	0	1	0	54	7	3	0	0	10	0	3	43	0	46	111
% Trucks	0	2.3	0	0	0.9	71.6	0	5.0	0	49.1	17.5	2.1	0	0	5.4	0	5.3	70.5	0	31.7	20.1



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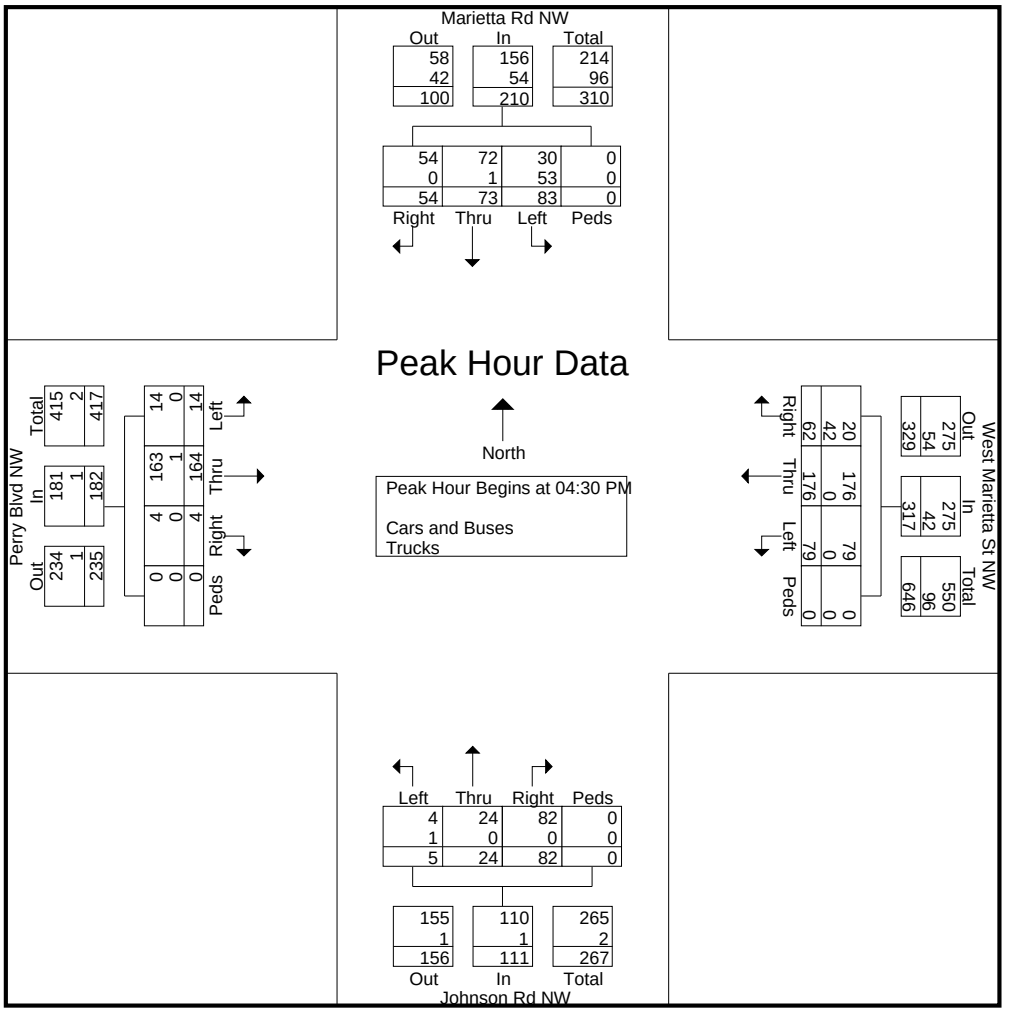
TMC Data
Marietta Rd NW @ Perry Blvd NW
Atlanta, GA
7-9 AM | 4-6 PM

File Name : 44340006
Site Code : 44340006
Start Date : 11/18/2020
Page No : 3

	Johnson Rd NW Northbound					Marietta Rd NW Southbound					Perry Blvd NW Eastbound					West Marietta St NW 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 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	1	3	18	0	22	22	**21**	11	0	54	**6**	41	1	0	**48**	11	**49**	11	0	71	195
04:45 PM	**2**	**11**	13	0	26	**24**	17	8	0	49	2	39	0	0	41	14	40	**23**	0	77	193
05:00 PM	1	3	21	0	25	19	16	14	0	49	5	**42**	1	0	48	25	44	15	0	84	206
05:15 PM	1	7	**30**	0	**38**	18	19	**21**	0	**58**	1	42	**2**	0	45	**29**	43	13	0	**85**	**226**
Total Volume	5	24	82	0	111	83	73	54	0	210	14	164	4	0	182	79	176	62	0	317	820
% App. Total		21.6	73.9			39.5	34.8	25.7				90.1				24.9	55.5	19.6			
PHF	.625	.545	.683	.000	.730	.865	.869	.643	.000	.905	.583	.976	.500	.000	.948	.681	.898	.674	.000	.932	.907
Cars and Buses	4	24	82	0	110	30	72	54	0	156	14	163	4	0	181	79	176	20	0	275	722
% Cars and Buses	80.0	100	100	0	99.1	36.1	98.6	100	0	74.3	100	99.4	100	0	99.5	100	100	32.3	0	86.8	88.0
Trucks	1	0	0	0	1	53	1	0	0	54	0	1	0	0	1	0	0	42	0	42	98
% Trucks	20.0	0	0	0	0.9	63.9	1.4	0	0	25.7	0	0.6	0	0	0.5	0	0	67.7	0	13.2	12.0



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TMC Data
Marietta Blvd NW @ Carroll Dr NW
Atlanta, GA
7-9 AM | 4-6 PM

File Name : 44340007
Site Code : 44340007
Start Date : 11/18/2020
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Marietta Blvd NW Northbound					Marietta Blvd NW Southbound					Carroll Dr NW Eastbound					Carroll Dr NW 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	2	46	7	0	55	3	61	4	0	68	1	12	8	0	21	7	5	2	0	14	158
07:15 AM	5	55	3	0	63	2	66	4	0	72	1	24	8	0	33	4	12	3	0	19	187
07:30 AM	4	62	9	0	75	0	89	2	0	91	4	16	4	0	24	5	8	3	0	16	206
07:45 AM	5	64	6	0	75	6	89	6	0	101	2	15	14	0	31	7	11	2	0	20	227
Total	16	227	25	0	268	11	305	16	0	332	8	67	34	0	109	23	36	10	0	69	778
08:00 AM	5	69	8	0	82	6	79	2	0	87	3	23	3	0	29	6	11	1	0	18	216
08:15 AM	2	66	6	0	74	6	92	3	0	101	5	15	6	0	26	6	19	5	0	30	231
08:30 AM	4	69	9	0	82	2	71	2	0	75	4	19	5	0	28	9	14	3	0	26	211
08:45 AM	4	70	7	0	81	5	70	5	0	80	7	15	9	0	31	9	10	5	0	24	216
Total	15	274	30	0	319	19	312	12	0	343	19	72	23	0	114	30	54	14	0	98	874
*** BREAK ***																					
04:00 PM	6	111	10	0	127	10	103	0	0	113	6	7	1	0	14	12	29	3	0	44	298
04:15 PM	8	107	12	0	127	6	78	3	0	87	8	11	7	0	26	10	26	0	0	36	276
04:30 PM	7	110	5	0	122	4	91	5	0	100	12	7	9	0	28	10	25	5	0	40	290
04:45 PM	9	120	9	0	138	1	95	1	0	97	3	12	2	0	17	13	27	1	0	41	293
Total	30	448	36	0	514	21	367	9	0	397	29	37	19	0	85	45	107	9	0	161	1157
05:00 PM	10	122	10	0	142	2	117	3	0	122	6	14	4	0	24	21	35	12	0	68	356
05:15 PM	12	113	9	0	134	2	102	4	0	108	10	12	5	0	27	16	29	10	0	55	324
05:30 PM	11	100	9	0	120	4	78	3	0	85	5	7	6	0	18	7	31	7	0	45	268
05:45 PM	9	98	8	0	115	3	94	7	0	104	8	11	7	0	26	8	29	3	0	40	285
Total	42	433	36	0	511	11	391	17	0	419	29	44	22	0	95	52	124	32	0	208	1233
Grand Total	103	1382	127	0	1612	62	1375	54	0	1491	85	220	98	0	403	150	321	65	0	536	4042
Apprch %	6.4	85.7	7.9	0		4.2	92.2	3.6	0		21.1	54.6	24.3	0		28	59.9	12.1	0		
Total %	2.5	34.2	3.1	0	39.9	1.5	34	1.3	0	36.9	2.1	5.4	2.4	0	10	3.7	7.9	1.6	0	13.3	

Reliable Traffic Data Services

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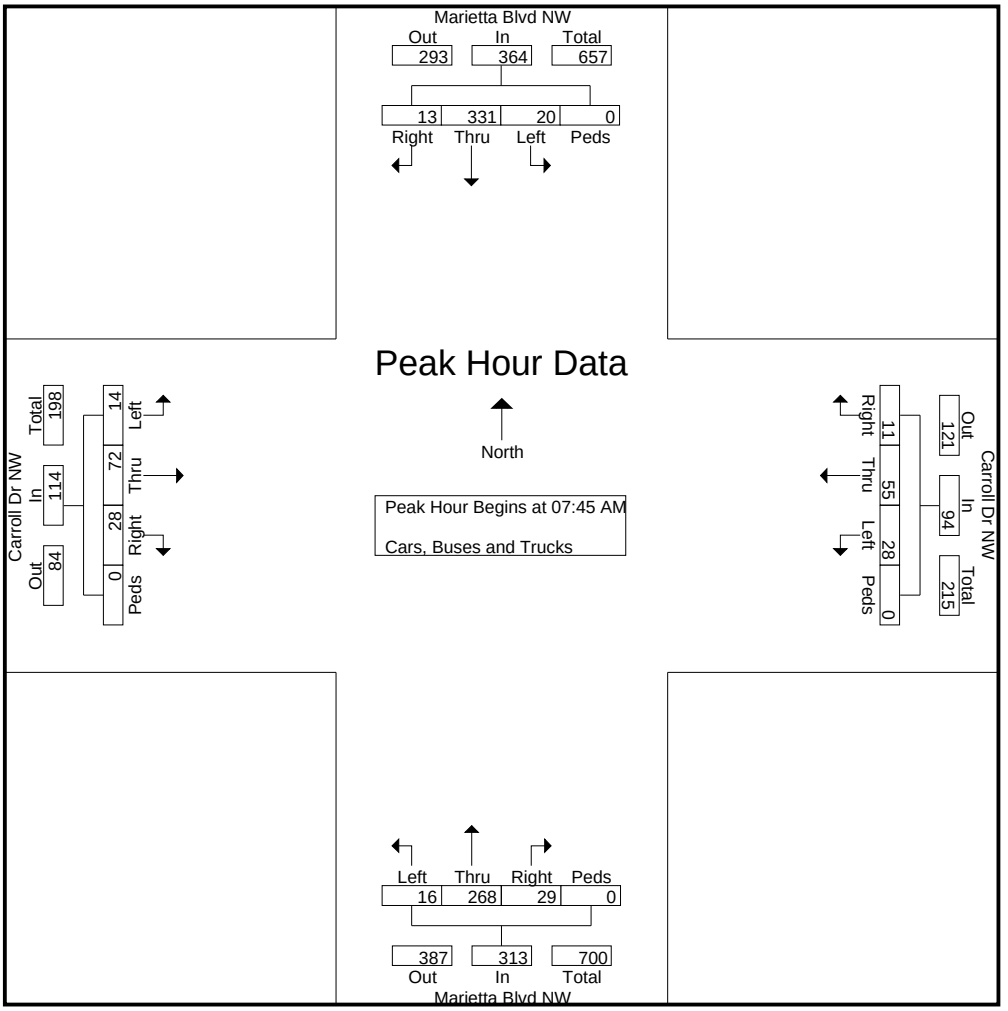
TMC Data
Marietta Blvd NW @ Carroll Dr NW
Atlanta, GA
7-9 AM | 4-6 PM

File Name : 44340007
Site Code : 44340007
Start Date : 11/18/2020
Page No : 2

	Marietta Blvd NW Northbound					Marietta Blvd NW Southbound					Carroll Dr NW Eastbound					Carroll Dr NW 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	**5**	64	6	0	75	**6**	89	**6**	0	**101**	2	15	**14**	0	**31**	7	11	2	0	20	227
08:00 AM	5	**69**	8	0	**82**	6	79	2	0	87	3	**23**	3	0	29	6	11	1	0	18	216
08:15 AM	2	66	6	0	74	6	**92**	3	0	101	**5**	15	6	0	26	6	**19**	**5**	0	**30**	**231**
08:30 AM	4	69	**9**	0	82	2	71	2	0	75	4	19	5	0	28	**9**	14	3	0	26	211
Total Volume	16	268	29	0	313	20	331	13	0	364	14	72	28	0	114	28	55	11	0	94	885
% App. Total		85.6					90.9				12.3	63.2	24.6			29.8	58.5	11.7			
PHF	.800	.971	.806	.000	.954	.833	.899	.542	.000	.901	.700	.783	.500	.000	.919	.778	.724	.550	.000	.783	.958



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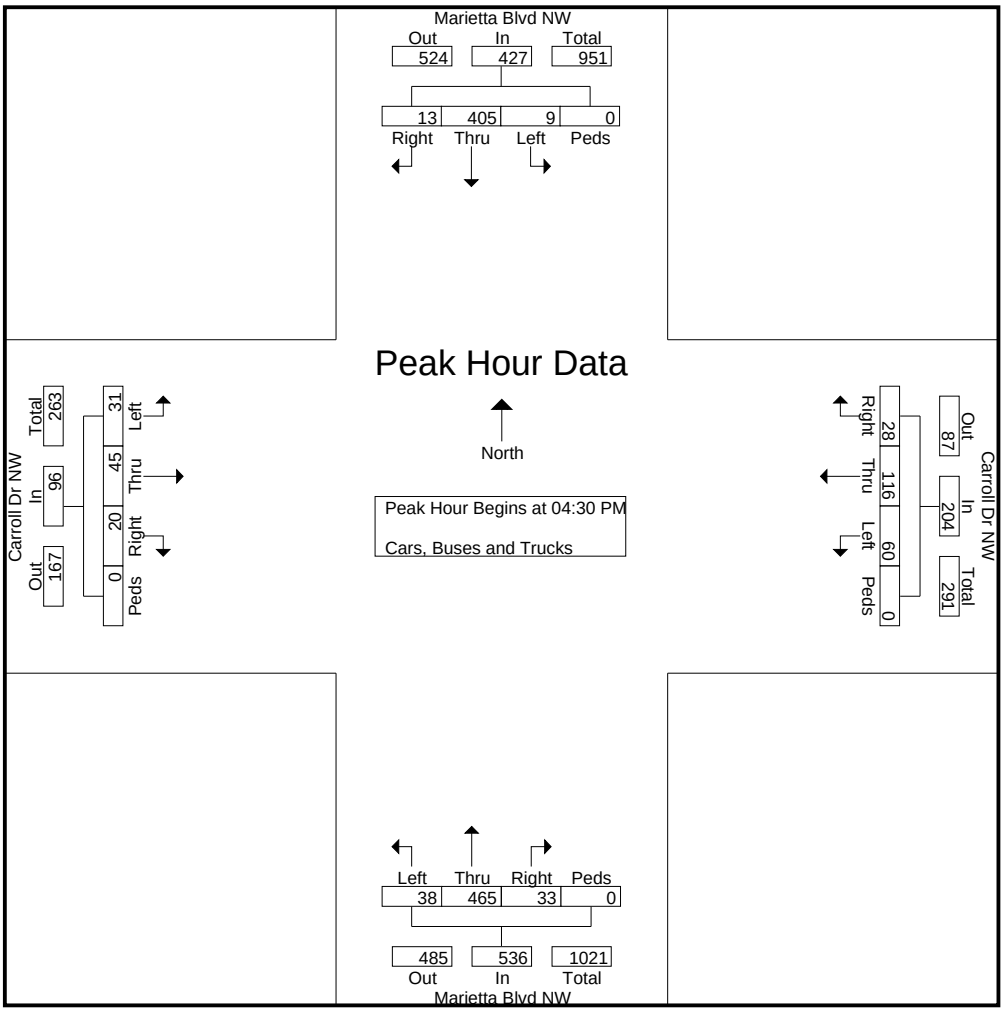
TMC Data
Marietta Blvd NW @ Carroll Dr NW
Atlanta, GA
7-9 AM | 4-6 PM

File Name : 44340007
Site Code : 44340007
Start Date : 11/18/2020

	Marietta Blvd NW Northbound					Marietta Blvd NW Southbound					Carroll Dr NW Eastbound					Carroll Dr NW 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 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	7	110	5	0	122	**4**	91	**5**	0	100	**12**	7	**9**	0	**28**	10	25	5	0	40	290
04:45 PM	9	120	9	0	138	1	95	1	0	97	3	12	2	0	17	13	27	1	0	41	293
05:00 PM	10	**122**	**10**	0	**142**	2	**117**	3	0	**122**	6	**14**	4	0	24	**21**	**35**	**12**	0	**68**	**356**
05:15 PM	**12**	113	9	0	134	2	102	4	0	108	10	12	5	0	27	16	29	10	0	55	324
Total Volume	38	465	33	0	536	9	405	13	0	427	31	45	20	0	96	60	116	28	0	204	1263
% App. Total		86.8					94.8				32.3	46.9	20.8			29.4	56.9	13.7			
PHF	.792	.953	.825	.000	.944	.563	.865	.650	.000	.875	.646	.804	.556	.000	.857	.714	.829	.583	.000	.750	.887



File Name: 44340008
Start Date: 11/18/2020
Start Time: 6:00:00 AM
Site Code: 44340008
Comment 1: TMC Data
Comment 2: Marietta Blvd NW @ Private Dr south of
Comment 3: Circle K, Atlanta, GA
Comment 4: 6am - 7pm

	Marietta Blvd NW Northbound				Marietta Blvd NW Southbound				Private Dr south of Circle K Eastbound				Westbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
6:00:00 AM	2	15	0	0	0	28	4	0	2	0	4	0	0	0	0	0
6:15:00 AM	2	28	0	0	0	57	9	0	3	0	2	0	0	0	0	0
6:30:00 AM	1	43	0	0	0	69	12	0	0	0	2	0	0	0	0	0
6:45:00 AM	5	35	0	0	0	72	3	0	3	0	4	0	0	0	0	0
7:00:00 AM	1	40	0	0	0	63	2	0	1	0	2	0	0	0	0	0
7:15:00 AM	1	50	0	0	0	68	4	0	3	0	1	0	0	0	0	0
7:30:00 AM	1	71	0	0	0	92	2	0	4	0	5	0	0	0	0	0
7:45:00 AM	3	56	0	0	0	104	1	0	7	0	2	0	0	0	0	0
8:00:00 AM	3	68	0	0	0	94	1	0	5	0	2	0	0	0	0	0
8:15:00 AM	6	63	0	0	0	86	0	0	6	0	2	0	0	0	0	0
8:30:00 AM	1	61	0	0	0	74	0	0	6	0	4	0	0	0	0	0
8:45:00 AM	1	68	0	0	0	88	1	0	5	0	1	0	0	0	0	0
9:00:00 AM	1	84	0	0	0	92	3	0	1	0	2	0	0	0	0	0
9:15:00 AM	3	60	0	0	0	91	2	0	6	0	2	0	0	0	0	0
9:30:00 AM	3	51	0	0	0	78	0	0	5	0	4	0	0	0	0	0
9:45:00 AM	1	54	0	0	0	79	1	0	1	0	6	0	0	0	0	0
10:00:00 AM	2	62	0	0	0	77	1	0	7	0	1	0	0	0	0	0
10:15:00 AM	2	55	0	0	0	62	0	0	2	0	5	0	0	0	0	0
10:30:00 AM	2	70	0	0	0	63	2	0	5	0	5	0	0	0	0	0
10:45:00 AM	4	61	0	0	0	68	3	0	5	0	4	0	0	0	0	0
11:00:00 AM	2	77	0	0	0	58	7	0	3	0	3	0	0	0	0	0
11:15:00 AM	0	74	0	0	0	83	2	0	4	0	3	0	0	0	0	0
11:30:00 AM	3	68	0	0	0	77	2	0	10	0	7	0	0	0	0	0
11:45:00 AM	4	86	0	0	0	77	3	0	4	0	6	0	0	0	0	0
12:00:00 PM	1	110	0	0	0	80	2	0	2	0	5	0	0	0	0	0
12:15:00 PM	1	81	0	0	0	99	1	0	1	0	3	0	0	0	0	0
12:30:00 PM	3	93	0	0	0	79	0	0	3	0	3	0	0	0	0	0
12:45:00 PM	1	86	0	0	0	95	3	0	2	0	5	0	0	0	0	0
1:00:00 PM	2	93	0	0	0	98	2	0	2	0	5	0	0	0	0	0
1:15:00 PM	1	106	0	0	0	75	0	0	3	0	3	0	0	0	0	0
1:30:00 PM	1	109	0	0	0	82	0	0	1	0	5	0	0	0	0	0
1:45:00 PM	4	80	0	0	0	92	1	0	2	0	3	0	0	0	0	0
2:00:00 PM	1	64	0	0	0	85	0	0	4	0	4	0	0	0	0	0
2:15:00 PM	3	86	0	0	0	70	0	0	3	0	3	0	0	0	0	0
2:30:00 PM	2	103	0	0	0	78	3	0	4	0	1	0	0	0	0	0
2:45:00 PM	1	101	0	0	0	73	1	0	8	0	5	0	0	0	0	0
3:00:00 PM	4	115	0	0	0	103	1	0	19	0	2	0	0	0	0	0
3:15:00 PM	2	105	0	0	0	80	0	0	6	0	5	0	0	0	0	0
3:30:00 PM	4	104	0	0	0	110	0	0	5	0	3	0	0	0	0	0
3:45:00 PM	4	107	0	0	0	85	0	0	5	0	2	0	0	0	0	0
4:00:00 PM	0	112	0	0	0	99	3	0	4	0	7	0	0	0	0	0
4:15:00 PM	1	109	0	0	0	77	0	0	5	0	2	0	0	0	0	0
4:30:00 PM	1	115	0	0	0	99	0	0	4	0	6	0	0	0	0	0
4:45:00 PM	2	121	0	0	0	107	1	0	2	0	2	0	0	0	0	0
5:00:00 PM	1	136	0	0	0	122	0	0	4	0	4	0	0	0	0	0
5:15:00 PM	5	118	0	0	0	114	0	0	0	0	3	0	0	0	0	0
5:30:00 PM	1	126	0	0	0	99	1	0	1	0	4	0	0	0	0	0
5:45:00 PM	4	95	0	0	0	96	0	0	0	0	6	0	0	0	0	0
6:00:00 PM	4	107	0	0	0	96	0	0	5	0	3	0	0	0	0	0
6:15:00 PM	4	93	0	0	0	85	0	0	2	0	1	0	0	0	0	0
6:30:00 PM	2	93	0	0	0	64	0	0	0	0	0	0	0	0	0	0
6:45:00 PM	1	56	0	0	0	63	1	0	3	0	3	0	0	0	0	0

File Name: 44340008
Start Date: 11/18/2020
Start Time: 6:00:00 AM
Site Code: 44340008
Comment 1: TMC Data
Comment 2: Marietta Blvd NW @ Private Dr south of
Comment 3: Circle K, Atlanta, GA
Comment 4: 6am - 7pm

	Marietta Blvd NW Northbound				Marietta Blvd NW Southbound				Private Dr south of Circle K Eastbound				Westbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
6:00:00 AM	0	1	0	0	0	4	0	0	1	0	0	0	0	0	0	0
6:15:00 AM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0
6:30:00 AM	1	3	0	0	0	3	0	0	1	0	4	0	0	0	0	0
6:45:00 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0
7:00:00 AM	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:15:00 AM	0	3	0	0	0	2	0	0	1	0	0	0	0	0	0	0
7:30:00 AM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0
7:45:00 AM	0	8	0	0	0	3	0	0	0	0	0	0	0	0	0	0
8:00:00 AM	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0
8:15:00 AM	0	4	0	0	0	3	1	0	0	0	0	0	0	0	0	0
8:30:00 AM	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	0
8:45:00 AM	0	5	0	0	0	4	0	0	1	0	0	0	0	0	0	0
9:00:00 AM	0	8	0	0	0	6	0	0	0	0	0	0	0	0	0	0
9:15:00 AM	0	3	0	0	0	3	0	0	1	0	0	0	0	0	0	0
9:30:00 AM	0	7	0	0	0	4	0	0	0	0	0	0	0	0	0	0
9:45:00 AM	0	4	0	0	0	6	0	0	0	0	1	0	0	0	0	0
10:00:00 AM	0	7	0	0	0	6	0	0	1	0	0	0	0	0	0	0
10:15:00 AM	0	5	0	0	0	7	0	0	1	0	0	0	0	0	0	0
10:30:00 AM	0	8	0	0	0	2	0	0	0	0	0	0	0	0	0	0
10:45:00 AM	0	10	0	0	0	2	0	0	0	0	0	0	0	0	0	0
11:00:00 AM	1	8	0	0	0	3	1	0	0	0	0	0	0	0	0	0
11:15:00 AM	0	7	0	0	0	1	0	0	0	0	1	0	0	0	0	0
11:30:00 AM	0	5	0	0	0	7	0	0	0	0	1	0	0	0	0	0
11:45:00 AM	0	11	0	0	0	2	0	0	0	0	0	0	0	0	0	0
12:00:00 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
12:15:00 PM	0	5	0	0	0	5	0	0	0	0	1	0	0	0	0	0
12:30:00 PM	0	3	0	0	0	7	0	0	1	0	0	0	0	0	0	0
12:45:00 PM	0	7	0	0	0	3	0	0	0	0	0	0	0	0	0	0
1:00:00 PM	0	6	0	0	0	5	0	0	1	0	0	0	0	0	0	0
1:15:00 PM	0	4	0	0	0	5	0	0	0	0	1	0	0	0	0	0
1:30:00 PM	0	2	0	0	0	4	0	0	0	0	1	0	0	0	0	0
1:45:00 PM	0	10	0	0	0	9	0	0	0	0	0	0	0	0	0	0
2:00:00 PM	3	6	0	0	0	5	0	0	0	0	0	0	0	0	0	0
2:15:00 PM	0	3	0	0	0	11	2	0	1	0	2	0	0	0	0	0
2:30:00 PM	1	8	0	0	0	10	0	0	0	0	1	0	0	0	0	0
2:45:00 PM	0	7	0	0	0	4	0	0	0	0	1	0	0	0	0	0
3:00:00 PM	0	6	0	0	0	8	0	0	0	0	0	0	0	0	0	0
3:15:00 PM	0	8	0	0	0	6	0	0	0	0	0	0	0	0	0	0
3:30:00 PM	0	12	0	0	0	2	1	0	0	0	1	0	0	0	0	0
3:45:00 PM	1	9	0	0	0	8	0	0	1	0	2	0	0	0	0	0
4:00:00 PM	0	5	0	0	0	9	0	0	6	0	0	0	0	0	0	0
4:15:00 PM	0	6	0	0	0	6	0	0	0	0	1	0	0	0	0	0
4:30:00 PM	0	2	0	0	0	7	0	0	0	0	0	0	0	0	0	0
4:45:00 PM	0	5	0	0	0	6	0	0	1	0	0	0	0	0	0	0
5:00:00 PM	0	3	0	0	0	4	0	0	1	0	0	0	0	0	0	0
5:15:00 PM	0	4	0	0	0	6	1	0	0	0	0	0	0	0	0	0
5:30:00 PM	0	5	0	0	0	3	0	0	1	0	0	0	0	0	0	0
5:45:00 PM	0	7	0	0	0	3	0	0	0	0	1	0	0	0	0	0
6:00:00 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0
6:15:00 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
6:30:00 PM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:45:00 PM	0	3	0	0	0	7	0	0	0	0	1	0	0	0	0	0

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TMC Data
Marietta Blvd NW @ Private Dr south of
Circle K, Atlanta, GA
6am - 7pm

File Name : 44340008
Site Code : 44340008
Start Date : 11/18/2020
Page No : 1

Groups Printed- Cars and Buses - Trucks

	Marietta Blvd NW Northbound					Marietta Blvd NW Southbound					Private Dr south of Circle K Eastbound					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
06:00 AM	2	16	0	0	18	0	32	4	0	36	3	0	4	0	7	0	0	0	0	0	61
06:15 AM	2	30	0	0	32	0	57	10	0	67	3	0	2	0	5	0	0	0	0	0	104
06:30 AM	2	46	0	0	48	0	72	12	0	84	1	0	6	0	7	0	0	0	0	0	139
06:45 AM	5	36	0	0	41	0	74	3	0	77	3	0	4	0	7	0	0	0	0	0	125
Total	11	128	0	0	139	0	235	29	0	264	10	0	16	0	26	0	0	0	0	0	429
07:00 AM	1	45	0	0	46	0	63	2	0	65	2	0	2	0	4	0	0	0	0	0	115
07:15 AM	1	53	0	0	54	0	70	4	0	74	4	0	1	0	5	0	0	0	0	0	133
07:30 AM	1	74	0	0	75	0	94	2	0	96	4	0	5	0	9	0	0	0	0	0	180
07:45 AM	3	64	0	0	67	0	107	1	0	108	7	0	2	0	9	0	0	0	0	0	184
Total	6	236	0	0	242	0	334	9	0	343	17	0	10	0	27	0	0	0	0	0	612
08:00 AM	3	70	0	0	73	0	99	1	0	100	5	0	2	0	7	0	0	0	0	0	180
08:15 AM	6	67	0	0	73	0	89	1	0	90	6	0	2	0	8	0	0	0	0	0	171
08:30 AM	1	67	0	0	68	0	76	0	0	76	6	0	4	0	10	0	0	0	0	0	154
08:45 AM	1	73	0	0	74	0	92	1	0	93	6	0	1	0	7	0	0	0	0	0	174
Total	11	277	0	0	288	0	356	3	0	359	23	0	9	0	32	0	0	0	0	0	679
09:00 AM	1	92	0	0	93	0	98	3	0	101	1	0	2	0	3	0	0	0	0	0	197
09:15 AM	3	63	0	0	66	0	94	2	0	96	7	0	2	0	9	0	0	0	0	0	171
09:30 AM	3	58	0	0	61	0	82	0	0	82	5	0	4	0	9	0	0	0	0	0	152
09:45 AM	1	58	0	0	59	0	85	1	0	86	1	0	7	0	8	0	0	0	0	0	153
Total	8	271	0	0	279	0	359	6	0	365	14	0	15	0	29	0	0	0	0	0	673
10:00 AM	2	69	0	0	71	0	83	1	0	84	8	0	1	0	9	0	0	0	0	0	164
10:15 AM	2	60	0	0	62	0	69	0	0	69	3	0	5	0	8	0	0	0	0	0	139
10:30 AM	2	78	0	0	80	0	65	2	0	67	5	0	5	0	10	0	0	0	0	0	157
10:45 AM	4	71	0	0	75	0	70	3	0	73	5	0	4	0	9	0	0	0	0	0	157
Total	10	278	0	0	288	0	287	6	0	293	21	0	15	0	36	0	0	0	0	0	617
11:00 AM	3	85	0	0	88	0	61	8	0	69	3	0	3	0	6	0	0	0	0	0	163
11:15 AM	0	81	0	0	81	0	84	2	0	86	4	0	4	0	8	0	0	0	0	0	175
11:30 AM	3	73	0	0	76	0	84	2	0	86	10	0	8	0	18	0	0	0	0	0	180
11:45 AM	4	97	0	0	101	0	79	3	0	82	4	0	6	0	10	0	0	0	0	0	193
Total	10	336	0	0	346	0	308	15	0	323	21	0	21	0	42	0	0	0	0	0	711
12:00 PM	1	113	0	0	114	0	83	2	0	85	2	0	5	0	7	0	0	0	0	0	206
12:15 PM	1	86	0	0	87	0	104	1	0	105	1	0	4	0	5	0	0	0	0	0	197
12:30 PM	3	96	0	0	99	0	86	0	0	86	4	0	3	0	7	0	0	0	0	0	192
12:45 PM	1	93	0	0	94	0	98	3	0	101	2	0	5	0	7	0	0	0	0	0	202
Total	6	388	0	0	394	0	371	6	0	377	9	0	17	0	26	0	0	0	0	0	797
01:00 PM	2	99	0	0	101	0	103	2	0	105	3	0	5	0	8	0	0	0	0	0	214
01:15 PM	1	110	0	0	111	0	80	0	0	80	3	0	4	0	7	0	0	0	0	0	198
01:30 PM	1	111	0	0	112	0	86	0	0	86	1	0	6	0	7	0	0	0	0	0	205
01:45 PM	4	90	0	0	94	0	101	1	0	102	2	0	3	0	5	0	0	0	0	0	201
Total	8	410	0	0	418	0	370	3	0	373	9	0	18	0	27	0	0	0	0	0	818
02:00 PM	4	70	0	0	74	0	90	0	0	90	4	0	4	0	8	0	0	0	0	0	172
02:15 PM	3	89	0	0	92	0	81	2	0	83	4	0	5	0	9	0	0	0	0	0	184
02:30 PM	3	111	0	0	114	0	88	3	0	91	4	0	2	0	6	0	0	0	0	0	211
02:45 PM	1	108	0	0	109	0	77	1	0	78	8	0	6	0	14	0	0	0	0	0	201
Total	11	378	0	0	389	0	336	6	0	342	20	0	17	0	37	0	0	0	0	0	768

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TMC Data
Marietta Blvd NW @ Private Dr south of
Circle K, Atlanta, GA
6am - 7pm

File Name : 44340008
Site Code : 44340008
Start Date : 11/18/2020

Groups Printed- Cars and Buses - Trucks

	Marietta Blvd NW Northbound					Marietta Blvd NW Southbound					Private Dr south of Circle K Eastbound					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
03:00 PM	4	121	0	0	125	0	111	1	0	112	19	0	2	0	21	0	0	0	0	0	258
03:15 PM	2	113	0	0	115	0	86	0	0	86	6	0	5	0	11	0	0	0	0	0	212
03:30 PM	4	116	0	0	120	0	112	1	0	113	5	0	4	0	9	0	0	0	0	0	242
03:45 PM	5	116	0	0	121	0	93	0	0	93	6	0	4	0	10	0	0	0	0	0	224
Total	15	466	0	0	481	0	402	2	0	404	36	0	15	0	51	0	0	0	0	0	936
04:00 PM	0	117	0	0	117	0	108	3	0	111	10	0	7	0	17	0	0	0	0	0	245
04:15 PM	1	115	0	0	116	0	83	0	0	83	5	0	3	0	8	0	0	0	0	0	207
04:30 PM	1	117	0	0	118	0	106	0	0	106	4	0	6	0	10	0	0	0	0	0	234
04:45 PM	2	126	0	0	128	0	113	1	0	114	3	0	2	0	5	0	0	0	0	0	247
Total	4	475	0	0	479	0	410	4	0	414	22	0	18	0	40	0	0	0	0	0	933
05:00 PM	1	139	0	0	140	0	126	0	0	126	5	0	4	0	9	0	0	0	0	0	275
05:15 PM	5	122	0	0	127	0	120	1	0	121	0	0	3	0	3	0	0	0	0	0	251
05:30 PM	1	131	0	0	132	0	102	1	0	103	2	0	4	0	6	0	0	0	0	0	241
05:45 PM	4	102	0	0	106	0	99	0	0	99	0	0	7	0	7	0	0	0	0	0	212
Total	11	494	0	0	505	0	447	2	0	449	7	0	18	0	25	0	0	0	0	0	979
06:00 PM	4	109	0	0	113	0	99	0	0	99	5	0	3	0	8	0	0	0	0	0	220
06:15 PM	4	93	0	0	97	0	90	0	0	90	2	0	1	0	3	0	0	0	0	0	190
06:30 PM	2	97	0	0	99	0	65	0	0	65	0	0	0	0	0	0	0	0	0	0	164
06:45 PM	1	59	0	0	60	0	70	1	0	71	3	0	4	0	7	0	0	0	0	0	138
Total	11	358	0	0	369	0	324	1	0	325	10	0	8	0	18	0	0	0	0	0	712
Grand Total	122	4495	0	0	4617	0	4539	92	0	4631	219	0	197	0	416	0	0	0	0	0	9664
Apprch %	2.6	97.4	0	0		0	98	2	0		52.6	0	47.4	0		0	0	0	0		
Total %	1.3	46.5	0	0	47.8	0	47	1	0	47.9	2.3	0	2	0	4.3	0	0	0	0	0	
Cars and Buses	115	4224	0	0	4339	0	4305	85	0	4390	198	0	177	0	375	0	0	0	0	0	9104
% Cars and Buses	94.3	94	0	0	94	0	94.8	92.4	0	94.8	90.4	0	89.8	0	90.1	0	0	0	0	0	94.2
Trucks	7	271	0	0	278	0	234	7	0	241	21	0	20	0	41	0	0	0	0	0	560
% Trucks	5.7	6	0	0	6	0	5.2	7.6	0	5.2	9.6	0	10.2	0	9.9	0	0	0	0	0	5.8

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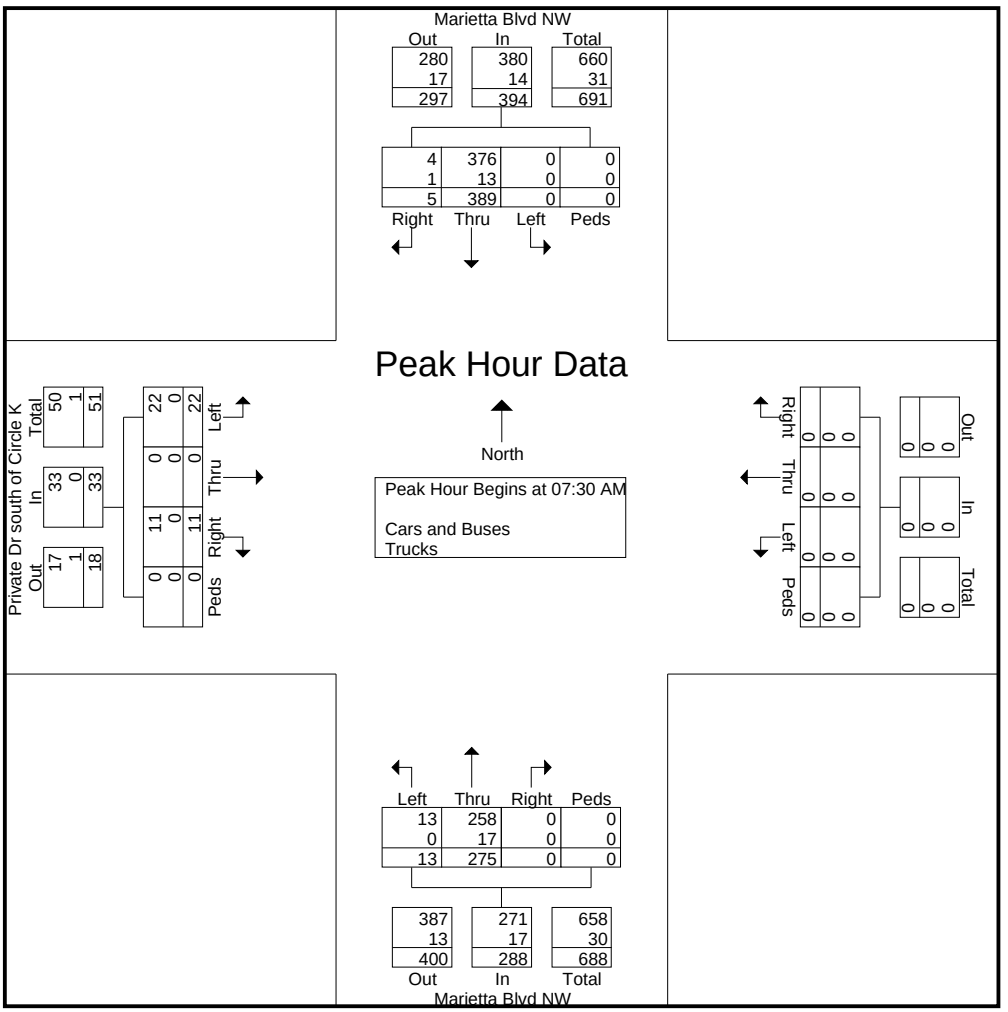
TMC Data
Marietta Blvd NW @ Private Dr south of
Circle K, Atlanta, GA
6am - 7pm

File Name : 44340008
Site Code : 44340008
Start Date : 11/18/2020
Page No : 3

	Marietta Blvd NW Northbound					Marietta Blvd NW Southbound					Private Dr south of Circle K Eastbound					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 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	**74**	0	0	**75**	0	94	**2**	0	96	4	0	**5**	0	**9**	0	0	0	0	0	180
07:45 AM	3	64	0	0	67	0	**107**	1	0	**108**	**7**	0	2	0	9	0	0	0	0	0	**184**
08:00 AM	3	70	0	0	73	0	99	1	0	100	5	0	2	0	7	0	0	0	0	0	180
08:15 AM	**6**	67	0	0	73	0	89	1	0	90	6	0	2	0	8	0	0	0	0	0	171
Total Volume	13	275	0	0	288	0	389	5	0	394	22	0	11	0	33	0	0	0	0	0	715
% App. Total		95.5					98.7				66.7		33.3								
PHF	.542	.929	.000	.000	.960	.000	.909	.625	.000	.912	.786	.000	.550	.000	.917	.000	.000	.000	.000	.000	.971
Cars and Buses	13	258	0	0	271	0	376	4	0	380	22	0	11	0	33	0	0	0	0	0	684
% Cars and Buses	100	93.8	0	0	94.1	0	96.7	80.0	0	96.4	100	0	100	0	100	0	0	0	0	0	95.7
Trucks	0	17	0	0	17	0	13	1	0	14	0	0	0	0	0	0	0	0	0	0	31
% Trucks	0	6.2	0	0	5.9	0	3.3	20.0	0	3.6	0	0	0	0	0	0	0	0	0	0	4.3



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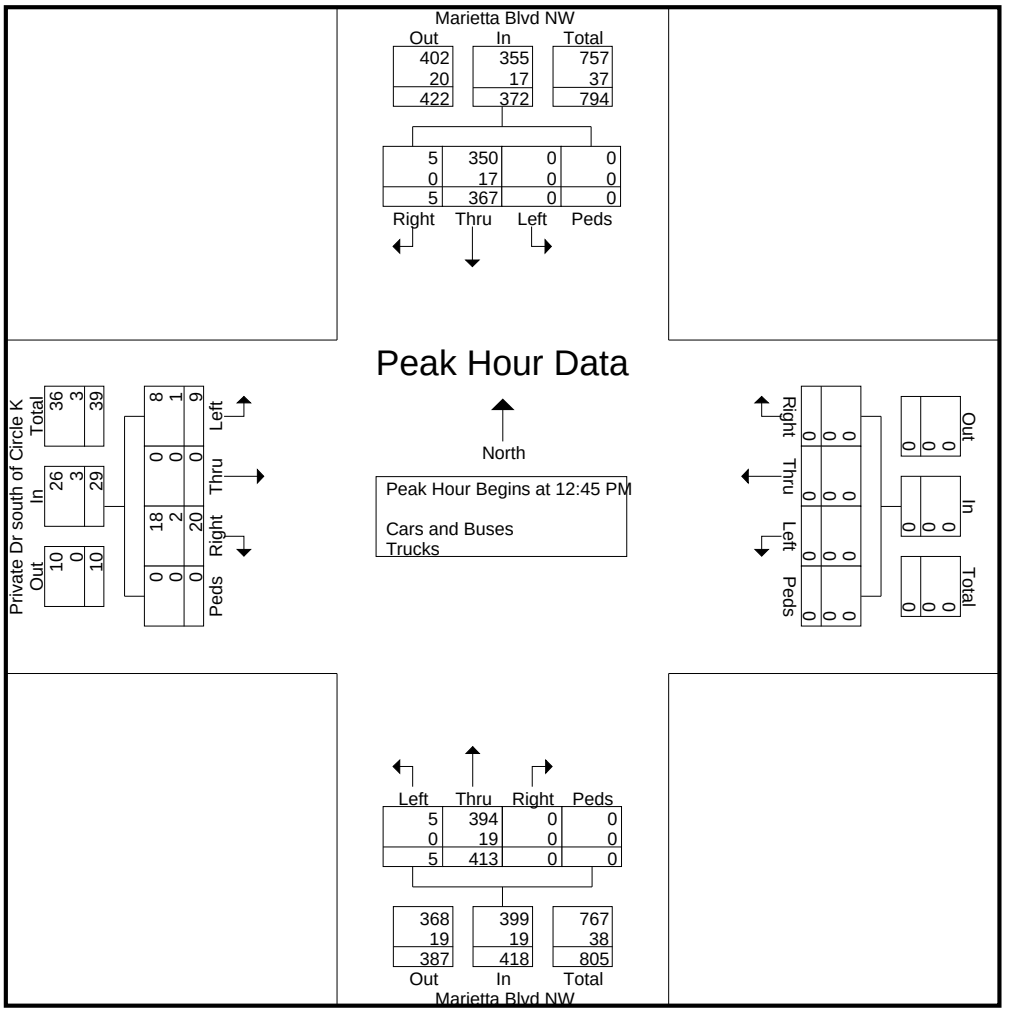
TMC Data
Marietta Blvd NW @ Private Dr south of
Circle K, Atlanta, GA
6am - 7pm

File Name : 44340008
Site Code : 44340008
Start Date : 11/18/2020
Page No : 4

	Marietta Blvd NW Northbound					Marietta Blvd NW Southbound					Private Dr south of Circle K Eastbound					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 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:45 PM																					
12:45 PM	1	93	0	0	94	0	98	**3**	0	101	2	0	5	0	7	0	0	0	0	0	202
01:00 PM	**2**	99	0	0	101	0	**103**	2	0	**105**	**3**	0	5	0	**8**	0	0	0	0	0	**214**
01:15 PM	1	110	0	0	111	0	80	0	0	80	3	0	4	0	7	0	0	0	0	0	198
01:30 PM	1	**111**	0	0	**112**	0	86	0	0	86	1	0	**6**	0	7	0	0	0	0	0	205
Total Volume	5	413	0	0	418	0	367	5	0	372	9	0	20	0	29	0	0	0	0	0	819
% App. Total		98.8					98.7														
PHF	.625	.930	.000	.000	.933	.000	.891	.417	.000	.886	.750	.000	.833	.000	.906	.000	.000	.000	.000	.000	.957
Cars and Buses	5	394	0	0	399	0	350	5	0	355	8	0	18	0	26	0	0	0	0	0	780
% Cars and Buses	100	95.4	0	0	95.5	0	95.4	100	0	95.4	88.9	0	90.0	0	89.7	0	0	0	0	0	95.2
Trucks	0	19	0	0	19	0	17	0	0	17	1	0	2	0	3	0	0	0	0	0	39
% Trucks	0	4.6	0	0	4.5	0	4.6	0	0	4.6	11.1	0	10.0	0	10.3	0	0	0	0	0	4.8



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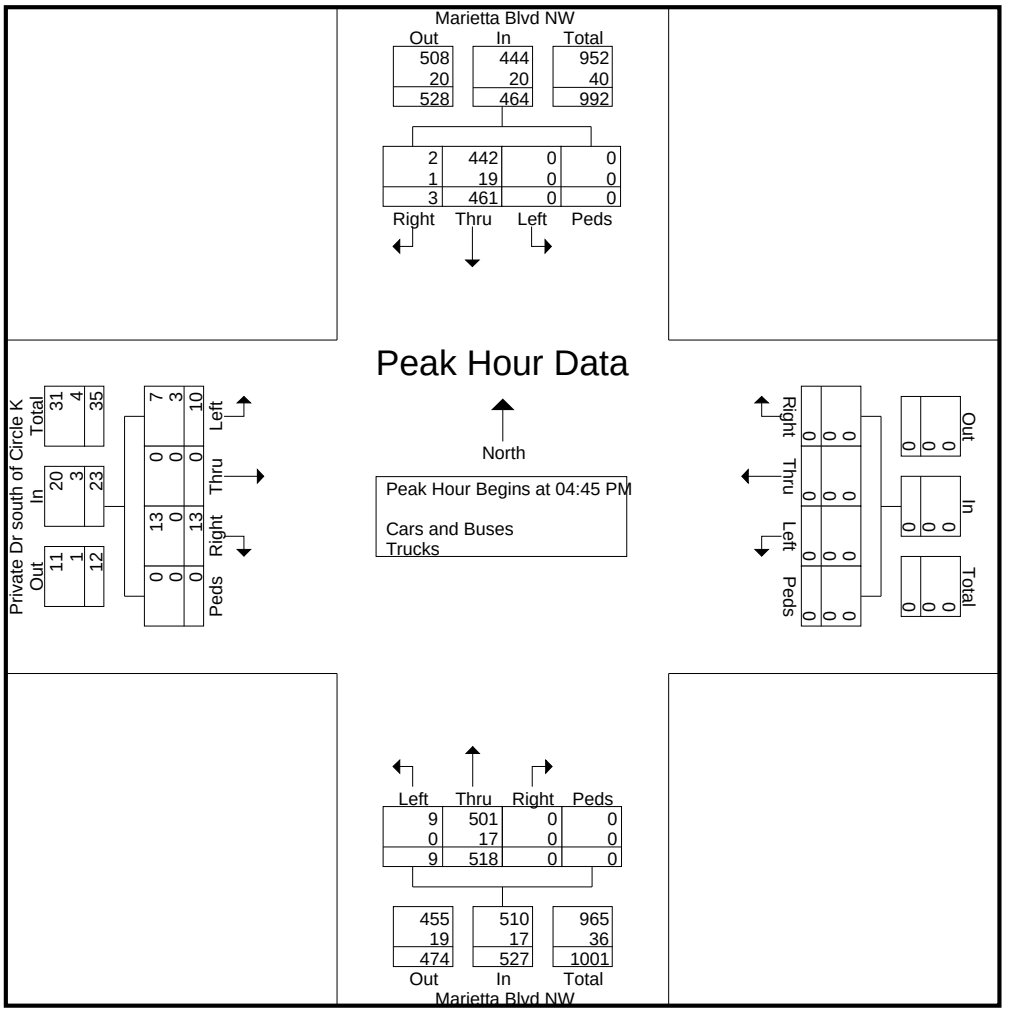
TMC Data
Marietta Blvd NW @ Private Dr south of
Circle K, Atlanta, GA
6am - 7pm

File Name : 44340008
Site Code : 44340008
Start Date : 11/18/2020
Page No : 5

	Marietta Blvd NW Northbound					Marietta Blvd NW Southbound					Private Dr south of Circle K Eastbound					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 02:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	2	126	0	0	128	0	113	**1**	0	114	3	0	2	0	5	0	0	0	0	0	247
05:00 PM	1	**139**	0	0	**140**	0	**126**	0	0	**126**	**5**	0	**4**	0	**9**	0	0	0	0	0	**275**
05:15 PM	**5**	122	0	0	127	0	120	1	0	121	0	0	3	0	3	0	0	0	0	0	251
05:30 PM	1	131	0	0	132	0	102	1	0	103	2	0	4	0	6	0	0	0	0	0	241
Total Volume	9	518	0	0	527	0	461	3	0	464	10	0	13	0	23	0	0	0	0	0	1014
% App. Total		98.3					99.4				43.5		56.5								
PHF	.450	.932	.000	.000	.941	.000	.915	.750	.000	.921	.500	.000	.813	.000	.639	.000	.000	.000	.000	.000	.922
Cars and Buses	9	501	0	0	510	0	442	2	0	444	7	0	13	0	20	0	0	0	0	0	974
% Cars and Buses	100	96.7	0	0	96.8	0	95.9	66.7	0	95.7	70.0	0	100	0	87.0	0	0	0	0	0	96.1
Trucks	0	17	0	0	17	0	19	1	0	20	3	0	0	0	3	0	0	0	0	0	40
% Trucks	0	3.3	0	0	3.2	0	4.1	33.3	0	4.3	30.0	0	0	0	13.0	0	0	0	0	0	3.9



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TMC Data
Marietta Blvd NW @ Thomas St NW
Atlanta, GA
7-9 AM | 4-6 PM

File Name : 44340009
Site Code : 44340009
Start Date : 11/18/2020
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Marietta Blvd NW Northbound					Marietta Blvd NW Southbound					Thomas St NW Eastbound					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	1	48	0	0	49	0	61	2	0	63	0	0	2	0	2	0	0	0	0	0	114
07:15 AM	1	54	0	0	55	0	74	1	0	75	0	0	0	0	0	0	0	0	0	0	130
07:30 AM	1	69	0	0	70	0	77	2	0	79	1	0	1	0	2	0	0	0	0	0	151
07:45 AM	1	66	0	0	67	0	92	0	0	92	0	0	0	0	0	0	0	0	0	0	159
Total	4	237	0	0	241	0	304	5	0	309	1	0	3	0	4	0	0	0	0	0	554
08:00 AM	0	74	0	0	74	0	86	0	0	86	0	0	1	0	1	0	0	0	0	0	161
08:15 AM	0	72	0	0	72	0	87	0	0	87	0	0	2	0	2	0	0	0	0	0	161
08:30 AM	0	67	0	0	67	0	74	2	0	76	0	0	2	0	2	0	0	0	0	0	145
08:45 AM	0	82	0	0	82	0	84	1	0	85	0	0	0	0	0	0	0	0	0	0	167
Total	0	295	0	0	295	0	331	3	0	334	0	0	5	0	5	0	0	0	0	0	634
*** BREAK ***																					
04:00 PM	0	105	0	0	105	0	120	0	0	120	0	0	0	0	0	0	0	0	0	0	225
04:15 PM	0	105	0	0	105	0	91	0	0	91	4	0	1	0	5	0	0	0	0	0	201
04:30 PM	0	105	0	0	105	0	113	0	0	113	1	0	0	0	1	0	0	0	0	0	219
04:45 PM	0	116	0	0	116	0	117	0	0	117	0	0	0	0	0	0	0	0	0	0	233
Total	0	431	0	0	431	0	441	0	0	441	5	0	1	0	6	0	0	0	0	0	878
05:00 PM	0	119	0	0	119	0	140	0	0	140	1	0	2	0	3	0	0	0	0	0	262
05:15 PM	0	123	0	0	123	0	127	0	0	127	0	0	0	0	0	0	0	0	0	0	250
05:30 PM	0	121	0	0	121	0	109	0	0	109	0	0	1	0	1	0	0	0	0	0	231
05:45 PM	0	96	0	0	96	0	104	0	0	104	0	0	1	0	1	0	0	0	0	0	201
Total	0	459	0	0	459	0	480	0	0	480	1	0	4	0	5	0	0	0	0	0	944
Grand Total	4	1422	0	0	1426	0	1556	8	0	1564	7	0	13	0	20	0	0	0	0	0	3010
Apprch %	0.3	99.7	0	0		0	99.5	0.5	0		35	0	65	0		0	0	0	0		
Total %	0.1	47.2	0	0	47.4	0	51.7	0.3	0	52	0.2	0	0.4	0	0.7	0	0	0	0	0	

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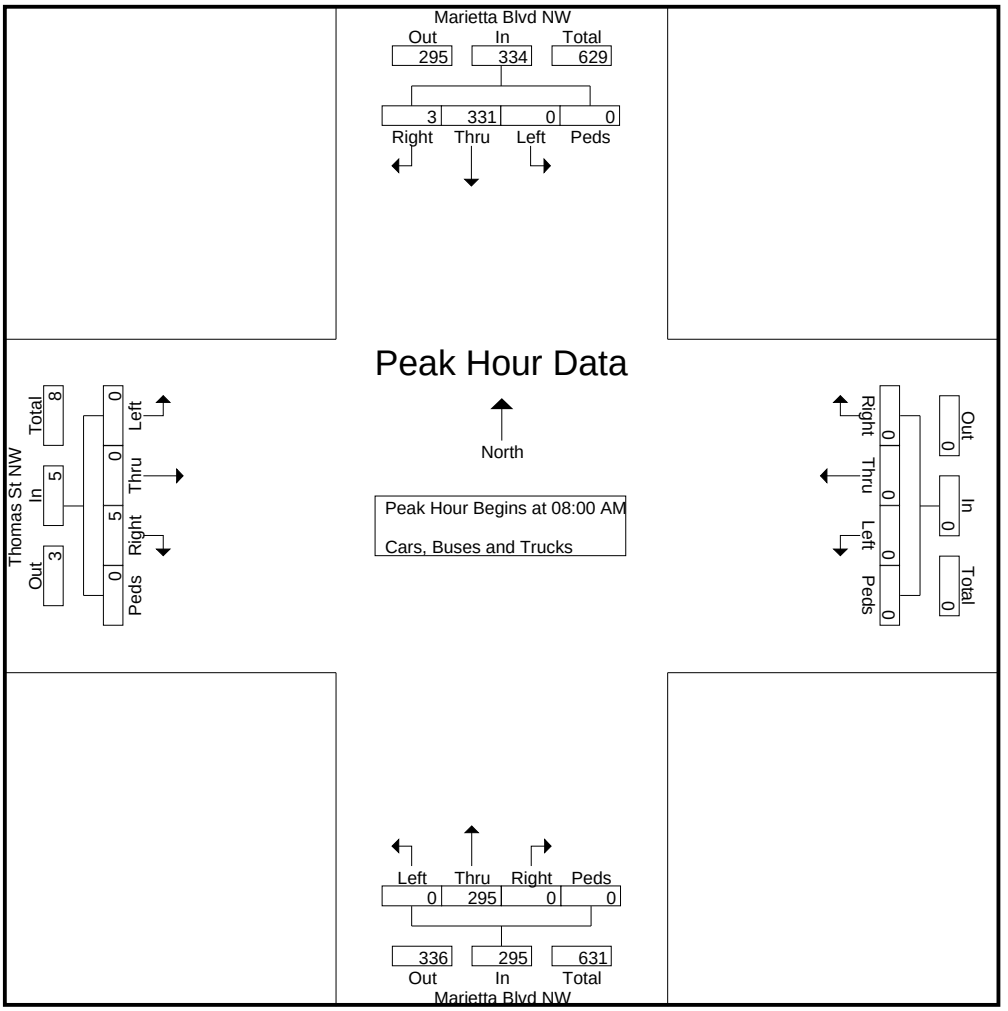
TMC Data
Marietta Blvd NW @ Thomas St NW
Atlanta, GA
7-9 AM | 4-6 PM

File Name : 44340009
Site Code : 44340009
Start Date : 11/18/2020
Page No : 2

	Marietta Blvd NW Northbound					Marietta Blvd NW Southbound					Thomas St NW Eastbound					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 08:00 AM																					
08:00 AM	0	74	0	0	74	0	86	0	0	86	0	0	1	0	1	0	0	0	0	0	161
08:15 AM	0	72	0	0	72	0	**87**	0	0	**87**	0	0	**2**	0	**2**	0	0	0	0	0	161
08:30 AM	0	67	0	0	67	0	74	**2**	0	76	0	0	2	0	2	0	0	0	0	0	145
08:45 AM	0	**82**	0	0	**82**	0	84	1	0	85	0	0	0	0	0	0	0	0	0	0	**167**
Total Volume	0	295	0	0	295	0	331	3	0	334	0	0	5	0	5	0	0	0	0	0	634
% App. Total							99.1														
PHF	.000	.899	.000	.000	.899	.000	.951	.375	.000	.960	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.949



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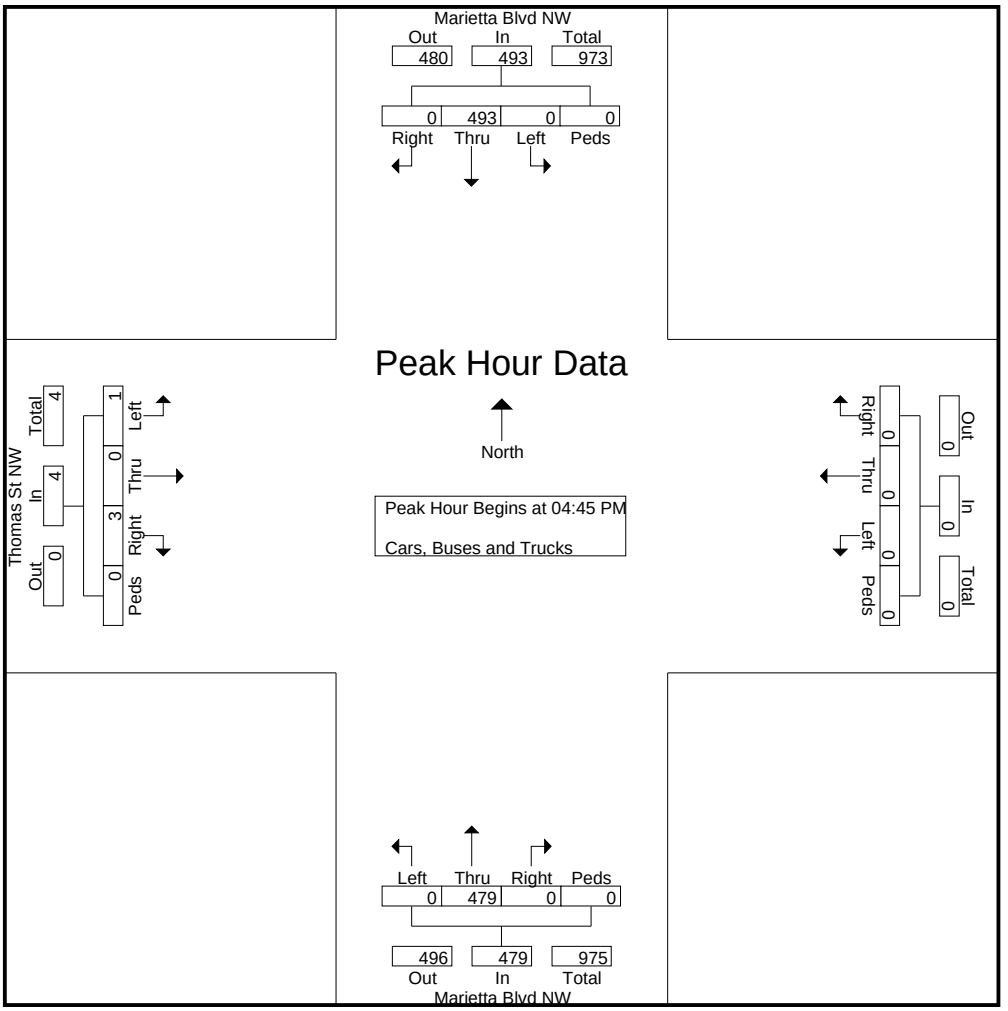
TMC Data
Marietta Blvd NW @ Thomas St NW
Atlanta, GA
7-9 AM | 4-6 PM

File Name : 44340009
Site Code : 44340009
Start Date : 11/18/2020
Page No : 3

	Marietta Blvd NW Northbound					Marietta Blvd NW Southbound					Thomas St NW Eastbound					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 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	116	0	0	116	0	117	0	0	117	0	0	0	0	0	0	0	0	0	0	233
05:00 PM	0	119	0	0	119	0	**140**	0	0	**140**	**1**	0	**2**	0	**3**	0	0	0	0	0	**262**
05:15 PM	0	**123**	0	0	**123**	0	127	0	0	127	0	0	0	0	0	0	0	0	0	0	250
05:30 PM	0	121	0	0	121	0	109	0	0	109	0	0	1	0	1	0	0	0	0	0	231
Total Volume	0	479	0	0	479	0	493	0	0	493	1	0	3	0	4	0	0	0	0	0	976
% App. Total																					
PHF	.000	.974	.000	.000	.974	.000	.880	.000	.000	.880	.250	.000	.375	.000	.333	.000	.000	.000	.000	.000	.931



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Classification Data

Site Code: 44340101
Marietta Rd NW south of Thomas St NW
Atlanta, GA

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
11/18/20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9
05:00	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
05:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
	0	13	1	0	2	0	0	0	0	0	0	0	0	0	16
06:00	0	7	3	0	1	0	0	0	0	0	0	0	0	0	11
06:15	0	6	0	1	0	1	0	1	0	0	0	0	0	0	9
06:30	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
06:45	0	1	3	0	1	0	0	0	0	0	0	0	0	0	5
	0	20	7	1	3	1	0	1	0	0	0	0	0	0	33
07:00	0	11	3	0	3	0	0	0	0	0	0	0	0	0	17
07:15	0	15	4	0	1	0	0	0	0	0	0	0	0	0	20
07:30	0	12	3	0	1	2	0	0	0	0	0	0	0	0	18
07:45	0	11	3	0	3	0	0	0	0	0	0	0	0	0	17
	0	49	13	0	8	2	0	0	0	0	0	0	0	0	72
08:00	0	11	1	0	2	0	0	0	0	0	0	0	0	0	14
08:15	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
08:30	0	8	2	0	3	0	0	0	0	0	0	0	0	0	13
08:45	0	10	0	0	2	0	0	0	0	0	0	0	0	0	12
	0	43	5	0	7	0	0	0	0	0	0	0	0	0	55
09:00	0	9	0	0	1	0	0	0	1	0	0	0	0	0	11
09:15	0	9	3	1	7	0	0	0	0	0	0	0	0	0	20
09:30	0	10	4	0	1	0	0	0	0	0	0	0	0	0	15
09:45	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
	0	34	7	1	10	0	0	0	1	0	0	0	0	0	53
10:00	0	6	2	2	0	1	0	0	0	0	0	0	0	0	11
10:15	0	9	1	0	0	0	0	1	0	0	0	0	0	0	11
10:30	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
10:45	0	12	0	0	2	1	1	1	2	1	0	0	0	0	20
	0	33	5	2	3	2	1	2	2	1	0	0	0	0	51
11:00	0	10	2	0	3	0	0	0	0	0	0	0	0	0	15
11:15	0	15	1	0	4	0	0	0	0	0	0	0	0	0	20
11:30	0	6	3	0	6	0	0	0	0	0	0	1	0	0	16
11:45	0	7	7	2	1	0	0	0	0	0	0	0	0	0	17
	0	38	13	2	14	0	0	0	0	0	0	1	0	0	68
Total	0	259	55	6	48	5	1	3	3	1	0	1	0	0	382
Percent	0.0%	67.8%	14.4%	1.6%	12.6%	1.3%	0.3%	0.8%	0.8%	0.3%	0.0%	0.3%	0.0%	0.0%	

Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

Classification Data

Site Code: 44340101
Marietta Rd NW south of Thomas St NW
Atlanta, GA

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	8	2	0	1	1	0	0	0	0	0	0	0	0	12
12:15	0	8	2	0	1	0	0	0	0	0	0	0	0	0	11
12:30	0	6	2	0	2	0	0	0	0	0	0	0	0	0	10
12:45	0	4	6	0	5	1	0	0	0	0	0	0	0	0	16
	0	26	12	0	9	2	0	0	0	0	0	0	0	0	49
13:00	0	4	6	0	6	0	0	0	0	0	0	0	0	0	16
13:15	0	7	8	0	5	0	0	0	0	0	0	0	0	0	20
13:30	0	6	9	0	6	0	0	0	0	0	0	0	0	0	21
13:45	0	4	5	0	3	1	0	0	0	0	0	0	0	0	13
	0	21	28	0	20	1	0	0	0	0	0	0	0	0	70
14:00	1	7	6	1	2	1	0	0	0	0	0	0	0	0	18
14:15	0	7	9	0	5	0	0	0	1	0	0	0	0	0	22
14:30	0	4	8	0	6	1	0	0	1	0	0	0	0	0	20
14:45	0	7	4	0	5	0	0	0	0	0	0	0	0	0	16
	1	25	27	1	18	2	0	0	2	0	0	0	0	0	76
15:00	0	8	6	0	5	0	0	0	0	0	0	0	0	0	19
15:15	0	5	6	0	3	0	0	0	0	0	0	0	0	0	14
15:30	0	5	4	1	3	0	0	0	0	0	0	0	0	0	13
15:45	0	3	5	0	2	0	0	0	0	0	0	0	0	0	10
	0	21	21	1	13	0	0	0	0	0	0	0	0	0	56
16:00	0	5	4	0	4	0	0	0	0	0	0	0	0	0	13
16:15	0	6	6	0	6	1	0	0	0	0	0	0	0	0	19
16:30	0	13	2	0	2	0	0	0	0	0	0	0	0	0	17
16:45	0	10	2	0	1	0	0	0	0	0	0	0	0	0	13
	0	34	14	0	13	1	0	0	0	0	0	0	0	0	62
17:00	0	15	2	0	2	0	0	1	0	0	0	0	0	0	20
17:15	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
17:30	0	11	1	0	3	0	0	0	0	0	0	0	0	0	15
17:45	0	13	3	0	1	0	0	0	0	0	0	0	0	0	17
	0	52	8	0	6	0	0	1	0	0	0	0	0	0	67
18:00	0	8	1	0	1	0	0	0	0	0	0	0	0	0	10
18:15	0	10	1	1	3	0	0	0	0	0	0	0	0	0	15
18:30	0	6	1	0	2	0	0	0	0	0	0	0	0	0	9
18:45	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
	0	37	5	1	6	0	0	0	0	0	0	0	0	0	49
19:00	0	11	1	0	1	0	0	0	0	0	0	0	0	0	13
19:15	0	10	0	0	2	0	0	0	0	0	0	0	0	0	12
19:30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
19:45	0	4	0	1	0	0	0	0	0	0	0	0	0	0	5
	0	29	3	1	3	0	0	0	0	0	0	0	0	0	36
20:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
20:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
20:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
20:45	0	2	0	0	1	0	0	0	0	1	0	0	0	0	4
	0	12	1	0	1	0	0	0	0	1	0	0	0	0	15
21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
21:15	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
21:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	10	0	0	1	0	0	0	0	0	0	0	0	0	11
22:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
22:15	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
22:30	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
22:45	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
	0	13	2	0	5	0	0	0	0	0	0	0	0	0	20
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
Total	1	289	122	4	95	6	0	1	2	1	0	0	0	0	521
Percent	0.2%	55.5%	23.4%	0.8%	18.2%	1.2%	0.0%	0.2%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	
Grand Total	1	548	177	10	143	11	1	4	5	2	0	1	0	0	903
Percent	0.1%	60.7%	19.6%	1.1%	15.8%	1.2%	0.1%	0.4%	0.6%	0.2%	0.0%	0.1%	0.0%	0.0%	

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Marietta Rd NW south of Thomas St NW
Atlanta, GA

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
11/18/20	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
	0	6	3	0	1	0	0	0	0	0	0	0	0	0	10
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
03:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
04:15	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
04:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4
	0	12	1	0	1	0	0	0	1	0	0	0	0	0	15
05:00	0	2	3	0	2	0	0	0	0	0	0	0	0	0	7
05:15	0	8	1	0	2	0	0	0	0	0	0	0	0	0	11
05:30	0	8	1	0	3	0	0	0	0	0	0	0	0	0	12
05:45	0	18	5	0	3	1	0	0	2	0	0	0	0	0	29
	0	36	10	0	10	1	0	0	2	0	0	0	0	0	59
06:00	0	8	0	0	5	0	0	0	0	0	0	0	0	0	13
06:15	0	12	5	0	0	0	0	0	0	0	0	0	0	0	17
06:30	0	10	5	0	1	2	0	0	0	0	0	0	0	0	18
06:45	0	11	2	0	3	0	0	0	0	0	0	0	0	0	16
	0	41	12	0	9	2	0	0	0	0	0	0	0	0	64
07:00	0	10	2	0	4	1	0	0	2	2	0	0	0	0	21
07:15	0	6	6	0	1	0	0	0	0	0	0	0	0	0	13
07:30	0	9	1	0	4	2	0	0	0	0	0	0	0	0	16
07:45	0	13	3	0	2	1	0	0	0	0	0	0	0	0	19
	0	38	12	0	11	4	0	0	2	2	0	0	0	0	69
08:00	0	12	2	0	2	0	0	0	0	0	0	0	0	0	16
08:15	0	9	1	0	1	0	0	0	0	0	0	0	0	0	11
08:30	0	8	2	0	2	0	0	0	0	0	0	0	0	0	12
08:45	0	5	1	1	2	0	0	0	0	0	0	0	0	0	9
	0	34	6	1	7	0	0	0	0	0	0	0	0	0	48
09:00	0	5	0	0	2	0	0	0	0	0	0	0	0	0	7
09:15	0	7	3	1	3	0	0	0	0	0	0	0	0	0	14
09:30	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
09:45	0	6	2	0	3	0	0	0	0	0	0	0	0	0	11
	0	23	8	1	8	0	0	0	0	0	0	0	0	0	40
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10
10:30	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
10:45	0	10	2	0	4	0	0	0	0	0	0	0	0	0	16
	0	20	6	0	5	0	0	0	0	0	0	0	0	0	31
11:00	0	6	2	0	2	0	0	0	0	0	0	0	0	0	10
11:15	0	11	1	0	1	3	0	0	1	0	0	0	0	0	17
11:30	0	10	2	1	5	0	0	0	0	0	0	0	0	0	18
11:45	0	10	3	0	4	0	0	0	1	0	0	0	0	0	18
	0	37	8	1	12	3	0	0	2	0	0	0	0	0	63
Total	0	260	72	3	64	10	0	0	7	2	0	0	0	0	418
Percent	0.0%	62.2%	17.2%	0.7%	15.3%	2.4%	0.0%	0.0%	1.7%	0.5%	0.0%	0.0%	0.0%	0.0%	

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Marietta Rd NW south of Thomas St NW
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Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	5	4	0	4	1	0	0	0	0	0	0	0	0	14
12:15	0	7	6	0	3	0	0	0	0	0	0	0	0	0	16
12:30	0	7	2	0	2	0	0	0	0	0	0	0	0	0	11
12:45	0	2	4	0	2	0	0	0	0	0	0	0	0	0	8
	0	21	16	0	11	1	0	0	0	0	0	0	0	0	49
13:00	0	3	13	0	7	2	0	0	1	0	0	0	0	0	26
13:15	0	1	10	0	9	2	0	0	0	0	0	0	0	0	22
13:30	0	2	8	1	7	0	0	0	0	0	0	0	0	0	18
13:45	0	2	10	0	4	0	0	0	0	0	0	0	0	0	16
	0	8	41	1	27	4	0	0	1	0	0	0	0	0	82
14:00	0	5	3	0	2	1	0	0	0	0	0	0	0	0	11
14:15	0	11	5	0	5	1	0	0	0	0	0	0	0	0	22
14:30	0	14	4	0	3	0	0	0	0	0	0	0	0	0	21
14:45	0	12	3	0	1	0	0	0	0	0	0	0	0	0	16
	0	42	15	0	11	2	0	0	0	0	0	0	0	0	70
15:00	0	10	3	1	1	0	0	0	0	0	0	0	0	0	15
15:15	0	6	7	1	4	0	0	0	0	0	0	0	0	0	18
15:30	0	6	15	0	5	0	0	0	0	0	0	0	0	0	26
15:45	0	9	9	0	6	1	0	1	0	0	0	0	0	0	26
	0	31	34	2	16	1	0	1	0	0	0	0	0	0	85
16:00	0	16	3	0	1	0	0	0	0	0	0	0	0	0	20
16:15	0	18	10	0	8	0	0	0	0	0	0	0	0	0	36
16:30	0	17	9	0	1	0	0	0	0	0	0	0	0	0	27
16:45	0	18	3	0	3	0	0	0	0	0	0	0	0	0	24
	0	69	25	0	13	0	0	0	0	0	0	0	0	0	107
17:00	0	28	4	0	1	0	0	0	0	0	0	0	0	0	33
17:15	0	25	0	0	6	0	0	0	0	0	0	0	0	0	31
17:30	0	22	3	0	2	1	0	0	0	0	0	0	0	0	28
17:45	0	20	3	1	0	0	0	0	1	0	0	0	0	0	25
	0	95	10	1	9	1	0	0	1	0	0	0	0	0	117
18:00	0	14	1	0	1	0	0	0	0	0	0	0	0	0	16
18:15	0	13	2	0	3	0	0	0	0	0	0	0	0	0	18
18:30	0	20	1	0	2	0	0	0	0	0	0	0	0	0	23
18:45	0	13	0	0	1	0	0	0	0	0	0	0	0	0	14
	0	60	4	0	7	0	0	0	0	0	0	0	0	0	71
19:00	0	11	4	1	0	0	0	0	0	0	0	0	0	0	16
19:15	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
19:30	0	8	1	0	1	0	0	0	0	0	0	0	0	0	10
19:45	0	14	0	0	1	0	0	0	0	0	0	0	0	0	15
	0	47	6	1	2	0	0	0	0	0	0	0	0	0	56
20:00	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
20:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
20:30	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4
20:45	0	6	1	1	0	0	0	0	0	0	0	0	0	0	8
	0	26	4	1	2	0	0	0	0	0	0	0	0	0	33
21:00	0	7	0	0	0	0	0	0	0	1	0	0	0	0	8
21:15	0	7	0	0	0	0	0	0	1	0	0	0	0	0	8
21:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
21:45	0	6	0	0	2	0	0	0	0	0	0	0	0	0	8
	0	26	1	0	2	0	0	0	1	1	0	0	0	0	31
22:00	0	2	1	0	5	0	0	0	0	0	0	0	0	0	8
22:15	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
22:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
22:45	0	5	0	0	2	0	0	0	0	0	0	0	0	0	7
	0	17	1	0	8	0	0	0	0	0	0	0	0	0	26
23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
Total	0	449	158	6	108	9	0	1	3	1	0	0	0	0	735
Percent	0.0%	61.1%	21.5%	0.8%	14.7%	1.2%	0.0%	0.1%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
Grand Total	0	709	230	9	172	19	0	1	10	3	0	0	0	0	1153
Percent	0.0%	61.5%	19.9%	0.8%	14.9%	1.6%	0.0%	0.1%	0.9%	0.3%	0.0%	0.0%	0.0%	0.0%	

Prepared by National Data & Surveying Services

CLASSIFICATION

Marietta Rd N/O Perry Blvd/W Marietta St

Day: Thursday
Date: 11/4/2021

City: Atlanta
Project #: GA21_180276_001n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	3	0	0	3	1	0	0	1	0	0	0	0	8
00:15	0	5	5	0	2	0	0	2	1	0	0	0	0	15
00:30	0	0	0	0	1	2	0	0	0	0	0	0	0	3
00:45	0	4	3	0	1	2	0	0	1	0	0	0	0	11
01:00	0	1	4	0	2	0	0	2	0	0	0	0	0	9
01:15	1	1	3	0	0	1	0	2	0	0	0	0	0	8
01:30	0	1	2	0	0	0	0	0	2	0	0	0	0	5
01:45	0	1	1	0	0	0	0	1	0	0	0	0	0	3
02:00	1	1	3	0	0	3	0	2	1	0	0	0	0	11
02:15	0	0	4	0	2	0	0	2	0	0	0	0	0	8
02:30	0	0	2	0	1	0	0	2	0	0	0	0	0	5
02:45	0	1	4	0	1	0	0	0	2	0	0	0	0	8
03:00	0	2	1	0	3	1	0	2	0	0	0	0	0	9
03:15	0	0	0	0	4	2	0	2	0	0	0	0	0	8
03:30	0	2	2	0	2	0	0	1	0	0	0	0	0	7
03:45	0	0	1	0	1	0	0	0	0	0	0	0	0	2
04:00	0	1	3	0	2	2	0	3	0	0	0	0	0	11
04:15	0	1	3	0	2	1	0	1	1	0	0	0	0	9
04:30	0	3	0	1	1	5	0	1	1	0	0	0	0	12
04:45	0	2	3	0	4	3	0	0	0	0	0	0	0	12
05:00	0	8	0	0	3	1	0	2	0	0	0	0	0	14
05:15	0	2	3	0	2	0	0	2	2	0	0	0	0	11
05:30	0	5	4	0	3	2	0	0	1	0	0	0	0	15
05:45	0	11	7	2	9	1	0	1	2	0	0	0	0	33
06:00	0	12	4	0	1	0	0	1	1	0	0	0	0	19
06:15	0	6	6	0	6	3	0	0	6	0	0	0	0	27
06:30	0	9	9	1	6	2	0	0	2	0	0	0	0	29
06:45	0	18	4	0	4	1	0	1	1	0	0	0	0	29
07:00	0	14	7	0	6	3	0	1	2	0	0	0	0	33
07:15	0	15	3	0	5	6	0	1	2	0	0	0	0	32
07:30	0	16	7	0	3	4	0	0	3	0	0	0	0	33
07:45	0	19	6	0	5	1	0	0	0	0	0	0	0	31
08:00	0	15	1	0	4	4	0	0	0	0	0	0	0	24
08:15	0	16	6	0	2	2	0	2	0	0	0	0	0	28
08:30	0	15	6	1	10	1	0	0	3	0	0	0	0	36
08:45	0	15	11	0	6	0	0	0	5	0	0	0	0	37
09:00	0	14	2	1	4	2	0	0	1	0	0	0	0	24
09:15	0	12	6	1	13	3	0	0	3	0	0	0	0	38
09:30	0	8	5	0	4	2	0	2	2	0	0	0	0	23
09:45	0	10	5	1	4	0	0	2	1	0	0	0	0	23
10:00	0	15	6	0	9	2	0	3	3	0	0	0	0	38
10:15	0	5	4	1	10	7	0	1	1	0	0	0	0	29
10:30	1	8	0	0	4	3	0	5	1	0	0	0	0	22
10:45	0	5	8	0	4	0	0	0	1	0	0	0	0	18
11:00	2	9	3	0	7	6	0	1	2	0	0	0	0	30
11:15	0	10	4	0	6	3	0	0	4	0	0	0	0	27
11:30	0	16	6	0	3	3	0	2	4	0	0	0	0	34
11:45	0	10	4	0	7	9	0	2	3	0	0	0	0	35
12:00 PM	0	17	3	0	9	1	0	1	2	0	0	0	0	33
12:15	0	9	5	0	5	6	0	4	7	0	0	0	0	36
12:30	0	14	6	1	8	3	0	7	4	0	0	0	0	43
12:45	0	11	6	0	2	1	0	1	3	0	0	0	0	24
13:00	0	11	4	0	4	2	0	0	3	0	0	0	0	24
13:15	0	8	12	2	9	3	0	4	3	0	0	0	0	41
13:30	0	22	6	0	10	2	0	2	5	0	0	0	0	47
13:45	0	14	6	1	3	1	0	4	0	0	0	0	0	29
14:00	0	11	6	0	4	2	0	2	5	0	0	0	0	30
14:15	0	13	10	1	5	3	0	1	8	0	0	0	0	41
14:30	0	16	7	0	7	3	0	1	3	0	0	0	0	37
14:45	0	17	5	0	5	0	0	5	1	0	0	0	0	33
15:00	0	13	8	0	0	2	0	4	3	0	0	0	0	30
15:15	0	11	6	0	13	1	0	4	1	0	0	0	0	36
15:30	0	15	6	0	4	2	0	3	4	0	0	0	0	34
15:45	0	5	5	0	5	1	0	1	8	0	0	0	0	25
16:00	0	8	4	1	4	1	0	1	4	0	0	0	0	23
16:15	0	10	1	1	7	1	0	1	5	0	0	0	0	26
16:30	0	6	4	0	1	1	0	2	7	0	0	0	0	21
16:45	0	9	8	1	4	1	0	1	7	0	0	0	0	31
17:00	0	15	6	0	1	0	0	2	9	0	0	0	0	33
17:15	0	13	6	0	2	0	0	2	8	0	0	0	0	31
17:30	0	23	2	0	3	1	0	0	2	0	0	0	0	31
17:45	0	23	2	0	2	1	0	2	9	0	0	0	0	39
18:00	1	12	2	0	1	1	0	3	11	0	0	0	0	31
18:15	0	10	4	0	7	1	0	1	4	0	0	0	0	27
18:30	0	16	6	0	4	0	0	1	5	0	0	0	0	32
18:45	0	17	7	0	0	0	0	1	3	0	0	0	0	28
19:00	0	7	6	0	2	0	0	1	3	0	0	0	0	19
19:15	0	5	3	0	2	0	0	0	1	0	0	0	0	11
19:30	1	10	0	0	4	0	0	1	7	0	0	0	0	23
19:45	0	13	5	0	3	2	0	1	2	0	0	0	0	26
20:00	0	3	2	0	2	1	0	0	0	0	0	0	0	8
20:15	0	8	2	0	2	1	0	1	3	0	0	0	0	17
20:30	0	7	3	0	2	1	0	1	3	0	0	0	0	17
20:45	0	6	2	0	2	0	0	1	2	0	0	0	0	13
21:00	0	5	3	0	7	2	0	2	7	0	0	0	0	26
21:15	0	6	6	0	4	0	0	0	0	0	0	0	0	16
21:30	0	4	2	0	2	0	0	1	3	0	0	0	0	12
21:45	0	4	4	1	3	0	0	2	5	0	0	0	0	19
22:00	0	6	2	0	4	2	0	0	2	0	0	0	0	16
22:15	0	6	4	1	3	2	0	2	8	0	1	0	0	27
22:30	0	6	2	0	3	1	0	1	3	0	1	0	0	17
22:45	0	3	5	0	6	1	0	1	3	0	0	0	0	19
23:00	0	5	2	0	3	2	0	1	3	0	0	0	0	16
23:15	0	3	1	0	3	0	0	1	4	0	0	0	0	12
23:30	0	5	3	0	1	0	0	0	0	0	0	0	0	9
23:45	0	2	2	0	0	0	0	1	2	0	0	0	0	7
Totals	7	830	393	19	369	150		131	261		2			2162
% of Totals	0%	38%	18%	1%	17%	7%		6%	12%		0%			100%

AM Volumes	5	347	181	9	182	94	0	52	66	0	0	0	0	936
% AM	0%	16%	8%	0%	8%	4%		2%	3%					43%
AM Peak Hour														
Volume														
PM Volumes	2	483	212	10	187	56	0	79	195	0	2	0	0	1226
% PM	0%	22%	10%	0%	9%	3%		4%	9%		0%			57%
PM Peak Hour														
Volume														

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	254		12%	277		13%	235		11%	1396		65%

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	

Prepared by National Data & Surveying Services

CLASSIFICATION

Marietta Rd N/O Perry Blvd/W Marietta St

Day: Thursday
Date: 11/4/2021

City: Atlanta
Project #: GA21_180276_001s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	5	0	0	0	0	0	0	3	0	0	0	0	8
00:15	0	3	2	0	1	0	0	0	1	0	0	0	0	7
00:30	0	2	1	0	1	0	0	0	1	0	0	0	0	5
00:45	0	2	0	0	1	0	0	0	4	0	0	0	0	7
01:00	0	5	2	0	1	0	0	0	0	0	0	0	0	8
01:15	0	1	1	1	1	1	0	0	0	0	0	0	0	5
01:30	0	3	3	0	3	0	0	0	1	0	0	0	0	10
01:45	0	3	3	0	0	1	0	0	1	0	0	0	0	8
02:00	0	3	2	0	2	1	0	0	2	0	0	0	0	10
02:15	0	2	1	0	4	1	0	0	3	0	0	0	0	11
02:30	0	1	2	0	0	0	0	0	5	0	1	0	0	9
02:45	0	4	2	0	1	0	0	0	3	0	0	0	0	10
03:00	0	2	3	0	0	0	0	0	3	0	0	0	0	8
03:15	0	3	3	0	1	0	0	0	2	0	0	0	0	9
03:30	0	2	1	0	4	0	0	0	2	0	0	0	0	9
03:45	0	2	1	0	1	1	0	0	2	0	0	0	0	7
04:00	0	2	1	0	0	3	0	0	3	0	0	0	0	9
04:15	0	1	3	0	2	3	0	0	0	0	0	0	0	9
04:30	0	4	2	0	2	0	0	1	0	0	0	0	0	9
04:45	0	2	1	0	2	0	0	1	1	0	0	0	0	7
05:00	0	6	2	0	0	1	0	1	4	0	0	0	0	14
05:15	0	2	1	0	2	1	0	0	1	0	0	0	0	7
05:30	0	5	2	0	0	0	0	1	4	0	0	0	0	12
05:45	0	5	0	0	1	1	0	0	5	0	0	0	0	12
06:00	0	8	2	0	0	3	0	0	2	0	0	0	0	15
06:15	0	5	2	0	1	3	0	0	4	0	0	0	0	15
06:30	1	10	1	0	1	1	0	0	5	0	0	0	0	19
06:45	0	6	2	0	1	4	0	4	4	0	0	0	0	21
07:00	0	7	4	1	3	8	1	0	7	0	0	0	0	31
07:15	0	11	2	1	1	1	0	1	4	0	0	0	0	21
07:30	0	6	4	1	0	3	0	0	5	0	0	0	0	19
07:45	0	18	4	1	0	3	0	1	5	0	0	0	0	32
08:00	0	10	3	0	2	0	0	0	3	0	0	0	0	18
08:15	0	8	2	1	3	4	0	4	5	0	0	0	0	27
08:30	0	11	3	0	2	4	0	0	4	0	0	0	0	24
08:45	0	12	1	0	3	1	0	3	7	0	0	0	0	27
09:00	0	14	2	1	3	0	1	1	5	0	0	0	0	27
09:15	0	13	2	1	2	1	0	1	6	0	0	0	0	26
09:30	0	7	3	1	2	0	0	1	7	0	0	0	0	21
09:45	0	11	5	0	3	1	0	2	2	0	0	0	0	24
10:00	0	5	4	0	4	4	0	3	8	0	0	0	0	28
10:15	0	12	5	1	3	1	1	1	10	0	0	0	0	34
10:30	0	8	1	1	2	1	0	5	8	0	0	0	0	26
10:45	0	10	4	0	2	1	0	3	5	0	0	0	0	25
11:00	0	5	3	0	4	3	0	1	7	0	0	0	0	23
11:15	0	8	5	1	1	0	0	1	12	0	0	0	0	28
11:30	0	15	4	0	5	4	0	0	5	0	0	0	0	33
11:45	0	9	5	1	3	1	0	3	12	0	0	0	0	34
12:00 PM	0	17	3	2	6	3	0	0	9	0	0	0	0	40
12:15	1	16	4	0	2	6	0	1	5	0	0	0	0	35
12:30	0	19	3	0	6	1	0	0	6	0	0	0	0	35
12:45	1	19	6	2	6	3	0	1	9	0	0	0	0	47
13:00	0	13	3	2	10	6	0	2	9	0	0	0	0	45
13:15	0	11	3	0	7	1	0	1	5	0	0	0	0	28
13:30	0	11	4	0	5	0	0	1	10	0	0	0	0	31
13:45	0	20	3	0	4	0	0	0	2	0	0	0	0	29
14:00	0	13	3	1	8	0	0	0	6	0	0	0	0	31
14:15	0	13	3	0	8	3	0	3	8	0	0	0	0	38
14:30	0	14	3	0	9	1	0	4	7	0	0	0	0	38
14:45	0	20	4	0	8	3	0	4	5	0	0	0	0	44
15:00	0	31	10	1	8	4	0	0	6	0	0	0	0	60
15:15	0	18	4	0	3	3	0	2	4	0	0	0	0	34
15:30	0	25	3	0	6	1	0	2	6	0	0	0	0	43
15:45	0	24	5	0	7	0	0	1	9	0	0	0	0	46
16:00	0	19	1	1	8	0	0	0	3	1	0	0	0	33
16:15	0	30	5	1	5	3	0	0	0	0	0	0	0	44
16:30	1	39	5	0	11	3	0	1	2	0	0	0	0	62
16:45	0	41	11	0	8	1	0	0	3	0	0	0	0	64
17:00	0	45	8	0	4	1	0	0	4	0	0	0	0	62
17:15	0	34	6	0	5	0	0	1	5	0	0	0	0	51
17:30	0	50	8	0	7	0	0	0	1	0	0	0	0	66
17:45	0	35	6	0	9	0	1	1	3	0	0	0	0	55
18:00	0	36	10	0	6	0	0	0	3	0	0	0	0	55
18:15	0	36	8	0	6	1	0	0	3	0	0	0	0	54
18:30	0	55	9	0	3	3	0	1	4	0	0	0	0	75
18:45	0	32	8	0	9	0	0	0	7	0	0	0	0	56
19:00	0	32	8	0	5	0	0	0	2	0	0	0	0	47
19:15	0	16	2	0	8	1	0	0	3	0	0	0	0	30
19:30	0	23	3	0	1	0	0	0	2	0	0	0	0	29
19:45	0	20	6	0	4	1	0	0	8	0	0	0	0	39
20:00	0	6	4	0	4	1	0	0	3	0	0	0	0	18
20:15	0	11	2	0	2	0	0	0	1	0	0	0	0	16
20:30	0	6	2	0	3	0	0	1	4	0	0	0	0	16
20:45	0	7	1	0	1	0	0	0	2	0	0	0	0	11
21:00	0	2	2	0	2	0	0	0	1	0	0	0	0	7
21:15	0	6	3	0	2	1	0	0	2	0	0	0	0	14
21:30	0	6	2	0	3	0	0	0	4	0	0	0	0	15
21:45	0	14	4	0	4	0	0	0	3	0	0	0	0	25
22:00	0	7	2	0	7	0	0	2	6	0	0	0	0	24
22:15	0	1	2	0	2	0	0	0	2	0	0	0	0	7
22:30	0	7	2	0	3	1	0	0	2	0	0	0	0	15
22:45	0	6	2	0	5	0	0	0	0	0	0	0	0	13
23:00	0	6	4	0	5	0	0	0	5	0	0	0	0	20
23:15	0	5	1	0	0	0	0	0	3	0	0	0	0	9
23:30	0	4	1	0	1	1	0	1	4	0	0	0	0	12
23:45	0	6	3	0	1	0	0	0	1	0	0	0	0	11
Totals	4	1226	317	23	328	119	4	69	395	1	1			2487
% of Totals	0%	49%	13%	1%	13%	5%	0%	3%	16%	0%	0%			100%

AM Volumes	1	299	112	13	81	66	3	39	193	0	1	0	0	808
% AM	0%	12%	5%	1%	3%	3%	0%	2%	8%		0%			32%
AM Peak Hour														
Volume														
PM Volumes	3	927	205	10	247	53	1	30	202	1	0	0	0	1679
% PM	0%	37%	8%	0%	10%	2%	0%	1%	8%	0%				68%
PM Peak Hour														
Volume														

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	199		8%	290		12%	437		18%	1561		63%

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	

Prepared by National Data & Surveying Services

CLASSIFICATION

Marietta Rd N/O Perry Blvd/W Marietta St

Day: Thursday
Date: 11/4/2021

City: Atlanta
Project #: GA21_180276_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	8	0	0	3	1	0	0	4	0	0	0	0	16
00:15	0	8	7	0	3	0	0	2	2	0	0	0	0	22
00:30	0	2	1	0	2	2	0	0	1	0	0	0	0	8
00:45	0	6	3	0	2	2	0	0	5	0	0	0	0	18
01:00	0	6	6	0	3	0	0	2	0	0	0	0	0	17
01:15	1	2	4	1	1	2	0	2	0	0	0	0	0	13
01:30	0	4	5	0	3	0	0	0	3	0	0	0	0	15
01:45	0	4	4	0	0	1	0	1	1	0	0	0	0	11
02:00	1	4	5	0	2	4	0	2	3	0	0	0	0	21
02:15	0	2	5	0	6	1	0	2	3	0	0	0	0	19
02:30	0	1	4	0	1	0	0	2	5	0	1	0	0	14
02:45	0	5	6	0	2	0	0	0	5	0	0	0	0	18
03:00	0	4	4	0	3	1	0	2	3	0	0	0	0	17
03:15	0	3	3	0	5	2	0	2	2	0	0	0	0	17
03:30	0	4	3	0	6	0	0	1	2	0	0	0	0	16
03:45	0	2	2	0	2	1	0	0	2	0	0	0	0	9
04:00	0	3	4	0	2	5	0	3	3	0	0	0	0	20
04:15	0	2	6	0	4	4	0	1	1	0	0	0	0	18
04:30	0	7	2	1	3	5	0	2	1	0	0	0	0	21
04:45	0	4	4	0	6	3	0	1	1	0	0	0	0	19
05:00	0	14	2	0	3	2	0	3	4	0	0	0	0	28
05:15	0	4	4	0	4	1	0	2	3	0	0	0	0	18
05:30	0	10	6	0	3	2	0	1	5	0	0	0	0	27
05:45	0	16	7	2	10	2	0	1	7	0	0	0	0	45
06:00	0	20	6	0	1	3	0	1	3	0	0	0	0	34
06:15	0	11	8	0	7	6	0	0	10	0	0	0	0	42
06:30	1	19	10	1	7	3	0	0	7	0	0	0	0	48
06:45	0	24	6	0	5	5	0	5	5	0	0	0	0	50
07:00	0	21	11	1	9	11	1	1	9	0	0	0	0	64
07:15	0	26	5	1	6	7	0	2	6	0	0	0	0	53
07:30	0	22	11	1	3	7	0	0	8	0	0	0	0	52
07:45	0	37	10	1	5	4	0	1	5	0	0	0	0	63
08:00	0	25	4	0	6	4	0	0	3	0	0	0	0	42
08:15	0	24	8	1	5	6	0	6	5	0	0	0	0	55
08:30	0	26	9	1	12	5	0	0	7	0	0	0	0	60
08:45	0	27	12	0	9	1	0	3	12	0	0	0	0	64
09:00	0	28	4	2	7	2	1	1	6	0	0	0	0	51
09:15	0	25	8	2	15	4	0	1	9	0	0	0	0	64
09:30	0	15	8	1	6	2	0	3	9	0	0	0	0	44
09:45	0	21	10	1	7	1	0	4	3	0	0	0	0	47
10:00	0	20	10	0	13	6	0	6	11	0	0	0	0	66
10:15	0	17	9	2	13	8	1	2	11	0	0	0	0	63
10:30	1	16	1	1	6	4	0	10	9	0	0	0	0	48
10:45	0	15	12	0	6	1	0	3	6	0	0	0	0	43
11:00	2	14	6	0	11	9	0	2	9	0	0	0	0	53
11:15	0	18	9	1	7	3	0	1	16	0	0	0	0	55
11:30	0	31	10	0	8	7	0	2	9	0	0	0	0	67
11:45	0	19	9	1	10	10	0	5	15	0	0	0	0	69
12:00 PM	0	34	6	2	15	4	0	1	11	0	0	0	0	73
12:15	1	25	9	0	7	12	0	5	12	0	0	0	0	71
12:30	0	33	9	1	14	4	0	7	10	0	0	0	0	78
12:45	1	30	12	2	8	4	0	2	12	0	0	0	0	71
13:00	0	24	7	2	14	8	0	2	12	0	0	0	0	69
13:15	0	19	15	2	16	4	0	5	8	0	0	0	0	69
13:30	0	33	10	0	15	2	0	3	15	0	0	0	0	78
13:45	0	34	9	1	7	1	0	4	2	0	0	0	0	58
14:00	0	24	9	1	12	2	0	2	11	0	0	0	0	61
14:15	0	26	13	1	13	6	0	4	16	0	0	0	0	79
14:30	0	30	10	0	16	4	0	5	10	0	0	0	0	75
14:45	0	37	9	0	13	3	0	9	6	0	0	0	0	77
15:00	0	44	18	1	8	6	0	4	9	0	0	0	0	90
15:15	0	29	10	0	16	4	0	6	5	0	0	0	0	70
15:30	0	40	9	0	10	3	0	5	10	0	0	0	0	77
15:45	0	29	10	0	12	1	0	2	17	0	0	0	0	71
16:00	0	27	5	2	12	1	0	1	7	1	0	0	0	56
16:15	0	40	6	2	12	4	0	1	5	0	0	0	0	70
16:30	1	45	9	0	12	4	0	3	9	0	0	0	0	83
16:45	0	50	19	1	12	2	0	1	10	0	0	0	0	95
17:00	0	60	14	0	5	1	0	2	13	0	0	0	0	95
17:15	0	47	12	0	7	0	0	3	13	0	0	0	0	82
17:30	0	73	10	0	10	1	0	0	3	0	0	0	0	97
17:45	0	58	8	0	11	1	1	3	12	0	0	0	0	94
18:00	1	48	12	0	7	1	0	3	14	0	0	0	0	86
18:15	0	46	12	0	13	2	0	1	7	0	0	0	0	81
18:30	0	71	15	0	7	3	0	2	9	0	0	0	0	107
18:45	0	49	15	0	9	0	0	1	10	0	0	0	0	84
19:00	0	39	14	0	7	0	0	1	5	0	0	0	0	66
19:15	0	21	5	0	10	1	0	0	4	0	0	0	0	41
19:30	1	33	3	0	5	0	0	1	9	0	0	0	0	52
19:45	0	33	11	0	7	3	0	1	10	0	0	0	0	65
20:00	0	9	6	0	6	2	0	0	3	0	0	0	0	26
20:15	0	19	4	0	4	1	0	1	4	0	0	0	0	33
20:30	0	13	5	0	5	1	0	2	7	0	0	0	0	33
20:45	0	13	3	0	3	0	0	1	4	0	0	0	0	24
21:00	0	7	5	0	9	2	0	2	8	0	0	0	0	33
21:15	0	12	9	0	6	1	0	0	2	0	0	0	0	30
21:30	0	10	4	0	5	0	0	1	7	0	0	0	0	27
21:45	0	18	8	1	7	0	0	2	8	0	0	0	0	44
22:00	0	13	4	0	11	2	0	2	8	0	0	0	0	40
22:15	0	7	6	1	5	2	0	2	10	0	1	0	0	34
22:30	0	13	4	0	6	2	0	1	5	0	1	0	0	32
22:45	0	9	7	0	11	1	0	1	3	0	0	0	0	32
23:00	0	11	6	0	8	2	0	1	8	0	0	0	0	36
23:15	0	8	2	0	3	0	0	1	7	0	0	0	0	21
23:30	0	9	4	0	2	1	0	1	4	0	0	0	0	21
23:45	0	8	5	0	1	0	0	1	3	0	0	0	0	18
Totals	11	2056	710	42	697	269	4	200	656	1	3			4649
% of Totals	0%	44%	15%	1%	15%	6%	0%	4%	14%	0%	0%			100%

AM Volumes	6	646	293	22	263	160	3	91	259	0	1	0	0	1744
% AM	0%	14%	6%	0%	6%	3%	0%	2%	6%		0%			38%
AM Peak Hour	10:15	07:45	07:00	09:00	11:45	11:30	06:15	09:45	11:15		01:45			11:45
Volume	3	112	37	6	46	33	1	22	51		1			291
PM Volumes	5	1410	417	20	434	109	1	109	397	1	2	0	0	2905
% PM	0%	30%	9%	0%	9%	2%	0%	2%	9%	0%	0%			62%
PM Peak Hour	12:00	17:00	18:15	12:30	14:00	12:15	17:00	14:30	12:45	15:15	21:45			16:45
Volume	2	238	56	7	54	28	1	24	47	1	2			369

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume		%	Volume		%	Volume		%	Volume		%
	453	⟷	10%	567	⟷	12%	672	⟷	14%	2957	⟷	64%

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	

Prepared by National Data & Surveying Services

CLASSIFICATION

Marietta Rd N/O Perry Blvd/W Marietta St

Day: Thursday
Date: 11/4/2021

City: Atlanta
Project #: GA21_180276_001n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	12	8	0	7	5	0	2	3	0	0	0	0	37
01:00	1	4	10	0	2	1	0	5	2	0	0	0	0	25
02:00	1	2	13	0	4	3	0	6	3	0	0	0	0	32
03:00	0	4	4	0	10	3	0	5	0	0	0	0	0	26
04:00	0	7	9	1	9	11	0	5	2	0	0	0	0	44
05:00	0	26	14	2	17	4	0	5	5	0	0	0	0	73
06:00	0	45	23	1	17	6	0	2	10	0	0	0	0	104
07:00	0	64	23	0	19	14	0	2	7	0	0	0	0	129
08:00	0	61	24	1	22	7	0	2	8	0	0	0	0	125
09:00	0	44	18	3	25	7	0	4	7	0	0	0	0	108
10:00	1	33	18	1	27	12	0	9	6	0	0	0	0	107
11:00	2	45	17	0	23	21	0	5	13	0	0	0	0	126
12:00 PM	0	51	20	1	24	11	0	13	16	0	0	0	0	136
13:00	0	55	28	3	26	8	0	10	11	0	0	0	0	141
14:00	0	57	28	1	21	8	0	9	17	0	0	0	0	141
15:00	0	44	25	0	22	6	0	12	16	0	0	0	0	125
16:00	0	33	17	3	16	4	0	5	23	0	0	0	0	101
17:00	0	74	16	0	8	2	0	6	28	0	0	0	0	134
18:00	1	55	19	0	12	2	0	6	23	0	0	0	0	118
19:00	1	35	14	0	11	2	0	3	13	0	0	0	0	79
20:00	0	24	9	0	8	3	0	3	8	0	0	0	0	55
21:00	0	19	15	1	16	2	0	5	15	0	0	0	0	73
22:00	0	21	13	1	16	6	0	4	16	0	2	0	0	79
23:00	0	15	8	0	7	2	0	3	9	0	0	0	0	44
Totals	**7**	**830**	**393**	**19**	**369**	**150**		**131**	**261**		**2**			**2162**
% of Totals	0%	38%	18%	1%	17%	7%		6%	12%		0%			100%

AM Volumes	5	347	181	9	182	94	0	52	66	0	0	0	0	936
% AM	0%	16%	8%	0%	8%	4%		2%	3%					43%
AM Peak Hour	11:00	07:00	08:00	09:00	10:00	11:00		10:00	11:00					07:00
Volume	2	64	24	3	27	21		9	13					129
PM Volumes	2	483	212	10	187	56	0	79	195	0	2	0	0	1226
% PM	0%	22%	10%	0%	9%	3%		4%	9%		0%			57%
PM Peak Hour	18:00	17:00	13:00	13:00	13:00	12:00		12:00	17:00		22:00			13:00
Volume	1	74	28	3	26	11		13	28		2			141

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	254		12%	277		13%	235		11%	1396		65%

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	

Prepared by National Data & Surveying Services

CLASSIFICATION

Marietta Rd N/O Perry Blvd/W Marietta St

Day: Thursday
Date: 11/4/2021

City: Atlanta
Project #: GA21_180276_001s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	12	3	0	3	0	0	0	9	0	0	0	0	27
01:00	0	12	9	1	5	2	0	0	2	0	0	0	0	31
02:00	0	10	7	0	7	2	0	0	13	0	1	0	0	40
03:00	0	9	8	0	6	1	0	0	9	0	0	0	0	33
04:00	0	9	7	0	6	6	0	2	4	0	0	0	0	34
05:00	0	18	5	0	3	3	0	2	14	0	0	0	0	45
06:00	1	29	7	0	3	11	0	4	15	0	0	0	0	70
07:00	0	42	14	4	4	15	1	2	21	0	0	0	0	103
08:00	0	41	9	1	10	9	0	7	19	0	0	0	0	96
09:00	0	45	12	3	10	2	1	5	20	0	0	0	0	98
10:00	0	35	14	2	11	7	1	12	31	0	0	0	0	113
11:00	0	37	17	2	13	8	0	5	36	0	0	0	0	118
12:00 PM	2	71	16	4	20	13	0	2	29	0	0	0	0	157
13:00	0	55	13	2	26	7	0	4	26	0	0	0	0	133
14:00	0	60	13	1	33	7	0	11	26	0	0	0	0	151
15:00	0	98	22	1	24	8	0	5	25	0	0	0	0	183
16:00	1	129	22	2	32	7	0	1	8	1	0	0	0	203
17:00	0	164	28	0	25	1	1	2	13	0	0	0	0	234
18:00	0	159	35	0	24	4	0	1	17	0	0	0	0	240
19:00	0	91	19	0	18	2	0	0	15	0	0	0	0	145
20:00	0	30	9	0	10	1	0	1	10	0	0	0	0	61
21:00	0	28	11	0	11	1	0	0	10	0	0	0	0	61
22:00	0	21	8	0	17	1	0	2	10	0	0	0	0	59
23:00	0	21	9	0	7	1	0	1	13	0	0	0	0	52
Totals	4	1226	317	23	328	119	4	69	395	1	1			2487
% of Totals	0%	49%	13%	1%	13%	5%	0%	3%	16%	0%	0%			100%

AM Volumes	1	299	112	13	81	66	3	39	193	0	1	0	0	808
% AM	0%	12%	5%	1%	3%	3%	0%	2%	8%		0%			32%
AM Peak Hour	06:00	09:00	11:00	07:00	11:00	07:00	07:00	10:00	11:00		02:00			11:00
Volume	1	45	17	4	13	15	1	12	36		1			118
PM Volumes	3	927	205	10	247	53	1	30	202	1	0	0	0	1679
% PM	0%	37%	8%	0%	10%	2%	0%	1%	8%	0%				68%
PM Peak Hour	12:00	17:00	18:00	12:00	14:00	12:00	17:00	14:00	12:00	16:00				18:00
Volume	2	164	35	4	33	13	1	11	29	1				240

Directional Peak Periods All Classes	AM 7-9 Volume		%	NOON 12-2 Volume		%	PM 4-6 Volume		%	Off Peak Volumes Volume		%
	199	⟷	8%	290	⟷	12%	437	⟷	18%	1561	⟷	63%

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	

Prepared by National Data & Surveying Services

CLASSIFICATION

Marietta Rd N/O Perry Blvd/W Marietta St

Day: Thursday
Date: 11/4/2021

City: Atlanta
Project #: GA21_180276_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	24	11	0	10	5	0	2	12	0	0	0	0	64
01:00	1	16	19	1	7	3	0	5	4	0	0	0	0	56
02:00	1	12	20	0	11	5	0	6	16	0	1	0	0	72
03:00	0	13	12	0	16	4	0	5	9	0	0	0	0	59
04:00	0	16	16	1	15	17	0	7	6	0	0	0	0	78
05:00	0	44	19	2	20	7	0	7	19	0	0	0	0	118
06:00	1	74	30	1	20	17	0	6	25	0	0	0	0	174
07:00	0	106	37	4	23	29	1	4	28	0	0	0	0	232
08:00	0	102	33	2	32	16	0	9	27	0	0	0	0	221
09:00	0	89	30	6	35	9	1	9	27	0	0	0	0	206
10:00	1	68	32	3	38	19	1	21	37	0	0	0	0	220
11:00	2	82	34	2	36	29	0	10	49	0	0	0	0	244
12:00 PM	2	122	36	5	44	24	0	15	45	0	0	0	0	293
13:00	0	110	41	5	52	15	0	14	37	0	0	0	0	274
14:00	0	117	41	2	54	15	0	20	43	0	0	0	0	292
15:00	0	142	47	1	46	14	0	17	41	0	0	0	0	308
16:00	1	162	39	5	48	11	0	6	31	1	0	0	0	304
17:00	0	238	44	0	33	3	1	8	41	0	0	0	0	368
18:00	1	214	54	0	36	6	0	7	40	0	0	0	0	358
19:00	1	126	33	0	29	4	0	3	28	0	0	0	0	224
20:00	0	54	18	0	18	4	0	4	18	0	0	0	0	116
21:00	0	47	26	1	27	3	0	5	25	0	0	0	0	134
22:00	0	42	21	1	33	7	0	6	26	0	2	0	0	138
23:00	0	36	17	0	14	3	0	4	22	0	0	0	0	96
Totals	11	2056	710	42	697	269	4	200	656	1	3			4649
% of Totals	0%	44%	15%	1%	15%	6%	0%	4%	14%	0%	0%			100%

AM Volumes	6	646	293	22	263	160	3	91	259	0	1	0	0	1744
% AM	0%	14%	6%	0%	6%	3%	0%	2%	6%		0%			38%
AM Peak Hour	11:00	07:00	07:00	09:00	10:00	07:00	07:00	10:00	11:00		02:00			11:00
Volume	2	106	37	6	38	29	1	21	49		1			244
PM Volumes	5	1410	417	20	434	109	1	109	397	1	2	0	0	2905
% PM	0%	30%	9%	0%	9%	2%	0%	2%	9%	0%	0%			62%
PM Peak Hour	12:00	17:00	18:00	12:00	14:00	12:00	17:00	14:00	12:00	16:00	22:00			17:00
Volume	2	238	54	5	54	24	1	20	45	1	2			368

Directional Peak Periods All Classes	AM 7-9 Volume		%	NOON 12-2 Volume		%	PM 4-6 Volume		%	Off Peak Volumes Volume		%
	453	⟷	10%	567	⟷	12%	672	⟷	14%	2957	⟷	64%

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	

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Marietta Rd N/O Perry Blvd/W Marietta St

Day: Thursday
Date: 11/4/2021

City: Atlanta
Project #: GA21_180276_001

DAILY TOTALS	NB	SB	EB	WB	Total
	2,162	2,487	0	0	4,649

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	8		8		0	0	16		12:00	33		40		0	0	73	
00:15	15		7		0	0	22		12:15	36		35		0	0	71	
00:30	3		5		0	0	8		12:30	43		35		0	0	78	
00:45	11	37	7	27	0	0	18	64	12:45	24	136	47	157	0	0	71	293
01:00	9		8		0	0	17		13:00	24		45		0	0	69	
01:15	8		5		0	0	13		13:15	41		28		0	0	69	
01:30	5		10		0	0	15		13:30	47		31		0	0	78	
01:45	3	25	8	31	0	0	11	56	13:45	29	141	29	133	0	0	58	274
02:00	11		10		0	0	21		14:00	30		31		0	0	61	
02:15	8		11		0	0	19		14:15	41		38		0	0	79	
02:30	5		9		0	0	14		14:30	37		38		0	0	75	
02:45	8	32	10	40	0	0	18	72	14:45	33	141	44	151	0	0	77	292
03:00	9		8		0	0	17		15:00	30		60		0	0	90	
03:15	8		9		0	0	17		15:15	36		34		0	0	70	
03:30	7		9		0	0	16		15:30	34		43		0	0	77	
03:45	2	26	7	33	0	0	9	59	15:45	25	125	46	183	0	0	71	308
04:00	11		9		0	0	20		16:00	23		33		0	0	56	
04:15	9		9		0	0	18		16:15	26		44		0	0	70	
04:30	12		9		0	0	21		16:30	21		62		0	0	83	
04:45	12	44	7	34	0	0	19	78	16:45	31	101	64	203	0	0	95	304
05:00	14		14		0	0	28		17:00	33		62		0	0	95	
05:15	11		7		0	0	18		17:15	31		51		0	0	82	
05:30	15		12		0	0	27		17:30	31		66		0	0	97	
05:45	33	73	12	45	0	0	45	118	17:45	39	134	55	234	0	0	94	368
06:00	19		15		0	0	34		18:00	31		55		0	0	86	
06:15	27		15		0	0	42		18:15	27		54		0	0	81	
06:30	29		19		0	0	48		18:30	32		75		0	0	107	
06:45	29	104	21	70	0	0	50	174	18:45	28	118	56	240	0	0	84	358
07:00	33		31		0	0	64		19:00	19		47		0	0	66	
07:15	32		21		0	0	53		19:15	11		30		0	0	41	
07:30	33		19		0	0	52		19:30	23		29		0	0	52	
07:45	31	129	32	103	0	0	63	232	19:45	26	79	39	145	0	0	65	224
08:00	24		18		0	0	42		20:00	8		18		0	0	26	
08:15	28		27		0	0	55		20:15	17		16		0	0	33	
08:30	36		24		0	0	60		20:30	17		16		0	0	33	
08:45	37	125	27	96	0	0	64	221	20:45	13	55	11	61	0	0	24	116
09:00	24		27		0	0	51		21:00	26		7		0	0	33	
09:15	38		26		0	0	64		21:15	16		14		0	0	30	
09:30	23		21		0	0	44		21:30	12		15		0	0	27	
09:45	23	108	24	98	0	0	47	206	21:45	19	73	25	61	0	0	44	134
10:00	38		28		0	0	66		22:00	16		24		0	0	40	
10:15	29		34		0	0	63		22:15	27		7		0	0	34	
10:30	22		26		0	0	48		22:30	17		15		0	0	32	
10:45	18	107	25	113	0	0	43	220	22:45	19	79	13	59	0	0	32	138
11:00	30		23		0	0	53		23:00	16		20		0	0	36	
11:15	27		28		0	0	55		23:15	12		9		0	0	21	
11:30	34		33		0	0	67		23:30	9		12		0	0	21	
11:45	35	126	34	118	0	0	69	244	23:45	7	44	11	52	0	0	18	96
TOTALS		936		808				**1744**	**TOTALS**		1226		1679				**2905**
SPLIT %		53.7%		46.3%				**37.5%**	**SPLIT %**		42.2%		57.8%				**62.5%**

DAILY TOTALS	NB	SB	EB	WB	Total
	2,162	2,487	0	0	4,649

AM Peak Hour	11:45	11:45					**11:45**		**PM Peak Hour**	13:15	16:45						**16:45**	
AM Pk Volume	147	144					**291**		**PM Pk Volume**	147	243						**369**	
Pk Hr Factor	0.855	0.900					**0.933**		**Pk Hr Factor**	0.782	0.920						**0.951**	
7 - 9 Volume	254	199	0	0			**453**		**4 - 6 Volume**	235	437	0	0				**672**	
7 - 9 Peak Hour	07:00	07:00					**07:00**		**4 - 6 Peak Hour**	17:00	16:45						**16:45**	
7 - 9 Pk Volume	129	103	0	0			**232**		**4 - 6 Pk Volume**	134	243	0	0				**369**	
Pk Hr Factor	0.977	0.805	0.000	0.000			**0.906**		**Pk Hr Factor**	0.859	0.920	0.000	0.000				**0.951**	

Prepared by National Data & Surveying Services

CLASSIFICATION

Marietta Rd N/O Mauldin St

Day: Thursday
Date: 11/4/2021

City: Atlanta
Project #: GA21_180276_002n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
00:30	0	2	0	0	0	0	0	0	1	0	0	0	0	3
00:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	1	0	0	0	0	1
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45	0	2	1	0	0	0	0	0	1	0	0	0	0	4
06:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
06:15	0	9	1	0	1	0	0	0	0	0	0	0	0	11
06:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7
06:45	0	9	1	0	1	0	0	0	0	0	0	0	0	11
07:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
07:15	0	9	3	0	0	0	0	0	0	0	0	0	0	12
07:30	0	9	1	1	0	0	0	0	1	0	0	0	0	12
07:45	0	8	2	0	2	0	0	0	0	0	0	0	0	12
08:00	0	11	2	0	2	0	0	0	0	0	0	0	0	15
08:15	0	12	1	0	0	0	0	0	0	0	0	0	0	13
08:30	0	10	2	0	1	0	0	0	1	0	0	0	0	14
08:45	0	11	2	0	1	3	0	0	0	0	0	0	0	17
09:00	0	4	1	0	0	1	0	0	0	0	0	0	0	6
09:15	0	11	1	0	1	0	0	0	0	0	0	0	0	13
09:30	0	10	3	0	2	1	0	0	0	0	0	0	0	16
09:45	0	4	2	0	1	0	0	0	0	0	0	0	0	7
10:00	0	6	4	0	1	1	0	0	0	0	0	0	0	12
10:15	0	6	6	0	3	0	0	0	0	0	0	0	0	15
10:30	0	5	1	0	4	1	0	1	0	0	0	0	0	12
10:45	0	12	4	0	2	0	0	0	0	0	0	0	0	18
11:00	0	8	2	1	0	2	0	0	0	0	0	0	0	13
11:15	0	6	2	0	3	0	0	0	0	0	0	0	0	11
11:30	0	13	4	0	0	0	0	0	0	0	0	0	0	17
11:45	0	11	0	0	2	2	0	0	0	0	0	0	0	15
12:00 PM	0	13	3	0	1	0	0	0	0	0	0	0	0	17
12:15	0	8	4	0	3	1	0	0	0	0	0	0	0	16
12:30	0	15	4	1	0	0	0	0	0	0	0	0	0	20
12:45	0	16	0	0	3	0	0	0	0	0	0	0	0	19
13:00	0	10	2	0	0	1	0	0	0	0	0	0	0	13
13:15	0	14	4	0	3	2	0	0	1	0	0	0	0	24
13:30	0	17	2	0	1	1	0	0	0	0	0	0	0	21
13:45	0	10	3	0	0	2	0	0	0	0	0	0	0	15
14:00	0	13	6	0	3	0	0	0	1	0	0	0	0	23
14:15	0	12	3	0	2	1	0	0	0	0	0	0	0	18
14:30	0	15	6	2	1	1	0	1	1	0	0	0	0	27
14:45	0	18	3	0	0	1	0	0	0	0	0	0	0	22
15:00	0	33	14	1	5	1	0	0	0	0	0	0	0	54
15:15	0	20	6	0	3	1	0	0	0	0	0	0	0	30
15:30	0	21	7	0	0	0	0	1	0	0	0	0	0	29
15:45	0	19	2	1	1	2	0	0	0	0	0	0	0	25
16:00	0	27	7	0	2	0	0	0	0	0	0	0	0	36
16:15	0	14	3	0	1	2	0	0	0	0	0	0	0	20
16:30	0	28	3	0	2	0	0	0	0	0	0	0	0	33
16:45	0	18	6	0	0	0	0	0	0	0	0	0	0	24
17:00	0	38	8	0	0	0	0	0	0	0	0	0	0	46
17:15	0	32	3	0	0	0	0	0	0	0	0	0	0	35
17:30	0	28	3	0	3	0	0	1	0	0	0	0	0	35
17:45	0	25	3	0	3	0	0	0	0	0	0	0	0	31
18:00	0	29	2	0	0	0	0	0	0	0	0	0	0	31
18:15	0	17	1	0	1	0	0	0	0	0	0	0	0	19
18:30	0	17	0	0	0	0	0	0	0	0	0	0	0	17
18:45	0	15	6	0	1	1	0	0	0	0	0	0	0	23
19:00	0	23	7	0	0	0	0	0	0	0	0	0	0	30
19:15	0	13	2	0	0	0	0	0	0	0	0	0	0	15
19:30	0	5	3	0	0	0	0	0	0	0	0	0	0	8
19:45	0	13	1	0	0	0	0	0	0	0	0	0	0	14
20:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
20:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9
20:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10
20:45	0	8	2	0	0	0	0	0	0	0	0	0	0	10
21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
21:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8
21:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
21:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
22:15	0	8	3	0	0	0	0	0	0	0	0	0	0	11
22:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
22:45	0	6	0	0	0	0	0	0	1	0	0	0	0	7
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
23:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
23:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Totals		**925**	**199**	**7**	**66**	**28**		**4**	**9**					**1238**
% of Totals		75%	16%	1%	5%	2%		0%	1%					100%

AM Volumes	0	226	59	2	27	11	0	1	5	0	0	0	0	331
% AM		18%	5%	0%	2%	1%		0%	0%					27%
AM Peak Hour														
Volume														
PM Volumes	0	699	140	5	39	17	0	3	4	0	0	0	0	907
% PM		56%	11%	0%	3%	1%		0%	0%					73%
PM Peak Hour														
Volume														

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	109		9%	145		12%	260		21%	724		58%

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	

Prepared by National Data & Surveying Services

CLASSIFICATION

Marietta Rd N/O Mauldin St

Day: Thursday
Date: 11/4/2021

City: Atlanta
Project #: GA21_180276_002s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	5
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	2	1	0	1	0	0	0	1	0	0	0	0	5
00:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2
01:00	0	2	0	1	0	0	0	0	0	0	0	0	0	3
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	1	1	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
04:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	1	0	0	0	0	0	0	1	0	0	0	0	2
05:15	0	4	3	0	1	0	0	0	0	0	0	0	0	8
05:30	0	10	2	0	0	0	0	0	0	0	0	0	0	12
05:45	0	17	4	0	0	0	0	0	0	0	0	0	0	21
06:00	0	11	0	0	2	0	0	0	0	0	0	0	0	13
06:15	0	14	7	0	0	0	0	0	0	0	0	0	0	21
06:30	0	25	9	0	0	0	0	0	1	0	0	0	0	35
06:45	0	17	12	0	1	1	0	0	0	0	0	0	0	31
07:00	0	16	2	0	3	0	0	0	0	0	0	0	0	21
07:15	0	14	5	1	1	0	0	0	1	0	0	0	0	22
07:30	0	15	0	0	0	0	0	0	0	0	0	0	0	15
07:45	0	28	4	0	1	0	0	0	0	0	0	0	0	33
08:00	0	15	1	0	1	0	0	0	0	0	0	0	0	17
08:15	0	10	4	1	0	0	0	0	0	0	0	0	0	15
08:30	0	22	2	0	0	3	0	0	1	0	0	0	0	28
08:45	0	23	9	0	1	0	0	0	0	0	0	0	0	33
09:00	0	25	4	0	0	1	0	0	0	0	0	0	0	30
09:15	0	23	7	0	4	1	0	0	0	0	0	0	0	35
09:30	0	14	4	0	0	0	0	0	0	0	0	0	0	18
09:45	0	19	8	0	2	1	0	0	0	0	0	0	0	30
10:00	0	13	5	0	3	0	0	0	0	0	0	0	0	21
10:15	0	14	7	1	2	1	0	2	0	0	0	0	0	27
10:30	0	10	1	0	1	0	0	0	0	0	0	0	0	12
10:45	0	12	3	1	1	2	0	0	0	0	0	0	0	19
11:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
11:15	0	11	2	0	1	0	0	0	0	0	0	0	0	14
11:30	0	13	5	0	1	3	0	0	0	0	0	0	0	22
11:45	0	11	3	0	2	0	0	0	0	0	0	0	0	16
12:00 PM	0	9	5	0	0	1	0	0	0	0	0	0	0	15
12:15	0	10	3	1	1	0	0	1	0	0	0	0	0	16
12:30	0	8	4	0	0	1	0	0	0	0	0	0	0	13
12:45	0	16	4	0	4	1	0	0	0	0	0	0	0	25
13:00	0	12	3	0	2	3	0	1	1	0	0	0	0	22
13:15	0	7	3	0	1	0	0	0	0	0	0	0	0	11
13:30	0	6	3	0	0	2	0	0	0	0	0	0	0	11
13:45	0	20	4	0	0	0	0	0	0	0	0	0	0	24
14:00	0	8	3	0	1	2	0	0	1	0	0	0	0	15
14:15	0	8	7	0	2	1	0	0	0	0	0	0	0	18
14:30	0	17	3	0	2	1	0	0	0	0	0	0	0	23
14:45	0	9	1	0	1	1	0	0	0	0	0	0	0	12
15:00	0	22	3	0	1	0	0	0	0	0	0	0	0	26
15:15	0	20	3	0	0	1	0	0	0	0	0	0	0	24
15:30	0	14	1	1	3	2	0	1	0	0	0	0	0	22
15:45	0	11	4	0	0	0	0	0	0	0	0	0	0	15
16:00	0	15	3	1	0	1	0	0	0	0	0	0	0	20
16:15	0	13	0	0	1	0	0	0	0	0	0	0	0	14
16:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10
16:45	0	13	6	0	0	0	0	0	0	0	0	0	0	19
17:00	0	18	5	0	0	1	0	0	0	0	0	0	0	24
17:15	0	19	2	0	1	0	0	0	0	0	0	0	0	22
17:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10
17:45	0	21	2	0	1	0	0	0	0	0	0	0	0	24
18:00	0	21	1	1	0	0	0	0	0	0	0	0	0	23
18:15	0	18	0	0	0	0	0	0	0	0	0	0	0	18
18:30	0	17	4	0	1	0	0	0	0	0	0	0	0	22
18:45	0	18	0	0	0	0	0	0	1	0	0	0	0	19
19:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
19:15	0	14	3	0	0	0	0	0	0	0	0	0	0	17
19:30	0	17	3	0	1	0	0	0	0	0	0	0	0	21
19:45	0	12	0	0	1	0	0	0	0	0	0	0	0	13
20:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
20:15	0	14	1	0	0	2	0	0	0	0	0	0	0	17
20:30	0	7	2	0	0	1	0	0	0	0	0	0	0	10
20:45	0	14	1	0	0	0	0	0	0	0	0	0	0	15
21:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
21:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
21:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7
21:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
22:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
22:15	0	4	2	0	1	0	0	0	0	0	0	0	0	7
22:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
22:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
23:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Totals		**997**	**219**	**9**	**56**	**35**		**5**	**9**					**1330**
% of Totals		75%	16%	1%	4%	3%		0%	1%					100%

AM Volumes	0	442	120	5	31	14	0	2	6	0	0	0	0	620
% AM		33%	9%	0%	2%	1%		0%	0%					47%
AM Peak Hour														
Volume														
PM Volumes	0	555	99	4	25	21	0	3	3	0	0	0	0	710
% PM		42%	7%	0%	2%	2%		0%	0%					53%
PM Peak Hour														
Volume														

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	184		14%	137		10%	143		11%	866		65%

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	

Prepared by National Data & Surveying Services

CLASSIFICATION

Marietta Rd N/O Mauldin St

Day: Thursday
Date: 11/4/2021

City: Atlanta
Project #: GA21_180276_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	5
00:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
00:30	0	4	1	0	1	0	0	0	2	0	0	0	0	8
00:45	0	2	1	0	1	0	0	0	0	0	0	0	0	4
01:00	0	3	0	1	0	0	0	0	0	0	0	0	0	4
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	1	0	1	1	0	0	0	0	0	0	0	3
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	1	0	0	0	0	1
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
04:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3
04:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	2	1	0	0	0	0	0	1	0	0	0	0	4
05:15	0	7	3	0	1	0	0	0	0	0	0	0	0	11
05:30	0	10	3	0	0	0	0	0	0	0	0	0	0	13
05:45	0	19	5	0	0	0	0	0	1	0	0	0	0	25
06:00	0	14	3	0	2	0	0	0	0	0	0	0	0	19
06:15	0	23	8	0	1	0	0	0	0	0	0	0	0	32
06:30	0	30	11	0	0	0	0	0	1	0	0	0	0	42
06:45	0	26	13	0	2	1	0	0	0	0	0	0	0	42
07:00	0	28	4	0	3	0	0	0	0	0	0	0	0	35
07:15	0	23	8	1	1	0	0	0	1	0	0	0	0	34
07:30	0	24	1	1	0	0	0	0	1	0	0	0	0	27
07:45	0	36	6	0	3	0	0	0	0	0	0	0	0	45
08:00	0	26	3	0	3	0	0	0	0	0	0	0	0	32
08:15	0	22	5	1	0	0	0	0	0	0	0	0	0	28
08:30	0	32	4	0	1	3	0	0	2	0	0	0	0	42
08:45	0	34	11	0	2	3	0	0	0	0	0	0	0	50
09:00	0	29	5	0	0	2	0	0	0	0	0	0	0	36
09:15	0	34	8	0	5	1	0	0	0	0	0	0	0	48
09:30	0	24	7	0	2	1	0	0	0	0	0	0	0	34
09:45	0	23	10	0	3	1	0	0	0	0	0	0	0	37
10:00	0	19	9	0	4	1	0	0	0	0	0	0	0	33
10:15	0	20	13	1	5	1	0	2	0	0	0	0	0	42
10:30	0	15	2	0	5	1	0	1	0	0	0	0	0	24
10:45	0	24	7	1	3	2	0	0	0	0	0	0	0	37
11:00	0	21	4	1	0	2	0	0	0	0	0	0	0	28
11:15	0	17	4	0	4	0	0	0	0	0	0	0	0	25
11:30	0	26	9	0	1	3	0	0	0	0	0	0	0	39
11:45	0	22	3	0	4	2	0	0	0	0	0	0	0	31
12:00 PM	0	22	8	0	1	1	0	0	0	0	0	0	0	32
12:15	0	18	7	1	4	1	0	1	0	0	0	0	0	32
12:30	0	23	8	1	0	1	0	0	0	0	0	0	0	33
12:45	0	32	4	0	7	1	0	0	0	0	0	0	0	44
13:00	0	22	5	0	2	4	0	1	1	0	0	0	0	35
13:15	0	21	7	0	4	2	0	0	1	0	0	0	0	35
13:30	0	23	5	0	1	3	0	0	0	0	0	0	0	32
13:45	0	30	7	0	0	2	0	0	0	0	0	0	0	39
14:00	0	21	9	0	4	2	0	0	2	0	0	0	0	38
14:15	0	20	10	0	4	2	0	0	0	0	0	0	0	36
14:30	0	32	9	2	3	2	0	1	1	0	0	0	0	50
14:45	0	27	4	0	1	2	0	0	0	0	0	0	0	34
15:00	0	55	17	1	6	1	0	0	0	0	0	0	0	80
15:15	0	40	9	0	3	2	0	0	0	0	0	0	0	54
15:30	0	35	8	1	3	2	0	2	0	0	0	0	0	51
15:45	0	30	6	1	1	2	0	0	0	0	0	0	0	40
16:00	0	42	10	1	2	1	0	0	0	0	0	0	0	56
16:15	0	27	3	0	2	2	0	0	0	0	0	0	0	34
16:30	0	38	3	0	2	0	0	0	0	0	0	0	0	43
16:45	0	31	12	0	0	0	0	0	0	0	0	0	0	43
17:00	0	56	13	0	0	1	0	0	0	0	0	0	0	70
17:15	0	51	5	0	1	0	0	0	0	0	0	0	0	57
17:30	0	38	3	0	3	0	0	1	0	0	0	0	0	45
17:45	0	46	5	0	4	0	0	0	0	0	0	0	0	55
18:00	0	50	3	1	0	0	0	0	0	0	0	0	0	54
18:15	0	35	1	0	1	0	0	0	0	0	0	0	0	37
18:30	0	34	4	0	1	0	0	0	0	0	0	0	0	39
18:45	0	33	6	0	1	1	0	0	1	0	0	0	0	42
19:00	0	37	10	0	0	0	0	0	0	0	0	0	0	47
19:15	0	27	5	0	0	0	0	0	0	0	0	0	0	32
19:30	0	22	6	0	1	0	0	0	0	0	0	0	0	29
19:45	0	25	1	0	1	0	0	0	0	0	0	0	0	27
20:00	0	21	3	0	0	0	0	0	0	0	0	0	0	24
20:15	0	23	1	0	0	2	0	0	0	0	0	0	0	26
20:30	0	17	2	0	0	1	0	0	0	0	0	0	0	20
20:45	0	22	3	0	0	0	0	0	0	0	0	0	0	25
21:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
21:15	0	13	1	0	0	0	0	0	0	0	0	0	0	14
21:30	0	12	1	0	0	0	0	0	0	0	0	0	0	13
21:45	0	8	1	0	0	0	0	0	0	0	0	0	0	9
22:00	0	17	1	0	0	0	0	0	0	0	0	0	0	18
22:15	0	12	5	0	1	0	0	0	0	0	0	0	0	18
22:30	0	8	2	0	0	0	0	0	0	0	0	0	0	10
22:45	0	13	0	0	0	0	0	0	1	0	0	0	0	14
23:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
23:15	0	12	1	0	0	0	0	0	0	0	0	0	0	13
23:30	0	12	1	0	0	0	0	0	0	0	0	0	0	13
23:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Totals		**1922**	**418**	**16**	**122**	**63**		**9**	**18**					**2568**
% of Totals		75%	16%	1%	5%	2%		0%	1%					100%

AM Volumes	0	668	179	7	58	25	0	3	11	0	0	0	0	951
% AM		26%	7%	0%	2%	1%		0%	0%					37%
AM Peak Hour		08:30	09:30	10:15	09:45	08:30		09:45						08:30
Volume		129	39	3	17	9		3	3					176
PM Volumes	0	1254	239	9	64	38	0	6	7	0	0	0	0	1617
% PM		49%	9%	0%	2%	1%		0%	0%					63%
PM Peak Hour		17:00	14:15	14:15	12:45	13:00		12:15	13:15					17:00
Volume		191	40	3	14	11		2	3					227

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume		%	Volume		%	Volume		%	Volume		%
	293	⟷	11%	282	⟷	11%	403	⟷	16%	1590	⟷	62%

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	

Prepared by National Data & Surveying Services

CLASSIFICATION

Marietta Rd N/O Mauldin St

Day: Thursday
Date: 11/4/2021

City: Atlanta
Project #: GA21_180276_002n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	7	1	0	0	0	0	0	1	0	0	0	0	9
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00	0	1	1	0	0	0	0	0	1	0	0	0	0	3
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
05:00	0	6	3	0	0	0	0	0	1	0	0	0	0	10
06:00	0	26	7	0	2	0	0	0	0	0	0	0	0	35
07:00	0	38	8	1	2	0	0	0	1	0	0	0	0	50
08:00	0	44	7	0	4	3	0	0	1	0	0	0	0	59
09:00	0	29	7	0	4	2	0	0	0	0	0	0	0	42
10:00	0	29	15	0	10	2	0	1	0	0	0	0	0	57
11:00	0	38	8	1	5	4	0	0	0	0	0	0	0	56
12:00 PM	0	52	11	1	7	1	0	0	0	0	0	0	0	72
13:00	0	51	11	0	4	6	0	0	1	0	0	0	0	73
14:00	0	58	18	2	6	3	0	1	2	0	0	0	0	90
15:00	0	93	29	2	9	4	0	1	0	0	0	0	0	138
16:00	0	87	19	0	5	2	0	0	0	0	0	0	0	113
17:00	0	123	17	0	6	0	0	1	0	0	0	0	0	147
18:00	0	78	9	0	2	1	0	0	0	0	0	0	0	90
19:00	0	54	13	0	0	0	0	0	0	0	0	0	0	67
20:00	0	38	4	0	0	0	0	0	0	0	0	0	0	42
21:00	0	20	1	0	0	0	0	0	0	0	0	0	0	21
22:00	0	27	5	0	0	0	0	0	1	0	0	0	0	33
23:00	0	18	3	0	0	0	0	0	0	0	0	0	0	21
Totals		925	199	7	66	28		4	9					1238
% of Totals		75%	16%	1%	5%	2%		0%	1%					100%

AM Volumes	0	226	59	2	27	11	0	1	5	0	0	0	0	331
% AM		18%	5%	0%	2%	1%		0%	0%					27%
AM Peak Hour		08:00	10:00	07:00	10:00	11:00		10:00						08:00
Volume		44	15	1	10	4		1	1					59
PM Volumes	0	699	140	5	39	17	0	3	4	0	0	0	0	907
% PM		56%	11%	0%	3%	1%		0%	0%					73%
PM Peak Hour		17:00	15:00	14:00	15:00	13:00		14:00	14:00					17:00
Volume		123	29	2	9	6		1	2					147

Directional Peak Periods All Classes	AM 7-9 Volume		%	NOON 12-2 Volume		%	PM 4-6 Volume		%	Off Peak Volumes Volume		%
	109	⟷	9%	145	⟷	12%	260	⟷	21%	724	⟷	58%

Classification Definitions

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

Prepared by National Data & Surveying Services

CLASSIFICATION

Marietta Rd N/O Mauldin St

Day: Thursday
Date: 11/4/2021

City: Atlanta
Project #: GA21_180276_002s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	8	1	0	2	0	0	0	2	0	0	0	0	13
01:00	0	4	0	1	0	0	0	0	0	0	0	0	0	5
02:00	0	1	0	0	1	1	0	0	0	0	0	0	0	3
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
05:00	0	32	9	0	1	0	0	0	1	0	0	0	0	43
06:00	0	67	28	0	3	1	0	0	1	0	0	0	0	100
07:00	0	73	11	1	5	0	0	0	1	0	0	0	0	91
08:00	0	70	16	1	2	3	0	0	1	0	0	0	0	93
09:00	0	81	23	0	6	3	0	0	0	0	0	0	0	113
10:00	0	49	16	2	7	3	0	2	0	0	0	0	0	79
11:00	0	48	12	0	4	3	0	0	0	0	0	0	0	67
12:00 PM	0	43	16	1	5	3	0	1	0	0	0	0	0	69
13:00	0	45	13	0	3	5	0	1	1	0	0	0	0	68
14:00	0	42	14	0	6	5	0	0	1	0	0	0	0	68
15:00	0	67	11	1	4	3	0	1	0	0	0	0	0	87
16:00	0	51	9	1	1	1	0	0	0	0	0	0	0	63
17:00	0	68	9	0	2	1	0	0	0	0	0	0	0	80
18:00	0	74	5	1	1	0	0	0	1	0	0	0	0	82
19:00	0	57	9	0	2	0	0	0	0	0	0	0	0	68
20:00	0	45	5	0	0	3	0	0	0	0	0	0	0	53
21:00	0	23	4	0	0	0	0	0	0	0	0	0	0	27
22:00	0	23	3	0	1	0	0	0	0	0	0	0	0	27
23:00	0	17	1	0	0	0	0	0	0	0	0	0	0	18
Totals		997	219	9	56	35		5	9					1330
% of Totals		75%	16%	1%	4%	3%		0%	1%					100%

AM Volumes	0	442	120	5	31	14	0	2	6	0	0	0	0	620
% AM		33%	9%	0%	2%	1%		0%	0%					47%
AM Peak Hour		09:00	06:00	10:00	10:00	08:00		10:00						09:00
Volume		81	28	2	7	3		2	2					113
PM Volumes	0	555	99	4	25	21	0	3	3	0	0	0	0	710
% PM		42%	7%	0%	2%	2%		0%	0%					53%
PM Peak Hour		18:00	12:00	12:00	14:00	13:00		12:00	13:00					15:00
Volume		74	16	1	6	5		1	1					87

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	184		14%	137		10%	143		11%	866		65%

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	

Prepared by National Data & Surveying Services

CLASSIFICATION

Marietta Rd N/O Mauldin St

Day: Thursday
Date: 11/4/2021

City: Atlanta
Project #: GA21_180276_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	15	2	0	2	0	0	0	3	0	0	0	0	22
01:00	0	7	1	1	0	0	0	0	0	0	0	0	0	9
02:00	0	2	1	0	1	1	0	0	1	0	0	0	0	6
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
04:00	0	10	4	0	0	0	0	0	0	0	0	0	0	14
05:00	0	38	12	0	1	0	0	0	2	0	0	0	0	53
06:00	0	93	35	0	5	1	0	0	1	0	0	0	0	135
07:00	0	111	19	2	7	0	0	0	2	0	0	0	0	141
08:00	0	114	23	1	6	6	0	0	2	0	0	0	0	152
09:00	0	110	30	0	10	5	0	0	0	0	0	0	0	155
10:00	0	78	31	2	17	5	0	3	0	0	0	0	0	136
11:00	0	86	20	1	9	7	0	0	0	0	0	0	0	123
12:00 PM	0	95	27	2	12	4	0	1	0	0	0	0	0	141
13:00	0	96	24	0	7	11	0	1	2	0	0	0	0	141
14:00	0	100	32	2	12	8	0	1	3	0	0	0	0	158
15:00	0	160	40	3	13	7	0	2	0	0	0	0	0	225
16:00	0	138	28	1	6	3	0	0	0	0	0	0	0	176
17:00	0	191	26	0	8	1	0	1	0	0	0	0	0	227
18:00	0	152	14	1	3	1	0	0	1	0	0	0	0	172
19:00	0	111	22	0	2	0	0	0	0	0	0	0	0	135
20:00	0	83	9	0	0	3	0	0	0	0	0	0	0	95
21:00	0	43	5	0	0	0	0	0	0	0	0	0	0	48
22:00	0	50	8	0	1	0	0	0	1	0	0	0	0	60
23:00	0	35	4	0	0	0	0	0	0	0	0	0	0	39
Totals		1922	418	16	122	63		9	18					2568
% of Totals		75%	16%	1%	5%	2%		0%	1%					100%

AM Volumes	0	668	179	7	58	25	0	3	11	0	0	0	0	951
% AM		26%	7%	0%	2%	1%		0%	0%					37%
AM Peak Hour		08:00	06:00	07:00	10:00	11:00		10:00						09:00
Volume		114	35	2	17	7		3	3					155
PM Volumes	0	1254	239	9	64	38	0	6	7	0	0	0	0	1617
% PM		49%	9%	0%	2%	1%		0%	0%					63%
PM Peak Hour		17:00	15:00	15:00	15:00	13:00		15:00	14:00					17:00
Volume		191	40	3	13	11		2	3					227

Directional Peak Periods All Classes	AM 7-9 Volume		AM 7-9 %	NOON 12-2 Volume		NOON 12-2 %	PM 4-6 Volume		PM 4-6 %	Off Peak Volumes Volume		Off Peak Volumes %
	293	⟷	11%	282	⟷	11%	403	⟷	16%	1590	⟷	62%

Classification Definitions

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

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Marietta Rd N/O Mauldin St

Day: Thursday
Date: 11/4/2021

City: Atlanta
Project #: GA21_180276_002

DAILY TOTALS	NB	SB	EB	WB	Total
	1,238	1,330	0	0	2,568

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	0		5		0	0	5		12:00	17		15		0	0	32	
00:15	4		1		0	0	5		12:15	16		16		0	0	32	
00:30	3		5		0	0	8		12:30	20		13		0	0	33	
00:45	2	9	2	13	0	0	4	22	12:45	19	72	25	69	0	0	44	141
01:00	1		3		0	0	4		13:00	13		22		0	0	35	
01:15	0		1		0	0	1		13:15	24		11		0	0	35	
01:30	0		0		0	0			13:30	21		11		0	0	32	
01:45	3	4	1	5	0	0	4	9	13:45	15	73	24	68	0	0	39	141
02:00	0		1		0	0	1		14:00	23		15		0	0	38	
02:15	1		2		0	0	3		14:15	18		18		0	0	36	
02:30	1		0		0	0	1		14:30	27		23		0	0	50	
02:45	1	3	0	3	0	0	1	6	14:45	22	90	12	68	0	0	34	158
03:00	2		1		0	0	3		15:00	54		26		0	0	80	
03:15	0		1		0	0	1		15:15	30		24		0	0	54	
03:30	0		0		0	0			15:30	29		22		0	0	51	
03:45	0	2	1	3	0	0	1	5	15:45	25	138	15	87	0	0	40	225
04:00	0		1		0	0	1		16:00	36		20		0	0	56	
04:15	0		4		0	0	4		16:15	20		14		0	0	34	
04:30	2		1		0	0	3		16:30	33		10		0	0	43	
04:45	2	4	4	10	0	0	6	14	16:45	24	113	19	63	0	0	43	176
05:00	2		2		0	0	4		17:00	46		24		0	0	70	
05:15	3		8		0	0	11		17:15	35		22		0	0	57	
05:30	1		12		0	0	13		17:30	35		10		0	0	45	
05:45	4	10	21	43	0	0	25	53	17:45	31	147	24	80	0	0	55	227
06:00	6		13		0	0	19		18:00	31		23		0	0	54	
06:15	11		21		0	0	32		18:15	19		18		0	0	37	
06:30	7		35		0	0	42		18:30	17		22		0	0	39	
06:45	11	35	31	100	0	0	42	135	18:45	23	90	19	82	0	0	42	172
07:00	14		21		0	0	35		19:00	30		17		0	0	47	
07:15	12		22		0	0	34		19:15	15		17		0	0	32	
07:30	12		15		0	0	27		19:30	8		21		0	0	29	
07:45	12	50	33	91	0	0	45	141	19:45	14	67	13	68	0	0	27	135
08:00	15		17		0	0	32		20:00	13		11		0	0	24	
08:15	13		15		0	0	28		20:15	9		17		0	0	26	
08:30	14		28		0	0	42		20:30	10		10		0	0	20	
08:45	17	59	33	93	0	0	50	152	20:45	10	42	15	53	0	0	25	95
09:00	6		30		0	0	36		21:00	3		9		0	0	12	
09:15	13		35		0	0	48		21:15	8		6		0	0	14	
09:30	16		18		0	0	34		21:30	6		7		0	0	13	
09:45	7	42	30	113	0	0	37	155	21:45	4	21	5	27	0	0	9	48
10:00	12		21		0	0	33		22:00	10		8		0	0	18	
10:15	15		27		0	0	42		22:15	11		7		0	0	18	
10:30	12		12		0	0	24		22:30	5		5		0	0	10	
10:45	18	57	19	79	0	0	37	136	22:45	7	33	7	27	0	0	14	60
11:00	13		15		0	0	28		23:00	2		5		0	0	7	
11:15	11		14		0	0	25		23:15	7		6		0	0	13	
11:30	17		22		0	0	39		23:30	8		5		0	0	13	
11:45	15	56	16	67	0	0	31	123	23:45	4	21	2	18	0	0	6	39
TOTALS		331		620				951	TOTALS		907		710				1617
SPLIT %		34.8%		65.2%				37.0%	SPLIT %		56.1%		43.9%				63.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,238	1,330	0	0	2,568

AM Peak Hour	11:45	08:30					08:30		PM Peak Hour	17:00	15:00					17:00		
AM Pk Volume	68	126					176		PM Pk Volume	147	87					227		
Pk Hr Factor	0.850	0.900					0.880		Pk Hr Factor	0.799	0.837					0.811		
7 - 9 Volume	109	184	0	0			293		4 - 6 Volume	260	143	0	0			403		
7 - 9 Peak Hour	08:00	07:45					08:00		4 - 6 Peak Hour	17:00	17:00					17:00		
7 - 9 Pk Volume	59	93	0	0			152		4 - 6 Pk Volume	147	80	0	0			227		
Pk Hr Factor	0.868	0.705	0.000	0.000			0.760		Pk Hr Factor	0.799	0.833	0.000	0.000			0.811		

National Data & Surveying Services Intersection Turning Movement Count

Location: Marietta Rd/Annie St & Laurel Ave
City: Atlanta
Control: 1-Way Stop(WB)

Project ID: 21-180275-001
Date: 10/21/2021

Data - Total

NS/EW Streets:	Marietta Rd/Annie St					Marietta Rd/Annie St					Laurel Ave				Laurel Ave					SOUTHBOUND2			
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND				WESTBOUND								
	0 NL	1 NT	0 NR	0 NU	0 NT2	0 SL	1 ST	0 SR	0 SU	0 SU2	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	0 WR2	S2L2	S2T2	S2U2	TOTAL
7:00 AM	0	5	0	0	8	0	12	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	29
7:15 AM	0	5	0	0	6	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	29
7:30 AM	0	9	0	0	2	0	12	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	24
7:45 AM	0	12	0	0	8	0	23	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	49
8:00 AM	0	10	0	1	8	2	18	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	42
8:15 AM	0	13	0	0	5	0	17	2	1	0	0	0	0	0	0	0	0	0	0	0	2	0	40
8:30 AM	0	7	1	0	5	1	21	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	38
8:45 AM	0	4	0	0	9	4	15	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	36
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2L2	S2T2	S2U2	TOTAL
TOTAL VOLUMES :	0	65	1	1	51	7	133	4	1	0	0	0	0	0	2	0	2	0	4	1	15	0	287
APPROACH %'s :	0.00%	55.08%	0.85%	0.85%	43.22%	4.83%	91.72%	2.76%	0.69%	0.00%					25.00%	0.00%	25.00%	0.00%	50.00%	6.25%	93.75%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																						TOTAL
PEAK HR VOL :	0	42	1	1	26	3	79	4	1	0	0	0	0	0	0	0	2	0	1	0	9	0	169
PEAK HR FACTOR :	0.000	0.808	0.250	0.250	0.813	0.375	0.859	0.500	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.563	0.000	0.862
			0.875					0.870									0.250						

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND				WESTBOUND								
	0 NL	1 NT	0 NR	0 NU	0 NT2	0 SL	1 ST	0 SR	0 SU	0 SU2	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	0 WR2	0 S2L2	0 S2T2	0 S2U2	TOTAL
4:00 PM	0	18	0	0	5	0	15	0	0	1	0	0	0	0	0	0	0	0	0	0	6	0	45
4:15 PM	0	16	2	0	5	0	27	0	0	1	0	0	0	0	1	0	0	0	1	0	9	1	63
4:30 PM	0	15	0	0	9	0	30	0	0	1	0	0	0	0	0	0	1	0	0	1	12	0	69
4:45 PM	0	17	0	0	6	0	38	0	0	0	0	0	0	0	1	0	1	0	2	0	9	0	74
5:00 PM	0	20	4	0	12	0	36	0	0	0	0	0	0	0	1	0	1	0	2	2	8	0	86
5:15 PM	0	14	0	0	7	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	16	1	64
5:30 PM	0	13	0	0	8	1	46	1	0	0	0	0	1	0	0	0	2	0	0	1	11	0	84
5:45 PM	0	21	0	0	7	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	66
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2L2	S2T2	S2U2	TOTAL
TOTAL VOLUMES :	0	134	6	0	59	1	248	1	0	3	0	0	1	0	3	0	5	0	5	4	79	2	551
APPROACH %'s :	0.00%	67.34%	3.02%	0.00%	29.65%	0.40%	98.02%	0.40%	0.00%	1.19%	0.00%	0.00%	100.00%	0.00%	23.08%	0.00%	38.46%	0.00%	38.46%	4.71%	92.94%	2.35%	
PEAK HR :	04:45 PM - 05:45 PM																						TOTAL
PEAK HR VOL :	0	64	4	0	33	1	146	1	0	0	0	0	1	0	2	0	4	0	4	3	44	1	308
PEAK HR FACTOR :	0.000	0.800	0.250	0.000	0.688	0.250	0.793	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.500	0.000	0.500	0.375	0.688	0.250	0.895
			0.701					0.771					0.250				0.625						

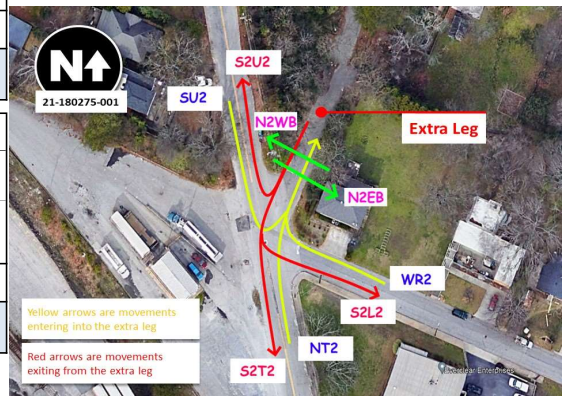
Explanation for extra leg movements

Movements entering the extra leg

SU2	Movements coming from SB on Marietta Rd entering into the Extra Leg (Annie St)
NT2	Movements coming from NB on Marietta Rd entering into the Extra Leg (Annie St)
WR2	Movements coming from WB on Laurel Ave entering into the Extra Leg (Annie St)

Movements exiting the extra leg

S2U2	Movements exiting from Extra Leg (Annie St) entering into Marietta Rd heading NB
S2T2	Movements exiting from Extra Leg (Annie St) entering into Marietta Rd heading SB
S2L2	Movements exiting from Extra Leg (Annie St) entering into Laurel Ave heading EB



National Data & Surveying Services Intersection Turning Movement Count

Location: Marietta Rd/Annie St & Laurel Ave
City: Atlanta
Control: 1-Way Stop(WB)

Project ID: 21-180275-001
Date: 10/21/2021

Data - Cars

NS/EW Streets: Marietta Rd/Annie St | Marietta Rd/Annie St | Laurel Ave | Laurel Ave

AM

	NORTHBOUND					SOUTHBOUND					EASTBOUND				WESTBOUND					SOUTHBOUND2			
	0 NL	1 NT	0 NR	0 NU	0 NT2	0 SL	1 ST	0 SR	0 SU	0 SU2	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	0 WR2	0 S2L2	0 S2T2	0 S2U2	TOTAL
7:00 AM	0	5	0	0	8	0	10	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	27
7:15 AM	0	4	0	0	6	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	27
7:30 AM	0	8	0	0	2	0	12	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	23
7:45 AM	0	12	0	0	6	0	22	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	46
8:00 AM	0	10	0	0	7	2	15	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	37
8:15 AM	0	12	0	0	4	0	15	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	35
8:30 AM	0	6	1	0	5	1	21	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	36
8:45 AM	0	4	0	0	9	3	14	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	34
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2L2	S2T2	S2U2	TOTAL
TOTAL VOLUMES :	0	61	1	0	47	6	123	3	1	0	0	0	0	0	2	0	2	0	4	1	14	0	265
APPROACH %'s :	0.00%	55.96%	0.92%	0.00%	43.12%	4.51%	92.48%	2.26%	0.75%	0.00%					25.00%	0.00%	25.00%	0.00%	50.00%	6.67%	93.33%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																						TOTAL
PEAK HR VOL :	0	40	1	0	22	3	73	3	1	0	0	0	0	0	0	0	2	0	1	0	8	0	154
PEAK HR FACTOR :	0.000	0.833	0.250	0.000	0.786	0.375	0.830	0.375	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.500	0.000	0.837
			0.875					0.833									0.250						

PM

	NORTHBOUND					SOUTHBOUND					EASTBOUND				WESTBOUND								
	0 NL	1 NT	0 NR	0 NU	0 NT2	0 SL	1 ST	0 SR	0 SU	0 SU2	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	0 WR2	0 S2L2	0 S2T2	0 S2U2	TOTAL
4:00 PM	0	17	0	0	5	0	15	0	0	1	0	0	0	0	0	0	0	0	0	0	6	0	44
4:15 PM	0	15	2	0	5	0	27	0	0	1	0	0	0	0	1	0	0	0	1	0	9	1	62
4:30 PM	0	15	0	0	9	0	29	0	0	1	0	0	0	0	0	0	1	0	0	1	12	0	68
4:45 PM	0	17	0	0	6	0	38	0	0	0	0	0	0	0	1	0	1	0	2	0	9	0	74
5:00 PM	0	20	4	0	12	0	34	0	0	0	0	0	0	0	1	0	1	0	2	2	8	0	84
5:15 PM	0	13	0	0	7	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	16	1	63
5:30 PM	0	13	0	0	8	1	46	1	0	0	0	0	1	0	0	0	2	0	0	1	11	0	84
5:45 PM	0	21	0	0	7	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	66
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2L2	S2T2	S2U2	TOTAL
TOTAL VOLUMES :	0	131	6	0	59	1	245	1	0	3	0	0	1	0	3	0	5	0	5	4	79	2	545
APPROACH %'s :	0.00%	66.84%	3.06%	0.00%	30.10%	0.40%	98.00%	0.40%	0.00%	1.20%	0.00%	0.00%	100.00%	0.00%	23.08%	0.00%	38.46%	0.00%	38.46%	4.71%	92.94%	2.35%	
PEAK HR :	04:45 PM - 05:45 PM																						TOTAL
PEAK HR VOL :	0	63	4	0	33	1	144	1	0	0	0	0	1	0	2	0	4	0	4	3	44	1	305
PEAK HR FACTOR :	0.000	0.788	0.250	0.000	0.688	0.250	0.783	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.500	0.000	0.500	0.375	0.688	0.250	0.908
			0.694					0.760					0.250				0.625						

National Data & Surveying Services Intersection Turning Movement Count

Location: Marietta Rd/Annie St & Laurel Ave
City: Atlanta
Control: 1-Way Stop(WB)

Project ID: 21-180275-001
Date: 10/21/2021

Data - HT

NS/EW Streets:	Marietta Rd/Annie St					Marietta Rd/Annie St					Laurel Ave				Laurel Ave								
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND				WESTBOUND					SOUTHBOUND2			
	0 NL	1 NT	0 NR	0 NU	0 NT2	0 SL	1 ST	0 SR	0 SU	0 SU2	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	0 WR2	0 S2L2	0 S2T2	0 S2U2	TOTAL
7:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:15 AM	0	1	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
8:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2L2	S2T2	S2U2	TOTAL
TOTAL VOLUMES :	0	4	0	1	4	1	10	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	22
APPROACH %'s :	0.00%	44.44%	0.00%	11.11%	44.44%	8.33%	83.33%	8.33%	0.00%	0.00%										0.00%	100.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																						TOTAL
PEAK HR VOL :	0	2	0	1	4	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	15
PEAK HR FACTOR :	0.000	0.500	0.000	0.250	0.500	0.000	0.500	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.750
			0.875					0.583															

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND				WESTBOUND								
	0 NL	1 NT	0 NR	0 NU	0 NT2	0 SL	1 ST	0 SR	0 SU	0 SU2	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	0 WR2	0 S2L2	0 S2T2	0 S2U2	TOTAL
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2L2	S2T2	S2U2	TOTAL
TOTAL VOLUMES :	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%													
PEAK HR :	04:45 PM - 05:45 PM																						TOTAL
PEAK HR VOL :	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375
			0.250					0.250															

National Data & Surveying Services Intersection Turning Movement Count

Location: Marietta Rd/Annie St & Laurel Ave
City: Atlanta
Control: 1-Way Stop(WB)

Project ID: 21-180275-001
Date: 10/21/2021

Data - Bikes

NS/EW Streets:	Marietta Rd/Annie St					Marietta Rd/Annie St					Laurel Ave				Laurel Ave								
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND				WESTBOUND					SOUTHBOUND2			
	0 NL	1 NT	0 NR	0 NU	0 NT2	0 SL	1 ST	0 SR	0 SU	0 SU2	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	0 WR2	0 S2L2	0 S2T2	0 S2U2	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2L2	S2T2	S2U2	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%													
PEAK HR :	07:45 AM - 08:45 AM																						TOTAL
PEAK HR VOL :	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
			0.250					0.250															

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND				WESTBOUND								
	0 NL	1 NT	0 NR	0 NU	0 NT2	0 SL	1 ST	0 SR	0 SU	0 SU2	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	0 WR2	0 S2L2	0 S2T2	0 S2U2	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	WL	WT	WR	WU	WR2	S2L2	S2T2	S2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																							
PEAK HR :	04:45 PM - 05:45 PM																						TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services Intersection Turning Movement Count

Location: Marietta Rd/Annie St & Laurel Ave
City: Atlanta

Project ID: 21-180275-001
Date: 10/21/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Marietta Rd/Annie St		Marietta Rd/Annie St		Laurel Ave		Laurel Ave				
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		NORTH LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :											
PEAK HR :	07:45 AM - 08:45 AM										TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :											

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		NORTH LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	1	2
5:00 PM	0	2	0	0	0	0	0	0	1	0	3
5:15 PM	2	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
TOTAL VOLUMES :	2	3	0	0	1	0	0	0	1	1	8
APPROACH %'s :	40.00%	60.00%			100.00%	0.00%			50.00%	50.00%	
PEAK HR :	04:45 PM - 05:45 PM										TOTAL
PEAK HR VOL :	2	3	0	0	1	0	0	0	1	1	8
PEAK HR FACTOR :	0.250	0.375			0.250				0.250	0.250	0.667
	0.625				0.250				0.500		

Prepared by National Data & Surveying Services

Marietta Rd/Annie St & Laurel Ave

Peak Hour Turning Movement Count

ID: 21-180275-001
City: Atlanta

Day: Thursday
Date: 10/21/2021

PEAK HOURS

AM	07:45 AM - 08:45 AM
NOON	NONE
PM	04:45 PM - 05:45 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

SOUTHBOUND — Marietta Rd/Annie St

AM	4	79	3	1	45	AM
NOON	0	0	0	0	0	NOON
PM	1	146	1	0	68	PM

Turning movements: 0 | 1 | 0 | 0

EASTBOUND — Laurel Ave

AM	NOON	PM	
4	0	1	
0	0	0	0
0	0	0	0
0	0	0	1
0	0	1	0
AM	NOON	PM	

WESTBOUND — Laurel Ave

PM	NOON	AM	
4	0	2	0
0	0	0	1
2	0	0	0
0	0	0	0
5	0	4	
PM	NOON	AM	

Turning movements: 0 | 0 | 1 | 0

NORTHBOUND — Marietta Rd/Annie St

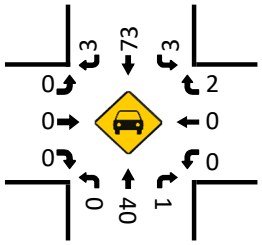
PM	149	0	0	64	4	PM
NOON	0	0	0	0	0	NOON
AM	80	1	0	42	1	AM

CONTROL

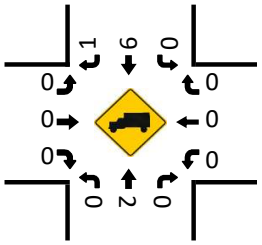
1-Way Stop(WB)

	AM	NOON	PM
TEV	133	0	223
PHF	0.86		0.90

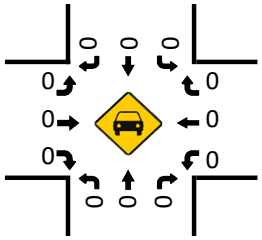
Cars (AM)



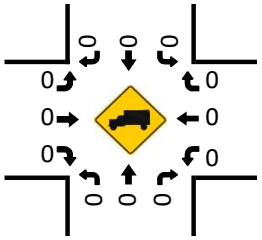
HT (AM)



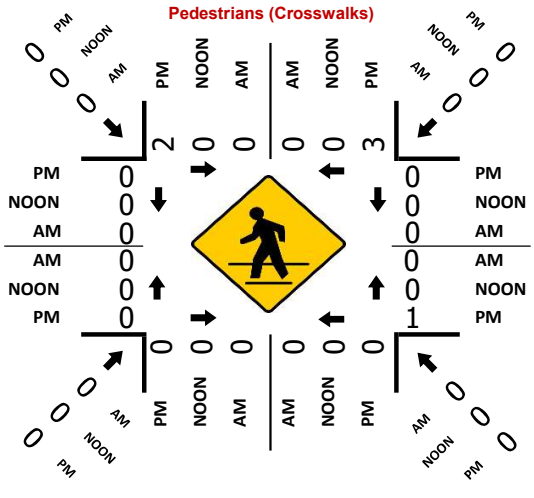
Cars (NOON)



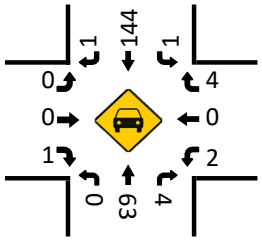
HT (NOON)



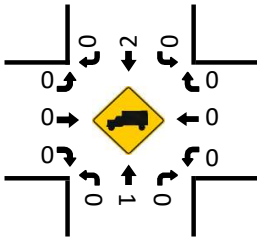
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 21-180275-001
Location: Marietta Rd/Annie St & Laurel Ave
City: Atlanta

Day: Thursday
Date: 10/21/2021

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Marietta Rd/Annie St Northbound						Marietta Rd/Annie St Southbound						Laurel Ave Eastbound						Laurel Ave 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	5	0	0	0	5	0	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	17
7:15 AM	0	5	0	0	0	5	0	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	20
7:30 AM	0	9	0	0	0	9	0	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	21
7:45 AM	0	12	0	0	0	12	0	23	2	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	37
Total	0	31	0	0	0	31	0	62	2	0	0	64	0	0	0	0	0	0	0	0	0	0	0	0	95
8:00 AM	0	10	0	1	0	11	2	18	0	0	0	20	0	0	0	0	0	0	0	0	2	0	0	2	33
8:15 AM	0	13	0	0	0	13	0	17	2	1	0	20	0	0	0	0	0	0	0	0	0	0	0	0	33
8:30 AM	0	7	1	0	0	8	1	21	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	30
8:45 AM	0	4	0	0	0	4	4	15	0	0	0	19	0	0	0	0	0	0	2	0	0	0	0	2	25
Total	0	34	1	1	0	36	7	71	2	1	0	81	0	0	0	0	0	0	2	0	2	0	0	4	121
BREAK																									
4:00 PM	0	18	0	0	0	18	0	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	33
4:15 PM	0	16	2	0	0	18	0	27	0	0	0	27	0	0	0	0	0	0	1	0	0	0	0	1	46
4:30 PM	0	15	0	0	0	15	0	30	0	0	0	30	0	0	0	0	0	0	0	0	1	0	0	1	46
4:45 PM	0	17	0	0	0	17	0	38	0	0	1	38	0	0	0	0	0	0	1	0	1	0	0	2	57
Total	0	66	2	0	0	68	0	110	0	0	1	110	0	0	0	0	0	0	2	0	2	0	0	4	182
5:00 PM	0	20	4	0	0	24	0	36	0	0	2	36	0	0	0	0	0	0	1	0	1	0	0	2	62
5:15 PM	0	14	0	0	0	14	0	26	0	0	2	26	0	0	0	0	0	0	0	0	0	0	0	0	40
5:30 PM	0	13	0	0	0	13	1	46	1	0	0	48	0	0	1	0	0	1	0	0	2	0	1	2	64
5:45 PM	0	21	0	0	0	21	0	30	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	51
Total	0	68	4	0	0	72	1	138	1	0	4	140	0	0	1	0	0	1	1	0	3	0	1	4	217
Grand Total	0	199	7	1	0	207	8	381	5	1	5	395	0	0	1	0	0	1	5	0	7	0	1	12	615
Apprch %	0.0	96.1	3.4	0.5	0.0		2.0	96.5	1.3	0.3	1.3		0.0	0.0	100.0	0.0	0.0		41.7	0.0	58.3	0.0	8.3		
Total %	0.0	32.4	1.1	0.2	0.0	33.7	1.3	62.0	0.8	0.2	0.8	64.2	0.0	0.0	0.2	0.0	0.0	0.2	0.8	0.0	1.1	0.0	0.2	2.0	
Cars, PU, Vans	0	192	7	0		199	7	368	4	1		380	0	0	1	0		1	5	0	7	0		12	592
% Cars, PU, Vans	0.0	96.5	100.0	0.0		96.1	87.5	96.6	80.0	100.0		96.2	0.0	0.0	100.0	0.0		100.0	100.0	0.0	100.0	0.0		100.0	96.3
Heavy trucks	0	7	0	1		8	1	13	1	0		15	0	0	0	0		0	0	0	0	0		0	23
%Heavy trucks	0.0	3.5	0.0	100.0		3.9	12.5	3.4	20.0	0.0		3.8	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	3.7

Project ID: 21-180275-001
Location: Marietta Rd/Annie St & Laurel Ave
City: Atlanta

PEAK HOURS

Day: Thursday
Date: 10/21/2021

AM

	Marietta Rd/Annie St Northbound					Marietta Rd/Annie St Southbound					Laurel Ave Eastbound					Laurel Ave 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 - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
7:45 AM	0	12	0	0	12	0	23	2	0	25	0	0	0	0	0	0	0	0	0	0	37
8:00 AM	0	10	0	1	11	2	18	0	0	20	0	0	0	0	0	0	0	2	0	2	33
8:15 AM	0	13	0	0	13	0	17	2	1	20	0	0	0	0	0	0	0	0	0	0	33
8:30 AM	0	7	1	0	8	1	21	0	0	22	0	0	0	0	0	0	0	0	0	0	30
Total Volume	0	42	1	1	44	3	79	4	1	87	0	0	0	0	0	0	0	2	0	2	133
% App. Total	0.0	95.5	2.3	2.3	100	3.4	90.8	4.6	1.1	100	0.0	0.0	0.0	0.0	0	0.0	0.0	100.0	0.0	100	
PHF					0.875					0.870										0.250	0.862
Cars, PU, Vans	0	40	1	0	41	3	73	3	1	80	0	0	0	0	0	0	0	2	0	2	123
% Cars, PU, Vans	0.0	95.2	100.0	0.0	93.2	100.0	92.4	75.0	100.0	92.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	92.5
Heavy trucks	0	2	0	1	3	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	10
%Heavy trucks	0.0	4.8	0.0	100.0	6.8	0.0	7.6	25.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.5

PM

	Marietta Rd/Annie St Northbound					Marietta Rd/Annie St Southbound					Laurel Ave Eastbound					Laurel Ave 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 - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	0	17	0	0	17	0	38	0	0	38	0	0	0	0	0	1	0	1	0	2	57
5:00 PM	0	20	4	0	24	0	36	0	0	36	0	0	0	0	0	1	0	1	0	2	62
5:15 PM	0	14	0	0	14	0	26	0	0	26	0	0	0	0	0	0	0	0	0	0	40
5:30 PM	0	13	0	0	13	1	46	1	0	48	0	0	1	0	1	0	0	2	0	2	64
Total Volume	0	64	4	0	68	1	146	1	0	148	0	0	1	0	1	2	0	4	0	6	223
% App. Total	0.0	94.1	5.9	0.0	100	0.7	98.6	0.7	0.0	100	0.0	0.0	100.0	0.0	100	33.3	0.0	66.7	0.0	100	
PHF					0.701					0.771					0.250					0.625	0.895
Cars, PU, Vans	0	63	4	0	67	1	144	1	0	146	0	0	1	0	1	2	0	4	0	6	220
% Cars, PU, Vans	0.0	98.4	100.0	0.0	98.5	100.0	98.6	100.0	0.0	98.6	0.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	98.7
Heavy trucks	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
%Heavy trucks	0.0	1.6	0.0	0.0	1.5	0.0	1.4	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3

National Data & Surveying Services Intersection Turning Movement Count

Location: Marietta Blvd & Carroll Dr
City: Atlanta
Control: Signalized

Project ID: 21-180275-002
Date: 10/21/2021

Data - Total

NS/EW Streets:	Marietta Blvd				Marietta Blvd				Carroll Dr				Carroll Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	46	7	0	1	76	5	0	5	13	6	0	4	7	5	0	175
7:15 AM	1	62	8	0	2	90	7	0	6	19	4	0	6	13	1	0	219
7:30 AM	2	61	10	0	8	93	4	0	6	19	11	0	6	6	3	0	229
7:45 AM	7	81	10	0	7	123	9	0	4	27	15	0	7	20	4	0	314
8:00 AM	8	79	14	0	16	134	2	0	4	28	10	0	10	11	5	0	321
8:15 AM	5	79	14	0	7	150	4	0	3	32	11	0	16	14	5	0	340
8:30 AM	6	92	9	0	7	130	8	0	5	15	6	0	8	8	4	0	298
8:45 AM	6	81	10	0	5	151	8	0	7	23	5	0	6	12	0	0	314
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	35	581	82	0	53	947	47	0	40	176	68	0	63	91	27	0	2210
APPROACH %'s :	5.01%	83.24%	11.75%	0.00%	5.06%	90.45%	4.49%	0.00%	14.08%	61.97%	23.94%	0.00%	34.81%	50.28%	14.92%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	25	331	47	0	35	565	22	0	19	98	32	0	40	45	14	0	1273
PEAK HR FACTOR :	0.781	0.899	0.839	0.000	0.547	0.935	0.688	0.000	0.679	0.766	0.727	0.000	0.625	0.804	0.700	0.000	0.936
	0.942				0.948				0.810				0.707				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	8	139	12	0	6	121	4	0	8	16	9	0	22	31	5	0	381
4:15 PM	8	126	10	0	7	129	11	0	7	15	8	0	17	29	5	0	372
4:30 PM	10	143	7	0	6	111	7	0	12	12	4	0	13	40	5	0	370
4:45 PM	9	149	7	1	1	146	12	0	13	13	8	0	16	40	8	0	423
5:00 PM	8	173	13	0	6	134	9	0	13	14	8	0	20	27	11	0	436
5:15 PM	12	147	8	0	5	135	11	0	5	10	4	0	12	40	5	0	394
5:30 PM	12	142	10	0	8	161	12	0	4	20	4	0	22	45	3	0	443
5:45 PM	16	147	15	0	15	176	18	0	13	10	10	0	19	34	3	0	476
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	83	1166	82	1	54	1113	84	0	75	110	55	0	141	286	45	0	3295
APPROACH %'s :	6.23%	87.54%	6.16%	0.08%	4.32%	88.97%	6.71%	0.00%	31.25%	45.83%	22.92%	0.00%	29.87%	60.59%	9.53%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	48	609	46	0	34	606	50	0	35	54	26	0	73	146	22	0	1749
PEAK HR FACTOR :	0.750	0.880	0.767	0.000	0.567	0.861	0.694	0.000	0.673	0.675	0.650	0.000	0.830	0.811	0.500	0.000	0.919
	0.906				0.825				0.821				0.861				

National Data & Surveying Services Intersection Turning Movement Count

Location: Marietta Blvd & Carroll Dr
City: Atlanta
Control: Signalized

Project ID: 21-180275-002
Date: 10/21/2021

Data - Cars

NS/EW Streets:	Marietta Blvd				Marietta Blvd				Carroll Dr				Carroll Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	37	6	0	1	62	5	0	4	13	6	0	4	7	5	0	150
7:15 AM	1	46	7	0	2	75	7	0	6	19	4	0	4	12	1	0	184
7:30 AM	2	49	9	0	8	83	4	0	6	19	10	0	6	6	3	0	205
7:45 AM	6	61	8	0	7	107	9	0	4	27	12	0	6	20	4	0	271
8:00 AM	7	66	11	0	14	120	2	0	4	28	10	0	7	11	4	0	284
8:15 AM	3	65	8	0	7	125	4	0	3	32	10	0	14	13	4	0	288
8:30 AM	5	75	5	0	7	115	8	0	5	15	6	0	6	8	4	0	259
8:45 AM	5	64	7	0	5	124	7	0	7	21	5	0	5	12	0	0	262
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	29	463	61	0	51	811	46	0	39	174	63	0	52	89	25	0	1903
APPROACH %'s :	5.24%	83.73%	11.03%	0.00%	5.62%	89.32%	5.07%	0.00%	14.13%	63.04%	22.83%	0.00%	31.33%	53.61%	15.06%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	20	270	31	0	33	484	21	0	19	96	31	0	32	44	12	0	1093
PEAK HR FACTOR :	0.714	0.900	0.705	0.000	0.589	0.968	0.656	0.000	0.679	0.750	0.775	0.000	0.571	0.846	0.750	0.000	0.949
	0.944				0.989				0.811				0.710				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	8	125	11	0	6	100	4	0	7	16	9	0	21	31	5	0	343
4:15 PM	8	118	9	0	7	117	11	0	7	15	7	0	15	28	5	0	347
4:30 PM	10	135	4	0	6	97	7	0	12	12	4	0	13	39	5	0	344
4:45 PM	9	140	7	0	1	130	11	0	13	12	7	0	15	40	8	0	393
5:00 PM	8	167	13	0	6	118	9	0	13	14	8	0	17	27	11	0	411
5:15 PM	11	142	8	0	5	122	11	0	4	10	3	0	10	39	5	0	370
5:30 PM	12	137	10	0	7	153	12	0	4	20	4	0	21	44	3	0	427
5:45 PM	16	143	15	0	15	165	17	0	13	10	10	0	19	33	3	0	459
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	82	1107	77	0	53	1002	82	0	73	109	52	0	131	281	45	0	3094
APPROACH %'s :	6.48%	87.44%	6.08%	0.00%	4.66%	88.13%	7.21%	0.00%	31.20%	46.58%	22.22%	0.00%	28.67%	61.49%	9.85%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	47	589	46	0	33	558	49	0	34	54	25	0	67	143	22	0	1667
PEAK HR FACTOR :	0.734	0.882	0.767	0.000	0.550	0.845	0.721	0.000	0.654	0.675	0.625	0.000	0.798	0.813	0.500	0.000	0.908
	0.907				0.812				0.807				0.853				

National Data & Surveying Services Intersection Turning Movement Count

Location: Marietta Blvd & Carroll Dr
City: Atlanta
Control: Signalized

Project ID: 21-180275-002
Date: 10/21/2021

Data - HT

NS/EW Streets:	Marietta Blvd				Marietta Blvd				Carroll Dr				Carroll Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	9	1	0	0	14	0	0	1	0	0	0	0	0	0	0	25
7:15 AM	0	16	1	0	0	15	0	0	0	0	0	0	2	1	0	0	35
7:30 AM	0	12	1	0	0	10	0	0	0	0	1	0	0	0	0	0	24
7:45 AM	1	20	2	0	0	16	0	0	0	0	3	0	1	0	0	0	43
8:00 AM	1	13	3	0	2	14	0	0	0	0	0	0	3	0	1	0	37
8:15 AM	2	14	6	0	0	25	0	0	0	0	1	0	2	1	1	0	52
8:30 AM	1	17	4	0	0	15	0	0	0	0	0	0	2	0	0	0	39
8:45 AM	1	17	3	0	0	27	1	0	0	2	0	0	1	0	0	0	52
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	6	118	21	0	2	136	1	0	1	2	5	0	11	2	2	0	307
APPROACH %'s :	4.14%	81.38%	14.48%	0.00%	1.44%	97.84%	0.72%	0.00%	12.50%	25.00%	62.50%	0.00%	73.33%	13.33%	13.33%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	5	61	16	0	2	81	1	0	0	2	1	0	8	1	2	0	180
PEAK HR FACTOR :	0.625	0.897	0.667	0.000	0.250	0.750	0.250	0.000	0.000	0.250	0.250	0.000	0.667	0.250	0.500	0.000	0.865
	0.932				0.750				0.375				0.688				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	14	1	0	0	21	0	0	1	0	0	0	1	0	0	0	38
4:15 PM	0	8	1	0	0	12	0	0	0	0	1	0	2	1	0	0	25
4:30 PM	0	8	3	0	0	14	0	0	0	0	0	0	0	1	0	0	26
4:45 PM	0	9	0	1	0	16	1	0	0	1	1	0	1	0	0	0	30
5:00 PM	0	6	0	0	0	16	0	0	0	0	0	0	3	0	0	0	25
5:15 PM	1	5	0	0	0	13	0	0	1	0	1	0	2	1	0	0	24
5:30 PM	0	5	0	0	1	8	0	0	0	0	0	0	1	1	0	0	16
5:45 PM	0	4	0	0	0	11	1	0	0	0	0	0	0	1	0	0	17
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	59	5	1	1	111	2	0	2	1	3	0	10	5	0	0	201
APPROACH %'s :	1.52%	89.39%	7.58%	1.52%	0.88%	97.37%	1.75%	0.00%	33.33%	16.67%	50.00%	0.00%	66.67%	33.33%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	1	20	0	0	1	48	1	0	1	0	1	0	6	3	0	0	82
PEAK HR FACTOR :	0.250	0.833	0.000	0.000	0.250	0.750	0.250	0.000	0.250	0.000	0.250	0.000	0.500	0.750	0.000	0.000	0.820
	0.875				0.781				0.250				0.750				

National Data & Surveying Services Intersection Turning Movement Count

Location: Marietta Blvd & Carroll Dr
City: Atlanta
Control: Signalized

Project ID: 21-180275-002
Date: 10/21/2021

Data - Bikes

NS/EW Streets:	Marietta Blvd				Marietta Blvd				Carroll Dr				Carroll Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	3
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250
														0.250			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services Intersection Turning Movement Count

Location: Marietta Blvd & Carroll Dr
City: Atlanta
Project ID: 21-180275-002
Date: 10/21/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Marietta Blvd		Marietta Blvd		Carroll Dr		Carroll Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	0	0	0	0	0	1
8:30 AM	0	0	0	0	1	0	0	0	1
8:45 AM	0	0	1	0	0	1	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	2	0	1	1	0	0	4
APPROACH %'s :			100.00%	0.00%	50.00%	50.00%			
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	0	0	2	0	1	1	0	0	4
PEAK HR FACTOR :			0.500		0.250	0.250			0.500
			0.500		0.500				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	0	1
4:30 PM	0	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	0	1
5:15 PM	0	1	1	0	1	0	0	0	3
5:30 PM	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	2	1	0	1	2	1	0	7
APPROACH %'s :	0.00%	100.00%	100.00%	0.00%	33.33%	66.67%	100.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	1	1	0	1	1	1	0	5
PEAK HR FACTOR :		0.250	0.250		0.250	0.250	0.250		0.417
	0.250		0.250		0.500		0.250		

Prepared by National Data & Surveying Services

Marietta Blvd & Carroll Dr

Peak Hour Turning Movement Count

ID: 21-180275-002
City: Atlanta

Day: Thursday
Date: 10/21/2021

Marietta Blvd

SOUTHBOUND

PEAK HOURS								COUNT PERIODS
08:00 AM - 09:00 AM	AM	22	565	35	0	364	AM	7:00 AM - 09:00 AM
NONE	NOON	0	0	0	0	0	NOON	NONE
05:00 PM - 06:00 PM	PM	50	606	34	0	666	PM	4:00 PM - 06:00 PM

0 3 1 0

EASTBOUND (Carroll Dr)

AM	NOON	PM	
92	0	244	⇦
0	0	0	↰ 0
19	0	35	↑ 0
98	0	54	→ 1
32	0	26	↱ 0

WESTBOUND (Carroll Dr)

	PM	NOON	AM
0 ↰	22	0	14
1 ←	146	0	45
0 ↶	73	0	40
0 ↶	0	0	0
⇨	134	0	180

0 1 3 0

CONTROL

Signalized

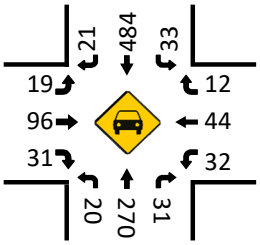
TEV	1273 AM	0 NOON	1749 PM
PHF	0.94		0.92

PM	705	0	48	609	46	PM
NOON	0	0	0	0	0	NOON
AM	637	0	25	331	47	AM

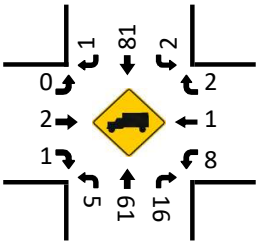
NORTHBOUND

Marietta Blvd

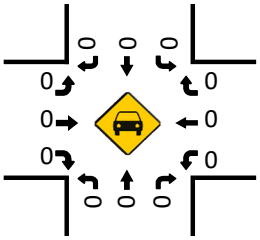
Cars (AM)



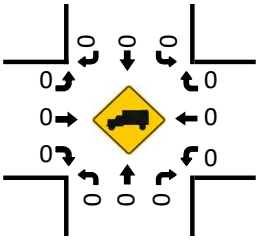
HT (AM)



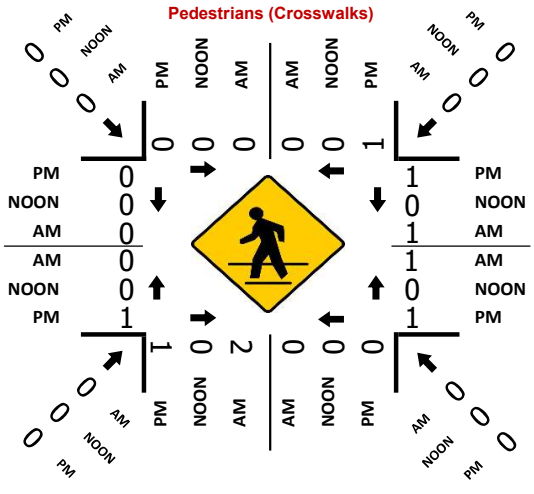
Cars (NOON)



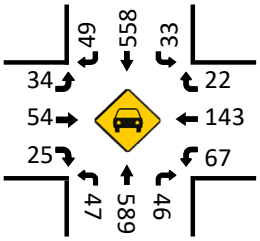
HT (NOON)



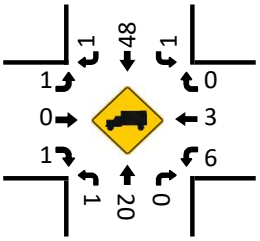
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 21-180275-002
Location: Marietta Blvd & Carroll Dr
City: Atlanta

Day: Thursday
Date: 10/21/2021

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Marietta Blvd Northbound						Marietta Blvd Southbound						Carroll Dr Eastbound						Carroll Dr 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	46	7	0	0	53	1	76	5	0	0	82	5	13	6	0	0	24	4	7	5	0	0	16	175
7:15 AM	1	62	8	0	0	71	2	90	7	0	0	99	6	19	4	0	0	29	6	13	1	0	0	20	219
7:30 AM	2	61	10	0	0	73	8	93	4	0	0	105	6	19	11	0	0	36	6	6	3	0	0	15	229
7:45 AM	7	81	10	0	0	98	7	123	9	0	0	139	4	27	15	0	0	46	7	20	4	0	0	31	314
Total	10	250	35	0	0	295	18	382	25	0	0	425	21	78	36	0	0	135	23	46	13	0	0	82	937
8:00 AM	8	79	14	0	0	101	16	134	2	0	0	152	4	28	10	0	0	42	10	11	5	0	0	26	321
8:15 AM	5	79	14	0	1	98	7	150	4	0	0	161	3	32	11	0	0	46	16	14	5	0	0	35	340
8:30 AM	6	92	9	0	0	107	7	130	8	0	0	145	5	15	6	0	0	26	8	8	4	0	1	20	298
8:45 AM	6	81	10	0	1	97	5	151	8	0	0	164	7	23	5	0	0	35	6	12	0	0	1	18	314
Total	25	331	47	0	2	403	35	565	22	0	0	622	19	98	32	0	0	149	40	45	14	0	2	99	1273
BREAK																									
4:00 PM	8	139	12	0	0	159	6	121	4	0	0	131	8	16	9	0	0	33	22	31	5	0	0	58	381
4:15 PM	8	126	10	0	0	144	7	129	11	0	0	147	7	15	8	0	0	30	17	29	5	0	1	51	372
4:30 PM	10	143	7	0	0	160	6	111	7	0	1	124	12	12	4	0	0	28	13	40	5	0	0	58	370
4:45 PM	9	149	7	1	0	166	1	146	12	0	0	159	13	13	8	0	0	34	16	40	8	0	0	64	423
Total	35	557	36	1	0	629	20	507	34	0	1	561	40	56	29	0	0	125	68	140	23	0	1	231	1546
5:00 PM	8	173	13	0	0	194	6	134	9	0	0	149	13	14	8	0	0	35	20	27	11	0	1	58	436
5:15 PM	12	147	8	0	1	167	5	135	11	0	1	151	5	10	4	0	0	19	12	40	5	0	1	57	394
5:30 PM	12	142	10	0	0	164	8	161	12	0	0	181	4	20	4	0	1	28	22	45	3	0	0	70	443
5:45 PM	16	147	15	0	0	178	15	176	18	0	0	209	13	10	10	0	0	33	19	34	3	0	0	56	476
Total	48	609	46	0	1	703	34	606	50	0	1	690	35	54	26	0	1	115	73	146	22	0	2	241	1749
Grand Total	118	1747	164	1	3	2030	107	2060	131	0	2	2298	115	286	123	0	1	524	204	377	72	0	5	653	5505
Apprch %	5.8	86.1	8.1	0.0	0.1		4.7	89.6	5.7	0.0	0.1		21.9	54.6	23.5	0.0	0.2		31.2	57.7	11.0	0.0	0.8		
Total %	2.1	31.7	3.0	0.0	0.1	36.9	1.9	37.4	2.4	0.0	0.0	41.7	2.1	5.2	2.2	0.0	0.0	9.5	3.7	6.8	1.3	0.0	0.1	11.9	
Cars, PU, Vans	111	1570	138	0		1819	104	1813	128	0		2045	112	283	115	0		510	183	370	70	0		623	4997
% Cars, PU, Vans	94.1	89.9	84.1	0.0		89.6	97.2	88.0	97.7	0.0		89.0	97.4	99.0	93.5	0.0		97.3	89.7	98.1	97.2	0.0		95.4	90.8
Heavy trucks	7	177	26	1		211	3	247	3	0		253	3	3	8	0		14	21	7	2	0		30	508
%Heavy trucks	5.9	10.1	15.9	100.0		10.4	2.8	12.0	2.3	0.0		11.0	2.6	1.0	6.5	0.0		2.7	10.3	1.9	2.8	0.0		4.6	9.2

Project ID: 21-180275-002
Location: Marietta Blvd & Carroll Dr
City: Atlanta

PEAK HOURS

Day: Thursday
Date: 10/21/2021

AM

	Marietta Blvd Northbound					Marietta Blvd Southbound					Carroll Dr Eastbound					Carroll Dr 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 - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
8:00 AM	8	79	14	0	101	16	134	2	0	152	4	28	10	0	42	10	11	5	0	26	321
8:15 AM	5	79	14	0	98	7	150	4	0	161	3	32	11	0	46	16	14	5	0	35	340
8:30 AM	6	92	9	0	107	7	130	8	0	145	5	15	6	0	26	8	8	4	0	20	298
8:45 AM	6	81	10	0	97	5	151	8	0	164	7	23	5	0	35	6	12	0	0	18	314
Total Volume	25	331	47	0	403	35	565	22	0	622	19	98	32	0	149	40	45	14	0	99	1273
% App. Total	6.2	82.1	11.7	0.0	100	5.6	90.8	3.5	0.0	100	12.8	65.8	21.5	0.0	100	40.4	45.5	14.1	0.0	100	
PHF					0.942					0.948					0.810					0.707	0.936
Cars, PU, Vans	20	270	31	0	321	33	484	21	0	538	19	96	31	0	146	32	44	12	0	88	1093
% Cars, PU, Vans	80.0	81.6	66.0	0.0	79.7	94.3	85.7	95.5	0.0	86.5	100.0	98.0	96.9	0.0	98.0	80.0	97.8	85.7	0.0	88.9	85.9
Heavy trucks	5	61	16	0	82	2	81	1	0	84	0	2	1	0	3	8	1	2	0	11	180
%Heavy trucks	20.0	18.4	34.0	0.0	20.3	5.7	14.3	4.5	0.0	13.5	0.0	2.0	3.1	0.0	2.0	20.0	2.2	14.3	0.0	11.1	14.1

PM

	Marietta Blvd Northbound					Marietta Blvd Southbound					Carroll Dr Eastbound					Carroll Dr 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 - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	8	173	13	0	194	6	134	9	0	149	13	14	8	0	35	20	27	11	0	58	436
5:15 PM	12	147	8	0	167	5	135	11	0	151	5	10	4	0	19	12	40	5	0	57	394
5:30 PM	12	142	10	0	164	8	161	12	0	181	4	20	4	0	28	22	45	3	0	70	443
5:45 PM	16	147	15	0	178	15	176	18	0	209	13	10	10	0	33	19	34	3	0	56	476
Total Volume	48	609	46	0	703	34	606	50	0	690	35	54	26	0	115	73	146	22	0	241	1749
% App. Total	6.8	86.6	6.5	0.0	100	4.9	87.8	7.2	0.0	100	30.4	47.0	22.6	0.0	100	30.3	60.6	9.1	0.0	100	
PHF					0.906					0.825					0.821					0.861	0.919
Cars, PU, Vans	47	589	46	0	682	33	558	49	0	640	34	54	25	0	113	67	143	22	0	232	1667
% Cars, PU, Vans	97.9	96.7	100.0	0.0	97.0	97.1	92.1	98.0	0.0	92.8	97.1	100.0	96.2	0.0	98.3	91.8	97.9	100.0	0.0	96.3	95.3
Heavy trucks	1	20	0	0	21	1	48	1	0	50	1	0	1	0	2	6	3	0	0	9	82
%Heavy trucks	2.1	3.3	0.0	0.0	3.0	2.9	7.9	2.0	0.0	7.2	2.9	0.0	3.8	0.0	1.7	8.2	2.1	0.0	0.0	3.7	4.7

National Data & Surveying Services Intersection Turning Movement Count

Location: Marietta Rd/Johnson Rd & W Marietta St/Perry Blvd
City: Atlanta
Control: Signalized

Project ID: 21-180275-003
Date: 10/21/2021

Data - Total

NS/EW Streets:	Marietta Rd/Johnson Rd				Marietta Rd/Johnson Rd				W Marietta St/Perry Blvd				W Marietta St/Perry Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	0.5	0.5	0	0.5	0.5	1	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	4	18	0	26	9	3	0	5	30	1	0	15	18	18	0	149
7:15 AM	2	10	22	0	12	5	4	0	5	44	1	0	8	22	11	0	146
7:30 AM	1	11	25	0	10	0	6	0	10	55	1	0	9	25	15	0	168
7:45 AM	0	4	19	0	14	5	4	0	6	86	2	0	8	32	6	0	186
8:00 AM	2	14	22	0	10	4	8	0	10	72	1	0	8	22	25	0	198
8:15 AM	4	9	23	0	23	3	4	0	3	68	0	0	16	22	19	0	194
8:30 AM	1	7	21	0	15	3	3	0	3	52	1	0	11	26	18	0	161
8:45 AM	1	3	19	0	16	2	7	0	8	63	2	0	12	32	13	0	178
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	13	62	169	0	126	31	39	0	50	470	9	0	87	199	125	0	1380
APPROACH %'s :	5.33%	25.41%	69.26%	0.00%	64.29%	15.82%	19.90%	0.00%	9.45%	88.85%	1.70%	0.00%	21.17%	48.42%	30.41%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	7	38	89	0	57	12	22	0	29	281	4	0	41	101	65	0	746
PEAK HR FACTOR :	0.438	0.679	0.890	0.000	0.620	0.600	0.688	0.000	0.725	0.817	0.500	0.000	0.641	0.789	0.650	0.000	0.942
	0.882				0.758				0.835				0.908				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	0.5	0.5	0	0.5	0.5	1	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	2	31	0	22	8	6	0	3	35	3	0	18	34	25	0	189
4:15 PM	1	3	23	0	18	14	13	0	5	39	1	0	23	47	18	0	205
4:30 PM	1	8	20	0	22	28	16	0	2	30	3	0	25	40	19	0	214
4:45 PM	2	2	17	0	32	20	13	0	5	46	2	0	20	36	11	0	206
5:00 PM	1	13	29	0	21	24	17	0	3	56	1	0	13	59	22	0	259
5:15 PM	0	7	13	0	27	25	12	0	3	39	2	0	27	44	18	0	217
5:30 PM	3	6	24	0	20	25	14	0	7	40	3	0	18	64	24	0	248
5:45 PM	1	5	24	0	31	22	9	0	7	41	2	0	25	56	17	0	240
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	11	46	181	0	193	166	100	0	35	326	17	0	169	380	154	0	1778
APPROACH %'s :	4.62%	19.33%	76.05%	0.00%	42.05%	36.17%	21.79%	0.00%	9.26%	86.24%	4.50%	0.00%	24.04%	54.05%	21.91%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	5	31	90	0	99	96	52	0	20	176	8	0	83	223	81	0	964
PEAK HR FACTOR :	0.417	0.596	0.776	0.000	0.798	0.960	0.765	0.000	0.714	0.786	0.667	0.000	0.769	0.871	0.844	0.000	0.931
	0.733				0.965				0.850				0.913				

National Data & Surveying Services Intersection Turning Movement Count

Location: Marietta Rd/Johnson Rd & W Marietta St/Perry Blvd
City: Atlanta
Control: Signalized

Project ID: 21-180275-003
Date: 10/21/2021

Data - Cars

NS/EW Streets:	Marietta Rd/Johnson Rd				Marietta Rd/Johnson Rd				W Marietta St/Perry Blvd				W Marietta St/Perry Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	0.5	0.5	0	0.5	0.5	1	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	4	18	0	4	9	3	0	5	28	0	0	15	17	6	0	109
7:15 AM	1	10	21	0	3	5	4	0	5	44	1	0	7	20	1	0	122
7:30 AM	0	10	25	0	2	0	6	0	9	54	1	0	6	24	1	0	138
7:45 AM	0	3	19	0	4	5	3	0	4	83	2	0	7	30	4	0	164
8:00 AM	2	13	22	0	3	4	6	0	9	71	1	0	7	22	5	0	165
8:15 AM	3	9	23	0	6	2	3	0	3	60	0	0	16	21	5	0	151
8:30 AM	1	7	20	0	5	3	3	0	2	47	1	0	11	24	3	0	127
8:45 AM	1	3	19	0	9	2	6	0	7	59	1	0	11	29	1	0	148
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	8	59	167	0	36	30	34	0	44	446	7	0	80	187	26	0	1124
APPROACH %'s :	3.42%	25.21%	71.37%	0.00%	36.00%	30.00%	34.00%	0.00%	8.85%	89.74%	1.41%	0.00%	27.30%	63.82%	8.87%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	5	35	89	0	15	11	18	0	25	268	4	0	36	97	15	0	618
PEAK HR FACTOR :	0.417	0.673	0.890	0.000	0.625	0.550	0.750	0.000	0.694	0.807	0.500	0.000	0.563	0.808	0.750	0.000	0.936
	0.872				0.846				0.834				0.881				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	0.5	0.5	0	0.5	0.5	1	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	2	31	0	5	8	6	0	3	32	2	0	18	33	10	0	152
4:15 PM	1	3	23	0	6	14	13	0	5	38	1	0	23	43	4	0	174
4:30 PM	1	8	20	0	7	28	16	0	2	28	2	0	25	39	6	0	182
4:45 PM	2	2	17	0	13	20	13	0	5	43	2	0	20	35	3	0	175
5:00 PM	1	13	29	0	14	23	16	0	3	55	1	0	10	57	10	0	232
5:15 PM	0	6	13	0	14	24	12	0	3	38	2	0	27	42	5	0	186
5:30 PM	3	6	24	0	12	25	13	0	7	37	3	0	18	60	8	0	216
5:45 PM	1	5	23	0	21	22	8	0	7	39	2	0	24	54	9	0	215
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	11	45	180	0	92	164	97	0	35	310	15	0	165	363	55	0	1532
APPROACH %'s :	4.66%	19.07%	76.27%	0.00%	26.06%	46.46%	27.48%	0.00%	9.72%	86.11%	4.17%	0.00%	28.30%	62.26%	9.43%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	5	30	89	0	61	94	49	0	20	169	8	0	79	213	32	0	849
PEAK HR FACTOR :	0.417	0.577	0.767	0.000	0.726	0.940	0.766	0.000	0.714	0.768	0.667	0.000	0.731	0.888	0.800	0.000	0.915
	0.721				0.962				0.835				0.931				

National Data & Surveying Services Intersection Turning Movement Count

Location: Marietta Rd/Johnson Rd & W Marietta St/Perry Blvd
City: Atlanta
Control: Signalized

Project ID: 21-180275-003
Date: 10/21/2021

Data - HT

NS/EW Streets:	Marietta Rd/Johnson Rd				Marietta Rd/Johnson Rd				W Marietta St/Perry Blvd				W Marietta St/Perry Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	0.5	0.5	0	0.5	0.5	1	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	0	0	0	22	0	0	0	0	2	1	0	0	1	12	0	40
7:15 AM	1	0	1	0	9	0	0	0	0	0	0	0	1	2	10	0	24
7:30 AM	1	1	0	0	8	0	0	0	1	1	0	0	3	1	14	0	30
7:45 AM	0	1	0	0	10	0	1	0	2	3	0	0	1	2	2	0	22
8:00 AM	0	1	0	0	7	0	2	0	1	1	0	0	1	0	20	0	33
8:15 AM	1	0	0	0	17	1	1	0	0	8	0	0	0	1	14	0	43
8:30 AM	0	0	1	0	10	0	0	0	1	5	0	0	0	2	15	0	34
8:45 AM	0	0	0	0	7	0	1	0	1	4	1	0	1	3	12	0	30
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	3	2	0	90	1	5	0	6	24	2	0	7	12	99	0	256
APPROACH %'s :	50.00%	30.00%	20.00%	0.00%	93.75%	1.04%	5.21%	0.00%	18.75%	75.00%	6.25%	0.00%	5.93%	10.17%	83.90%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	2	3	0	0	42	1	4	0	4	13	0	0	5	4	50	0	128
PEAK HR FACTOR :	0.500	0.750	0.000	0.000	0.618	0.250	0.500	0.000	0.500	0.406	0.000	0.000	0.417	0.500	0.625	0.000	0.744
	0.625				0.618				0.531				0.702				

NS/EW Streets:	Marietta Rd/Johnson Rd				Marietta Rd/Johnson Rd				W Marietta St/Perry Blvd				W Marietta St/Perry Blvd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	0.5	0.5	0	0.5	0.5	1	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	17	0	0	0	0	3	1	0	0	1	15	0	37
4:15 PM	0	0	0	0	12	0	0	0	0	1	0	0	0	4	14	0	31
4:30 PM	0	0	0	0	15	0	0	0	0	2	1	0	0	1	13	0	32
4:45 PM	0	0	0	0	19	0	0	0	0	3	0	0	0	1	8	0	31
5:00 PM	0	0	0	0	7	1	1	0	0	1	0	0	3	2	12	0	27
5:15 PM	0	1	0	0	13	1	0	0	0	1	0	0	0	2	13	0	31
5:30 PM	0	0	0	0	8	0	1	0	0	3	0	0	0	4	16	0	32
5:45 PM	0	0	1	0	10	0	1	0	0	2	0	0	1	2	8	0	25
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	1	0	101	2	3	0	0	16	2	0	4	17	99	0	246
APPROACH %'s :	0.00%	50.00%	50.00%	0.00%	95.28%	1.89%	2.83%	0.00%	0.00%	88.89%	11.11%	0.00%	3.33%	14.17%	82.50%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	1	1	0	38	2	3	0	0	7	0	0	4	10	49	0	115
PEAK HR FACTOR :	0.000	0.250	0.250	0.000	0.731	0.500	0.750	0.000	0.000	0.583	0.000	0.000	0.333	0.625	0.766	0.000	0.898
	0.500				0.768				0.583				0.788				

National Data & Surveying Services Intersection Turning Movement Count

Location: Marietta Rd/Johnson Rd & W Marietta St/Perry Blvd
City: Atlanta
Control: Signalized

Project ID: 21-180275-003
Date: 10/21/2021

Data - Bikes

NS/EW Streets:	Marietta Rd/Johnson Rd				Marietta Rd/Johnson Rd				W Marietta St/Perry Blvd				W Marietta St/Perry Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	0.5	0.5	0	0.5	0.5	1	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	1	0	0	0	1	2	0	0	0	0	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	1	0	0	0	1	3	0	0	0	1	0	0	7
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	25.00%	75.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	0.5	0.5	0	0.5	0.5	1	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	1	0	1	3	0	0	5
APPROACH %'s :									0.00%	0.00%	100.00%	0.00%	25.00%	75.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	1	0	1	3	0	0	5
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.375	0.000	0.000	0.625
									0.250				0.500				

National Data & Surveying Services Intersection Turning Movement Count

Location: Marietta Rd/Johnson Rd & W Marietta St/Perry Blvd **Project ID:** 21-180275-003
City: Atlanta **Date:** 10/21/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Marietta Rd/Johnson Rd		Marietta Rd/Johnson Rd		W Marietta St/Perry Blvd		W Marietta St/Perry Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	2	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	2	0	0	0	0	2
5:30 PM	0	0	0	3	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	2	5	0	0	0	0	7
APPROACH %'s :			28.57%	71.43%					
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	0	5	0	0	0	0	5
PEAK HR FACTOR :				0.417					0.417
			0.417						

Prepared by National Data & Surveying Services

Marietta Rd/Johnson Rd & W Marietta St/Perry Blvd

Peak Hour Turning Movement Count

ID: 21-180275-003
City: Atlanta

Day: Thursday
Date: 10/21/2021

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

SOUTHBOUND — Marietta Rd/Johnson Rd

AM	22	12	57	0	132	AM
NOON	0	0	0	0	0	NOON
PM	52	96	99	0	132	PM
	0.5	0.5	1	0		

EASTBOUND — W Marietta St/Perry Blvd

AM	NOON	PM	
130	0	280	
0	0	0	0
29	0	20	0.5
281	0	176	0.5
4	0	8	1
AM	NOON	PM	

WESTBOUND — W Marietta St/Perry Blvd

PM	NOON	AM	
81	0	65	0.5
223	0	101	0.5
83	0	41	1
0	0	0	0
365	0	427	
PM	NOON	AM	

CONTROL

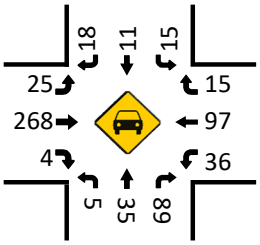
Signalized

TEV	746 AM	0 NOON	964 PM
PHF	0.94		0.93

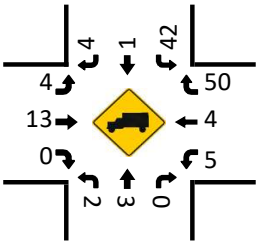
NORTHBOUND — Marietta Rd/Johnson Rd

	0	1	1	1	
PM	187	0	5	31	90	PM
NOON	0	0	0	0	0	NOON
AM	57	0	7	38	89	AM

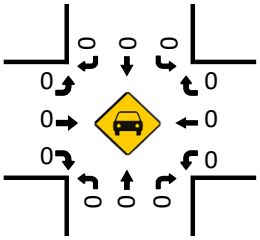
Cars (AM)



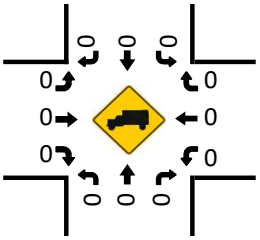
HT (AM)



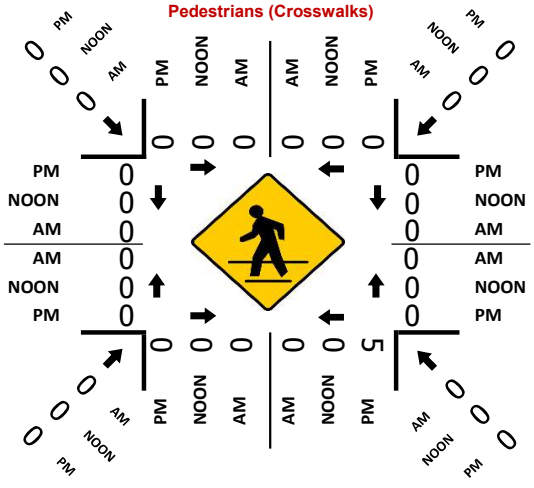
Cars (NOON)



HT (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
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0
0

Project ID: 21-180275-003
Location: Marietta Rd/Johnson Rd & W Marietta St/Perry Blvd
City: Atlanta

Day: Thursday
Date: 10/21/2021

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Marietta Rd/Johnson Rd Northbound						Marietta Rd/Johnson Rd Southbound						W Marietta St/Perry Blvd Eastbound						W Marietta St/Perry Blvd 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	4	18	0	0	24	26	9	3	0	0	38	5	30	1	0	0	36	15	18	18	0	0	51	149
7:15 AM	2	10	22	0	0	34	12	5	4	0	0	21	5	44	1	0	0	50	8	22	11	0	0	41	146
7:30 AM	1	11	25	0	0	37	10	0	6	0	0	16	10	55	1	0	0	66	9	25	15	0	0	49	168
7:45 AM	0	4	19	0	0	23	14	5	4	0	0	23	6	86	2	0	0	94	8	32	6	0	0	46	186
Total	5	29	84	0	0	118	62	19	17	0	0	98	26	215	5	0	0	246	40	97	50	0	0	187	649
8:00 AM	2	14	22	0	0	38	10	4	8	0	0	22	10	72	1	0	0	83	8	22	25	0	0	55	198
8:15 AM	4	9	23	0	0	36	23	3	4	0	0	30	3	68	0	0	0	71	16	22	19	0	0	57	194
8:30 AM	1	7	21	0	0	29	15	3	3	0	0	21	3	52	1	0	0	56	11	26	18	0	0	55	161
8:45 AM	1	3	19	0	0	23	16	2	7	0	0	25	8	63	2	0	0	73	12	32	13	0	0	57	178
Total	8	33	85	0	0	126	64	12	22	0	0	98	24	255	4	0	0	283	47	102	75	0	0	224	731
BREAK																									
4:00 PM	2	2	31	0	0	35	22	8	6	0	0	36	3	35	3	0	0	41	18	34	25	0	0	77	189
4:15 PM	1	3	23	0	0	27	18	14	13	0	0	45	5	39	1	0	0	45	23	47	18	0	0	88	205
4:30 PM	1	8	20	0	2	29	22	28	16	0	0	66	2	30	3	0	0	35	25	40	19	0	0	84	214
4:45 PM	2	2	17	0	0	21	32	20	13	0	0	65	5	46	2	0	0	53	20	36	11	0	0	67	206
Total	6	15	91	0	2	112	94	70	48	0	0	212	15	150	9	0	0	174	86	157	73	0	0	316	814
5:00 PM	1	13	29	0	0	43	21	24	17	0	0	62	3	56	1	0	0	60	13	59	22	0	0	94	259
5:15 PM	0	7	13	0	2	20	27	25	12	0	0	64	3	39	2	0	0	44	27	44	18	0	0	89	217
5:30 PM	3	6	24	0	3	33	20	25	14	0	0	59	7	40	3	0	0	50	18	64	24	0	0	106	248
5:45 PM	1	5	24	0	0	30	31	22	9	0	0	62	7	41	2	0	0	50	25	56	17	0	0	98	240
Total	5	31	90	0	5	126	99	96	52	0	0	247	20	176	8	0	0	204	83	223	81	0	0	387	964
Grand Total	24	108	350	0	7	482	319	197	139	0	0	655	85	796	26	0	0	907	256	579	279	0	0	1114	3158
Apprch %	5.0	22.4	72.6	0.0	1.5		48.7	30.1	21.2	0.0	0.0		9.4	87.8	2.9	0.0	0.0		23.0	52.0	25.0	0.0	0.0		
Total %	0.8	3.4	11.1	0.0	0.2	15.3	10.1	6.2	4.4	0.0	0.0	20.7	2.7	25.2	0.8	0.0	0.0	28.7	8.1	18.3	8.8	0.0	0.0	35.3	
Cars, PU, Vans	19	104	347	0		470	128	194	131	0		453	79	756	22	0		857	245	550	81	0		876	2656
% Cars, PU, Vans	79.2	96.3	99.1	0.0		97.5	40.1	98.5	94.2	0.0		69.2	92.9	95.0	84.6	0.0		94.5	95.7	95.0	29.0	0.0		78.6	84.1
Heavy trucks	5	4	3	0		12	191	3	8	0		202	6	40	4	0		50	11	29	198	0		238	502
%Heavy trucks	20.8	3.7	0.9	0.0		2.5	59.9	1.5	5.8	0.0		30.8	7.1	5.0	15.4	0.0		5.5	4.3	5.0	71.0	0.0		21.4	15.9

Project ID: 21-180275-003
Location: Marietta Rd/Johnson Rd & W Marietta St/Perry Blvd
City: Atlanta

PEAK HOURS

Day: Thursday
Date: 10/21/2021

AM

	Marietta Rd/Johnson Rd Northbound					Marietta Rd/Johnson Rd Southbound					W Marietta St/Perry Blvd Eastbound					W Marietta St/Perry Blvd 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 - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
7:30 AM	1	11	25	0	37	10	0	6	0	16	10	55	1	0	66	9	25	15	0	49	168
7:45 AM	0	4	19	0	23	14	5	4	0	23	6	86	2	0	94	8	32	6	0	46	186
8:00 AM	2	14	22	0	38	10	4	8	0	22	10	72	1	0	83	8	22	25	0	55	198
8:15 AM	4	9	23	0	36	23	3	4	0	30	3	68	0	0	71	16	22	19	0	57	194
Total Volume	7	38	89	0	134	57	12	22	0	91	29	281	4	0	314	41	101	65	0	207	746
% App. Total	5.2	28.4	66.4	0.0	100	62.6	13.2	24.2	0.0	100	9.2	89.5	1.3	0.0	100	19.8	48.8	31.4	0.0	100	
PHF					0.882					0.758					0.835					0.908	0.942
Cars, PU, Vans	5	35	89	0	129	15	11	18	0	44	25	268	4	0	297	36	97	15	0	148	618
% Cars, PU, Vans	71.4	92.1	100.0	0.0	96.3	26.3	91.7	81.8	0.0	48.4	86.2	95.4	100.0	0.0	94.6	87.8	96.0	23.1	0.0	71.5	82.8
Heavy trucks	2	3	0	0	5	42	1	4	0	47	4	13	0	0	17	5	4	50	0	59	128
%Heavy trucks	28.6	7.9	0.0	0.0	3.7	73.7	8.3	18.2	0.0	51.6	13.8	4.6	0.0	0.0	5.4	12.2	4.0	76.9	0.0	28.5	17.2

PM

	Marietta Rd/Johnson Rd Northbound					Marietta Rd/Johnson Rd Southbound					W Marietta St/Perry Blvd Eastbound					W Marietta St/Perry Blvd 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 - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	1	13	29	0	43	21	24	17	0	62	3	56	1	0	60	13	59	22	0	94	259
5:15 PM	0	7	13	0	20	27	25	12	0	64	3	39	2	0	44	27	44	18	0	89	217
5:30 PM	3	6	24	0	33	20	25	14	0	59	7	40	3	0	50	18	64	24	0	106	248
5:45 PM	1	5	24	0	30	31	22	9	0	62	7	41	2	0	50	25	56	17	0	98	240
Total Volume	5	31	90	0	126	99	96	52	0	247	20	176	8	0	204	83	223	81	0	387	964
% App. Total	4.0	24.6	71.4	0.0	100	40.1	38.9	21.1	0.0	100	9.8	86.3	3.9	0.0	100	21.4	57.6	20.9	0.0	100	
PHF					0.733					0.965					0.850					0.913	0.931
Cars, PU, Vans	5	30	89	0	124	61	94	49	0	204	20	169	8	0	197	79	213	32	0	324	849
% Cars, PU, Vans	100.0	96.8	98.9	0.0	98.4	61.6	97.9	94.2	0.0	82.6	100.0	96.0	100.0	0.0	96.6	95.2	95.5	39.5	0.0	83.7	88.1
Heavy trucks	0	1	1	0	2	38	2	3	0	43	0	7	0	0	7	4	10	49	0	63	115
%Heavy trucks	0.0	3.2	1.1	0.0	1.6	38.4	2.1	5.8	0.0	17.4	0.0	4.0	0.0	0.0	3.4	4.8	4.5	60.5	0.0	16.3	11.9

National Data & Surveying Services Intersection Turning Movement Count

Location: Marietta Blvd & Bolton Rd /Plant St
City: Atlanta
Control: Signalized

Project ID: 21-180275-004
Date: 11/4/2021

Data - Total

NS/EW Streets:	Marietta Blvd					Marietta Blvd					Bolton Rd /Plant St					Bolton Rd /Plant St									
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					WESTBOUND2				
	1	2	1	0	0	1	1.5	0.5	0	0	1	0.5	1.5	0	0	0	0.5	0.5	0	0					
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2L2	W2T2	W2R2	W2U2	TOTAL
7:00 AM	31	50	3	0	2	73	149	3	0	10	6	90	48	0	2	0	19	17	0	2	3	1	2	3	514
7:15 AM	34	57	2	0	1	75	215	2	0	4	10	85	53	0	2	0	28	21	0	6	0	1	4	1	601
7:30 AM	38	73	1	1	0	79	241	3	0	2	13	63	64	0	1	0	40	24	0	1	1	3	2	1	651
7:45 AM	30	90	3	0	2	81	256	3	1	1	16	80	56	0	3	0	34	31	0	1	1	0	1	0	690
8:00 AM	34	83	3	0	1	82	233	7	0	3	6	80	52	0	1	0	49	26	0	3	1	2	0	1	667
8:15 AM	40	95	4	0	0	67	246	6	1	3	10	77	41	0	0	0	39	25	0	1	1	0	0	2	658
8:30 AM	42	87	3	0	1	65	252	4	0	2	7	73	64	0	0	0	43	22	0	1	1	0	1	1	669
8:45 AM	38	81	5	0	2	62	232	7	0	1	9	73	70	0	5	0	40	22	0	1	0	1	1	1	651
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2L2	W2T2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	287	616	24	1	9	584	1824	35	2	26	77	621	448	0	14	0	292	188	0	16	8	8	11	10	5101
APPROACH %'s :	30.63%	65.74%	2.56%	0.11%	0.96%	23.63%	73.82%	1.42%	0.08%	1.05%	6.64%	53.53%	38.62%	0.00%	1.21%	0.00%	58.87%	37.90%	0.00%	3.23%	21.62%	21.62%	29.73%	27.03%	
PEAK HR :	07:45 AM - 08:45 AM																								TOTAL
PEAK HR VOL :	146	355	13	0	4	295	987	20	2	9	39	310	213	0	4	0	165	104	0	6	4	2	2	4	2684
PEAK HR FACTOR :	0.869	0.934	0.813	0.000	0.500	0.899	0.964	0.714	0.500	0.750	0.609	0.969	0.832	0.000	0.333	0.000	0.842	0.839	0.000	0.500	1.000	0.250	0.500	0.500	0.972
			0.932					0.960					0.913					0.881							

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND									
	1	2	1	0	0	1	1.5	0.5	0	0	1	0.5	1.5	0	0	0	0.5	0.5	0	0	0	0	0	0	
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2L2	W2T2	W2R2	W2U2	TOTAL
4:00 PM	94	236	1	0	0	39	117	10	0	0	17	81	58	0	0	0	55	54	0	0	2	5	1	0	770
4:15 PM	72	234	5	0	0	35	126	16	0	0	19	65	59	0	0	0	58	39	0	0	0	3	6	1	738
4:30 PM	79	237	4	0	0	35	150	16	0	0	18	77	60	0	0	0	61	36	0	2	3	2	4	1	785
4:45 PM	70	221	5	0	0	36	163	12	0	0	11	66	53	0	0	0	65	47	0	0	4	2	3	0	758
5:00 PM	92	276	4	0	0	47	147	16	0	0	11	67	59	0	0	0	63	48	0	0	0	0	1	1	832
5:15 PM	90	272	4	0	0	35	167	22	0	0	22	55	51	0	0	0	66	46	0	0	0	0	0	4	834
5:30 PM	96	279	5	0	0	40	148	21	0	0	11	89	54	0	0	0	72	33	0	0	1	1	0	2	852
5:45 PM	89	235	2	1	0	37	154	27	0	0	26	87	69	0	1	0	73	46	0	0	0	0	1	0	848
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2L2	W2T2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	682	1990	30	1	0	304	1172	140	0	0	135	587	463	0	1	0	513	349	0	2	10	13	16	9	6417
APPROACH %'s :	25.23%	73.62%	1.11%	0.04%	0.00%	18.81%	72.52%	8.66%	0.00%	0.00%	11.38%	49.49%	39.04%	0.00%	0.08%	0.00%	59.38%	40.39%	0.00%	0.23%	20.83%	27.08%	33.33%	18.75%	
PEAK HR :	05:00 PM - 06:00 PM																								TOTAL
PEAK HR VOL :	367	1062	15	1	0	159	616	86	0	0	70	298	233	0	1	0	274	173	0	0	1	1	2	7	3366
PEAK HR FACTOR :	0.956	0.952	0.750	0.250	0.000	0.846	0.922	0.796	0.000	0.000	0.673	0.837	0.844	0.000	0.250	0.000	0.938	0.901	0.000	0.000	0.250	0.250	0.500	0.438	0.988
			0.951					0.961					0.822					0.939							

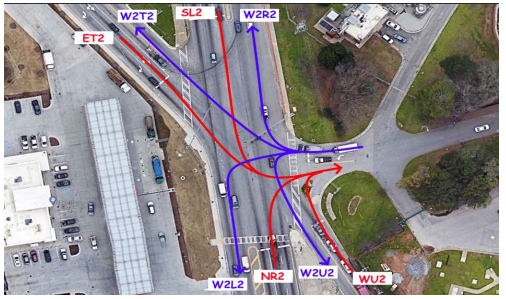
Explanation for extra leg movements

Movements entering the extra leg

NR2	Movements coming from NB on Marietta Blvd entering into the Extra Leg (Plant St NW)
SL2	Movements coming from SB on Marietta Blvd entering into the Extra Leg (Plant St NW)
ET2	Movements coming from EB on Bolton Rd /Plant St entering into the Extra Leg (Plant St NW)
WU2	Movements coming from WB on Bolton Rd /Plant St entering into the Extra Leg (Plant St NW)

Movements exiting the extra leg

W2L2	Movements exiting from Extra Leg (Plant St NW) entering into Marietta Blvd heading SB
W2T2	Movements exiting from Extra Leg (Plant St NW) entering into Bolton Rd /Plant St heading WB
W2R2	Movements exiting from Extra Leg (Plant St NW) entering into Marietta Blvd heading NB
W2U2	Movements exiting from Extra Leg (Plant St NW) entering intoBolton Rd /Plant St heading EB



National Data & Surveying Services Intersection Turning Movement Count

Location: Marietta Blvd & Bolton Rd /Plant St
City: Atlanta
Control: Signalized

Project ID: 21-180275-004
Date: 11/4/2021

Data - Cars

NS/EW Streets:	Marietta Blvd					Marietta Blvd					Bolton Rd /Plant St					Bolton Rd /Plant St									
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					WESTBOUND2				
	1	2	1	0	0	1	1.5	0.5	0	0	1	0.5	1.5	0	0	0	0.5	0.5	0	0	0	0	0	0	
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2L2	W2T2	W2R2	W2U2	TOTAL
7:00 AM	26	42	2	0	2	69	137	3	0	8	4	88	46	0	1	0	19	17	0	2	2	1	2	2	473
7:15 AM	33	50	1	0	1	71	202	2	0	3	9	84	49	0	2	0	28	19	0	5	0	1	2	1	563
7:30 AM	33	61	0	1	0	77	221	3	0	1	12	61	61	0	1	0	39	22	0	1	1	2	2	1	600
7:45 AM	25	75	3	0	2	80	241	2	1	0	12	77	52	0	3	0	32	29	0	1	1	0	0	0	636
8:00 AM	24	74	2	0	1	80	224	6	0	2	5	77	42	0	1	0	48	26	0	3	1	2	0	1	619
8:15 AM	32	83	2	0	0	67	234	6	1	3	10	71	31	0	0	0	38	25	0	1	1	0	0	2	607
8:30 AM	36	76	3	0	1	62	241	4	0	1	7	69	57	0	0	0	39	22	0	1	1	0	1	1	622
8:45 AM	33	72	4	0	1	59	215	5	0	1	8	68	61	0	5	0	40	22	0	1	0	0	1	1	597
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2L2	W2T2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	242	533	17	1	8	565	1715	31	2	19	67	595	399	0	13	0	283	182	0	15	7	6	8	9	4717
APPROACH %'s :	30.21%	66.54%	2.12%	0.12%	1.00%	24.23%	73.54%	1.33%	0.09%	0.81%	6.24%	55.40%	37.15%	0.00%	1.21%	0.00%	58.96%	37.92%	0.00%	3.13%	23.33%	20.00%	26.67%	30.00%	
PEAK HR :	07:45 AM - 08:45 AM																								TOTAL
PEAK HR VOL :	117	308	10	0	4	289	940	18	2	6	34	294	182	0	4	0	157	102	0	6	4	2	1	4	2484
PEAK HR FACTOR :	0.813	0.928	0.833	0.000	0.500	0.903	0.975	0.750	0.500	0.500	0.708	0.955	0.798	0.000	0.333	0.000	0.818	0.879	0.000	0.500	1.000	0.250	0.250	0.500	0.976
			0.938					0.968					0.892					0.860							

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND									
	1	2	1	0	0	1	1.5	0.5	0	0	1	0.5	1.5	0	0	0	0.5	0.5	0	0	0	0	0	0	
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2L2	W2T2	W2R2	W2U2	TOTAL
4:00 PM	85	216	1	0	0	38	106	10	0	0	16	77	53	0	0	0	55	52	0	0	2	5	1	0	717
4:15 PM	63	224	3	0	0	34	120	13	0	0	18	62	55	0	0	0	54	37	0	0	0	3	6	1	693
4:30 PM	73	227	2	0	0	35	140	15	0	0	17	74	56	0	0	0	59	34	0	2	3	2	4	1	744
4:45 PM	67	213	3	0	0	36	155	9	0	0	10	65	51	0	0	0	65	46	0	0	4	2	3	0	729
5:00 PM	87	272	3	0	0	47	134	16	0	0	10	64	55	0	0	0	62	47	0	0	0	0	0	1	798
5:15 PM	83	264	3	0	0	35	156	21	0	0	21	54	47	0	0	0	61	46	0	0	0	0	0	4	795
5:30 PM	94	266	4	0	0	40	140	21	0	0	11	88	52	0	0	0	67	33	0	0	1	1	0	2	820
5:45 PM	84	228	1	1	0	35	149	23	0	0	24	85	65	0	1	0	72	46	0	0	0	0	1	0	815
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2L2	W2T2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	636	1910	20	1	0	300	1100	128	0	0	127	569	434	0	1	0	495	341	0	2	10	13	15	9	6111
APPROACH %'s :	24.78%	74.41%	0.78%	0.04%	0.00%	19.63%	71.99%	8.38%	0.00%	0.00%	11.23%	50.31%	38.37%	0.00%	0.09%	0.00%	59.07%	40.69%	0.00%	0.24%	21.28%	27.66%	31.91%	19.15%	
PEAK HR :	05:00 PM - 06:00 PM																								TOTAL
PEAK HR VOL :	348	1030	11	1	0	157	579	81	0	0	66	291	219	0	1	0	262	172	0	0	1	1	1	7	3228
PEAK HR FACTOR :	0.926	0.947	0.688	0.250	0.000	0.835	0.928	0.880	0.000	0.000	0.688	0.827	0.842	0.000	0.250	0.000	0.910	0.915	0.000	0.000	0.250	0.250	0.250	0.438	0.984
			0.955					0.963					0.824					0.919							

National Data & Surveying Services Intersection Turning Movement Count

Location: Marietta Blvd & Bolton Rd /Plant St
City: Atlanta
Control: Signalized

Project ID: 21-180275-004
Date: 11/4/2021

Data - HT

NS/EW Streets: Marietta Blvd | Marietta Blvd | Bolton Rd /Plant St | Bolton Rd /Plant St | WESTBOUND2

AM

	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					WESTBOUND2				
	1	2	1	0	0	1	1.5	0.5	0	0	1	0.5	1.5	0	0	0	0.5	0.5	0	0	0	0	0	0	
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2L2	W2T2	W2R2	W2U2	TOTAL
7:00 AM	5	8	1	0	0	4	12	0	0	2	2	2	2	0	1	0	0	0	0	0	1	0	0	1	41
7:15 AM	1	7	1	0	0	4	13	0	0	1	1	1	4	0	0	0	0	2	0	1	0	0	2	0	38
7:30 AM	5	12	1	0	0	2	20	0	0	1	1	2	3	0	0	0	1	2	0	0	0	1	0	0	51
7:45 AM	5	15	0	0	0	1	15	1	0	1	4	3	4	0	0	0	2	2	0	0	0	0	1	0	54
8:00 AM	10	9	1	0	0	2	9	1	0	1	1	3	10	0	0	0	1	0	0	0	0	0	0	0	48
8:15 AM	8	12	2	0	0	0	12	0	0	0	0	6	10	0	0	0	1	0	0	0	0	0	0	0	51
8:30 AM	6	11	0	0	0	3	11	0	0	1	0	4	7	0	0	0	4	0	0	0	0	0	0	0	47
8:45 AM	5	9	1	0	1	3	17	2	0	0	1	5	9	0	0	0	0	0	0	0	0	1	0	0	54
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2L2	W2T2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	45	83	7	0	1	19	109	4	0	7	10	26	49	0	1	0	9	6	0	1	1	2	3	1	384
APPROACH %'s :	33.09%	61.03%	5.15%	0.00%	0.74%	13.67%	78.42%	2.88%	0.00%	5.04%	11.63%	30.23%	56.98%	0.00%	1.16%	0.00%	56.25%	37.50%	0.00%	6.25%	14.29%	28.57%	42.86%	14.29%	
PEAK HR :	07:45 AM - 08:45 AM																								TOTAL
PEAK HR VOL :	29	47	3	0	0	6	47	2	0	3	5	16	31	0	0	0	8	2	0	0	0	0	1	0	200
PEAK HR FACTOR :	0.725	0.783	0.375	0.000	0.000	0.500	0.783	0.500	0.000	0.750	0.313	0.667	0.775	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.926
			0.898					0.806					0.813					0.625							

PM

	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND									
	1	2	1	0	0	1	1.5	0.5	0	0	1	0.5	1.5	0	0	0	0.5	0.5	0	0	0	0	0	0	
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2L2	W2T2	W2R2	W2U2	TOTAL
4:00 PM	9	20	0	0	0	1	11	0	0	0	1	4	5	0	0	0	0	2	0	0	0	0	0	0	53
4:15 PM	9	10	2	0	0	1	6	3	0	0	1	3	4	0	0	0	4	2	0	0	0	0	0	0	45
4:30 PM	6	10	2	0	0	0	10	1	0	0	1	3	4	0	0	0	2	2	0	0	0	0	0	0	41
4:45 PM	3	8	2	0	0	0	8	3	0	0	1	1	2	0	0	0	0	1	0	0	0	0	0	0	29
5:00 PM	5	4	1	0	0	0	13	0	0	0	1	3	4	0	0	0	1	1	0	0	0	0	1	0	34
5:15 PM	7	8	1	0	0	0	11	1	0	0	1	1	4	0	0	0	5	0	0	0	0	0	0	0	39
5:30 PM	2	13	1	0	0	0	8	0	0	0	0	1	2	0	0	0	5	0	0	0	0	0	0	0	32
5:45 PM	5	7	1	0	0	2	5	4	0	0	2	2	4	0	0	0	1	0	0	0	0	0	0	0	33
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2L2	W2T2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	46	80	10	0	0	4	72	12	0	0	8	18	29	0	0	0	18	8	0	0	0	0	1	0	306
APPROACH %'s :	33.82%	58.82%	7.35%	0.00%	0.00%	4.55%	81.82%	13.64%	0.00%	0.00%	14.55%	32.73%	52.73%	0.00%	0.00%	0.00%	69.23%	30.77%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																								TOTAL
PEAK HR VOL :	19	32	4	0	0	2	37	5	0	0	4	7	14	0	0	0	12	1	0	0	0	0	1	0	138
PEAK HR FACTOR :	0.679	0.615	1.000	0.000	0.000	0.250	0.712	0.313	0.000	0.000	0.500	0.583	0.875	0.000	0.000	0.000	0.600	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.885
			0.859					0.846					0.781					0.650							

National Data & Surveying Services Intersection Turning Movement Count

Location: Marietta Blvd & Bolton Rd /Plant St
City: Atlanta
Control: Signalized

Project ID: 21-180275-004
Date: 11/4/2021

Data - Bikes

NS/EW Streets:	Marietta Blvd					Marietta Blvd					Bolton Rd /Plant St					Bolton Rd /Plant St									
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					WESTBOUND2				
	1	2	1	0	0	1	1.5	0.5	0	0	1	0.5	1.5	0	0	0	0.5	0.5	0	0	0	0	0	0	
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2L2	W2T2	W2R2	W2U2	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2L2	W2T2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																									
PEAK HR :	07:45 AM - 08:45 AM																								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND									
	1	2	1	0	0	1	1.5	0.5	0	0	1	0.5	1.5	0	0	0	0.5	0.5	0	0	0	0	0	0	
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2L2	W2T2	W2R2	W2U2	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2L2	W2T2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																									
PEAK HR :	05:00 PM - 06:00 PM																								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services Intersection Turning Movement Count

Location: Marietta Blvd & Bolton Rd /Plant St
City: Atlanta

Project ID: 21-180275-004
Date: 11/4/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Marietta Blvd		Marietta Blvd		Bolton Rd /Plant St		Bolton Rd /Plant St				
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		EAST LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :											
PEAK HR :	07:45 AM - 08:45 AM										TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :											

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		EAST LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	1	0	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	2	0	1	0	0	0	1	4
5:45 PM	0	0	0	3	0	0	0	0	0	0	3
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	6	0	2	0	0	0	2	10
APPROACH %'s :			0.00%	100.00%	0.00%	100.00%			0.00%	100.00%	
PEAK HR :	05:00 PM - 06:00 PM										TOTAL
PEAK HR VOL :	0	0	0	5	0	1	0	0	0	1	7
PEAK HR FACTOR :				0.417		0.250				0.250	0.438
			0.417		0.250				0.250		

Prepared by National Data & Surveying Services

Marietta Blvd & Bolton Rd /Plant St

Peak Hour Turning Movement Count

ID: 21-180275-004
City: Atlanta

Day: Thursday
Date: 11/4/2021

Marietta Blvd

SOUTHBOUND

PEAK HOURS								COUNT PERIODS
07:45 AM - 08:45 AM	AM	20	987	295	2	500	AM	7:00 AM - 09:00 AM
NONE	NOON	0	0	0	0	0	NOON	NONE
05:00 PM - 06:00 PM	PM	86	616	159	0	1305	PM	4:00 PM - 06:00 PM
		0.5	1.5	1	0			

EASTBOUND (Bolton Rd /Plant St)

AM	NOON	PM	
331	0	727	
0	0	0	0
39	0	70	1
310	0	298	0.5
213	0	233	1.5
AM	NOON	PM	

WESTBOUND (Bolton Rd /Plant St)

PM	NOON	AM	
173	0	104	0.5
274	0	165	0.5
0	0	0	0
0	0	0	0
472	0	618	
PM	NOON	AM	

CONTROL			
Signalized			
TEV	2649 AM	0 NOON	3354 PM
PHF	0.97		0.99

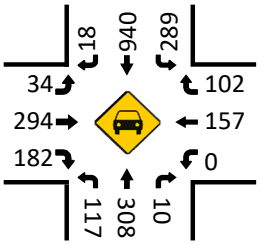
0 1 2 1

NORTHBOUND

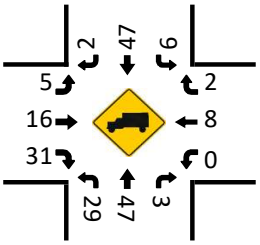
PM	850	1	367	1062	15	PM
NOON	0	0	0	0	0	NOON
AM	1200	0	146	355	13	AM

Marietta Blvd

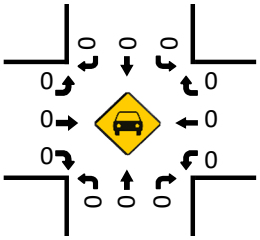
Cars (AM)



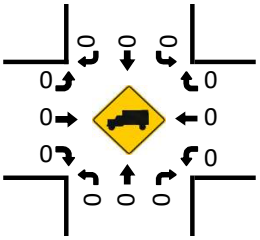
HT (AM)



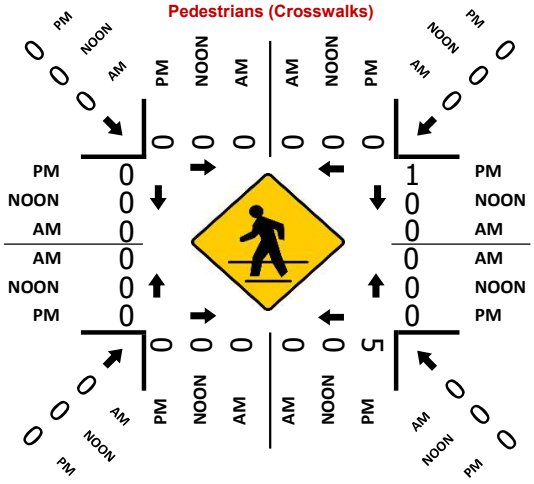
Cars (NOON)



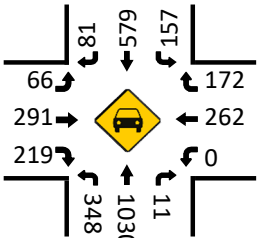
HT (NOON)



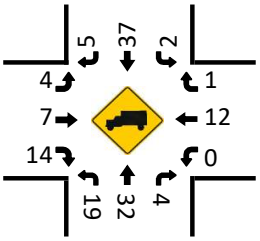
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 21-180275-004
Location: Marietta Blvd & Bolton Rd /Plant St
City: Atlanta

Day: Thursday
Date: 11/4/2021

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Marietta Blvd Northbound						Marietta Blvd Southbound						Bolton Rd /Plant St Eastbound						Bolton Rd /Plant St 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	31	50	3	0	0	84	73	149	3	0	0	225	6	90	48	0	0	144	0	19	17	0	0	36	489
7:15 AM	34	57	2	0	0	93	75	215	2	0	0	292	10	85	53	0	0	148	0	28	21	0	0	49	582
7:30 AM	38	73	1	1	0	113	79	241	3	0	0	323	13	63	64	0	0	140	0	40	24	0	0	64	640
7:45 AM	30	90	3	0	0	123	81	256	3	1	0	341	16	80	56	0	0	152	0	34	31	0	0	65	681
Total	133	270	9	1	0	413	308	861	11	1	0	1181	45	318	221	0	0	584	0	121	93	0	0	214	2392
8:00 AM	34	83	3	0	0	120	82	233	7	0	0	322	6	80	52	0	0	138	0	49	26	0	0	75	655
8:15 AM	40	95	4	0	0	139	67	246	6	1	0	320	10	77	41	0	0	128	0	39	25	0	0	64	651
8:30 AM	42	87	3	0	0	132	65	252	4	0	0	321	7	73	64	0	0	144	0	43	22	0	0	65	662
8:45 AM	38	81	5	0	0	124	62	232	7	0	0	301	9	73	70	0	0	152	0	40	22	0	0	62	639
Total	154	346	15	0	0	515	276	963	24	1	0	1264	32	303	227	0	0	562	0	171	95	0	0	266	2607
BREAK																									
4:00 PM	94	236	1	0	0	331	39	117	10	0	0	166	17	81	58	0	0	156	0	55	54	0	0	109	762
4:15 PM	72	234	5	0	1	311	35	126	16	0	0	177	19	65	59	0	0	143	0	58	39	0	0	97	728
4:30 PM	79	237	4	0	0	320	35	150	16	0	0	201	18	77	60	0	0	155	0	61	36	0	1	97	773
4:45 PM	70	221	5	0	0	296	36	163	12	0	0	211	11	66	53	0	0	130	0	65	47	0	0	112	749
Total	315	928	15	0	1	1258	145	556	54	0	0	755	65	289	230	0	0	584	0	239	176	0	1	415	3012
5:00 PM	92	276	4	0	0	372	47	147	16	0	0	210	11	67	59	0	0	137	0	63	48	0	0	111	830
5:15 PM	90	272	4	0	0	366	35	167	22	0	0	224	22	55	51	0	0	128	0	66	46	0	0	112	830
5:30 PM	96	279	5	0	2	380	40	148	21	0	0	209	11	89	54	0	0	154	0	72	33	0	1	105	848
5:45 PM	89	235	2	1	3	327	37	154	27	0	0	218	26	87	69	0	0	182	0	73	46	0	0	119	846
Total	367	1062	15	1	5	1445	159	616	86	0	0	861	70	298	233	0	0	601	0	274	173	0	1	447	3354
Grand Total	969	2606	54	2	6	3631	888	2996	175	2	0	4061	212	1208	911	0	0	2331	0	805	537	0	2	1342	11365
Apprch %	26.7	71.8	1.5	0.1	0.2		21.9	73.8	4.3	0.0	0.0		9.1	51.8	39.1	0.0	0.0		0.0	60.0	40.0	0.0	0.1		
Total %	8.5	22.9	0.5	0.0	0.1	31.9	7.8	26.4	1.5	0.0	0.0	35.7	1.9	10.6	8.0	0.0	0.0	20.5	0.0	7.1	4.7	0.0	0.0	11.8	
Cars, PU, Vans	878	2443	37	2		3360	865	2815	159	2		3841	194	1164	833	0		2191	0	778	523	0		1301	10693
% Cars, PU, Vans	90.6	93.7	68.5	100.0		92.5	97.4	94.0	90.9	100.0		94.6	91.5	96.4	91.4	0.0		94.0	0.0	96.6	97.4	0.0		96.9	94.1
Heavy trucks	91	163	17	0		271	23	181	16	0		220	18	44	78	0		140	0	27	14	0		41	672
%Heavy trucks	9.4	6.3	31.5	0.0		7.5	2.6	6.0	9.1	0.0		5.4	8.5	3.6	8.6	0.0		6.0	0.0	3.4	2.6	0.0		3.1	5.9

Project ID: 21-180275-004
Location: Marietta Blvd & Bolton Rd /Plant St
City: Atlanta

PEAK HOURS

Day: Thursday
Date: 11/4/2021

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 - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
7:45 AM	30	90	3	0	123	81	256	3	1	341	16	80	56	0	152	0	34	31	0	65	681
8:00 AM	34	83	3	0	120	82	233	7	0	322	6	80	52	0	138	0	49	26	0	75	655
8:15 AM	40	95	4	0	139	67	246	6	1	320	10	77	41	0	128	0	39	25	0	64	651
8:30 AM	42	87	3	0	132	65	252	4	0	321	7	73	64	0	144	0	43	22	0	65	662
Total Volume	146	355	13	0	514	295	987	20	2	1304	39	310	213	0	562	0	165	104	0	269	2649
% App. Total	28.4	69.1	2.5	0.0	100	22.6	75.7	1.5	0.2	100	6.9	55.2	37.9	0.0	100	0.0	61.3	38.7	0.0	100	
PHF					0.932					0.960					0.913					0.881	0.972
Cars, PU, Vans	117	308	10	0	435	289	940	18	2	1249	34	294	182	0	510	0	157	102	0	259	2453
% Cars, PU, Vans	80.1	86.8	76.9	0.0	84.6	98.0	95.2	90.0	100.0	95.8	87.2	94.8	85.4	0.0	90.7	0.0	95.2	98.1	0.0	96.3	92.6
Heavy trucks	29	47	3	0	79	6	47	2	0	55	5	16	31	0	52	0	8	2	0	10	196
%Heavy trucks	19.9	13.2	23.1	0.0	15.4	2.0	4.8	10.0	0.0	4.2	12.8	5.2	14.6	0.0	9.3	0.0	4.8	1.9	0.0	3.7	7.4

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 - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	92	276	4	0	372	47	147	16	0	210	11	67	59	0	137	0	63	48	0	111	830
5:15 PM	90	272	4	0	366	35	167	22	0	224	22	55	51	0	128	0	66	46	0	112	830
5:30 PM	96	279	5	0	380	40	148	21	0	209	11	89	54	0	154	0	72	33	0	105	848
5:45 PM	89	235	2	1	327	37	154	27	0	218	26	87	69	0	182	0	73	46	0	119	846
Total Volume	367	1062	15	1	1445	159	616	86	0	861	70	298	233	0	601	0	274	173	0	447	3354
% App. Total	25.4	73.5	1.0	0.1	100	18.5	71.5	10.0	0.0	100	11.6	49.6	38.8	0.0	100	0.0	61.3	38.7	0.0	100	
PHF					0.951					0.961					0.822					0.939	0.988
Cars, PU, Vans	348	1030	11	1	1390	157	579	81	0	817	66	291	219	0	576	0	262	172	0	434	3217
% Cars, PU, Vans	94.8	97.0	73.3	100.0	96.2	98.7	94.0	94.2	0.0	94.9	94.3	97.7	94.0	0.0	95.8	0.0	95.6	99.4	0.0	97.1	95.9
Heavy trucks	19	32	4	0	55	2	37	5	0	44	4	7	14	0	25	0	12	1	0	13	137
%Heavy trucks	5.2	3.0	26.7	0.0	3.8	1.3	6.0	5.8	0.0	5.1	5.7	2.3	6.0	0.0	4.2	0.0	4.4	0.6	0.0	2.9	4.1

National Data & Surveying Services Intersection Turning Movement Count

Location: Marietta Blvd & Chattahoochee Ave
City: Atlanta
Control: Signalized

Project ID: 21-180275-005
Date: 11/4/2021

Data - Total

NS/EW Streets:	Marietta Blvd				Marietta Blvd				Chattahoochee Ave				Chattahoochee Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	0	1	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	44	17	0	104	72	1	0	0	13	3	0	9	15	56	0	335
7:15 AM	3	45	27	0	157	95	1	0	0	26	3	0	10	9	58	0	434
7:30 AM	5	49	21	0	170	129	2	0	0	19	10	0	7	6	71	0	489
7:45 AM	6	53	29	0	170	125	5	0	1	34	8	0	5	14	80	0	530
8:00 AM	2	65	21	0	163	150	6	0	0	31	4	0	13	20	95	0	570
8:15 AM	10	57	30	0	141	140	3	0	0	31	11	0	9	15	61	0	508
8:30 AM	7	72	30	0	146	157	1	0	1	26	3	0	16	10	71	0	540
8:45 AM	7	56	46	0	156	137	2	0	0	26	9	0	6	17	70	0	532
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	41	441	221	0	1207	1005	21	0	2	206	51	0	75	106	562	0	3938
APPROACH %'s :	5.83%	62.73%	31.44%	0.00%	54.05%	45.01%	0.94%	0.00%	0.77%	79.54%	19.69%	0.00%	10.09%	14.27%	75.64%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	26	250	127	0	606	584	12	0	1	114	27	0	44	62	297	0	2150
PEAK HR FACTOR :	0.650	0.868	0.690	0.000	0.929	0.930	0.500	0.000	0.250	0.919	0.614	0.000	0.688	0.775	0.782	0.000	0.943
	0.924				0.942				0.845				0.787				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	0	1	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	9	121	28	0	79	99	3	0	0	20	11	0	30	36	206	0	642
4:15 PM	6	134	28	0	82	91	1	0	4	14	9	0	24	40	173	0	606
4:30 PM	3	136	26	0	87	122	4	0	1	21	8	0	32	45	190	0	675
4:45 PM	7	113	23	0	87	95	2	0	3	12	3	0	38	33	189	0	605
5:00 PM	4	169	25	0	68	148	0	0	3	21	5	0	28	40	180	0	691
5:15 PM	7	135	23	0	93	127	2	0	5	20	6	0	21	33	216	0	688
5:30 PM	10	135	24	0	89	118	0	0	2	22	9	0	32	37	193	0	671
5:45 PM	4	117	26	0	91	113	2	0	2	17	10	0	33	38	174	0	627
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	50	1060	203	0	676	913	14	0	20	147	61	0	238	302	1521	0	5205
APPROACH %'s :	3.81%	80.73%	15.46%	0.00%	42.17%	56.96%	0.87%	0.00%	8.77%	64.47%	26.75%	0.00%	11.55%	14.65%	73.80%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	25	556	98	0	341	506	4	0	12	80	30	0	114	148	763	0	2677
PEAK HR FACTOR :	0.625	0.822	0.942	0.000	0.917	0.855	0.500	0.000	0.600	0.909	0.750	0.000	0.864	0.925	0.883	0.000	0.969
	0.857				0.958				0.924				0.949				

National Data & Surveying Services Intersection Turning Movement Count

Location: Marietta Blvd & Chattahoochee Ave
City: Atlanta
Control: Signalized

Project ID: 21-180275-005
Date: 11/4/2021

Data - Cars

NS/EW Streets:	Marietta Blvd				Marietta Blvd				Chattahoochee Ave				Chattahoochee Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	0	1	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	38	15	0	98	59	1	0	0	13	3	0	7	15	49	0	299
7:15 AM	3	34	23	0	152	86	1	0	0	25	3	0	9	9	55	0	400
7:30 AM	5	39	19	0	156	120	2	0	0	19	8	0	7	6	66	0	447
7:45 AM	5	43	23	0	161	117	4	0	1	33	8	0	4	14	68	0	481
8:00 AM	2	55	19	0	154	140	5	0	0	30	4	0	12	20	87	0	528
8:15 AM	10	40	27	0	122	131	2	0	0	31	10	0	8	15	57	0	453
8:30 AM	7	60	27	0	140	143	0	0	1	25	3	0	15	8	65	0	494
8:45 AM	7	42	41	0	144	111	2	0	0	26	9	0	5	17	64	0	468
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	40	351	194	0	1127	907	17	0	2	202	48	0	67	104	511	0	3570
APPROACH %'s :	6.84%	60.00%	33.16%	0.00%	54.95%	44.22%	0.83%	0.00%	0.79%	80.16%	19.05%	0.00%	9.82%	15.25%	74.93%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	26	197	114	0	560	525	9	0	1	112	26	0	40	60	273	0	1943
PEAK HR FACTOR :	0.650	0.821	0.695	0.000	0.909	0.918	0.450	0.000	0.250	0.903	0.650	0.000	0.667	0.750	0.784	0.000	0.920
	0.896				0.915				0.848				0.784				

NS/EW Streets:	Marietta Blvd				Marietta Blvd				Chattahoochee Ave				Chattahoochee Ave				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	0	1	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	8	109	27	0	72	89	3	0	0	20	11	0	26	35	195	0	595
4:15 PM	6	128	24	0	79	83	1	0	4	13	9	0	20	40	166	0	573
4:30 PM	3	127	24	0	83	110	4	0	1	20	7	0	30	44	183	0	636
4:45 PM	7	107	21	0	83	83	2	0	3	12	3	0	36	31	183	0	571
5:00 PM	4	162	24	0	65	135	0	0	3	21	5	0	25	39	176	0	659
5:15 PM	7	128	22	0	89	116	2	0	4	20	6	0	18	33	208	0	653
5:30 PM	10	130	22	0	89	108	0	0	2	21	8	0	31	34	187	0	642
5:45 PM	4	112	26	0	90	104	1	0	2	17	9	0	32	37	167	0	601
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	49	1003	190	0	650	828	13	0	19	144	58	0	218	293	1465	0	4930
APPROACH %'s :	3.95%	80.76%	15.30%	0.00%	43.59%	55.53%	0.87%	0.00%	8.60%	65.16%	26.24%	0.00%	11.03%	14.83%	74.14%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	25	532	94	0	333	463	3	0	11	79	28	0	106	143	738	0	2555
PEAK HR FACTOR :	0.625	0.821	0.904	0.000	0.925	0.857	0.375	0.000	0.688	0.940	0.778	0.000	0.828	0.917	0.887	0.000	0.969
	0.857				0.965				0.952				0.953				

National Data & Surveying Services Intersection Turning Movement Count

Location: Marietta Blvd & Chattahoochee Ave
City: Atlanta
Control: Signalized

Project ID: 21-180275-005
Date: 11/4/2021

Data - HT

NS/EW Streets:	Marietta Blvd				Marietta Blvd				Chattahoochee Ave				Chattahoochee Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	0	1	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	6	2	0	6	13	0	0	0	0	0	0	2	0	7	0	36
7:15 AM	0	11	4	0	5	9	0	0	0	1	0	0	1	0	3	0	34
7:30 AM	0	10	2	0	14	9	0	0	0	0	2	0	0	0	5	0	42
7:45 AM	1	10	6	0	9	8	1	0	0	1	0	0	1	0	12	0	49
8:00 AM	0	10	2	0	9	10	1	0	0	1	0	0	1	0	8	0	42
8:15 AM	0	17	3	0	19	9	1	0	0	0	1	0	1	0	4	0	55
8:30 AM	0	12	3	0	6	14	1	0	0	1	0	0	1	2	6	0	46
8:45 AM	0	14	5	0	12	26	0	0	0	0	0	0	1	0	6	0	64
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	90	27	0	80	98	4	0	0	4	3	0	8	2	51	0	368
APPROACH %'s :	0.85%	76.27%	22.88%	0.00%	43.96%	53.85%	2.20%	0.00%	0.00%	57.14%	42.86%	0.00%	13.11%	3.28%	83.61%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	53	13	0	46	59	3	0	0	2	1	0	4	2	24	0	207
PEAK HR FACTOR :	0.000	0.779	0.650	0.000	0.605	0.567	0.750	0.000	0.000	0.500	0.250	0.000	1.000	0.250	0.750	0.000	0.809
		0.825				0.711				0.750				0.833			

NS/EW Streets:	Marietta Blvd				Marietta Blvd				Chattahoochee Ave				Chattahoochee Ave				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	0	1	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	12	1	0	7	10	0	0	0	0	0	0	4	1	11	0	47
4:15 PM	0	6	4	0	3	8	0	0	0	1	0	0	4	0	7	0	33
4:30 PM	0	9	2	0	4	12	0	0	0	1	1	0	2	1	7	0	39
4:45 PM	0	6	2	0	4	12	0	0	0	0	0	0	2	2	6	0	34
5:00 PM	0	7	1	0	3	13	0	0	0	0	0	0	3	1	4	0	32
5:15 PM	0	7	1	0	4	11	0	0	1	0	0	0	3	0	8	0	35
5:30 PM	0	5	2	0	0	10	0	0	0	1	1	0	1	3	6	0	29
5:45 PM	0	5	0	0	1	9	1	0	0	0	1	0	1	1	7	0	26
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	57	13	0	26	85	1	0	1	3	3	0	20	9	56	0	275
APPROACH %'s :	1.41%	80.28%	18.31%	0.00%	23.21%	75.89%	0.89%	0.00%	14.29%	42.86%	42.86%	0.00%	23.53%	10.59%	65.88%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	24	4	0	8	43	1	0	1	1	2	0	8	5	25	0	122
PEAK HR FACTOR :	0.000	0.857	0.500	0.000	0.500	0.827	0.250	0.000	0.250	0.250	0.500	0.000	0.667	0.417	0.781	0.000	0.871
		0.875				0.813				0.500				0.864			

National Data & Surveying Services Intersection Turning Movement Count

Location: Marietta Blvd & Chattahoochee Ave
City: Atlanta
Control: Signalized

Project ID: 21-180275-005
Date: 11/4/2021

Data - Bikes

NS/EW Streets:	Marietta Blvd				Marietta Blvd				Chattahoochee Ave				Chattahoochee Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	0	1	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
APPROACH %'s :													0.00%	100.00%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	0	1	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services Intersection Turning Movement Count

Location: Marietta Blvd & Chattahoochee Ave
City: Atlanta
Project ID: 21-180275-005
Date: 11/4/2021

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Marietta Blvd		Marietta Blvd		Chattahoochee Ave		Chattahoochee Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	2	1	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	0	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	0	0	0	2	1	0	0	4
APPROACH %'s :	100.00%	0.00%			66.67%	33.33%			
PEAK HR :	**08:00 AM - 09:00 AM**								TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.250								0.250
	0.250								

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	1	0	0	0	1
4:15 PM	0	2	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	1
5:15 PM	0	1	0	0	1	0	0	0	2
5:30 PM	0	0	0	1	0	1	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	3	0	1	3	1	0	0	8
APPROACH %'s :	0.00%	100.00%	0.00%	100.00%	75.00%	25.00%			
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	0	1	0	1	2	1	0	0	5
PEAK HR FACTOR :		0.250		0.250	0.500	0.250			0.625
	0.250		0.250		0.750				

Prepared by National Data & Surveying Services

Marietta Blvd & Chattahoochee Ave

Peak Hour Turning Movement Count

ID: 21-180275-005
City: Atlanta

Day: Thursday
Date: 11/4/2021

Marietta Blvd

SOUTHBOUND

PEAK HOURS								COUNT PERIODS
08:00 AM - 09:00 AM	AM	12	584	606	0	548	AM	7:00 AM - 09:00 AM
NONE	NOON	0	0	0	0	0	NOON	NONE
05:00 PM - 06:00 PM	PM	4	506	341	0	1331	PM	4:00 PM - 06:00 PM

0 2 1 0

EASTBOUND (Chattahoochee Ave)

AM	NOON	PM		
100	0	177	⇦	
0	0	0	↩	0
1	0	12	↑	0
114	0	80	→	1
27	0	30	↪	0
AM	NOON	PM		

WESTBOUND (Chattahoochee Ave)

PM	NOON	AM		
763	0	297	↩	0
148	0	62	←	2
114	0	44	↰	0
0	0	0	↰	0
519	0	847	⇨	
PM	NOON	AM		

0 1 2 1

CONTROL

Signalized

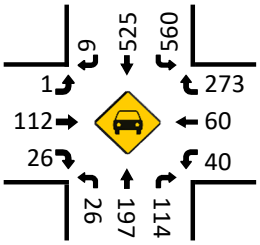
TEV	2150 AM	0 NOON	2677 PM
PHF	0.94		0.97

NORTHBOUND

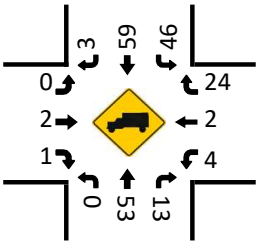
PM	650	0	25	556	98	PM
NOON	0	0	0	0	0	NOON
AM	655	0	26	250	127	AM

Marietta Blvd

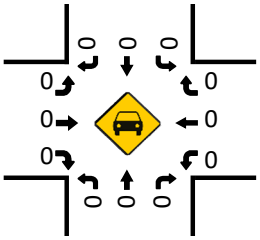
Cars (AM)



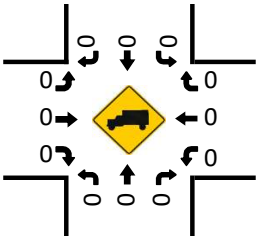
HT (AM)



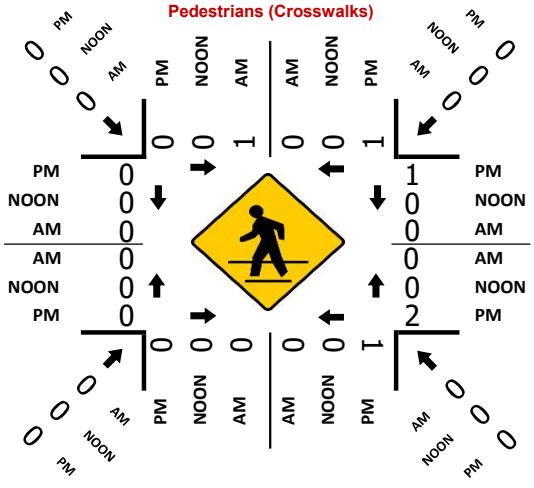
Cars (NOON)



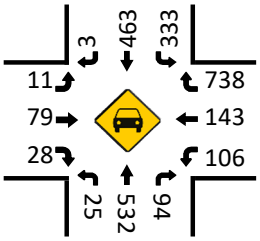
HT (NOON)



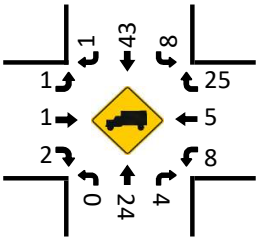
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 21-180275-005
Location: Marietta Blvd & Chattahoochee Ave
City: Atlanta

Day: Thursday
Date: 11/4/2021

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Marietta Blvd Northbound						Marietta Blvd Southbound						Chattahoochee Ave Eastbound						Chattahoochee Ave 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	1	44	17	0	0	62	104	72	1	0	0	177	0	13	3	0	0	16	9	15	56	0	0	80	335
7:15 AM	3	45	27	0	0	75	157	95	1	0	0	253	0	26	3	0	0	29	10	9	58	0	3	77	434
7:30 AM	5	49	21	0	0	75	170	129	2	0	0	301	0	19	10	0	0	29	7	6	71	0	0	84	489
7:45 AM	6	53	29	0	0	88	170	125	5	0	0	300	1	34	8	0	0	43	5	14	80	0	0	99	530
Total	15	191	94	0	0	300	601	421	9	0	0	1031	1	92	24	0	0	117	31	44	265	0	3	340	1788
8:00 AM	2	65	21	0	0	88	163	150	6	0	0	319	0	31	4	0	0	35	13	20	95	0	0	128	570
8:15 AM	10	57	30	0	0	97	141	140	3	0	0	284	0	31	11	0	0	42	9	15	61	0	0	85	508
8:30 AM	7	72	30	0	0	109	146	157	1	0	0	304	1	26	3	0	0	30	16	10	71	0	0	97	540
8:45 AM	7	56	46	0	0	109	156	137	2	0	1	295	0	26	9	0	0	35	6	17	70	0	0	93	532
Total	26	250	127	0	0	403	606	584	12	0	1	1202	1	114	27	0	0	142	44	62	297	0	0	403	2150
BREAK																									
4:00 PM	9	121	28	0	0	158	79	99	3	0	0	181	0	20	11	0	0	31	30	36	206	0	1	272	642
4:15 PM	6	134	28	0	0	168	82	91	1	0	2	174	4	14	9	0	0	27	24	40	173	0	0	237	606
4:30 PM	3	136	26	0	0	165	87	122	4	0	0	213	1	21	8	0	0	30	32	45	190	0	0	267	675
4:45 PM	7	113	23	0	0	143	87	95	2	0	0	184	3	12	3	0	0	18	38	33	189	0	0	260	605
Total	25	504	105	0	0	634	335	407	10	0	2	752	8	67	31	0	0	106	124	154	758	0	1	1036	2528
5:00 PM	4	169	25	0	0	198	68	148	0	0	0	216	3	21	5	0	0	29	28	40	180	0	1	248	691
5:15 PM	7	135	23	0	0	165	93	127	2	0	1	222	5	20	6	0	0	31	21	33	216	0	1	270	688
5:30 PM	10	135	24	0	1	169	89	118	0	0	0	207	2	22	9	0	0	33	32	37	193	0	1	262	671
5:45 PM	4	117	26	0	0	147	91	113	2	0	0	206	2	17	10	0	0	29	33	38	174	0	0	245	627
Total	25	556	98	0	1	679	341	506	4	0	1	851	12	80	30	0	0	122	114	148	763	0	3	1025	2677
Grand Total	91	1501	424	0	1	2016	1883	1918	35	0	4	3836	22	353	112	0	0	487	313	408	2083	0	7	2804	9143
Apprch %	4.5	74.5	21.0	0.0	0.0		49.1	50.0	0.9	0.0	0.1		4.5	72.5	23.0	0.0	0.0		11.2	14.6	74.3	0.0	0.2		
Total %	1.0	16.4	4.6	0.0	0.0	22.0	20.6	21.0	0.4	0.0	0.0	42.0	0.2	3.9	1.2	0.0	0.0	5.3	3.4	4.5	22.8	0.0	0.1	30.7	
Cars, PU, Vans	89	1354	384	0		1827	1777	1735	30	0		3542	21	346	106	0		473	285	397	1976	0		2658	8500
% Cars, PU, Vans	97.8	90.2	90.6	0.0		90.6	94.4	90.5	85.7	0.0		92.3	95.5	98.0	94.6	0.0		97.1	91.1	97.3	94.9	0.0		94.8	93.0
Heavy trucks	2	147	40	0		189	106	183	5	0		294	1	7	6	0		14	28	11	107	0		146	643
%Heavy trucks	2.2	9.8	9.4	0.0		9.4	5.6	9.5	14.3	0.0		7.7	4.5	2.0	5.4	0.0		2.9	8.9	2.7	5.1	0.0		5.2	7.0

Project ID: 21-180275-005
Location: Marietta Blvd & Chattahoochee Ave
City: Atlanta

PEAK HOURS

Day: Thursday
Date: 11/4/2021

AM

	Marietta Blvd Northbound					Marietta Blvd Southbound					Chattahoochee Ave Eastbound					Chattahoochee Ave 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 - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
8:00 AM	2	65	21	0	88	163	150	6	0	319	0	31	4	0	35	13	20	95	0	128	570
8:15 AM	10	57	30	0	97	141	140	3	0	284	0	31	11	0	42	9	15	61	0	85	508
8:30 AM	7	72	30	0	109	146	157	1	0	304	1	26	3	0	30	16	10	71	0	97	540
8:45 AM	7	56	46	0	109	156	137	2	0	295	0	26	9	0	35	6	17	70	0	93	532
Total Volume	26	250	127	0	403	606	584	12	0	1202	1	114	27	0	142	44	62	297	0	403	2150
% App. Total	6.5	62.0	31.5	0.0	100	50.4	48.6	1.0	0.0	100	0.7	80.3	19.0	0.0	100	10.9	15.4	73.7	0.0	100	
PHF					0.924					0.942					0.845					0.787	0.943
Cars, PU, Vans	26	197	114	0	337	560	525	9	0	1094	1	112	26	0	139	40	60	273	0	373	1943
% Cars, PU, Vans	100.0	78.8	89.8	0.0	83.6	92.4	89.9	75.0	0.0	91.0	100.0	98.2	96.3	0.0	97.9	90.9	96.8	91.9	0.0	92.6	90.4
Heavy trucks	0	53	13	0	66	46	59	3	0	108	0	2	1	0	3	4	2	24	0	30	207
%Heavy trucks	0.0	21.2	10.2	0.0	16.4	7.6	10.1	25.0	0.0	9.0	0.0	1.8	3.7	0.0	2.1	9.1	3.2	8.1	0.0	7.4	9.6

PM

	Marietta Blvd Northbound					Marietta Blvd Southbound					Chattahoochee Ave Eastbound					Chattahoochee Ave 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 - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	4	169	25	0	198	68	148	0	0	216	3	21	5	0	29	28	40	180	0	248	691
5:15 PM	7	135	23	0	165	93	127	2	0	222	5	20	6	0	31	21	33	216	0	270	688
5:30 PM	10	135	24	0	169	89	118	0	0	207	2	22	9	0	33	32	37	193	0	262	671
5:45 PM	4	117	26	0	147	91	113	2	0	206	2	17	10	0	29	33	38	174	0	245	627
Total Volume	25	556	98	0	679	341	506	4	0	851	12	80	30	0	122	114	148	763	0	1025	2677
% App. Total	3.7	81.9	14.4	0.0	100	40.1	59.5	0.5	0.0	100	9.8	65.6	24.6	0.0	100	11.1	14.4	74.4	0.0	100	
PHF					0.857					0.958					0.924					0.949	0.969
Cars, PU, Vans	25	532	94	0	651	333	463	3	0	799	11	79	28	0	118	106	143	738	0	987	2555
% Cars, PU, Vans	100.0	95.7	95.9	0.0	95.9	97.7	91.5	75.0	0.0	93.9	91.7	98.8	93.3	0.0	96.7	93.0	96.6	96.7	0.0	96.3	95.4
Heavy trucks	0	24	4	0	28	8	43	1	0	52	1	1	2	0	4	8	5	25	0	38	122
%Heavy trucks	0.0	4.3	4.1	0.0	4.1	2.3	8.5	25.0	0.0	6.1	8.3	1.3	6.7	0.0	3.3	7.0	3.4	3.3	0.0	3.7	4.6

APPENDIX D

TRAFFIC COUNT BASELINE ADJUSTMENT DATA

Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

Classification Data

Site Code: 44340101
Marietta Rd NW south of Thomas St NW
Atlanta, GA

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
11/18/20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9
05:00	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
05:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
	0	13	1	0	2	0	0	0	0	0	0	0	0	0	16
06:00	0	7	3	0	1	0	0	0	0	0	0	0	0	0	11
06:15	0	6	0	1	0	1	0	1	0	0	0	0	0	0	9
06:30	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
06:45	0	1	3	0	1	0	0	0	0	0	0	0	0	0	5
	0	20	7	1	3	1	0	1	0	0	0	0	0	0	33
07:00	0	11	3	0	3	0	0	0	0	0	0	0	0	0	17
07:15	0	15	4	0	1	0	0	0	0	0	0	0	0	0	20
07:30	0	12	3	0	1	2	0	0	0	0	0	0	0	0	18
07:45	0	11	3	0	3	0	0	0	0	0	0	0	0	0	17
	0	49	13	0	8	2	0	0	0	0	0	0	0	0	72
08:00	0	11	1	0	2	0	0	0	0	0	0	0	0	0	14
08:15	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
08:30	0	8	2	0	3	0	0	0	0	0	0	0	0	0	13
08:45	0	10	0	0	2	0	0	0	0	0	0	0	0	0	12
	0	43	5	0	7	0	0	0	0	0	0	0	0	0	55
09:00	0	9	0	0	1	0	0	0	1	0	0	0	0	0	11
09:15	0	9	3	1	7	0	0	0	0	0	0	0	0	0	20
09:30	0	10	4	0	1	0	0	0	0	0	0	0	0	0	15
09:45	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
	0	34	7	1	10	0	0	0	1	0	0	0	0	0	53
10:00	0	6	2	2	0	1	0	0	0	0	0	0	0	0	11
10:15	0	9	1	0	0	0	0	1	0	0	0	0	0	0	11
10:30	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
10:45	0	12	0	0	2	1	1	1	2	1	0	0	0	0	20
	0	33	5	2	3	2	1	2	2	1	0	0	0	0	51
11:00	0	10	2	0	3	0	0	0	0	0	0	0	0	0	15
11:15	0	15	1	0	4	0	0	0	0	0	0	0	0	0	20
11:30	0	6	3	0	6	0	0	0	0	0	0	1	0	0	16
11:45	0	7	7	2	1	0	0	0	0	0	0	0	0	0	17
	0	38	13	2	14	0	0	0	0	0	0	1	0	0	68
Total	0	259	55	6	48	5	1	3	3	1	0	1	0	0	382
Percent	0.0%	67.8%	14.4%	1.6%	12.6%	1.3%	0.3%	0.8%	0.8%	0.3%	0.0%	0.3%	0.0%	0.0%	

Reliable Traffic Data Services

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Classification Data

Site Code: 44340101
Marietta Rd NW south of Thomas St NW
Atlanta, GA

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	8	2	0	1	1	0	0	0	0	0	0	0	0	12
12:15	0	8	2	0	1	0	0	0	0	0	0	0	0	0	11
12:30	0	6	2	0	2	0	0	0	0	0	0	0	0	0	10
12:45	0	4	6	0	5	1	0	0	0	0	0	0	0	0	16
	0	26	12	0	9	2	0	0	0	0	0	0	0	0	49
13:00	0	4	6	0	6	0	0	0	0	0	0	0	0	0	16
13:15	0	7	8	0	5	0	0	0	0	0	0	0	0	0	20
13:30	0	6	9	0	6	0	0	0	0	0	0	0	0	0	21
13:45	0	4	5	0	3	1	0	0	0	0	0	0	0	0	13
	0	21	28	0	20	1	0	0	0	0	0	0	0	0	70
14:00	1	7	6	1	2	1	0	0	0	0	0	0	0	0	18
14:15	0	7	9	0	5	0	0	0	1	0	0	0	0	0	22
14:30	0	4	8	0	6	1	0	0	1	0	0	0	0	0	20
14:45	0	7	4	0	5	0	0	0	0	0	0	0	0	0	16
	1	25	27	1	18	2	0	0	2	0	0	0	0	0	76
15:00	0	8	6	0	5	0	0	0	0	0	0	0	0	0	19
15:15	0	5	6	0	3	0	0	0	0	0	0	0	0	0	14
15:30	0	5	4	1	3	0	0	0	0	0	0	0	0	0	13
15:45	0	3	5	0	2	0	0	0	0	0	0	0	0	0	10
	0	21	21	1	13	0	0	0	0	0	0	0	0	0	56
16:00	0	5	4	0	4	0	0	0	0	0	0	0	0	0	13
16:15	0	6	6	0	6	1	0	0	0	0	0	0	0	0	19
16:30	0	13	2	0	2	0	0	0	0	0	0	0	0	0	17
16:45	0	10	2	0	1	0	0	0	0	0	0	0	0	0	13
	0	34	14	0	13	1	0	0	0	0	0	0	0	0	62
17:00	0	15	2	0	2	0	0	1	0	0	0	0	0	0	20
17:15	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
17:30	0	11	1	0	3	0	0	0	0	0	0	0	0	0	15
17:45	0	13	3	0	1	0	0	0	0	0	0	0	0	0	17
	0	52	8	0	6	0	0	1	0	0	0	0	0	0	67
18:00	0	8	1	0	1	0	0	0	0	0	0	0	0	0	10
18:15	0	10	1	1	3	0	0	0	0	0	0	0	0	0	15
18:30	0	6	1	0	2	0	0	0	0	0	0	0	0	0	9
18:45	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
	0	37	5	1	6	0	0	0	0	0	0	0	0	0	49
19:00	0	11	1	0	1	0	0	0	0	0	0	0	0	0	13
19:15	0	10	0	0	2	0	0	0	0	0	0	0	0	0	12
19:30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
19:45	0	4	0	1	0	0	0	0	0	0	0	0	0	0	5
	0	29	3	1	3	0	0	0	0	0	0	0	0	0	36
20:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
20:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
20:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
20:45	0	2	0	0	1	0	0	0	0	1	0	0	0	0	4
	0	12	1	0	1	0	0	0	0	1	0	0	0	0	15
21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
21:15	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
21:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	10	0	0	1	0	0	0	0	0	0	0	0	0	11
22:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
22:15	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
22:30	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
22:45	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
	0	13	2	0	5	0	0	0	0	0	0	0	0	0	20
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
Total	1	289	122	4	95	6	0	1	2	1	0	0	0	0	521
Percent	0.2%	55.5%	23.4%	0.8%	18.2%	1.2%	0.0%	0.2%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	
Grand Total	1	548	177	10	143	11	1	4	5	2	0	1	0	0	903
Percent	0.1%	60.7%	19.6%	1.1%	15.8%	1.2%	0.1%	0.4%	0.6%	0.2%	0.0%	0.1%	0.0%	0.0%	

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Classification Data

Site Code: 44340101
Marietta Rd NW south of Thomas St NW
Atlanta, GA

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
11/18/20	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
	0	6	3	0	1	0	0	0	0	0	0	0	0	0	10
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
03:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
04:15	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
04:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4
	0	12	1	0	1	0	0	0	1	0	0	0	0	0	15
05:00	0	2	3	0	2	0	0	0	0	0	0	0	0	0	7
05:15	0	8	1	0	2	0	0	0	0	0	0	0	0	0	11
05:30	0	8	1	0	3	0	0	0	0	0	0	0	0	0	12
05:45	0	18	5	0	3	1	0	0	2	0	0	0	0	0	29
	0	36	10	0	10	1	0	0	2	0	0	0	0	0	59
06:00	0	8	0	0	5	0	0	0	0	0	0	0	0	0	13
06:15	0	12	5	0	0	0	0	0	0	0	0	0	0	0	17
06:30	0	10	5	0	1	2	0	0	0	0	0	0	0	0	18
06:45	0	11	2	0	3	0	0	0	0	0	0	0	0	0	16
	0	41	12	0	9	2	0	0	0	0	0	0	0	0	64
07:00	0	10	2	0	4	1	0	0	2	2	0	0	0	0	21
07:15	0	6	6	0	1	0	0	0	0	0	0	0	0	0	13
07:30	0	9	1	0	4	2	0	0	0	0	0	0	0	0	16
07:45	0	13	3	0	2	1	0	0	0	0	0	0	0	0	19
	0	38	12	0	11	4	0	0	2	2	0	0	0	0	69
08:00	0	12	2	0	2	0	0	0	0	0	0	0	0	0	16
08:15	0	9	1	0	1	0	0	0	0	0	0	0	0	0	11
08:30	0	8	2	0	2	0	0	0	0	0	0	0	0	0	12
08:45	0	5	1	1	2	0	0	0	0	0	0	0	0	0	9
	0	34	6	1	7	0	0	0	0	0	0	0	0	0	48
09:00	0	5	0	0	2	0	0	0	0	0	0	0	0	0	7
09:15	0	7	3	1	3	0	0	0	0	0	0	0	0	0	14
09:30	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
09:45	0	6	2	0	3	0	0	0	0	0	0	0	0	0	11
	0	23	8	1	8	0	0	0	0	0	0	0	0	0	40
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10
10:30	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
10:45	0	10	2	0	4	0	0	0	0	0	0	0	0	0	16
	0	20	6	0	5	0	0	0	0	0	0	0	0	0	31
11:00	0	6	2	0	2	0	0	0	0	0	0	0	0	0	10
11:15	0	11	1	0	1	3	0	0	1	0	0	0	0	0	17
11:30	0	10	2	1	5	0	0	0	0	0	0	0	0	0	18
11:45	0	10	3	0	4	0	0	0	1	0	0	0	0	0	18
	0	37	8	1	12	3	0	0	2	0	0	0	0	0	63
Total	0	260	72	3	64	10	0	0	7	2	0	0	0	0	418
Percent	0.0%	62.2%	17.2%	0.7%	15.3%	2.4%	0.0%	0.0%	1.7%	0.5%	0.0%	0.0%	0.0%	0.0%	

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Atlanta, GA

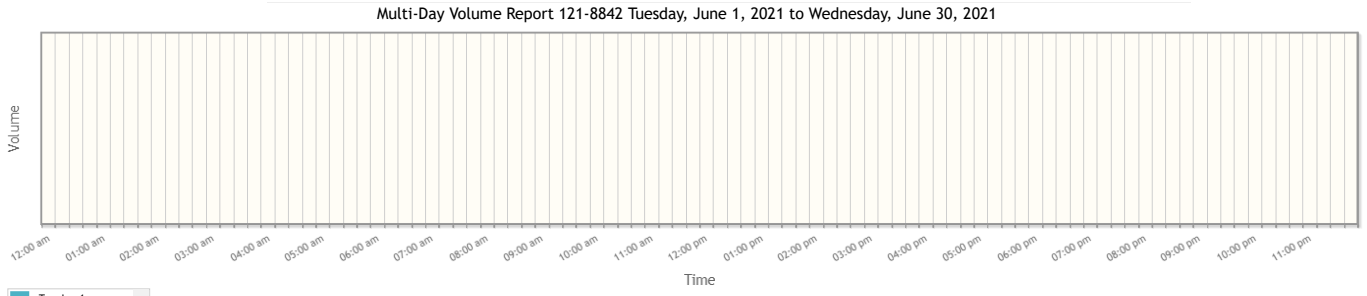
Southbound

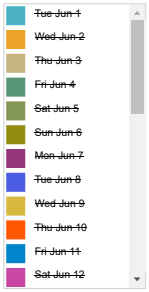
Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	5	4	0	4	1	0	0	0	0	0	0	0	0	14
12:15	0	7	6	0	3	0	0	0	0	0	0	0	0	0	16
12:30	0	7	2	0	2	0	0	0	0	0	0	0	0	0	11
12:45	0	2	4	0	2	0	0	0	0	0	0	0	0	0	8
	0	21	16	0	11	1	0	0	0	0	0	0	0	0	49
13:00	0	3	13	0	7	2	0	0	1	0	0	0	0	0	26
13:15	0	1	10	0	9	2	0	0	0	0	0	0	0	0	22
13:30	0	2	8	1	7	0	0	0	0	0	0	0	0	0	18
13:45	0	2	10	0	4	0	0	0	0	0	0	0	0	0	16
	0	8	41	1	27	4	0	0	1	0	0	0	0	0	82
14:00	0	5	3	0	2	1	0	0	0	0	0	0	0	0	11
14:15	0	11	5	0	5	1	0	0	0	0	0	0	0	0	22
14:30	0	14	4	0	3	0	0	0	0	0	0	0	0	0	21
14:45	0	12	3	0	1	0	0	0	0	0	0	0	0	0	16
	0	42	15	0	11	2	0	0	0	0	0	0	0	0	70
15:00	0	10	3	1	1	0	0	0	0	0	0	0	0	0	15
15:15	0	6	7	1	4	0	0	0	0	0	0	0	0	0	18
15:30	0	6	15	0	5	0	0	0	0	0	0	0	0	0	26
15:45	0	9	9	0	6	1	0	1	0	0	0	0	0	0	26
	0	31	34	2	16	1	0	1	0	0	0	0	0	0	85
16:00	0	16	3	0	1	0	0	0	0	0	0	0	0	0	20
16:15	0	18	10	0	8	0	0	0	0	0	0	0	0	0	36
16:30	0	17	9	0	1	0	0	0	0	0	0	0	0	0	27
16:45	0	18	3	0	3	0	0	0	0	0	0	0	0	0	24
	0	69	25	0	13	0	0	0	0	0	0	0	0	0	107
17:00	0	28	4	0	1	0	0	0	0	0	0	0	0	0	33
17:15	0	25	0	0	6	0	0	0	0	0	0	0	0	0	31
17:30	0	22	3	0	2	1	0	0	0	0	0	0	0	0	28
17:45	0	20	3	1	0	0	0	0	1	0	0	0	0	0	25
	0	95	10	1	9	1	0	0	1	0	0	0	0	0	117
18:00	0	14	1	0	1	0	0	0	0	0	0	0	0	0	16
18:15	0	13	2	0	3	0	0	0	0	0	0	0	0	0	18
18:30	0	20	1	0	2	0	0	0	0	0	0	0	0	0	23
18:45	0	13	0	0	1	0	0	0	0	0	0	0	0	0	14
	0	60	4	0	7	0	0	0	0	0	0	0	0	0	71
19:00	0	11	4	1	0	0	0	0	0	0	0	0	0	0	16
19:15	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
19:30	0	8	1	0	1	0	0	0	0	0	0	0	0	0	10
19:45	0	14	0	0	1	0	0	0	0	0	0	0	0	0	15
	0	47	6	1	2	0	0	0	0	0	0	0	0	0	56
20:00	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
20:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
20:30	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4
20:45	0	6	1	1	0	0	0	0	0	0	0	0	0	0	8
	0	26	4	1	2	0	0	0	0	0	0	0	0	0	33
21:00	0	7	0	0	0	0	0	0	0	1	0	0	0	0	8
21:15	0	7	0	0	0	0	0	0	1	0	0	0	0	0	8
21:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
21:45	0	6	0	0	2	0	0	0	0	0	0	0	0	0	8
	0	26	1	0	2	0	0	0	1	1	0	0	0	0	31
22:00	0	2	1	0	5	0	0	0	0	0	0	0	0	0	8
22:15	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
22:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
22:45	0	5	0	0	2	0	0	0	0	0	0	0	0	0	7
	0	17	1	0	8	0	0	0	0	0	0	0	0	0	26
23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
Total	0	449	158	6	108	9	0	1	3	1	0	0	0	0	735
Percent	0.0%	61.1%	21.5%	0.8%	14.7%	1.2%	0.0%	0.1%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
Grand Total	0	709	230	9	172	19	0	1	10	3	0	0	0	0	1153
Percent	0.0%	61.5%	19.9%	0.8%	14.9%	1.6%	0.0%	0.1%	0.9%	0.3%	0.0%	0.0%	0.0%	0.0%	

Single Station Annualized Statistics - 121-8842

Data Item	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Data Item
Statistics type	-	-	-	-	Actual	Estimated	Actual	Estimated	Actual	**Estimated**	Statistics type
AADT	-	-	-	-	3130	3210	3050	3100	3210	**2990**	AADT
Single-Unit Truck AADT	-	-	-	-	142	145	95	96	154	**143**	Single-Unit Truck AADT
Combo-Unit Truck AADT	-	-	-	-	10	10	26	26	20	**19**	Combo-Unit Truck AADT
% Peak SU Trucks	-	-	-	-	0.224	0.223	0.025	0.025	0.249	**0.249**	% Peak SU Trucks
% Peak CU Trucks	-	-	-	-	0	0	0.009	0.009	0.093	**0.093**	% Peak CU Trucks
K-Factor	-	-	-	-	0.109	0.109	0.1135	0.1135	0.1164	**0.1164**	K-Factor
D-Factor	-	-	-	-	0.7	0.7	0.78	0.78	0.71	**0.71**	D-Factor
Future AADT	-	-	-	-	-	4730	3090	3900	4050	**4050**	Future AADT

Multi-Day Volume Report 121-8842 Tuesday, June 1, 2021 to Wednesday, June 30, 2021





Site Name: 121-8842 Site ID: 0000121_8842 Description: City Street

Direction: North Time Period: 15 minutes Class: Any Exclude data: None

	Tue Jun 1	Wed Jun 2	Thu Jun 3	Fri Jun 4	Sat Jun 5	Sun Jun 6	Mon Jun 7	Tue Jun 8	Wed Jun 9	Thu Jun 10	Fri Jun 11	Sat Jun 12	Sun Jun 13	Mon Jun 14	Tue Jun 15	Wed Jun 16	Thu Jun 17	Fri Jun 18	Sat Jun 19	Sun Jun 20	Mon Jun 21	Tue Jun 22	Wed Jun 23	Thu Jun 24	Fri Jun 25	Sat Jun 26	Sun Jun 27	Mon Jun 28	Tue Jun 29	Wed Jun 30	Average Workday	7 Day	Total Count
12:00 am	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3
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6am-10pm	-	-	-	-	-	-	-	-	-	-	-	-	-	1342	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2659
6am-12am	-	-	-	-	-	-	-	-	-	-	-	-	-	1376	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2720
12am-12am	-	-	-	-	-	-	-	-	-	-	-	-	-	1448	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2864
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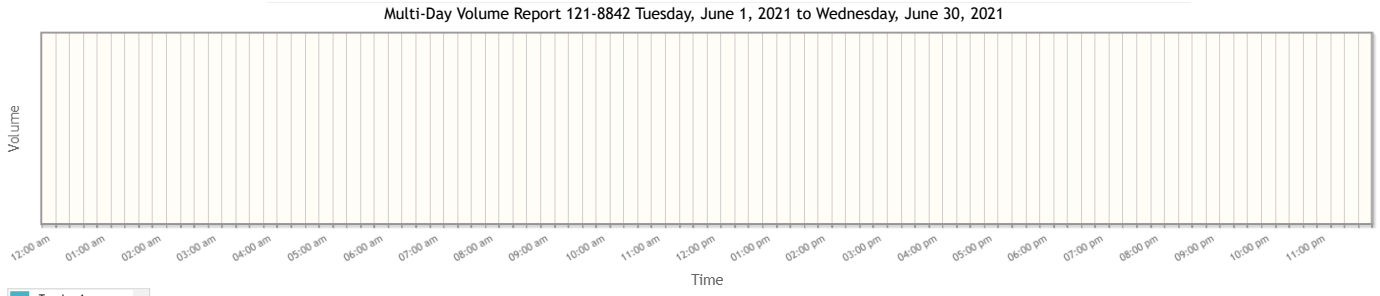
Event key: QC failure | Atypical (QC) | Events | Special | Holiday | Offline | Weekends and defined holidays

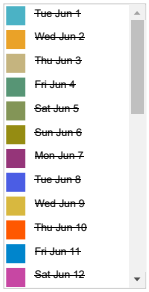
Notes on data:
Weekly (7-day) averages are weighted by each day of the week.

Holidays & Events:
None

C2-Cloud Traffic Data ©2003-2020 Drakewell Ltd.

Multi-Day Volume Report 121-8842 Tuesday, June 1, 2021 to Wednesday, June 30, 2021





Site Name: 121-8842 Site ID: 0000121_8842 Description: City Street

Direction: South Time Period: 15 minutes Class: Any Exclude data: None

	Tue Jun 1	Wed Jun 2	Thu Jun 3	Fri Jun 4	Sat Jun 5	Sun Jun 6	Mon Jun 7	Tue Jun 8	Wed Jun 9	Thu Jun 10	Fri Jun 11	Sat Jun 12	Sun Jun 13	Mon Jun 14	Tue Jun 15	Wed Jun 16	Thu Jun 17	Fri Jun 18	Sat Jun 19	Sun Jun 20	Mon Jun 21	Tue Jun 22	Wed Jun 23	Thu Jun 24	Fri Jun 25	Sat Jun 26	Sun Jun 27	Mon Jun 28	Tue Jun 29	Wed Jun 30	Average Workday	7 Day	Total Count
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6am-12am	-	-	-	-	-	-	-	-	-	-	-	-	-	1386	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2636
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Event key: QC failure | Atypical (QC) | Events | Special | Holiday | Offline | Weekends and defined holidays

Notes on data:
Weekly (7-day) averages are weighted by each day of the week.

Holidays & Events:
None

Data prepared by Drakewell US 01N - Nevada October 8, 2021 6:02:52 AM.

C2-Cloud Traffic Data ©2003-2020 Drakewell Ltd.

Version 21.09.27.074444

APPENDIX E

TRIP GENERATION DATA

Warehousing (150)

Based upon methodology from ITE's Trip Generation, 10th Edition (2017)

Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used[1]	In/Out Distribution	
		Total	Inbound	Outbound					
Warehousing	1,245,537 S.F.				150	1000 S.F			
Daily		**2,014**	1,007	1,007			T = 1.58 (X) + 45.54	50%	50%
AM Peak Hour		**175**	135	40			T = 0.12 (X) + 25.32	77%	23%
PM Peak Hour		**177**	48	129			T = 0.12 (X) + 27.82	27%	73%
Reductions for Pass-By Trips									
Daily		**0**	0	0					
AM Peak Hour		**0**	0	0					
PM Peak Hour		**0**	0	0					
TOTAL PROJECT TRIPS									
Daily		**2,014**	1,007	1,007					
AM Peak Hour		**175**	135	40					
PM Peak Hour		**177**	48	129					

Note:

[1] Where: T = Trips; X = Density by Variable

Warehousing (150)

Based upon methodology from ITE's Trip Generation, 10th Edition (2017)

Project Land Use		Project Density	Project Trips			ITE Code	Variable	Equation Used[1]	In/Out Distribution	
			Total	IN	OUT					
Warehousing	TOTAL PROJECT TRIPS	1,245,537 sf				150	1000 S.F			
Daily			**2,014**	1,007	1,007			T = 1.58 (X) + 45.54	50%	50%
AM Peak Hour			**175**	135	40			T = 0.12 (X) + 25.32	77%	23%
PM Peak Hour			**177**	48	129			T = 0.12 (X) + 27.82	27%	73%
	Truck Trips									
Daily			**797**	399	398			T = 0.64 (X)	50%	50%
AM Peak Hour			**37**	28	9			T = 0.03(X)	77%	23%
PM Peak Hour			**50**	14	36			T = 0.04(X)	27%	73%
	Personal Vehicle Trips									
Daily			**1,217**	608	609				50%	50%
AM Peak Hour			**138**	107	31				77%	23%
PM Peak Hour			**127**	34	93				27%	73%

Note:

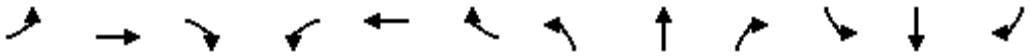
[1] Where: T = Trips; X = Density by Variable

Delivery Station Trip Generation

	Autos			Trucks			Vans			Total		
Time	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
0:00	53	0	53	4	3	7	0	0	0	57	3	60
1:00	77	10	87	3	3	6	0	0	0	80	13	93
2:00	5	10	15	4	4	8	0	0	0	9	14	23
3:00	0	0	0	3	4	7	0	0	0	3	4	7
4:00	0	0	0	4	3	7	0	0	0	4	3	7
5:00	39	10	48	4	4	8	0	0	0	43	14	56
6:00	5	10	15	3	3	6	0	0	0	8	13	21
7:00	0	0	0	4	4	8	0	0	0	4	4	8
8:00	45	0	45	0	2	2	0	0	0	45	2	47
9:00	141	25	166	1	1	2	0	29	29	142	55	197
10:00	114	27	141	2	1	3	19	116	135	135	144	279
11:00	33	48	81	1	1	2	19	87	106	53	135	188
12:00	19	96	115	1	2	3	0	20	20	20	118	137
13:00	83	126	209	0	0	0	0	0	0	83	126	209
14:00	10	89	99	0	0	0	0	0	0	10	89	99
15:00	21	21	41	0	0	0	0	0	0	21	21	41
16:00	60	50	109	2	1	3	19	0	19	81	51	131
17:00	32	32	64	1	2	3	44	0	44	77	34	111
18:00	13	42	55	2	1	3	68	19	87	83	62	145
19:00	13	61	74	2	2	4	68	19	87	83	82	165
20:00	11	55	66	1	1	2	53	10	63	65	65	130
21:00	0	45	45	2	2	4	10	0	10	12	47	59
22:00	0	10	10	1	2	3	0	0	0	1	12	13
23:00	0	0	0	2	1	3	0	0	0	2	1	3
Total	**772**	**762**	**1,534**	**47**	**47**	**94**	**298**	**299**	**597**	**1,117**	**1,108**	**2,224**

APPENDIX F

CAPACITY ANALYSIS REPORTS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	17	512	162	31	272	24	124	1	21	27	1	29
Future Volume (veh/h)	17	512	162	31	272	24	124	1	21	27	1	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	18	551	174	33	292	0	133	1	23	29	1	31
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	799	247	131	977		293	2	27	178	35	109
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.00	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	15	1352	418	85	1654	0	1271	16	221	567	283	877
Grp Volume(v), veh/h	743	0	0	325	0	0	157	0	0	61	0	0
Grp Sat Flow(s),veh/h/ln	1785	0	0	1739	0	0	1508	0	0	1727	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	14.2	0.0	0.0	4.2	0.0	0.0	4.9	0.0	0.0	1.6	0.0	0.0
Prop In Lane	0.02		0.23	0.10		0.00	0.85		0.15	0.48		0.51
Lane Grp Cap(c), veh/h	1130	0	0	1109	0		322	0	0	322	0	0
V/C Ratio(X)	0.66	0.00	0.00	0.29	0.00		0.49	0.00	0.00	0.19	0.00	0.00
Avail Cap(c_a), veh/h	1130	0	0	1109	0		635	0	0	653	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	7.0	0.0	0.0	5.0	0.0	0.0	20.9	0.0	0.0	19.5	0.0	0.0
Incr Delay (d2), s/veh	3.0	0.0	0.0	0.7	0.0	0.0	1.1	0.0	0.0	0.3	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	4.1	0.0	0.0	1.2	0.0	0.0	1.6	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh						0.00						
LnGrp Delay(d),s/veh	10.0	0.0	0.0	5.6	0.0	0.0	22.0	0.0	0.0	19.8	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	C	A	A	B	A	A
Approach Vol, veh/h		743			351	A		157			61	
Approach Delay, s/veh		10.0			5.2			22.0			19.8	
Approach LOS		B			A			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.1		36.0		13.1		36.0				
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+I1), s		3.6		16.2		6.9		6.2				
Green Ext Time (p_c), s		0.2		4.5		0.5		2.0				

Intersection Summary												
HCM 6th Ctrl Delay			10.6									
HCM 6th LOS			B									

Notes

Unsignalized Delay for [WBR] is included in calculations of the approach delay and intersection delay.

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	57	90	6	74	119
Future Vol, veh/h	6	57	90	6	74	119
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	63	99	7	81	131
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.5	7.9	8.7
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	10%	38%
Vol Thru, %	94%	0%	62%
Vol Right, %	6%	90%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	96	63	193
LT Vol	0	6	74
Through Vol	90	0	119
RT Vol	6	57	0
Lane Flow Rate	105	69	212
Geometry Grp	1	1	1
Degree of Util (X)	0.123	0.079	0.248
Departure Headway (Hd)	4.181	4.111	4.214
Convergence, Y/N	Yes	Yes	Yes
Cap	845	876	846
Service Time	2.267	2.111	2.273
HCM Lane V/C Ratio	0.124	0.079	0.251
HCM Control Delay	7.9	7.5	8.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.3	1

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	44	0	84	19	134	0	44	81	215	75	3
Future Vol, veh/h	0	44	0	84	19	134	0	44	81	215	75	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	46	0	88	20	140	0	46	84	224	78	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.8	10.2	8.7	11.6
HCM LOS	A	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	35%	73%
Vol Thru, %	35%	100%	8%	26%
Vol Right, %	65%	0%	57%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	125	44	237	293
LT Vol	0	0	84	215
Through Vol	44	44	19	75
RT Vol	81	0	134	3
Lane Flow Rate	130	46	247	305
Geometry Grp	1	1	1	1
Degree of Util (X)	0.168	0.068	0.328	0.419
Departure Headway (Hd)	4.65	5.323	4.777	4.94
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	763	666	748	723
Service Time	2.732	3.416	2.844	3.009
HCM Lane V/C Ratio	0.17	0.069	0.33	0.422
HCM Control Delay	8.7	8.8	10.2	11.6
HCM Lane LOS	A	A	B	B
HCM 95th-tile Q	0.6	0.2	1.4	2.1

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations										
Traffic Vol, veh/h	0	0	0	119	78	9	153	3	22	0
Future Vol, veh/h	0	0	0	119	78	9	153	3	22	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	-	None	-	-
Storage Length	0	-	-	-	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	-	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	0	0	127	83	10	163	3	23	0

Major/Minor	Minor2		Major1			Major2			Minor1	
Conflicting Flow All	360	165	166	0	0	210	0	0	354	169
Stage 1	185	-	-	-	-	-	-	-	169	-
Stage 2	175	-	-	-	-	-	-	-	185	-
Critical Hdwy	7.15	6.25	4.15	-	-	4.15	-	-	7.15	6.25
Critical Hdwy Stg 1	6.15	-	-	-	-	-	-	-	6.15	-
Critical Hdwy Stg 2	6.15	-	-	-	-	-	-	-	6.15	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	2.245	-	-	3.545	3.345
Pot Cap-1 Maneuver	590	872	1394	-	-	1343	-	-	595	867
Stage 1	810	-	-	-	-	-	-	-	826	-
Stage 2	820	-	-	-	-	-	-	-	810	-
Platoon blocked, %				-	-		-	-		
Mov Cap-1 Maneuver	578	872	1394	-	-	1343	-	-	591	867
Mov Cap-2 Maneuver	578	-	-	-	-	-	-	-	591	-
Stage 1	810	-	-	-	-	-	-	-	826	-
Stage 2	808	-	-	-	-	-	-	-	804	-

Approach	EB	NB	SB	SW
HCM Control Delay, s	0	0	0.4	10.7
HCM LOS	A			B

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR	SWLn1
Capacity (veh/h)	1394	-	-	-	1343	-	-	666
HCM Lane V/C Ratio	-	-	-	-	0.007	-	-	0.054
HCM Control Delay (s)	0	-	-	0	7.7	0	-	10.7
HCM Lane LOS	A	-	-	A	A	A	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0	-	-	0.2

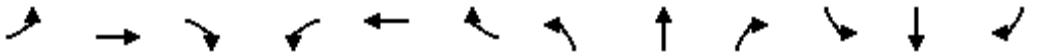
Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	3	0	31	0	168	3	31	144	0
Future Vol, veh/h	0	0	0	3	0	31	0	168	3	31	144	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	0	0	3	0	32	0	175	3	32	150	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	407	392	150	391	391	177	150	0	0	178	0	0
Stage 1	214	214	-	177	177	-	-	-	-	-	-	-
Stage 2	193	178	-	214	214	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	549	539	889	563	540	858	1413	-	-	1380	-	-
Stage 1	781	720	-	818	747	-	-	-	-	-	-	-
Stage 2	802	746	-	781	720	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	518	526	889	552	527	858	1413	-	-	1380	-	-
Mov Cap-2 Maneuver	518	526	-	552	527	-	-	-	-	-	-	-
Stage 1	781	702	-	818	747	-	-	-	-	-	-	-
Stage 2	772	746	-	761	702	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	9.6	0	1.4
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1413	-	-	-	818	1380	-	-
HCM Lane V/C Ratio	-	-	-	-	0.043	0.023	-	-
HCM Control Delay (s)	0	-	-	0	9.6	7.7	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	288	4	42	104	67	7	39	91	58	12	23
Future Volume (veh/h)	30	288	4	42	104	67	7	39	91	58	12	23
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	1693	1826	1900	1722	1841	759	1470	1781	1900	803	1781	1633
Adj Flow Rate, veh/h	32	306	4	45	111	0	7	41	0	62	13	0
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, %	14	5	0	12	4	77	29	8	0	74	8	18
Cap, veh/h	110	519	7	211	299		571	696		390	1006	
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.00	0.39	0.39	0.00	0.04	0.56	0.00
Sat Flow, veh/h	168	3194	41	985	1841	0	1101	1781	1610	765	1781	0
Grp Volume(v), veh/h	181	0	161	45	111	0	7	41	0	62	13	0
Grp Sat Flow(s),veh/h/ln	1749	0	1654	985	1841	0	1101	1781	1610	765	1781	0
Q Serve(g_s), s	1.2	0.0	4.6	2.3	2.8	0.0	0.2	0.7	0.0	1.9	0.2	0.0
Cycle Q Clear(g_c), s	4.8	0.0	4.6	6.9	2.8	0.0	0.2	0.7	0.0	1.9	0.2	0.0
Prop In Lane	0.18		0.02	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	367	0	269	211	299		571	696		390	1006	
V/C Ratio(X)	0.49	0.00	0.60	0.21	0.37		0.01	0.06		0.16	0.01	
Avail Cap(c_a), veh/h	652	0	548	378	610		571	696		421	1006	
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	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.0	0.0	19.9	23.2	19.2	0.0	9.6	9.7	0.0	8.3	4.9	0.0
Incr Delay (d2), s/veh	1.0	0.0	2.1	0.5	0.8	0.0	0.0	0.2	0.0	0.2	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	1.9	0.0	1.7	0.5	1.1	0.0	0.0	0.3	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh						0.00			0.00			0.00
LnGrp Delay(d),s/veh	21.0	0.0	22.1	23.6	19.9	0.0	9.6	9.9	0.0	8.5	4.9	0.0
LnGrp LOS	C	A	C	C	B	A	A	A	A	A	A	A
Approach Vol, veh/h		342			227	A		145	A		99	A
Approach Delay, s/veh		21.5			14.4			3.3			6.0	
Approach LOS		C			B			A			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		36.0		15.3	8.9	27.1		15.3				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		30.0		18.0	5.0	19.0		18.0				
Max Q Clear Time (g_c+I1), s		2.2		6.8	3.9	2.7		8.9				
Green Ext Time (p_c), s		0.0		1.4	0.0	0.1		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		14.4
HCM 6th LOS		B

Notes

Unsignalized Delay for [NBR, WBR, SBR] is included in calculations of the approach delay and intersection delay.

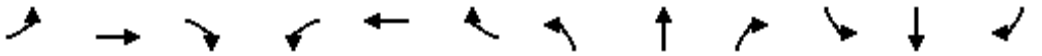
Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	72	28	34	877	1126	9
Future Vol, veh/h	72	28	34	877	1126	9
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	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	76	29	36	923	1185	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1631	597	1194	0	-	0
Stage 1	1190	-	-	-	-	-
Stage 2	441	-	-	-	-	-
Critical Hdwy	6.35	7	4.2	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	6.1	-	-	-	-	-
Follow-up Hdwy	3.7	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	113	439	564	-	-	-
Stage 1	240	-	-	-	-	-
Stage 2	573	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	98	439	564	-	-	-
Mov Cap-2 Maneuver	98	-	-	-	-	-
Stage 1	209	-	-	-	-	-
Stage 2	573	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	108.6	0.9	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	564	-	125	-	-
HCM Lane V/C Ratio	0.063	-	0.842	-	-
HCM Control Delay (s)	11.8	0.5	108.6	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.2	-	5.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	228	72	94	172	44	47	867	94	59	986	37
Future Volume (veh/h)	59	228	72	94	172	44	47	867	94	59	986	37
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	238	75	98	179	46	49	903	98	61	1027	39
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	306	90	134	221	51	258	2195	237	320	1681	750
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.03	0.47	0.47	0.03	0.47	0.47
Sat Flow, veh/h	182	1062	312	302	766	177	1781	4677	506	1781	3554	1585
Grp Volume(v), veh/h	374	0	0	323	0	0	49	656	345	61	1027	39
Grp Sat Flow(s),veh/h/ln	1556	0	0	1245	0	0	1781	1702	1779	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	3.3	0.0	0.0	1.4	12.6	12.7	1.8	21.3	1.3
Cycle Q Clear(g_c), s	22.3	0.0	0.0	25.6	0.0	0.0	1.4	12.6	12.7	1.8	21.3	1.3
Prop In Lane	0.16		0.20	0.30		0.14	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	491	0	0	406	0	0	258	1598	835	320	1681	750
V/C Ratio(X)	0.76	0.00	0.00	0.80	0.00	0.00	0.19	0.41	0.41	0.19	0.61	0.05
Avail Cap(c_a), veh/h	795	0	0	682	0	0	299	1598	835	372	1681	750
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	32.6	0.0	0.0	33.7	0.0	0.0	15.4	17.3	17.4	13.8	19.4	14.1
Incr Delay (d2), s/veh	2.5	0.0	0.0	3.6	0.0	0.0	0.4	0.8	1.5	0.3	1.7	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	8.6	0.0	0.0	7.9	0.0	0.0	0.5	4.7	5.1	0.7	8.3	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.0	0.0	0.0	37.3	0.0	0.0	15.7	18.1	18.9	14.0	21.1	14.3
LnGrp LOS	D	A	A	D	A	A	B	B	B	B	C	B
Approach Vol, veh/h		374			323			1050			1127	
Approach Delay, s/veh		35.0			37.3			18.2			20.5	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	54.0		35.7	10.1	53.6		35.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	48.0		48.0	7.0	47.0		48.0				
Max Q Clear Time (g_c+I1), s	3.4	23.3		24.3	3.8	14.7		27.6				
Green Ext Time (p_c), s	0.0	7.4		2.5	0.0	6.9		2.1				

Intersection Summary	
HCM 6th Ctrl Delay	23.4
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	114	27	44	62	297	26	250	127	606	584	12
Future Volume (veh/h)	1	114	27	44	62	297	26	250	127	606	584	12
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	1900	1870	1841	1767	1856	1781	1900	1589	1752	1781	1752	1530
Adj Flow Rate, veh/h	1	121	29	47	218	214	28	266	0	645	621	13
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, %	0	2	4	9	3	8	0	21	10	8	10	25
Cap, veh/h	28	312	74	65	247	355	333	1041		793	2192	46
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.34	0.34	0.00	0.26	0.66	0.66
Sat Flow, veh/h	1	1330	316	139	1052	1510	806	3019	1485	1697	3334	70
Grp Volume(v), veh/h	151	0	0	265	0	214	28	266	0	645	310	324
Grp Sat Flow(s),veh/h/ln	1647	0	0	1192	0	1510	806	1509	1485	1697	1664	1739
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	16.4	3.1	8.2	0.0	30.4	10.2	10.2
Cycle Q Clear(g_c), s	29.3	0.0	0.0	29.1	0.0	16.4	3.1	8.2	0.0	30.4	10.2	10.2
Prop In Lane	0.01		0.19	0.18		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	415	0	0	313	0	355	333	1041		793	1094	1143
V/C Ratio(X)	0.36	0.00	0.00	0.85	0.00	0.60	0.08	0.26		0.81	0.28	0.28
Avail Cap(c_a), veh/h	435	0	0	332	0	372	333	1041		1059	1094	1143
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	1.00	0.91	0.91	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.5	0.0	0.0	47.2	0.0	44.3	28.9	30.6	0.0	16.3	9.4	9.4
Incr Delay (d2), s/veh	0.5	0.0	0.0	17.5	0.0	2.6	0.1	0.1	0.0	3.7	0.6	0.6
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	9.8	0.0	6.4	0.6	3.0	0.0	11.8	3.7	3.9
Unsig. Movement Delay, s/veh									0.00			
LnGrp Delay(d),s/veh	42.1	0.0	0.0	64.7	0.0	46.9	29.0	30.7	0.0	19.9	10.0	10.0
LnGrp LOS	D	A	A	E	A	D	C	C	A	B	B	A
Approach Vol, veh/h		151			479			429	A		1279	
Approach Delay, s/veh		42.1			56.8			20.9			15.0	
Approach LOS		D			E			C			B	

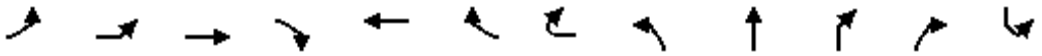
Timer - Assigned Phs	2		4	5	6		8
Phs Duration (G+Y+Rc), s	92.5		37.5	40.6	51.8		37.5
Change Period (Y+Rc), s	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	85.0		33.0	55.0	24.0		33.0
Max Q Clear Time (g_c+I1), s	12.2		31.3	32.4	10.2		31.1
Green Ext Time (p_c), s	4.3		0.1	2.2	1.5		0.5

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 included in calculations of the approach delay and intersection delay.

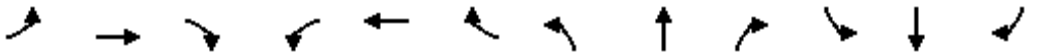


Movement	EBL2	EBL	EBT	EBR	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2	SBL2
Lane Configurations												
Traffic Volume (vph)	49	4	310	213	165	104	6	146	355	13	4	9
Future Volume (vph)	49	4	310	213	165	104	6	146	355	13	4	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0		7.0	7.0	7.0			7.0	7.0		7.0	
Lane Util. Factor	1.00		0.95	0.95	1.00			1.00	0.95		1.00	
Frt	1.00		0.99	0.85	0.95			1.00	0.99		0.85	
Flt Protected	0.95		1.00	1.00	1.00			0.95	1.00		1.00	
Satd. Flow (prot)	1597		1692	1334	1732			1504	3169		1615	
Flt Permitted	0.95		0.89	1.00	1.00			0.16	1.00		1.00	
Satd. Flow (perm)	1597		1503	1334	1732			259	3169		1615	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	51	4	320	220	170	107	6	151	366	13	4	9
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	51	0	346	198	283	0	0	151	379	0	4	0
Heavy Vehicles (%)	13%	0%	5%	15%	5%	2%	0%	20%	13%	23%	0%	33%
Turn Type	Prot	Perm	NA	Perm	NA			pm+pt	NA		Perm	pm+pt
Protected Phases	7		4		8			1	6			5
Permitted Phases		4		4				6			6	2
Actuated Green, G (s)	8.5		43.2	43.2	28.7			74.5	61.2		61.2	
Effective Green, g (s)	7.5		42.2	42.2	27.7			72.5	60.2		60.2	
Actuated g/C Ratio	0.05		0.28	0.28	0.18			0.48	0.40		0.40	
Clearance Time (s)	6.0		6.0	6.0	6.0			6.0	6.0		6.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	79		422	375	319			227	1271		648	
v/s Ratio Prot	0.03				0.16			0.05	0.12			
v/s Ratio Perm			c0.23	0.15				0.27			0.00	
v/c Ratio	0.65		0.82	0.53	0.89			0.67	0.30		0.01	
Uniform Delay, d1	69.9		50.4	45.5	59.6			25.3	30.5		26.9	
Progression Factor	1.00		1.00	1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	16.7		11.8	1.3	28.4			7.2	0.6		0.0	
Delay (s)	86.6		62.1	46.8	88.1			32.5	31.1		27.0	
Level of Service	F		E	D	F			C	C		C	
Approach Delay (s)			59.2		88.1				31.5			
Approach LOS			E		F				C			

Intersection Summary			
HCM 2000 Control Delay	44.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	35.0
Intersection Capacity Utilization	104.2%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBL	SBT	SBR	SWL2	SWL	SWR	SWR2
Lane Configurations							
Traffic Volume (vph)	295	987	20	4	4	2	2
Future Volume (vph)	295	987	20	4	4	2	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0			7.0	7.0	
Lane Util. Factor	1.00	0.95			1.00	1.00	
Frt	1.00	1.00			1.00	0.85	
Flt Protected	0.95	1.00			0.95	1.00	
Satd. Flow (prot)	1754	3424			1805	1292	
Flt Permitted	0.45	1.00			0.95	1.00	
Satd. Flow (perm)	831	3424			1805	1292	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	304	1018	21	4	4	2	2
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	313	1039	0	0	8	4	0
Heavy Vehicles (%)	2%	5%	10%	0%	0%	0%	50%
Turn Type	pm+pt	NA		Prot	Prot	Prot	
Protected Phases	5	2		3	3	3	
Permitted Phases	2						
Actuated Green, G (s)	85.3	66.6			2.9	2.9	
Effective Green, g (s)	83.3	65.6			1.9	1.9	
Actuated g/C Ratio	0.56	0.44			0.01	0.01	
Clearance Time (s)	6.0	6.0			6.0	6.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	
Lane Grp Cap (vph)	570	1497			22	16	
v/s Ratio Prot	c0.06	c0.30			c0.00	0.00	
v/s Ratio Perm	0.24						
v/c Ratio	0.55	0.69			0.36	0.25	
Uniform Delay, d1	18.5	34.1			73.5	73.3	
Progression Factor	1.00	1.00			1.00	1.00	
Incremental Delay, d2	1.1	2.7			9.9	8.1	
Delay (s)	19.6	36.8			83.4	81.4	
Level of Service	B	D			F	F	
Approach Delay (s)		32.8			82.7		
Approach LOS		C			F		

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	513	94	31	764	13	253	6	42	24	1	24
Future Volume (veh/h)	11	513	94	31	764	13	253	6	42	24	1	24
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	12	552	101	33	822	0	272	6	45	26	1	26
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	50	873	158	66	1025		371	6	48	241	28	198
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.00	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	11	1480	267	37	1738	0	1195	26	198	727	113	810
Grp Volume(v), veh/h	665	0	0	855	0	0	323	0	0	53	0	0
Grp Sat Flow(s),veh/h/ln	1758	0	0	1774	0	0	1419	0	0	1650	0	0
Q Serve(g_s), s	0.0	0.0	0.0	9.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	20.8	0.0	0.0	31.5	0.0	0.0	18.8	0.0	0.0	2.1	0.0	0.0
Prop In Lane	0.02		0.15	0.04		0.00	0.84		0.14	0.49		0.49
Lane Grp Cap(c), veh/h	1081	0	0	1091	0		426	0	0	467	0	0
V/C Ratio(X)	0.62	0.00	0.00	0.78	0.00		0.76	0.00	0.00	0.11	0.00	0.00
Avail Cap(c_a), veh/h	1081	0	0	1091	0		511	0	0	556	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	11.4	0.0	0.0	13.4	0.0	0.0	31.0	0.0	0.0	25.0	0.0	0.0
Incr Delay (d2), s/veh	2.6	0.0	0.0	5.6	0.0	0.0	5.4	0.0	0.0	0.1	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	7.8	0.0	0.0	12.2	0.0	0.0	6.8	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh						0.00						
LnGrp Delay(d),s/veh	14.0	0.0	0.0	19.1	0.0	0.0	36.4	0.0	0.0	25.1	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	D	A	A	C	A	A
Approach Vol, veh/h		665			869	A		323			53	
Approach Delay, s/veh		14.0			18.8			36.4			25.1	
Approach LOS		B			B			D			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.7		57.0		27.7		57.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		27.0		51.0		27.0		51.0				
Max Q Clear Time (g_c+I1), s		4.1		22.8		20.8		33.5				
Green Ext Time (p_c), s		0.2		5.1		0.9		6.1				

Intersection Summary												
HCM 6th Ctrl Delay			20.3									
HCM 6th LOS			C									

Notes

Unsignalized Delay for [WBR] is included in calculations of the approach delay and intersection delay.

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	173	130	0	41	85
Future Vol, veh/h	4	173	130	0	41	85
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	5	206	155	0	49	101
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.5	8.8	8.8
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	2%	33%
Vol Thru, %	100%	0%	67%
Vol Right, %	0%	98%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	130	177	126
LT Vol	0	4	41
Through Vol	130	0	85
RT Vol	0	173	0
Lane Flow Rate	155	211	150
Geometry Grp	1	1	1
Degree of Util (X)	0.198	0.241	0.195
Departure Headway (Hd)	4.613	4.119	4.681
Convergence, Y/N	Yes	Yes	Yes
Cap	778	872	767
Service Time	2.643	2.141	2.712
HCM Lane V/C Ratio	0.199	0.242	0.196
HCM Control Delay	8.8	8.5	8.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.7	0.9	0.7

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	8	2	102	22	161	0	53	47	63	59	0
Future Vol, veh/h	0	8	2	102	22	161	0	53	47	63	59	0
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
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	9	2	109	23	171	0	56	50	67	63	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	9.8	8.3	9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	36%	52%
Vol Thru, %	53%	80%	8%	48%
Vol Right, %	47%	20%	56%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	100	10	285	122
LT Vol	0	0	102	63
Through Vol	53	8	22	59
RT Vol	47	2	161	0
Lane Flow Rate	106	11	303	130
Geometry Grp	1	1	1	1
Degree of Util (X)	0.135	0.014	0.362	0.177
Departure Headway (Hd)	4.575	4.778	4.3	4.922
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	782	747	837	728
Service Time	2.612	2.819	2.326	2.958
HCM Lane V/C Ratio	0.136	0.015	0.362	0.179
HCM Control Delay	8.3	7.9	9.8	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0	1.7	0.6

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations										
Traffic Vol, veh/h	0	2	2	106	59	0	165	0	49	0
Future Vol, veh/h	0	2	2	106	59	0	165	0	49	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	-	None	-	-
Storage Length	0	-	-	-	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	-	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	2	2	126	70	0	196	0	58	0

Major/Minor	Minor2		Major1			Major2			Minor1	
Conflicting Flow All	361	196	196	0	0	196	0	0	362	161
Stage 1	196	-	-	-	-	-	-	-	165	-
Stage 2	165	-	-	-	-	-	-	-	197	-
Critical Hdwy	7.15	6.25	4.15	-	-	4.15	-	-	7.15	6.25
Critical Hdwy Stg 1	6.15	-	-	-	-	-	-	-	6.15	-
Critical Hdwy Stg 2	6.15	-	-	-	-	-	-	-	6.15	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	2.245	-	-	3.545	3.345
Pot Cap-1 Maneuver	589	838	1359	-	-	1359	-	-	588	876
Stage 1	799	-	-	-	-	-	-	-	830	-
Stage 2	830	-	-	-	-	-	-	-	798	-
Platoon blocked, %				-	-		-	-		
Mov Cap-1 Maneuver	588	838	1359	-	-	1359	-	-	586	876
Mov Cap-2 Maneuver	588	-	-	-	-	-	-	-	586	-
Stage 1	797	-	-	-	-	-	-	-	828	-
Stage 2	828	-	-	-	-	-	-	-	796	-

Approach	EB	NB	SB	SW
HCM Control Delay, s	9.3	0.1	0	11.8
HCM LOS	A			B

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR	SWLn1
Capacity (veh/h)	1359	-	-	838	1359	-	-	586
HCM Lane V/C Ratio	0.002	-	-	0.003	-	-	-	0.1
HCM Control Delay (s)	7.7	0	-	9.3	0	-	-	11.8
HCM Lane LOS	A	A	-	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	0	0	-	-	0.3

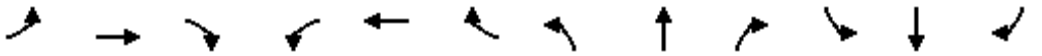
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	2	4	0	14	0	129	0	4	218	0
Future Vol, veh/h	2	0	2	4	0	14	0	129	0	4	218	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	3	0	3	5	0	18	0	163	0	5	276	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	458	449	276	451	449	163	276	0	0	163	0	0
Stage 1	286	286	-	163	163	-	-	-	-	-	-	-
Stage 2	172	163	-	288	286	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	508	501	756	514	501	874	1270	-	-	1398	-	-
Stage 1	715	670	-	832	758	-	-	-	-	-	-	-
Stage 2	823	758	-	713	670	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	496	499	756	511	499	874	1270	-	-	1398	-	-
Mov Cap-2 Maneuver	496	499	-	511	499	-	-	-	-	-	-	-
Stage 1	715	667	-	832	758	-	-	-	-	-	-	-
Stage 2	806	758	-	708	667	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.1	9.9	0	0.1
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1270	-	-	599	755	1398	-	-
HCM Lane V/C Ratio	-	-	-	0.008	0.03	0.004	-	-
HCM Control Delay (s)	0	-	-	11.1	9.9	7.6	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	181	8	85	229	83	5	32	92	102	98	53
Future Volume (veh/h)	21	181	8	85	229	83	5	32	92	102	98	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	1900	1841	1900	1826	1826	996	1900	1856	1885	1337	1870	1811
Adj Flow Rate, veh/h	23	195	9	91	246	0	5	34	0	110	105	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	4	0	5	5	61	0	3	1	38	2	6
Cap, veh/h	101	511	24	277	326		603	655		549	1024	
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.00	0.35	0.35	0.00	0.06	0.55	0.00
Sat Flow, veh/h	93	2861	132	1150	1826	0	1309	1856	1598	1273	1870	0
Grp Volume(v), veh/h	115	0	112	91	246	0	5	34	0	110	105	0
Grp Sat Flow(s),veh/h/ln	1434	0	1651	1150	1826	0	1309	1856	1598	1273	1870	0
Q Serve(g_s), s	0.1	0.0	3.1	3.9	6.5	0.0	0.1	0.6	0.0	2.7	1.4	0.0
Cycle Q Clear(g_c), s	6.7	0.0	3.1	6.9	6.5	0.0	0.1	0.6	0.0	2.7	1.4	0.0
Prop In Lane	0.20		0.08	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	341	0	295	277	326		603	655		549	1024	
V/C Ratio(X)	0.34	0.00	0.38	0.33	0.75		0.01	0.05		0.20	0.10	
Avail Cap(c_a), veh/h	623	0	581	477	643		603	655		575	1024	
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	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.4	0.0	18.5	21.6	19.9	0.0	10.7	10.9	0.0	8.5	5.5	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.8	0.7	3.5	0.0	0.0	0.2	0.0	0.2	0.2	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	1.1	0.0	1.1	1.0	2.7	0.0	0.0	0.2	0.0	0.6	0.4	0.0
Unsig. Movement Delay, s/veh						0.00			0.00			0.00
LnGrp Delay(d),s/veh	19.0	0.0	19.3	22.3	23.5	0.0	10.8	11.1	0.0	8.7	5.7	0.0
LnGrp LOS	B	A	B	C	C	A	B	B	A	A	A	A
Approach Vol, veh/h		227			426	A		138	A		272	A
Approach Delay, s/veh		19.2			18.3			3.1			5.7	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		35.0		16.1	10.0	25.0		16.1				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		29.0		19.0	5.0	18.0		19.0				
Max Q Clear Time (g_c+I1), s		3.4		8.7	4.7	2.6		8.9				
Green Ext Time (p_c), s		0.5		0.8	0.0	0.1		1.2				

Intersection Summary		
HCM 6th Ctrl Delay		13.3
HCM 6th LOS		B

Notes

Unsignalized Delay for [NBR, WBR, SBR] is included in calculations of the approach delay and intersection delay.

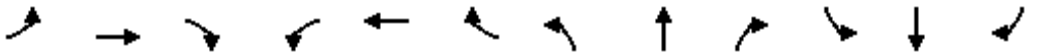
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	45	37	8	981	847	4
Future Vol, veh/h	45	37	8	981	847	4
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	93	93	93	93	93	93
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	48	40	9	1055	911	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1353	458	915	0	-	0
Stage 1	913	-	-	-	-	-
Stage 2	440	-	-	-	-	-
Critical Hdwy	6.35	7	4.2	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	6.1	-	-	-	-	-
Follow-up Hdwy	3.7	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	166	542	722	-	-	-
Stage 1	336	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	161	542	722	-	-	-
Mov Cap-2 Maneuver	161	-	-	-	-	-
Stage 1	326	-	-	-	-	-
Stage 2	574	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29.1	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	722	-	236	-	-
HCM Lane V/C Ratio	0.012	-	0.374	-	-
HCM Control Delay (s)	10	0.1	29.1	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0	-	1.6	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	75	39	94	220	18	61	926	73	43	759	18
Future Volume (veh/h)	59	75	39	94	220	18	61	926	73	43	759	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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	66	84	44	106	247	20	69	1040	82	48	853	20
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	141	170	76	151	293	22	326	2281	180	290	1658	739
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.03	0.48	0.48	0.03	0.48	0.48
Sat Flow, veh/h	338	639	287	384	1106	84	1739	4711	371	1739	3469	1547
Grp Volume(v), veh/h	194	0	0	373	0	0	69	733	389	48	853	20
Grp Sat Flow(s),veh/h/ln	1264	0	0	1574	0	0	1739	1662	1759	1739	1735	1547
Q Serve(g_s), s	0.0	0.0	0.0	9.7	0.0	0.0	1.9	13.7	13.8	1.3	16.0	0.6
Cycle Q Clear(g_c), s	11.8	0.0	0.0	21.5	0.0	0.0	1.9	13.7	13.8	1.3	16.0	0.6
Prop In Lane	0.34		0.23	0.28		0.05	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	387	0	0	467	0	0	326	1609	852	290	1658	739
V/C Ratio(X)	0.50	0.00	0.00	0.80	0.00	0.00	0.21	0.46	0.46	0.17	0.51	0.03
Avail Cap(c_a), veh/h	737	0	0	856	0	0	378	1609	852	353	1658	739
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	29.2	0.0	0.0	33.2	0.0	0.0	13.2	16.1	16.1	12.9	17.0	13.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	3.2	0.0	0.0	0.3	0.9	1.8	0.3	1.1	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	3.8	0.0	0.0	8.4	0.0	0.0	0.7	4.9	5.4	0.5	6.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.2	0.0	0.0	36.4	0.0	0.0	13.6	17.0	17.8	13.1	18.2	13.1
LnGrp LOS	C	A	A	D	A	A	B	B	B	B	B	B
Approach Vol, veh/h		194			373			1191			921	
Approach Delay, s/veh		30.2			36.4			17.1			17.8	
Approach LOS		C			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.2	52.0		32.0	9.6	52.6		32.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	7.0	46.0		49.0	7.0	46.0		49.0				
Max Q Clear Time (g_c+I1), s	3.9	18.0		13.8	3.3	15.8		23.5				
Green Ext Time (p_c), s	0.0	6.1		1.3	0.0	7.9		2.5				

Intersection Summary			
HCM 6th Ctrl Delay		21.0	
HCM 6th LOS		C	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	80	30	114	148	763	25	556	98	341	506	4
Future Volume (veh/h)	12	80	30	114	148	763	25	556	98	341	506	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	1781	1885	1796	1796	1856	1856	1900	1841	1841	1870	1767	1530
Adj Flow Rate, veh/h	12	82	31	118	540	529	26	573	0	352	522	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, %	8	1	7	7	3	3	0	4	4	2	9	25
Cap, veh/h	77	464	164	158	579	627	279	781		397	1521	12
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.22	0.22	0.00	0.14	0.45	0.45
Sat Flow, veh/h	83	1163	411	278	1451	1572	891	3497	1560	1781	3414	26
Grp Volume(v), veh/h	125	0	0	658	0	529	26	573	0	352	257	269
Grp Sat Flow(s),veh/h/ln	1657	0	0	1729	0	1572	891	1749	1560	1781	1678	1762
Q Serve(g_s), s	0.0	0.0	0.0	29.2	0.0	27.4	2.1	13.7	0.0	13.0	9.0	9.0
Cycle Q Clear(g_c), s	4.0	0.0	0.0	33.2	0.0	27.4	2.1	13.7	0.0	13.0	9.0	9.0
Prop In Lane	0.10		0.25	0.18		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	705	0	0	737	0	627	279	781		397	748	785
V/C Ratio(X)	0.18	0.00	0.00	0.89	0.00	0.84	0.09	0.73		0.89	0.34	0.34
Avail Cap(c_a), veh/h	725	0	0	758	0	646	279	781		397	748	785
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	1.00	0.87	0.87	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.5	0.0	0.0	26.1	0.0	24.5	28.0	32.5	0.0	23.5	16.3	16.3
Incr Delay (d2), s/veh	0.1	0.0	0.0	12.8	0.0	9.7	0.1	3.1	0.0	20.7	1.3	1.2
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	1.6	0.0	0.0	15.3	0.0	11.2	0.4	5.9	0.0	7.6	3.5	3.7
Unsig. Movement Delay, s/veh									0.00			
LnGrp Delay(d),s/veh	17.6	0.0	0.0	38.9	0.0	34.2	28.1	35.6	0.0	44.3	17.6	17.5
LnGrp LOS	B	A	A	D	A	C	C	D	A	D	B	B
Approach Vol, veh/h		125			1187			700	A		878	
Approach Delay, s/veh		17.6			36.8			30.2			28.3	
Approach LOS		B			D			C			C	

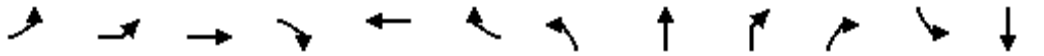
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		47.1		42.9	20.0	27.1		42.9				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		40.0		38.0	14.0	20.0		38.0				
Max Q Clear Time (g_c+I1), s		11.0		6.0	15.0	15.7		35.2				
Green Ext Time (p_c), s		3.2		0.7	0.0	1.5		1.7				

Intersection Summary		
HCM 6th Ctrl Delay		31.8
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR] is included in calculations of the approach delay and intersection delay.

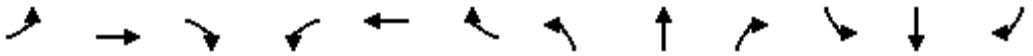


Movement	EBL2	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	NBR2	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	70	1	298	213	274	173	367	1062	15	0	159	616
Future Volume (vph)	70	1	298	213	274	173	367	1062	15	0	159	616
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0		7.0	7.0	7.0		7.0	7.0			7.0	7.0
Lane Util. Factor	1.00		0.95	0.95	1.00		1.00	0.95			1.00	0.95
Frt	1.00		0.99	0.85	0.95		1.00	1.00			1.00	0.98
Flt Protected	0.95		1.00	1.00	1.00		0.95	1.00			0.95	1.00
Satd. Flow (prot)	1703		1747	1447	1751		1719	3486			1787	3264
Flt Permitted	0.95		0.97	1.00	1.00		0.15	1.00			0.14	1.00
Satd. Flow (perm)	1703		1695	1447	1751		273	3486			258	3264
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	71	1	301	215	277	175	371	1073	15	0	161	622
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	71	0	324	193	452	0	371	1088	0	0	161	709
Heavy Vehicles (%)	6%	0%	2%	6%	4%	1%	5%	3%	27%	0%	1%	6%
Turn Type	Prot	Perm	NA	Perm	NA		pm+pt	NA		Perm	pm+pt	NA
Protected Phases	7		4		8		1	6			5	2
Permitted Phases		4		4			6			6	2	
Actuated Green, G (s)	9.9		66.0	66.0	50.1		93.1	71.1			66.4	50.4
Effective Green, g (s)	8.9		65.0	65.0	49.1		92.1	70.1			64.4	49.4
Actuated g/C Ratio	0.05		0.36	0.36	0.27		0.51	0.39			0.36	0.27
Clearance Time (s)	6.0		6.0	6.0	6.0		6.0	6.0			6.0	6.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	84		612	522	477		426	1357			219	895
v/s Ratio Prot	c0.04				c0.26		c0.17	0.31			0.06	0.22
v/s Ratio Perm			0.19	0.13			c0.27				0.20	
v/c Ratio	0.85		0.53	0.37	0.95		0.87	0.80			0.74	0.79
Uniform Delay, d1	84.9		45.4	42.4	64.2		43.1	48.8			43.1	60.5
Progression Factor	1.00		1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	50.5		0.8	0.4	30.0		17.4	5.1			12.1	7.1
Delay (s)	135.3		46.2	42.8	94.2		60.5	53.9			55.1	67.7
Level of Service	F		D	D	F		E	D			E	E
Approach Delay (s)			55.9		94.2			55.5				65.3
Approach LOS			E		F			E				E

Intersection Summary			
HCM 2000 Control Delay	63.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	35.0
Intersection Capacity Utilization	118.5%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR	SWL2	SWL	SWR	SWR2
Lane Configurations					
Traffic Volume (vph)	86	7	1	1	2
Future Volume (vph)	86	7	1	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Total Lost time (s)			7.0	7.0	
Lane Util. Factor			1.00	1.00	
Frt			1.00	0.85	
Flt Protected			0.95	1.00	
Satd. Flow (prot)			1805	1211	
Flt Permitted			0.95	1.00	
Satd. Flow (perm)			1805	1211	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	87	7	1	1	2
RTOR Reduction (vph)	0	0	0	0	0
Lane Group Flow (vph)	0	0	8	3	0
Heavy Vehicles (%)	27%	0%	0%	0%	50%
Turn Type		Prot	Prot	Prot	
Protected Phases		3	3	3	
Permitted Phases					
Actuated Green, G (s)			2.9	2.9	
Effective Green, g (s)			1.9	1.9	
Actuated g/C Ratio			0.01	0.01	
Clearance Time (s)			6.0	6.0	
Vehicle Extension (s)			3.0	3.0	
Lane Grp Cap (vph)			19	12	
v/s Ratio Prot			c0.00	0.00	
v/s Ratio Perm					
v/c Ratio			0.42	0.25	
Uniform Delay, d1			88.5	88.3	
Progression Factor			1.00	1.00	
Incremental Delay, d2			14.4	10.7	
Delay (s)			102.9	99.0	
Level of Service			F	F	
Approach Delay (s)			101.8		
Approach LOS			F		

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	525	166	32	279	25	127	1	22	28	1	30
Future Volume (veh/h)	17	525	166	32	279	25	127	1	22	28	1	30
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	18	565	178	34	300	0	137	1	24	30	1	32
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	83	775	239	130	952		294	3	28	181	35	112
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.00	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	14	1321	408	85	1623	0	1229	25	218	565	265	857
Grp Volume(v), veh/h	761	0	0	334	0	0	162	0	0	63	0	0
Grp Sat Flow(s),veh/h/ln	1742	0	0	1707	0	0	1472	0	0	1688	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	15.7	0.0	0.0	4.6	0.0	0.0	5.2	0.0	0.0	1.7	0.0	0.0
Prop In Lane	0.02		0.23	0.10		0.00	0.85		0.15	0.48		0.51
Lane Grp Cap(c), veh/h	1097	0	0	1082	0		326	0	0	327	0	0
V/C Ratio(X)	0.69	0.00	0.00	0.31	0.00		0.50	0.00	0.00	0.19	0.00	0.00
Avail Cap(c_a), veh/h	1097	0	0	1082	0		619	0	0	637	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	7.5	0.0	0.0	5.2	0.0	0.0	20.8	0.0	0.0	19.4	0.0	0.0
Incr Delay (d2), s/veh	3.6	0.0	0.0	0.7	0.0	0.0	1.2	0.0	0.0	0.3	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	4.6	0.0	0.0	1.3	0.0	0.0	1.7	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh						0.00						
LnGrp Delay(d),s/veh	11.1	0.0	0.0	5.9	0.0	0.0	22.0	0.0	0.0	19.7	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	C	A	A	B	A	A
Approach Vol, veh/h		761			361	A		162			63	
Approach Delay, s/veh		11.1			5.5			22.0			19.7	
Approach LOS		B			A			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.4		36.0		13.4		36.0				
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+I1), s		3.7		17.7		7.2		6.6				
Green Ext Time (p_c), s		0.2		4.4		0.6		2.1				

Intersection Summary												
HCM 6th Ctrl Delay			11.3									
HCM 6th LOS			B									

Notes

Unsignalized Delay for [WBR] is included in calculations of the approach delay and intersection delay.

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	58	92	6	76	122
Future Vol, veh/h	6	58	92	6	76	122
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	7	64	101	7	84	134
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.6	8	8.8
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	9%	38%
Vol Thru, %	94%	0%	62%
Vol Right, %	6%	91%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	98	64	198
LT Vol	0	6	76
Through Vol	92	0	122
RT Vol	6	58	0
Lane Flow Rate	108	70	218
Geometry Grp	1	1	1
Degree of Util (X)	0.127	0.082	0.258
Departure Headway (Hd)	4.238	4.187	4.269
Convergence, Y/N	Yes	Yes	Yes
Cap	832	861	833
Service Time	2.334	2.187	2.334
HCM Lane V/C Ratio	0.13	0.081	0.262
HCM Control Delay	8	7.6	8.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.3	1

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	45	0	86	19	138	0	45	83	221	77	3
Future Vol, veh/h	0	45	0	86	19	138	0	45	83	221	77	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	47	0	90	20	144	0	47	86	230	80	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9	10.5	8.9	12
HCM LOS	A	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	35%	73%
Vol Thru, %	35%	100%	8%	26%
Vol Right, %	65%	0%	57%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	128	45	243	301
LT Vol	0	0	86	221
Through Vol	45	45	19	77
RT Vol	83	0	138	3
Lane Flow Rate	133	47	253	314
Geometry Grp	1	1	1	1
Degree of Util (X)	0.176	0.072	0.342	0.438
Departure Headway (Hd)	4.749	5.538	4.87	5.027
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	745	651	732	709
Service Time	2.841	3.538	2.948	3.105
HCM Lane V/C Ratio	0.179	0.072	0.346	0.443
HCM Control Delay	8.9	9	10.5	12
HCM Lane LOS	A	A	B	B
HCM 95th-tile Q	0.6	0.2	1.5	2.2

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations										
Traffic Vol, veh/h	0	0	0	122	80	9	157	3	22	0
Future Vol, veh/h	0	0	0	122	80	9	157	3	22	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	-	None	-	-
Storage Length	0	-	-	-	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	-	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	0	0	130	85	10	167	3	23	0

Major/Minor	Minor2		Major1			Major2			Minor1	
Conflicting Flow All	368	169	170	0	0	215	0	0	362	173
Stage 1	189	-	-	-	-	-	-	-	173	-
Stage 2	179	-	-	-	-	-	-	-	189	-
Critical Hdwy	7.15	6.25	4.15	-	-	4.15	-	-	7.15	6.25
Critical Hdwy Stg 1	6.15	-	-	-	-	-	-	-	6.15	-
Critical Hdwy Stg 2	6.15	-	-	-	-	-	-	-	6.15	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	2.245	-	-	3.545	3.345
Pot Cap-1 Maneuver	583	867	1389	-	-	1337	-	-	588	863
Stage 1	806	-	-	-	-	-	-	-	822	-
Stage 2	816	-	-	-	-	-	-	-	806	-
Platoon blocked, %				-	-		-	-		
Mov Cap-1 Maneuver	571	867	1389	-	-	1337	-	-	584	863
Mov Cap-2 Maneuver	571	-	-	-	-	-	-	-	584	-
Stage 1	806	-	-	-	-	-	-	-	822	-
Stage 2	804	-	-	-	-	-	-	-	800	-

Approach	EB	NB	SB	SW
HCM Control Delay, s	0	0	0.4	10.8
HCM LOS	A			B

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR	SWLn1
Capacity (veh/h)	1389	-	-	-	1337	-	-	659
HCM Lane V/C Ratio	-	-	-	-	0.007	-	-	0.055
HCM Control Delay (s)	0	-	-	0	7.7	0	-	10.8
HCM Lane LOS	A	-	-	A	A	A	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0	-	-	0.2

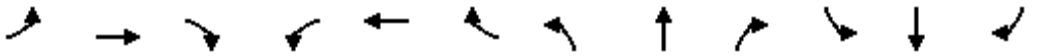
Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	3	0	32	0	172	3	32	148	0
Future Vol, veh/h	0	0	0	3	0	32	0	172	3	32	148	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	0	0	3	0	33	0	179	3	33	154	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	417	402	154	401	401	181	154	0	0	182	0	0
Stage 1	220	220	-	181	181	-	-	-	-	-	-	-
Stage 2	197	182	-	220	220	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	541	532	884	554	533	854	1408	-	-	1375	-	-
Stage 1	776	716	-	814	744	-	-	-	-	-	-	-
Stage 2	798	743	-	776	716	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	510	518	884	543	519	854	1408	-	-	1375	-	-
Mov Cap-2 Maneuver	510	518	-	543	519	-	-	-	-	-	-	-
Stage 1	776	697	-	814	744	-	-	-	-	-	-	-
Stage 2	767	743	-	756	697	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	9.6	0	1.4
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1408	-	-	-	814	1375	-	-
HCM Lane V/C Ratio	-	-	-	-	0.045	0.024	-	-
HCM Control Delay (s)	0	-	-	0	9.6	7.7	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	296	4	43	107	69	7	40	93	60	12	24
Future Volume (veh/h)	31	296	4	43	107	69	7	40	93	60	12	24
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	1693	1826	1900	1722	1841	759	1470	1781	1900	803	1781	1633
Adj Flow Rate, veh/h	33	315	4	46	114	0	7	43	0	64	13	0
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, %	14	5	0	12	4	77	29	8	0	74	8	18
Cap, veh/h	110	531	7	212	306		567	691		387	1002	
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.00	0.39	0.39	0.00	0.04	0.56	0.00
Sat Flow, veh/h	169	3193	40	977	1841	0	1101	1781	1610	765	1781	0
Grp Volume(v), veh/h	186	0	166	46	114	0	7	43	0	64	13	0
Grp Sat Flow(s),veh/h/ln	1748	0	1654	977	1841	0	1101	1781	1610	765	1781	0
Q Serve(g_s), s	1.3	0.0	4.8	2.4	2.8	0.0	0.2	0.8	0.0	2.0	0.2	0.0
Cycle Q Clear(g_c), s	5.0	0.0	4.8	7.1	2.8	0.0	0.2	0.8	0.0	2.0	0.2	0.0
Prop In Lane	0.18		0.02	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	373	0	275	212	306		567	691		387	1002	
V/C Ratio(X)	0.50	0.00	0.60	0.22	0.37		0.01	0.06		0.17	0.01	
Avail Cap(c_a), veh/h	648	0	545	371	607		567	691		417	1002	
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	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.0	0.0	19.9	23.2	19.1	0.0	9.7	9.9	0.0	8.5	5.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	2.1	0.5	0.8	0.0	0.0	0.2	0.0	0.2	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	1.9	0.0	1.8	0.5	1.1	0.0	0.0	0.3	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh						0.00			0.00			0.00
LnGrp Delay(d),s/veh	21.0	0.0	22.0	23.7	19.9	0.0	9.8	10.1	0.0	8.7	5.0	0.0
LnGrp LOS	C	A	C	C	B	A	A	B	A	A	A	A
Approach Vol, veh/h		352			233	A		149	A		103	A
Approach Delay, s/veh		21.5			14.4			3.4			6.0	
Approach LOS		C			B			A			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		36.0		15.6	9.0	27.0		15.6				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		30.0		18.0	5.0	19.0		18.0				
Max Q Clear Time (g_c+I1), s		2.2		7.0	4.0	2.8		9.1				
Green Ext Time (p_c), s		0.0		1.4	0.0	0.1		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		14.4
HCM 6th LOS		B

Notes

Unsignalized Delay for [NBR, WBR, SBR] is included in calculations of the approach delay and intersection delay.

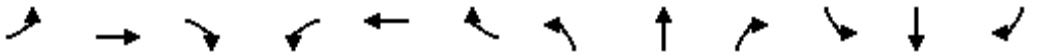
Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	74	29	35	900	1155	9
Future Vol, veh/h	74	29	35	900	1155	9
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	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	78	31	37	947	1216	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1674	613	1225	0	-	0
Stage 1	1221	-	-	-	-	-
Stage 2	453	-	-	-	-	-
Critical Hdwy	6.35	7	4.2	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	6.1	-	-	-	-	-
Follow-up Hdwy	3.7	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	106	428	548	-	-	-
Stage 1	231	-	-	-	-	-
Stage 2	565	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	91	428	548	-	-	-
Mov Cap-2 Maneuver	91	-	-	-	-	-
Stage 1	198	-	-	-	-	-
Stage 2	565	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	133.7	0.9	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	548	-	117	-	-
HCM Lane V/C Ratio	0.067	-	0.927	-	-
HCM Control Delay (s)	12	0.5	133.7	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.2	-	5.9	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	234	74	96	177	45	48	890	96	61	1012	38
Future Volume (veh/h)	61	234	74	96	177	45	48	890	96	61	1012	38
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	64	244	77	100	184	47	50	927	100	64	1054	40
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	96	311	92	134	224	52	231	2086	224	295	1597	712
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.03	0.46	0.46	0.03	0.46	0.46
Sat Flow, veh/h	181	1015	299	288	732	169	1739	4569	491	1739	3469	1547
Grp Volume(v), veh/h	385	0	0	331	0	0	50	673	354	64	1054	40
Grp Sat Flow(s),veh/h/ln	1495	0	0	1189	0	0	1739	1662	1737	1739	1735	1547
Q Serve(g_s), s	0.0	0.0	0.0	3.8	0.0	0.0	1.6	14.1	14.2	2.0	24.0	1.5
Cycle Q Clear(g_c), s	24.5	0.0	0.0	28.3	0.0	0.0	1.6	14.1	14.2	2.0	24.0	1.5
Prop In Lane	0.17		0.20	0.30		0.14	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	499	0	0	410	0	0	231	1517	793	295	1597	712
V/C Ratio(X)	0.77	0.00	0.00	0.81	0.00	0.00	0.22	0.44	0.45	0.22	0.66	0.06
Avail Cap(c_a), veh/h	746	0	0	634	0	0	269	1517	793	343	1597	712
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	32.4	0.0	0.0	33.8	0.0	0.0	17.0	18.9	18.9	15.0	21.3	15.3
Incr Delay (d2), s/veh	2.9	0.0	0.0	4.4	0.0	0.0	0.5	0.9	1.8	0.4	2.2	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	9.0	0.0	0.0	8.4	0.0	0.0	0.6	5.2	5.7	0.8	9.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.3	0.0	0.0	38.2	0.0	0.0	17.5	19.8	20.7	15.4	23.5	15.4
LnGrp LOS	D	A	A	D	A	A	B	B	C	B	C	B
Approach Vol, veh/h		385			331			1077			1158	
Approach Delay, s/veh		35.3			38.2			20.0			22.8	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	54.0		38.3	10.2	53.6		38.3				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	48.0		48.0	7.0	47.0		48.0				
Max Q Clear Time (g_c+I1), s	3.6	26.0		26.5	4.0	16.2		30.3				
Green Ext Time (p_c), s	0.0	7.4		2.5	0.0	7.1		2.0				

Intersection Summary	
HCM 6th Ctrl Delay	25.1
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	117	28	45	64	305	27	257	130	622	599	12
Future Volume (veh/h)	1	117	28	45	64	305	27	257	130	622	599	12
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	1900	1870	1841	1767	1856	1781	1900	1589	1752	1781	1752	1530
Adj Flow Rate, veh/h	1	124	30	48	224	220	29	273	0	662	637	13
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, %	0	2	4	9	3	8	0	21	10	8	10	25
Cap, veh/h	28	255	61	75	260	264	398	1303		844	2392	49
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.43	0.43	0.00	0.23	0.72	0.72
Sat Flow, veh/h	2	1457	350	241	1486	1510	794	3019	1485	1697	3336	68
Grp Volume(v), veh/h	155	0	0	272	0	220	29	273	0	662	318	332
Grp Sat Flow(s),veh/h/ln	1808	0	0	1727	0	1510	794	1509	1485	1697	1664	1740
Q Serve(g_s), s	0.0	0.0	0.0	9.9	0.0	18.3	2.8	7.3	0.0	26.7	8.7	8.7
Cycle Q Clear(g_c), s	10.1	0.0	0.0	20.0	0.0	18.3	2.8	7.3	0.0	26.7	8.7	8.7
Prop In Lane	0.01		0.19	0.18		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	345	0	0	335	0	264	398	1303		844	1193	1248
V/C Ratio(X)	0.45	0.00	0.00	0.81	0.00	0.83	0.07	0.21		0.78	0.27	0.27
Avail Cap(c_a), veh/h	472	0	0	456	0	372	398	1303		1156	1193	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	1.00	0.00	1.00	0.89	0.89	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.4	0.0	0.0	52.3	0.0	51.8	21.8	23.1	0.0	11.9	6.4	6.4
Incr Delay (d2), s/veh	0.9	0.0	0.0	7.8	0.0	10.6	0.1	0.1	0.0	2.5	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	4.6	0.0	0.0	9.3	0.0	7.7	0.5	2.6	0.0	9.8	3.0	3.1
Unsig. Movement Delay, s/veh									0.00			
LnGrp Delay(d),s/veh	49.3	0.0	0.0	60.1	0.0	62.4	21.9	23.1	0.0	14.4	7.0	7.0
LnGrp LOS	D	A	A	E	A	E	C	C	A	B	A	A
Approach Vol, veh/h		155			492			440	A		1312	
Approach Delay, s/veh		49.3			61.1			15.8			10.7	
Approach LOS		D			E			B			B	

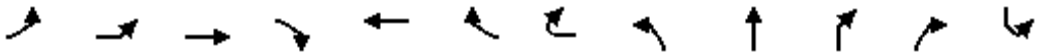
Timer - Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		100.2		29.8	37.1	63.1		29.8
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s		85.0		33.0	55.0	24.0		33.0
Max Q Clear Time (g_c+I1), s		10.7		12.1	28.7	9.3		22.0
Green Ext Time (p_c), s		4.4		0.7	2.4	1.6		1.8

Intersection Summary		
HCM 6th Ctrl Delay		24.5
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR] is included in calculations of the approach delay and intersection delay.

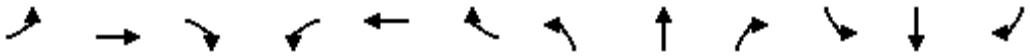


Movement	EBL2	EBL	EBT	EBR	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2	SBL2
Lane Configurations												
Traffic Volume (vph)	40	4	318	219	169	107	6	150	364	13	4	9
Future Volume (vph)	40	4	318	219	169	107	6	150	364	13	4	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0		7.0	7.0	7.0			7.0	7.0		7.0	
Lane Util. Factor	1.00		0.95	0.95	1.00			1.00	0.95		1.00	
Frt	1.00		0.99	0.85	0.95			1.00	0.99		0.85	
Flt Protected	0.95		1.00	1.00	1.00			0.95	1.00		1.00	
Satd. Flow (prot)	1597		1692	1334	1732			1504	3169		1615	
Flt Permitted	0.95		0.89	1.00	1.00			0.15	1.00		1.00	
Satd. Flow (perm)	1597		1505	1334	1732			236	3169		1615	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	41	4	328	226	174	110	6	155	375	13	4	9
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	41	0	355	203	290	0	0	155	388	0	4	0
Heavy Vehicles (%)	13%	0%	5%	15%	5%	2%	0%	20%	13%	23%	0%	33%
Turn Type	Prot	Perm	NA	Perm	NA			pm+pt	NA		Perm	pm+pt
Protected Phases	7		4		8			1	6			5
Permitted Phases		4		4				6			6	2
Actuated Green, G (s)	7.9		43.2	43.2	29.3			75.0	60.9		60.9	
Effective Green, g (s)	6.9		42.2	42.2	28.3			73.0	59.9		59.9	
Actuated g/C Ratio	0.05		0.28	0.28	0.19			0.49	0.40		0.40	
Clearance Time (s)	6.0		6.0	6.0	6.0			6.0	6.0		6.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	73		423	375	326			225	1265		644	
v/s Ratio Prot	0.03				0.17			0.06	0.12			
v/s Ratio Perm			c0.24	0.15				0.27			0.00	
v/c Ratio	0.56		0.84	0.54	0.89			0.69	0.31		0.01	
Uniform Delay, d1	70.1		50.7	45.7	59.3			25.8	30.8		27.1	
Progression Factor	1.00		1.00	1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	9.5		13.6	1.6	28.3			8.5	0.6		0.0	
Delay (s)	79.6		64.3	47.3	87.7			34.3	31.5		27.1	
Level of Service	E		E	D	F			C	C		C	
Approach Delay (s)			59.6		87.7				32.2			
Approach LOS			E		F				C			

Intersection Summary			
HCM 2000 Control Delay	44.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	35.0
Intersection Capacity Utilization	97.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBL	SBT	SBR	SWL2	SWL	SWR	SWR2
Lane Configurations							
Traffic Volume (vph)	303	1013	21	4	4	2	2
Future Volume (vph)	303	1013	21	4	4	2	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0			7.0	7.0	
Lane Util. Factor	1.00	0.95			1.00	1.00	
Frt	1.00	1.00			1.00	0.85	
Flt Protected	0.95	1.00			0.95	1.00	
Satd. Flow (prot)	1755	3424			1805	1292	
Flt Permitted	0.45	1.00			0.95	1.00	
Satd. Flow (perm)	825	3424			1805	1292	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	312	1044	22	4	4	2	2
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	321	1066	0	0	8	4	0
Heavy Vehicles (%)	2%	5%	10%	0%	0%	0%	50%
Turn Type	pm+pt	NA		Prot	Prot	Prot	
Protected Phases	5	2		3	3	3	
Permitted Phases	2						
Actuated Green, G (s)	84.8	65.8			2.9	2.9	
Effective Green, g (s)	82.8	64.8			1.9	1.9	
Actuated g/C Ratio	0.55	0.43			0.01	0.01	
Clearance Time (s)	6.0	6.0			6.0	6.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	
Lane Grp Cap (vph)	567	1479			22	16	
v/s Ratio Prot	c0.07	c0.31			c0.00	0.00	
v/s Ratio Perm	0.24						
v/c Ratio	0.57	0.72			0.36	0.25	
Uniform Delay, d1	18.9	35.1			73.5	73.3	
Progression Factor	1.00	1.00			1.00	1.00	
Incremental Delay, d2	1.3	3.1			9.9	8.1	
Delay (s)	20.2	38.2			83.4	81.4	
Level of Service	C	D			F	F	
Approach Delay (s)		34.0			82.7		
Approach LOS		C			F		

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	526	96	32	784	13	260	6	43	25	1	25
Future Volume (veh/h)	11	526	96	32	784	13	260	6	43	25	1	25
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	12	566	103	34	843	0	280	6	46	27	1	27
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	49	869	156	66	1016		377	6	49	246	28	203
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	11	1484	266	37	1735	0	1196	26	196	731	110	811
Grp Volume(v), veh/h	681	0	0	877	0	0	332	0	0	55	0	0
Grp Sat Flow(s),veh/h/ln	1761	0	0	1772	0	0	1418	0	0	1652	0	0
Q Serve(g_s), s	0.0	0.0	0.0	11.9	0.0	0.0	17.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	22.0	0.0	0.0	33.9	0.0	0.0	19.5	0.0	0.0	2.2	0.0	0.0
Prop In Lane	0.02		0.15	0.04		0.00	0.84		0.14	0.49		0.49
Lane Grp Cap(c), veh/h	1074	0	0	1081	0		433	0	0	477	0	0
V/C Ratio(X)	0.63	0.00	0.00	0.81	0.00		0.77	0.00	0.00	0.12	0.00	0.00
Avail Cap(c_a), veh/h	1074	0	0	1081	0		507	0	0	554	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	11.9	0.0	0.0	14.2	0.0	0.0	31.0	0.0	0.0	24.8	0.0	0.0
Incr Delay (d2), s/veh	2.9	0.0	0.0	6.6	0.0	0.0	5.9	0.0	0.0	0.1	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	8.3	0.0	0.0	13.3	0.0	0.0	7.0	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh						0.00						
LnGrp Delay(d),s/veh	14.7	0.0	0.0	20.8	0.0	0.0	37.0	0.0	0.0	24.9	0.0	0.0
LnGrp LOS	B	A	A	C	A	A	D	A	A	C	A	A
Approach Vol, veh/h		681			891	A		332			55	
Approach Delay, s/veh		14.7			20.5			37.0			24.9	
Approach LOS		B			C			D			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.4		57.0		28.4		57.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		27.0		51.0		27.0		51.0				
Max Q Clear Time (g_c+I1), s		4.2		24.0		21.5		35.9				
Green Ext Time (p_c), s		0.2		5.2		0.9		5.9				

Intersection Summary												
HCM 6th Ctrl Delay			21.4									
HCM 6th LOS			C									

Notes

Unsignalized Delay for [WBR] is included in calculations of the approach delay and intersection delay.

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	178	133	0	42	87
Future Vol, veh/h	4	178	133	0	42	87
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	5	212	158	0	50	104
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.5	8.9	8.9
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	2%	33%
Vol Thru, %	100%	0%	67%
Vol Right, %	0%	98%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	133	182	129
LT Vol	0	4	42
Through Vol	133	0	87
RT Vol	0	178	0
Lane Flow Rate	158	217	154
Geometry Grp	1	1	1
Degree of Util (X)	0.204	0.249	0.201
Departure Headway (Hd)	4.635	4.141	4.703
Convergence, Y/N	Yes	Yes	Yes
Cap	774	869	763
Service Time	2.665	2.162	2.734
HCM Lane V/C Ratio	0.204	0.25	0.202
HCM Control Delay	8.9	8.5	8.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.8	1	0.7

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	8	2	105	23	165	0	54	48	65	61	0
Future Vol, veh/h	0	8	2	105	23	165	0	54	48	65	61	0
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
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	9	2	112	24	176	0	57	51	69	65	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	9.9	8.4	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	36%	52%
Vol Thru, %	53%	80%	8%	48%
Vol Right, %	47%	20%	56%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	102	10	293	126
LT Vol	0	0	105	65
Through Vol	54	8	23	61
RT Vol	48	2	165	0
Lane Flow Rate	109	11	312	134
Geometry Grp	1	1	1	1
Degree of Util (X)	0.139	0.014	0.374	0.184
Departure Headway (Hd)	4.601	4.806	4.318	4.945
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	777	742	832	724
Service Time	2.643	2.853	2.347	2.987
HCM Lane V/C Ratio	0.14	0.015	0.375	0.185
HCM Control Delay	8.4	7.9	9.9	9.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0	1.7	0.7

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations										
Traffic Vol, veh/h	0	2	2	109	61	0	169	0	50	0
Future Vol, veh/h	0	2	2	109	61	0	169	0	50	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	-	None	-	-
Storage Length	0	-	-	-	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	-	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	2	2	130	73	0	201	0	60	0

Major/Minor	Minor2		Major1			Major2			Minor1	
Conflicting Flow All	377	201	201	0	0	203	0	0	373	167
Stage 1	201	-	-	-	-	-	-	-	171	-
Stage 2	176	-	-	-	-	-	-	-	202	-
Critical Hdwy	7.15	6.25	4.15	-	-	4.15	-	-	7.15	6.25
Critical Hdwy Stg 1	6.15	-	-	-	-	-	-	-	6.15	-
Critical Hdwy Stg 2	6.15	-	-	-	-	-	-	-	6.15	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	2.245	-	-	3.545	3.345
Pot Cap-1 Maneuver	575	832	1353	-	-	1351	-	-	578	869
Stage 1	794	-	-	-	-	-	-	-	824	-
Stage 2	819	-	-	-	-	-	-	-	793	-
Platoon blocked, %				-	-		-	-		
Mov Cap-1 Maneuver	568	832	1353	-	-	1351	-	-	576	869
Mov Cap-2 Maneuver	568	-	-	-	-	-	-	-	576	-
Stage 1	792	-	-	-	-	-	-	-	822	-
Stage 2	808	-	-	-	-	-	-	-	791	-

Approach	EB	NB	SB	SW
HCM Control Delay, s	9.3	0.1	0	11.7
HCM LOS	A			B

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR	SWLn1
Capacity (veh/h)	1353	-	-	832	1351	-	-	604
HCM Lane V/C Ratio	0.002	-	-	0.003	-	-	-	0.114
HCM Control Delay (s)	7.7	0	-	9.3	0	-	-	11.7
HCM Lane LOS	A	A	-	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	0	0	-	-	0.4

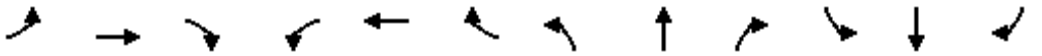
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	2	0	2	4	0	14	0	132	0	4	224	0
Future Vol, veh/h	2	0	2	4	0	14	0	132	0	4	224	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	3	0	3	5	0	18	0	167	0	5	284	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	470	461	284	463	461	167	284	0	0	167	0	0
Stage 1	294	294	-	167	167	-	-	-	-	-	-	-
Stage 2	176	167	-	296	294	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	499	493	748	504	493	869	1261	-	-	1393	-	-
Stage 1	708	664	-	828	755	-	-	-	-	-	-	-
Stage 2	819	755	-	706	664	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	488	491	748	501	491	869	1261	-	-	1393	-	-
Mov Cap-2 Maneuver	488	491	-	501	491	-	-	-	-	-	-	-
Stage 1	708	661	-	828	755	-	-	-	-	-	-	-
Stage 2	802	755	-	701	661	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.1	10	0	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1261	-	-	591	747	1393	-	-
HCM Lane V/C Ratio	-	-	-	0.009	0.031	0.004	-	-
HCM Control Delay (s)	0	-	-	11.1	10	7.6	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	186	8	87	235	85	5	33	94	105	101	54
Future Volume (veh/h)	22	186	8	87	235	85	5	33	94	105	101	54
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	1900	1841	1900	1826	1826	996	1900	1856	1885	1337	1870	1811
Adj Flow Rate, veh/h	24	200	9	94	253	0	5	35	0	113	109	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	4	0	5	5	61	0	3	1	38	2	6
Cap, veh/h	102	522	24	279	334		597	649		546	1018	
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.00	0.35	0.35	0.00	0.06	0.54	0.00
Sat Flow, veh/h	94	2850	129	1145	1826	0	1305	1856	1598	1273	1870	0
Grp Volume(v), veh/h	117	0	116	94	253	0	5	35	0	113	109	0
Grp Sat Flow(s),veh/h/ln	1420	0	1652	1145	1826	0	1305	1856	1598	1273	1870	0
Q Serve(g_s), s	0.1	0.0	3.2	4.0	6.8	0.0	0.1	0.6	0.0	2.8	1.4	0.0
Cycle Q Clear(g_c), s	6.9	0.0	3.2	7.2	6.8	0.0	0.1	0.6	0.0	2.8	1.4	0.0
Prop In Lane	0.20		0.08	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	344	0	303	279	334		597	649		546	1018	
V/C Ratio(X)	0.34	0.00	0.38	0.34	0.76		0.01	0.05		0.21	0.11	
Avail Cap(c_a), veh/h	615	0	578	470	639		597	649		570	1018	
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	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.4	0.0	18.4	21.6	19.9	0.0	10.9	11.1	0.0	8.7	5.7	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.8	0.7	3.5	0.0	0.0	0.2	0.0	0.2	0.2	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	1.1	0.0	1.1	1.0	2.8	0.0	0.0	0.2	0.0	0.6	0.5	0.0
Unsig. Movement Delay, s/veh						0.00			0.00			0.00
LnGrp Delay(d),s/veh	18.9	0.0	19.2	22.3	23.4	0.0	10.9	11.2	0.0	8.9	5.9	0.0
LnGrp LOS	B	A	B	C	C	A	B	B	A	A	A	A
Approach Vol, veh/h		233			438	A		141	A		280	A
Approach Delay, s/veh		19.1			18.3			3.2			5.9	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		35.0		16.4	10.0	25.0		16.4				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		29.0		19.0	5.0	18.0		19.0				
Max Q Clear Time (g_c+I1), s		3.4		8.9	4.8	2.6		9.2				
Green Ext Time (p_c), s		0.5		0.8	0.0	0.1		1.2				

Intersection Summary		
HCM 6th Ctrl Delay		13.3
HCM 6th LOS		B

Notes

Unsignalized Delay for [NBR, WBR, SBR] is included in calculations of the approach delay and intersection delay.

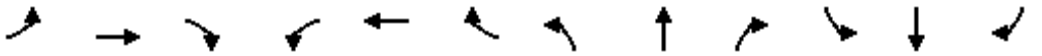
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	38	8	1007	869	4
Future Vol, veh/h	46	38	8	1007	869	4
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	93	93	93	93	93	93
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	49	41	9	1083	934	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1387	469	938	0	-	0
Stage 1	936	-	-	-	-	-
Stage 2	451	-	-	-	-	-
Critical Hdwy	6.35	7	4.2	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	6.1	-	-	-	-	-
Follow-up Hdwy	3.7	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	158	533	708	-	-	-
Stage 1	327	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	153	533	708	-	-	-
Mov Cap-2 Maneuver	153	-	-	-	-	-
Stage 1	317	-	-	-	-	-
Stage 2	566	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	31.1	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	708	-	226	-	-
HCM Lane V/C Ratio	0.012	-	0.4	-	-
HCM Control Delay (s)	10.1	0.1	31.1	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0	-	1.8	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	77	40	96	226	18	63	950	75	44	779	18
Future Volume (veh/h)	61	77	40	96	226	18	63	950	75	44	779	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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	69	87	45	108	254	20	71	1067	84	49	875	20
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	131	158	72	143	288	22	326	2458	193	286	1795	801
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.03	0.52	0.52	0.03	0.52	0.52
Sat Flow, veh/h	328	569	259	375	1037	78	1739	4712	371	1739	3469	1547
Grp Volume(v), veh/h	201	0	0	382	0	0	71	752	399	49	875	20
Grp Sat Flow(s),veh/h/ln	1155	0	0	1490	0	0	1739	1662	1759	1739	1735	1547
Q Serve(g_s), s	0.0	0.0	0.0	12.6	0.0	0.0	2.3	16.8	16.8	1.6	19.5	0.8
Cycle Q Clear(g_c), s	17.6	0.0	0.0	30.2	0.0	0.0	2.3	16.8	16.8	1.6	19.5	0.8
Prop In Lane	0.34		0.22	0.28		0.05	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	362	0	0	453	0	0	326	1734	918	286	1795	801
V/C Ratio(X)	0.56	0.00	0.00	0.84	0.00	0.00	0.22	0.43	0.43	0.17	0.49	0.02
Avail Cap(c_a), veh/h	536	0	0	647	0	0	362	1734	918	329	1795	801
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	0.94	0.94	0.94
Uniform Delay (d), s/veh	36.8	0.0	0.0	42.4	0.0	0.0	14.6	17.7	17.8	14.2	18.7	14.2
Incr Delay (d2), s/veh	1.3	0.0	0.0	7.0	0.0	0.0	0.3	0.8	1.5	0.3	0.9	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	5.2	0.0	0.0	11.8	0.0	0.0	0.9	6.2	6.8	0.6	7.6	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.2	0.0	0.0	49.4	0.0	0.0	15.0	18.5	19.3	14.4	19.6	14.2
LnGrp LOS	D	A	A	D	A	A	B	B	B	B	B	B
Approach Vol, veh/h		201			382			1222			944	
Approach Delay, s/veh		38.2			49.4			18.6			19.2	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	69.1		40.4	10.0	69.6		40.4				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	7.0	46.0		49.0	7.0	46.0		49.0				
Max Q Clear Time (g_c+I1), s	4.3	21.5		19.6	3.6	18.8		32.2				
Green Ext Time (p_c), s	0.0	6.0		1.3	0.0	8.0		2.2				

Intersection Summary			
HCM 6th Ctrl Delay		24.5	
HCM 6th LOS		C	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	82	31	117	152	783	26	571	101	350	519	4
Future Volume (veh/h)	12	82	31	117	152	783	26	571	101	350	519	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	1781	1885	1796	1796	1856	1856	1900	1841	1841	1870	1767	1530
Adj Flow Rate, veh/h	12	85	32	121	554	542	27	589	0	361	535	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, %	8	1	7	7	3	3	0	4	4	2	9	25
Cap, veh/h	76	472	166	160	586	636	272	761		386	1502	11
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.22	0.22	0.00	0.14	0.44	0.44
Sat Flow, veh/h	79	1167	411	279	1449	1572	880	3497	1560	1781	3415	26
Grp Volume(v), veh/h	129	0	0	675	0	542	27	589	0	361	263	276
Grp Sat Flow(s),veh/h/ln	1657	0	0	1728	0	1572	880	1749	1560	1781	1678	1762
Q Serve(g_s), s	0.0	0.0	0.0	30.2	0.0	28.2	2.2	14.3	0.0	13.0	9.4	9.4
Cycle Q Clear(g_c), s	4.1	0.0	0.0	34.3	0.0	28.2	2.2	14.3	0.0	13.0	9.4	9.4
Prop In Lane	0.09		0.25	0.18		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	714	0	0	746	0	636	272	761		386	738	775
V/C Ratio(X)	0.18	0.00	0.00	0.90	0.00	0.85	0.10	0.77		0.93	0.36	0.36
Avail Cap(c_a), veh/h	725	0	0	758	0	646	272	761		386	738	775
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	1.00	0.88	0.88	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.2	0.0	0.0	26.0	0.0	24.3	28.4	33.1	0.0	24.6	16.7	16.7
Incr Delay (d2), s/veh	0.1	0.0	0.0	14.2	0.0	10.5	0.1	4.4	0.0	29.7	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	1.7	0.0	0.0	16.0	0.0	11.6	0.5	6.3	0.0	8.7	3.7	3.8
Unsig. Movement Delay, s/veh									0.00			
LnGrp Delay(d),s/veh	17.3	0.0	0.0	40.3	0.0	34.9	28.6	37.5	0.0	54.3	18.1	18.0
LnGrp LOS	B	A	A	D	A	C	C	D	A	D	B	B
Approach Vol, veh/h		129			1217			720	A		900	
Approach Delay, s/veh		17.3			37.8			31.8			32.6	
Approach LOS		B			D			C			C	

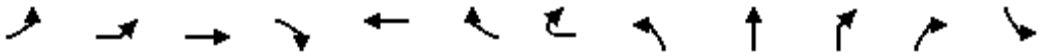
Timer - Assigned Phs	2		4	5	6		8
Phs Duration (G+Y+Rc), s	46.6		43.4	20.0	26.6		43.4
Change Period (Y+Rc), s	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	40.0		38.0	14.0	20.0		38.0
Max Q Clear Time (g_c+I1), s	11.4		6.1	15.0	16.3		36.3
Green Ext Time (p_c), s	3.3		0.7	0.0	1.4		1.1

Intersection Summary		
HCM 6th Ctrl Delay	33.9	
HCM 6th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR] is included in calculations of the approach delay and intersection delay.

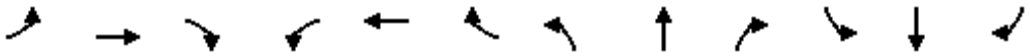


Movement	EBL2	EBL	EBT	EBR	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2	SBL
Lane Configurations												
Traffic Volume (vph)	72	1	306	219	281	178	6	377	1090	15	0	163
Future Volume (vph)	72	1	306	219	281	178	6	377	1090	15	0	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0		7.0	7.0	7.0			7.0	7.0			7.0
Lane Util. Factor	1.00		0.95	0.95	1.00			1.00	0.95			1.00
Frt	1.00		0.99	0.85	0.95			1.00	1.00			1.00
Flt Protected	0.95		1.00	1.00	1.00			0.95	1.00			0.95
Satd. Flow (prot)	1703		1747	1447	1750			1719	3487			1787
Flt Permitted	0.95		0.93	1.00	1.00			0.12	1.00			0.13
Satd. Flow (perm)	1703		1633	1447	1750			218	3487			239
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	73	1	309	221	284	180	6	381	1101	15	0	165
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	73	0	332	199	470	0	0	381	1116	0	0	165
Heavy Vehicles (%)	6%	0%	2%	6%	4%	1%	0%	5%	3%	27%	0%	1%
Turn Type	Prot	Perm	NA	Perm	NA			pm+pt	NA		Perm	pm+pt
Protected Phases	7		4		8			1	6			5
Permitted Phases		4		4				6			6	2
Actuated Green, G (s)	9.9		66.0	66.0	50.1			93.1	70.5			63.8
Effective Green, g (s)	8.9		65.0	65.0	49.1			92.1	69.5			61.8
Actuated g/C Ratio	0.05		0.36	0.36	0.27			0.51	0.39			0.34
Clearance Time (s)	6.0		6.0	6.0	6.0			6.0	6.0			6.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0			3.0	3.0			3.0
Lane Grp Cap (vph)	84		589	522	477			435	1346			216
v/s Ratio Prot	c0.04				c0.27			c0.19	c0.32			0.07
v/s Ratio Perm			0.20	0.14				c0.26				0.20
v/c Ratio	0.87		0.56	0.38	0.99			0.88	0.83			0.76
Uniform Delay, d1	85.0		46.1	42.6	65.1			48.7	49.9			45.0
Progression Factor	1.00		1.00	1.00	1.00			1.00	1.00			1.00
Incremental Delay, d2	56.4		1.2	0.5	37.7			17.6	6.0			14.8
Delay (s)	141.4		47.4	43.1	102.8			66.3	55.9			59.8
Level of Service	F		D	D	F			E	E			E
Approach Delay (s)			57.3		102.8				58.5			
Approach LOS			E		F				E			

Intersection Summary			
HCM 2000 Control Delay	68.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	35.0
Intersection Capacity Utilization	121.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBT	SBR	SWL2	SWL	SWR	SWR2
Lane Configurations						
Traffic Volume (vph)	632	88	7	1	1	2
Future Volume (vph)	632	88	7	1	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0			7.0	7.0	
Lane Util. Factor	0.95			1.00	1.00	
Frt	0.98			1.00	0.85	
Flt Protected	1.00			0.95	1.00	
Satd. Flow (prot)	3264			1805	1211	
Flt Permitted	1.00			0.95	1.00	
Satd. Flow (perm)	3264			1805	1211	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	638	89	7	1	1	2
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	727	0	0	8	3	0
Heavy Vehicles (%)	6%	27%	0%	0%	0%	50%
Turn Type	NA		Prot	Prot	Prot	
Protected Phases	2		3	3	3	
Permitted Phases						
Actuated Green, G (s)	47.2			2.9	2.9	
Effective Green, g (s)	46.2			1.9	1.9	
Actuated g/C Ratio	0.26			0.01	0.01	
Clearance Time (s)	6.0			6.0	6.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	837			19	12	
v/s Ratio Prot	0.22			c0.00	0.00	
v/s Ratio Perm						
v/c Ratio	0.87			0.42	0.25	
Uniform Delay, d1	64.0			88.5	88.3	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	11.8			14.4	10.7	
Delay (s)	75.8			102.9	99.0	
Level of Service	E			F	F	
Approach Delay (s)	72.9			101.8		
Approach LOS	E			F		

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	525	174	62	279	25	129	1	28	28	1	30
Future Volume (veh/h)	17	525	174	62	279	25	129	1	28	28	1	30
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	18	565	187	67	300	0	139	1	30	30	1	32
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	82	759	246	194	798		292	5	35	185	35	117
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.00	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	14	1303	422	187	1370	0	1175	36	260	575	256	858
Grp Volume(v), veh/h	770	0	0	367	0	0	170	0	0	63	0	0
Grp Sat Flow(s),veh/h/ln	1740	0	0	1557	0	0	1471	0	0	1689	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	16.3	0.0	0.0	5.2	0.0	0.0	5.5	0.0	0.0	1.7	0.0	0.0
Prop In Lane	0.02		0.24	0.18		0.00	0.82		0.18	0.48		0.51
Lane Grp Cap(c), veh/h	1087	0	0	992	0		332	0	0	337	0	0
V/C Ratio(X)	0.71	0.00	0.00	0.37	0.00		0.51	0.00	0.00	0.19	0.00	0.00
Avail Cap(c_a), veh/h	1087	0	0	992	0		614	0	0	634	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	5.4	0.0	0.0	20.8	0.0	0.0	19.3	0.0	0.0
Incr Delay (d2), s/veh	3.9	0.0	0.0	1.1	0.0	0.0	1.2	0.0	0.0	0.3	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	1.5	0.0	0.0	1.8	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh						0.00						
LnGrp Delay(d),s/veh	11.7	0.0	0.0	6.5	0.0	0.0	22.0	0.0	0.0	19.6	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	C	A	A	B	A	A
Approach Vol, veh/h		770			394	A		170			63	
Approach Delay, s/veh		11.7			6.0			22.0			19.6	
Approach LOS		B			A			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.8		36.0		13.8		36.0				
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+I1), s		3.7		18.3		7.5		7.2				
Green Ext Time (p_c), s		0.2		4.3		0.6		2.5				

Intersection Summary		
HCM 6th Ctrl Delay		11.7
HCM 6th LOS		B

Notes

Unsignalized Delay for [WBR] is included in calculations of the approach delay and intersection delay.

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	58	100	6	76	160
Future Vol, veh/h	6	58	100	6	76	160
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	7	64	110	7	84	176
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.7	8.1	9.2
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	9%	32%
Vol Thru, %	94%	0%	68%
Vol Right, %	6%	91%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	106	64	236
LT Vol	0	6	76
Through Vol	100	0	160
RT Vol	6	58	0
Lane Flow Rate	116	70	259
Geometry Grp	1	1	1
Degree of Util (X)	0.142	0.084	0.307
Departure Headway (Hd)	4.375	4.297	4.263
Convergence, Y/N	Yes	Yes	Yes
Cap	824	838	832
Service Time	2.383	2.304	2.339
HCM Lane V/C Ratio	0.141	0.084	0.311
HCM Control Delay	8.1	7.7	9.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	0.3	1.3

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	0	0	99	128	38
Future Vol, veh/h	8	0	0	99	128	38
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	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	9	0	0	108	139	41

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	268	160	180	0	-	0
Stage 1	160	-	-	-	-	-
Stage 2	108	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	715	877	1378	-	-	-
Stage 1	861	-	-	-	-	-
Stage 2	909	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	715	877	1378	-	-	-
Mov Cap-2 Maneuver	715	-	-	-	-	-
Stage 1	861	-	-	-	-	-
Stage 2	909	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1378	-	715	-	-
HCM Lane V/C Ratio	-	-	0.012	-	-
HCM Control Delay (s)	0	-	10.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Intersection Delay, s/veh	11.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	45	0	113	19	173	0	10	162	221	77	3
Future Vol, veh/h	0	45	0	113	19	173	0	10	162	221	77	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	47	0	118	20	180	0	10	169	230	80	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.3	12.3	9.5	13.1
HCM LOS	A	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	37%	73%
Vol Thru, %	6%	100%	6%	26%
Vol Right, %	94%	0%	57%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	172	45	305	301
LT Vol	0	0	113	221
Through Vol	10	45	19	77
RT Vol	162	0	173	3
Lane Flow Rate	179	47	318	314
Geometry Grp	1	1	1	1
Degree of Util (X)	0.244	0.076	0.45	0.468
Departure Headway (Hd)	4.899	5.823	5.097	5.374
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	733	615	705	671
Service Time	2.933	3.867	3.128	3.403
HCM Lane V/C Ratio	0.244	0.076	0.451	0.468
HCM Control Delay	9.5	9.3	12.3	13.1
HCM Lane LOS	A	A	B	B
HCM 95th-tile Q	1	0.2	2.3	2.5

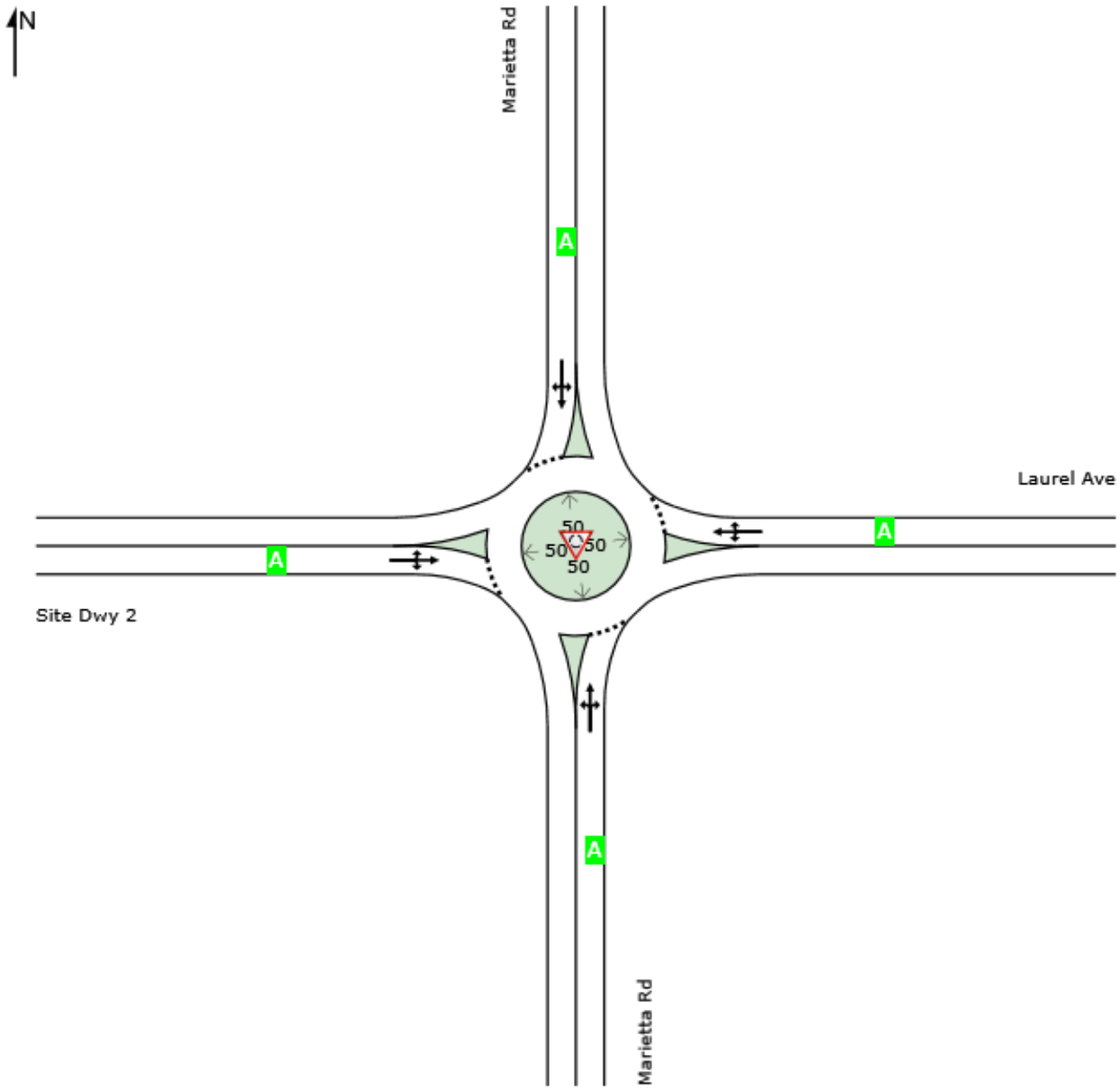
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 003 [2023 Build AM - Mini (Site Folder: Marietta Rd & Laurel Ave-Site Dwy 2 (Mini-Roundabout))]

Marietta Rd & Annie St-Laurel Ave-Site Dwy 2
Site Category: Future Conditions 1
Roundabout

	Approaches				Intersection
	South	East	North	West	
LOS	A	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Geometric Delay is not included).

LANE SUMMARY

Site: 003 [2023 Build AM - Mini (Site Folder: Marietta Rd & Laurel Ave-Site Dwy 2 (Mini-Roundabout))]

Marietta Rd & Annie St-Laurel Ave-Site Dwy 2
Site Category: Future Conditions 1
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Marietta Rd													
Lane 1[d]	216	2.0	1271	0.170	100	4.3	LOS A	0.8	21.2	Full	1600	0.0	0.0
Approach	216	2.0		0.170		4.3	LOS A	0.8	21.2				
East: Laurel Ave													
Lane 1[d]	17	2.0	1022	0.017	100	3.7	LOS A	0.1	1.7	Full	1600	0.0	0.0
Approach	17	2.0		0.017		3.7	LOS A	0.1	1.7				
North: Marietta Rd													
Lane 1[d]	205	2.0	1230	0.167	100	4.3	LOS A	0.8	20.5	Full	1600	0.0	0.0
Approach	205	2.0		0.167		4.3	LOS A	0.8	20.5				
West: Site Dwy 2													
Lane 1[d]	10	2.0	1028	0.009	100	3.6	LOS A	0.0	0.9	Full	1600	0.0	0.0
Approach	10	2.0		0.009		3.6	LOS A	0.0	0.9				
Intersection	448	2.0		0.170		4.3	LOS A	0.8	21.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Marietta Rd

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	32	178	6	216	2.0	1271	0.170	100	NA	NA
Approach	32	178	6	216	2.0		0.170			

East: Laurel Ave

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	10	1	6	17	2.0	1022	0.017	100	NA	NA

Approach	10	1	6	17	2.0		0.017			
North: Marietta Rd										
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	10	187	9	205	2.0	1230	0.167	100	NA	NA
Approach	10	187	9	205	2.0		0.167			
West: Site Dwy 2										
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	2	1	6	10	2.0	1028	0.009	100	NA	NA
Approach	2	1	6	10	2.0		0.009			
	Total	%HV	Deg.Satn (v/c)							
Intersection	448	2.0		0.170						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Marietta Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Laurel Ave Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: Marietta Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Site Dwy 2 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

ROUNDABOUT ANALYSIS

Site: 003 [2023 Build AM - Mini (Site Folder: Marietta Rd & Laurel Ave-Site Dwy 2 (Mini-Roundabout))]

Marietta Rd & Annie St-Laurel Ave-Site Dwy 2
Site Category: Future Conditions 1
Roundabout

Roundabout Basic Parameters

Location	Name	Central Island Diam	Circ Width	Insc Diam	Entry Radius	Entry Angle	Circ Lanes	Entry Lanes	Av.Entry Lane Width	App. Dist	Prop Queued Upstr Signal	Extra Bunching
		ft	ft	ft	ft	°			ft	ft		%
South	Marietta Rd	50.00*	15.00*	80.0*	65.0*	30.0*	1	1	13.00*	1600.0	NA[5]	0.0
East	Laurel Ave	50.00*	15.00*	80.0*	65.0*	30.0*	1	1	13.00*	1600.0	NA[5]	0.0
North	Marietta Rd	50.00*	15.00*	80.0*	65.0*	30.0*	1	1	13.00*	1600.0	NA[5]	0.0
West	Site Dwy 2	50.00*	15.00*	80.0*	65.0*	30.0*	1	1	13.00*	1600.0	NA[5]	0.0

Roundabout Capacity Model: US HCM 6

5 Not Applicable (single Site analysis or unconnected Site in Network analysis).
* These parameters do not affect estimated capacity values in the HCM 6 Capacity Model.

Roundabout Entry and Circulating / Exiting Stream Parameters

To Approach	Turn	Lane No	Lane Type	Opng Flow	Opng Flow	In-Bunch Hdwy	Prop. Bunched	Cap Const Effect	Priority Sharing	OD Factor	HVE for Entry	Critical Gap [Hdwy	Dist]	Follow-up Hdwy
				veh/h	pcu/h	sec						sec	ft	sec
South: Marietta Rd Model Calibration Factor (HCM 6): 1.05 Entry/Circ Flow Adj (HCM 6): None														
West	L2	1	Dominant	13	13	0.00	0.000	No	No	–	1.02	5.23	98.1	2.74
North	T1	1	Dominant	13	13	0.00	0.000	No	No	–	1.02	5.23	98.1	2.74
East	R2	1	Dominant	13	13	0.00	0.000	No	No	–	1.02	5.23	98.1	2.74
East: Laurel Ave Model Calibration Factor (HCM 6): 1.05 Entry/Circ Flow Adj (HCM 6): None														
South	L2	1	Dominant	212	216	0.00	0.000	No	No	–	1.02	5.23	135.9	2.74
West	T1	1	Dominant	212	216	0.00	0.000	No	No	–	1.02	5.23	135.9	2.74
North	R2	1	Dominant	212	216	0.00	0.000	No	No	–	1.02	5.23	135.9	2.74
North: Marietta Rd Model Calibration Factor (HCM 6): 1.05 Entry/Circ Flow Adj (HCM 6): None														
East	L2	1	Dominant	43	43	0.00	0.000	No	No	–	1.02	5.23	95.2	2.74
South	T1	1	Dominant	43	43	0.00	0.000	No	No	–	1.02	5.23	95.2	2.74
West	R2	1	Dominant	43	43	0.00	0.000	No	No	–	1.02	5.23	95.2	2.74
West: Site Dwy 2 Model Calibration Factor (HCM 6): 1.05 Entry/Circ Flow Adj (HCM 6): None														
North	L2	1	Dominant	206	211	0.00	0.000	No	No	–	1.02	5.23	139.3	2.74
East	T1	1	Dominant	206	211	0.00	0.000	No	No	–	1.02	5.23	139.3	2.74
South	R2	1	Dominant	206	211	0.00	0.000	No	No	–	1.02	5.23	139.3	2.74

Roundabout Capacity Model: US HCM 6

Circulating Lane Flow Rates

Circ. Lane No	Circulating Flow Rate		
	veh/h	pcu/h	Percent

South: Marietta Rd			
Lane 1	13	13	100.0
Approach	13	13	
East: Laurel Ave			
Lane 1	212	216	100.0
Approach	212	216	
North: Marietta Rd			
Lane 1	43	43	100.0
Approach	43	43	
West: Site Dwy 2			
Lane 1	206	211	100.0
Approach	206	211	

Roundabout Capacity Model: The US HCM 6 roundabout capacity model option is in use.
This model considers only the total circulating flow and not the flow rates in individual circulating lanes.
To model the effects of flow distribution in circulating lanes on the entry capacity results, you should use the SIDRA Standard roundabout capacity model.

Gap Acceptance Cycle Parameters (Lanes)

Opposed Lane	Cycle Time sec	Blocked Time sec	Unblocked Time sec	Unblocked Time Ratio	Minimum Delay sec
South: Marietta Rd					
1	281.74	3.90	277.84	0.986	2.8
East: Laurel Ave					
1	22.74	4.69	18.04	0.794	3.5
North: Marietta Rd					
1	88.32	4.01	84.31	0.955	2.9
West: Site Dwy 2					
1	23.14	4.67	18.47	0.798	3.5

Roundabout Capacity Model: US HCM 6

Gap Acceptance Cycle Parameters (Movements)

To Approach	Turn	Opsd Lane No	Cycle Time sec	Blocked Time sec	Unblocked Time sec	Unblocked Time Ratio	Minimum Delay sec
South: Marietta Rd							
West	L2	1	281.74	3.90	277.84	0.986	2.8
North	T1	1	281.74	3.90	277.84	0.986	2.8
East	R2	1	281.74	3.90	277.84	0.986	2.8
East: Laurel Ave							
South	L2	1	22.74	4.69	18.04	0.794	3.5
West	T1	1	22.74	4.69	18.04	0.794	3.5
North	R2	1	22.74	4.69	18.04	0.794	3.5
North: Marietta Rd							
East	L2	1	88.32	4.01	84.31	0.955	2.9
South	T1	1	88.32	4.01	84.31	0.955	2.9
West	R2	1	88.32	4.01	84.31	0.955	2.9
West: Site Dwy 2							
North	L2	1	23.14	4.67	18.47	0.798	3.5
East	T1	1	23.14	4.67	18.47	0.798	3.5
South	R2	1	23.14	4.67	18.47	0.798	3.5

Roundabout Capacity Model: US HCM 6

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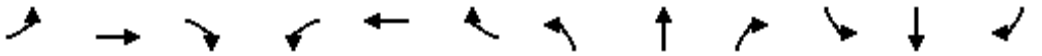


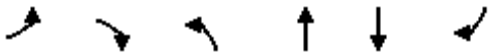
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	296	4	43	107	84	7	55	93	63	15	24
Future Volume (veh/h)	31	296	4	43	107	84	7	55	93	63	15	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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	1693	1826	1900	1722	1841	759	1470	1781	1900	803	1781	1633
Adj Flow Rate, veh/h	33	315	4	46	114	0	7	59	0	67	16	0
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, %	14	5	0	12	4	77	29	8	0	74	8	18
Cap, veh/h	110	531	7	212	306		564	688		381	1002	
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.00	0.39	0.39	0.00	0.04	0.56	0.00
Sat Flow, veh/h	169	3193	40	977	1841	0	1098	1781	1610	765	1781	0
Grp Volume(v), veh/h	186	0	166	46	114	0	7	59	0	67	16	0
Grp Sat Flow(s),veh/h/ln	1748	0	1654	977	1841	0	1098	1781	1610	765	1781	0
Q Serve(g_s), s	1.3	0.0	4.8	2.4	2.8	0.0	0.2	1.1	0.0	2.1	0.2	0.0
Cycle Q Clear(g_c), s	5.0	0.0	4.8	7.1	2.8	0.0	0.2	1.1	0.0	2.1	0.2	0.0
Prop In Lane	0.18		0.02	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	373	0	275	212	306		564	688		381	1002	
V/C Ratio(X)	0.50	0.00	0.60	0.22	0.37		0.01	0.09		0.18	0.02	
Avail Cap(c_a), veh/h	648	0	545	371	607		564	688		410	1002	
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	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.0	0.0	19.9	23.2	19.1	0.0	9.8	10.1	0.0	8.6	5.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	2.1	0.5	0.8	0.0	0.0	0.2	0.0	0.2	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	1.9	0.0	1.8	0.5	1.1	0.0	0.0	0.4	0.0	0.4	0.1	0.0
Unsig. Movement Delay, s/veh						0.00			0.00			0.00
LnGrp Delay(d),s/veh	21.0	0.0	22.0	23.7	19.9	0.0	9.8	10.3	0.0	8.8	5.0	0.0
LnGrp LOS	C	A	C	C	B	A	A	B	A	A	A	A
Approach Vol, veh/h		352			249	A		165	A		109	A
Approach Delay, s/veh		21.5			13.5			4.1			6.2	
Approach LOS		C			B			A			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		36.0		15.6	9.1	26.9		15.6				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		30.0		18.0	5.0	19.0		18.0				
Max Q Clear Time (g_c+I1), s		2.2		7.0	4.1	3.1		9.1				
Green Ext Time (p_c), s		0.0		1.4	0.0	0.2		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		14.0
HCM 6th LOS		B

Notes

Unsignalized Delay for [NBR, WBR, SBR] is included in calculations of the approach delay and intersection delay.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	65	32	73	903	1155	40
Future Volume (veh/h)	65	32	73	903	1155	40
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	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	68	34	77	951	1216	42
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	246	219	284	3697	2224	77
Arrive On Green	0.14	0.14	0.03	0.74	0.44	0.44
Sat Flow, veh/h	1739	1547	1739	5149	3512	118
Grp Volume(v), veh/h	68	34	77	951	616	642
Grp Sat Flow(s),veh/h/ln	1739	1547	1739	1662	1735	1805
Q Serve(g_s), s	4.2	2.3	1.7	7.3	31.6	31.6
Cycle Q Clear(g_c), s	4.2	2.3	1.7	7.3	31.6	31.6
Prop In Lane	1.00	1.00	1.00			0.07
Lane Grp Cap(c), veh/h	246	219	284	3697	1127	1173
V/C Ratio(X)	0.28	0.16	0.27	0.26	0.55	0.55
Avail Cap(c_a), veh/h	246	219	473	3697	1127	1173
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.72	0.72
Uniform Delay (d), s/veh	46.0	45.2	11.4	4.9	20.8	20.8
Incr Delay (d2), s/veh	2.8	1.5	0.5	0.2	1.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.0	0.6	2.0	13.7	14.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.8	46.7	11.9	5.1	22.1	22.1
LnGrp LOS	D	D	B	A	C	C
Approach Vol, veh/h	102			1028	1258	
Approach Delay, s/veh	48.1			5.6	22.1	
Approach LOS	D			A	C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.0	85.0		24.0		96.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	18.0	66.0		18.0		90.0
Max Q Clear Time (g_c+I1), s	3.7	33.6		6.2		9.3
Green Ext Time (p_c), s	0.1	9.4		0.2		7.5

Intersection Summary	
HCM 6th Ctrl Delay	16.1
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	239	74	96	185	45	51	881	96	61	1043	70
Future Volume (veh/h)	61	239	74	96	185	45	51	881	96	61	1043	70
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	64	249	77	100	193	47	53	918	100	64	1086	73
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	92	316	92	127	225	50	219	2172	236	268	1658	740
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.01	0.16	0.16	0.03	0.48	0.48
Sat Flow, veh/h	178	984	286	275	703	157	1739	4564	496	1739	3469	1547
Grp Volume(v), veh/h	390	0	0	340	0	0	53	668	350	64	1086	73
Grp Sat Flow(s),veh/h/ln	1448	0	0	1134	0	0	1739	1662	1737	1739	1735	1547
Q Serve(g_s), s	0.0	0.0	0.0	6.1	0.0	0.0	1.9	21.8	21.9	2.3	28.5	3.1
Cycle Q Clear(g_c), s	29.8	0.0	0.0	35.9	0.0	0.0	1.9	21.8	21.9	2.3	28.5	3.1
Prop In Lane	0.16		0.20	0.29		0.14	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	499	0	0	403	0	0	219	1581	826	268	1658	740
V/C Ratio(X)	0.78	0.00	0.00	0.84	0.00	0.00	0.24	0.42	0.42	0.24	0.65	0.10
Avail Cap(c_a), veh/h	613	0	0	506	0	0	246	1581	826	306	1658	740
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	1.00	0.00	0.00	0.98	0.98	0.98	0.95	0.95	0.95
Uniform Delay (d), s/veh	37.0	0.0	0.0	39.6	0.0	0.0	19.4	35.7	35.7	17.6	23.8	17.2
Incr Delay (d2), s/veh	5.2	0.0	0.0	10.3	0.0	0.0	0.6	0.8	1.6	0.4	1.9	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	11.2	0.0	0.0	11.0	0.0	0.0	0.8	9.8	10.5	0.9	11.4	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.3	0.0	0.0	49.9	0.0	0.0	20.0	36.5	37.3	18.0	25.7	17.4
LnGrp LOS	D	A	A	D	A	A	C	D	D	B	C	B
Approach Vol, veh/h		390			340			1071			1223	
Approach Delay, s/veh		42.3			49.9			35.9			24.8	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.1	64.4		45.5	10.4	64.1		45.5
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	48.0		48.0	7.0	47.0		48.0
Max Q Clear Time (g_c+I1), s	3.9	30.5		31.8	4.3	23.9		37.9
Green Ext Time (p_c), s	0.0	7.0		2.3	0.0	6.5		1.6

Intersection Summary	
HCM 6th Ctrl Delay	33.8
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	117	28	53	64	305	27	272	131	622	654	12
Future Volume (veh/h)	1	117	28	53	64	305	27	272	131	622	654	12
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	1900	1870	1841	1767	1856	1781	1900	1589	1752	1781	1752	1530
Adj Flow Rate, veh/h	1	124	30	56	218	224	29	289	0	662	696	13
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, %	0	2	4	9	3	8	0	21	10	8	10	25
Cap, veh/h	41	256	61	96	259	265	316	947		801	2236	42
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.31	0.31	0.00	0.28	0.67	0.67
Sat Flow, veh/h	2	1456	350	275	1477	1510	752	3019	1485	1697	3342	62
Grp Volume(v), veh/h	155	0	0	274	0	224	29	289	0	662	346	363
Grp Sat Flow(s),veh/h/ln	1807	0	0	1752	0	1510	752	1509	1485	1697	1664	1741
Q Serve(g_s), s	0.0	0.0	0.0	6.7	0.0	12.9	2.5	6.5	0.0	22.3	7.8	7.8
Cycle Q Clear(g_c), s	7.0	0.0	0.0	13.6	0.0	12.9	2.5	6.5	0.0	22.3	7.8	7.8
Prop In Lane	0.01		0.19	0.20		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	358	0	0	356	0	265	316	947		801	1113	1164
V/C Ratio(X)	0.43	0.00	0.00	0.77	0.00	0.85	0.09	0.31		0.83	0.31	0.31
Avail Cap(c_a), veh/h	442	0	0	434	0	335	316	947		934	1113	1164
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	1.00	0.90	0.90	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.5	0.0	0.0	36.0	0.0	35.9	22.0	23.4	0.0	12.2	6.2	6.2
Incr Delay (d2), s/veh	0.8	0.0	0.0	6.7	0.0	14.7	0.5	0.7	0.0	5.4	0.7	0.7
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	3.0	0.0	0.0	6.3	0.0	5.7	0.5	2.3	0.0	8.3	2.5	2.6
Unsig. Movement Delay, s/veh									0.00			
LnGrp Delay(d),s/veh	34.3	0.0	0.0	42.8	0.0	50.6	22.6	24.2	0.0	17.6	7.0	6.9
LnGrp LOS	C	A	A	D	A	D	C	C	A	B	A	A
Approach Vol, veh/h		155			498			457	A		1371	
Approach Delay, s/veh		34.3			46.3			16.7			12.1	
Approach LOS		C			D			B			B	

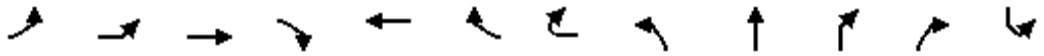
Timer - Assigned Phs	2		4	5	6		8
Phs Duration (G+Y+Rc), s	67.2		22.8	32.0	35.2		22.8
Change Period (Y+Rc), s	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	57.0		21.0	33.0	18.0		21.0
Max Q Clear Time (g_c+I1), s	9.8		9.0	24.3	8.5		15.6
Green Ext Time (p_c), s	4.9		0.6	1.7	1.3		1.2

Intersection Summary		
HCM 6th Ctrl Delay		21.2
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR] is included in calculations of the approach delay and intersection delay.

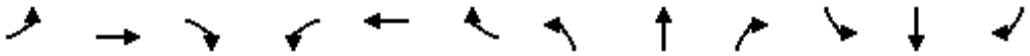


Movement	EBL2	EBL	EBT	EBR	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2	SBL2
Lane Configurations												
Traffic Volume (vph)	46	4	318	219	169	107	6	150	379	13	4	9
Future Volume (vph)	46	4	318	219	169	107	6	150	379	13	4	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0		7.0	7.0	7.0			7.0	7.0		7.0	
Lane Util. Factor	1.00		0.95	0.95	1.00			1.00	0.95		1.00	
Frt	1.00		0.99	0.85	0.95			1.00	1.00		0.85	
Flt Protected	0.95		1.00	1.00	1.00			0.95	1.00		1.00	
Satd. Flow (prot)	1597		1692	1334	1732			1504	3170		1615	
Flt Permitted	0.95		0.98	1.00	1.00			0.10	1.00		1.00	
Satd. Flow (perm)	1597		1652	1334	1732			161	3170		1615	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	47	4	328	226	174	110	6	155	391	13	4	9
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	47	0	355	203	290	0	0	155	404	0	4	0
Heavy Vehicles (%)	13%	0%	5%	15%	5%	2%	0%	20%	13%	23%	0%	33%
Turn Type	Prot	Perm	NA	Perm	NA			pm+pt	NA		Perm	pm+pt
Protected Phases	7		4		8			1	6			5
Permitted Phases		4		4				6			6	2
Actuated Green, G (s)	5.6		44.2	44.2	32.6			75.4	59.5		59.5	
Effective Green, g (s)	4.6		43.2	43.2	31.6			73.4	58.5		58.5	
Actuated g/C Ratio	0.03		0.29	0.29	0.21			0.49	0.39		0.39	
Clearance Time (s)	6.0		6.0	6.0	6.0			6.0	6.0		6.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	48		475	384	364			212	1236		629	
v/s Ratio Prot	0.03				0.17			c0.07	0.13			
v/s Ratio Perm			c0.21	0.15				0.29			0.00	
v/c Ratio	0.98		0.75	0.53	0.80			0.73	0.33		0.01	
Uniform Delay, d1	72.7		48.4	44.8	56.2			28.3	32.0		28.0	
Progression Factor	1.00		1.00	1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	120.8		6.3	1.3	16.4			12.2	0.7		0.0	
Delay (s)	193.5		54.8	46.2	72.6			40.5	32.7		28.0	
Level of Service	F		D	D	E			D	C		C	
Approach Delay (s)			62.7		72.6				34.8			
Approach LOS			E		E				C			

Intersection Summary			
HCM 2000 Control Delay	46.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	35.0
Intersection Capacity Utilization	105.2%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBL	SBT	SBR	SWL2	SWL	SWR	SWR2
Lane Configurations							
Traffic Volume (vph)	303	1068	51	4	4	2	2
Future Volume (vph)	303	1068	51	4	4	2	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0			7.0	7.0	
Lane Util. Factor	1.00	0.95			1.00	1.00	
Frt	1.00	0.99			1.00	0.85	
Flt Protected	0.95	1.00			0.95	1.00	
Satd. Flow (prot)	1755	3407			1805	1292	
Flt Permitted	0.44	1.00			0.95	1.00	
Satd. Flow (perm)	816	3407			1805	1292	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	312	1101	53	4	4	2	2
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	321	1154	0	0	8	4	0
Heavy Vehicles (%)	2%	5%	10%	0%	0%	0%	50%
Turn Type	pm+pt	NA		Prot	Prot	Prot	
Protected Phases	5	2		3	3	3	
Permitted Phases	2						
Actuated Green, G (s)	82.4	63.0			2.9	2.9	
Effective Green, g (s)	80.4	62.0			1.9	1.9	
Actuated g/C Ratio	0.54	0.41			0.01	0.01	
Clearance Time (s)	6.0	6.0			6.0	6.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	
Lane Grp Cap (vph)	552	1408			22	16	
v/s Ratio Prot	0.07	c0.34			c0.00	0.00	
v/s Ratio Perm	0.24						
v/c Ratio	0.58	0.82			0.36	0.25	
Uniform Delay, d1	20.1	39.0			73.5	73.3	
Progression Factor	1.00	1.00			1.00	1.00	
Incremental Delay, d2	1.6	5.4			9.9	8.1	
Delay (s)	21.7	44.5			83.4	81.4	
Level of Service	C	D			F	F	
Approach Delay (s)		39.5			82.7		
Approach LOS		D			F		

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Volume (veh/h)	11	526	101	55	784	13	267	6	72	25	1	25
Future Volume (veh/h)	11	526	101	55	784	13	267	6	72	25	1	25
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	12	566	109	59	843	0	287	6	77	27	1	27
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	48	839	159	87	933		374	6	81	255	27	213
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	11	1476	280	76	1641	0	1106	23	297	711	100	782
Grp Volume(v), veh/h	687	0	0	902	0	0	370	0	0	55	0	0
Grp Sat Flow(s),veh/h/ln	1767	0	0	1717	0	0	1425	0	0	1594	0	0
Q Serve(g_s), s	0.0	0.0	0.0	17.5	0.0	0.0	20.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	24.0	0.0	0.0	41.5	0.0	0.0	22.4	0.0	0.0	2.2	0.0	0.0
Prop In Lane	0.02		0.16	0.07		0.00	0.78		0.21	0.49		0.49
Lane Grp Cap(c), veh/h	1046	0	0	1020	0		461	0	0	495	0	0
V/C Ratio(X)	0.66	0.00	0.00	0.88	0.00		0.80	0.00	0.00	0.11	0.00	0.00
Avail Cap(c_a), veh/h	1046	0	0	1020	0		493	0	0	528	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	13.4	0.0	0.0	16.7	0.0	0.0	31.2	0.0	0.0	24.1	0.0	0.0
Incr Delay (d2), s/veh	3.2	0.0	0.0	11.1	0.0	0.0	8.8	0.0	0.0	0.1	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	9.3	0.0	0.0	17.0	0.0	0.0	8.4	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh						0.00						
LnGrp Delay(d),s/veh	16.6	0.0	0.0	27.9	0.0	0.0	40.0	0.0	0.0	24.2	0.0	0.0
LnGrp LOS	B	A	A	C	A	A	D	A	A	C	A	A
Approach Vol, veh/h		687			916	A		370			55	
Approach Delay, s/veh		16.6			27.4			40.0			24.2	
Approach LOS		B			C			D			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.9		57.0		30.9		57.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		27.0		51.0		27.0		51.0				
Max Q Clear Time (g_c+I1), s		4.2		26.0		24.4		43.5				
Green Ext Time (p_c), s		0.2		5.2		0.6		3.9				

Intersection Summary												
HCM 6th Ctrl Delay			26.0									
HCM 6th LOS			C									

Notes

Unsignalized Delay for [WBR] is included in calculations of the approach delay and intersection delay.

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	178	169	0	42	115
Future Vol, veh/h	4	178	169	0	42	115
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	5	212	201	0	50	137
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.9	9.4	9.4
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	2%	27%
Vol Thru, %	100%	0%	73%
Vol Right, %	0%	98%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	169	182	157
LT Vol	0	4	42
Through Vol	169	0	115
RT Vol	0	178	0
Lane Flow Rate	201	217	187
Geometry Grp	1	1	1
Degree of Util (X)	0.262	0.26	0.247
Departure Headway (Hd)	4.69	4.315	4.757
Convergence, Y/N	Yes	Yes	Yes
Cap	765	832	753
Service Time	2.731	2.349	2.8
HCM Lane V/C Ratio	0.263	0.261	0.248
HCM Control Delay	9.4	8.9	9.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1	1	1

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	0	0	133	91	28
Future Vol, veh/h	36	0	0	133	91	28
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	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	39	0	0	145	99	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	259	114	129	0	-	0
Stage 1	114	-	-	-	-	-
Stage 2	145	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	723	931	1438	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	723	931	1438	-	-	-
Mov Cap-2 Maneuver	723	-	-	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	875	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1438	-	723	-	-
HCM Lane V/C Ratio	-	-	0.054	-	-
HCM Control Delay (s)	0	-	10.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	8	2	164	23	179	0	40	110	65	61	0
Future Vol, veh/h	0	8	2	164	23	179	0	40	110	65	61	0
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
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	9	2	174	24	190	0	43	117	69	65	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	11.8	9	9.6
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	45%	52%
Vol Thru, %	27%	80%	6%	48%
Vol Right, %	73%	20%	49%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	150	10	366	126
LT Vol	0	0	164	65
Through Vol	40	8	23	61
RT Vol	110	2	179	0
Lane Flow Rate	160	11	389	134
Geometry Grp	1	1	1	1
Degree of Util (X)	0.207	0.015	0.487	0.195
Departure Headway (Hd)	4.665	5.055	4.507	5.225
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	764	701	794	682
Service Time	2.726	3.134	2.556	3.288
HCM Lane V/C Ratio	0.209	0.016	0.49	0.196
HCM Control Delay	9	8.2	11.8	9.6
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.8	0	2.7	0.7

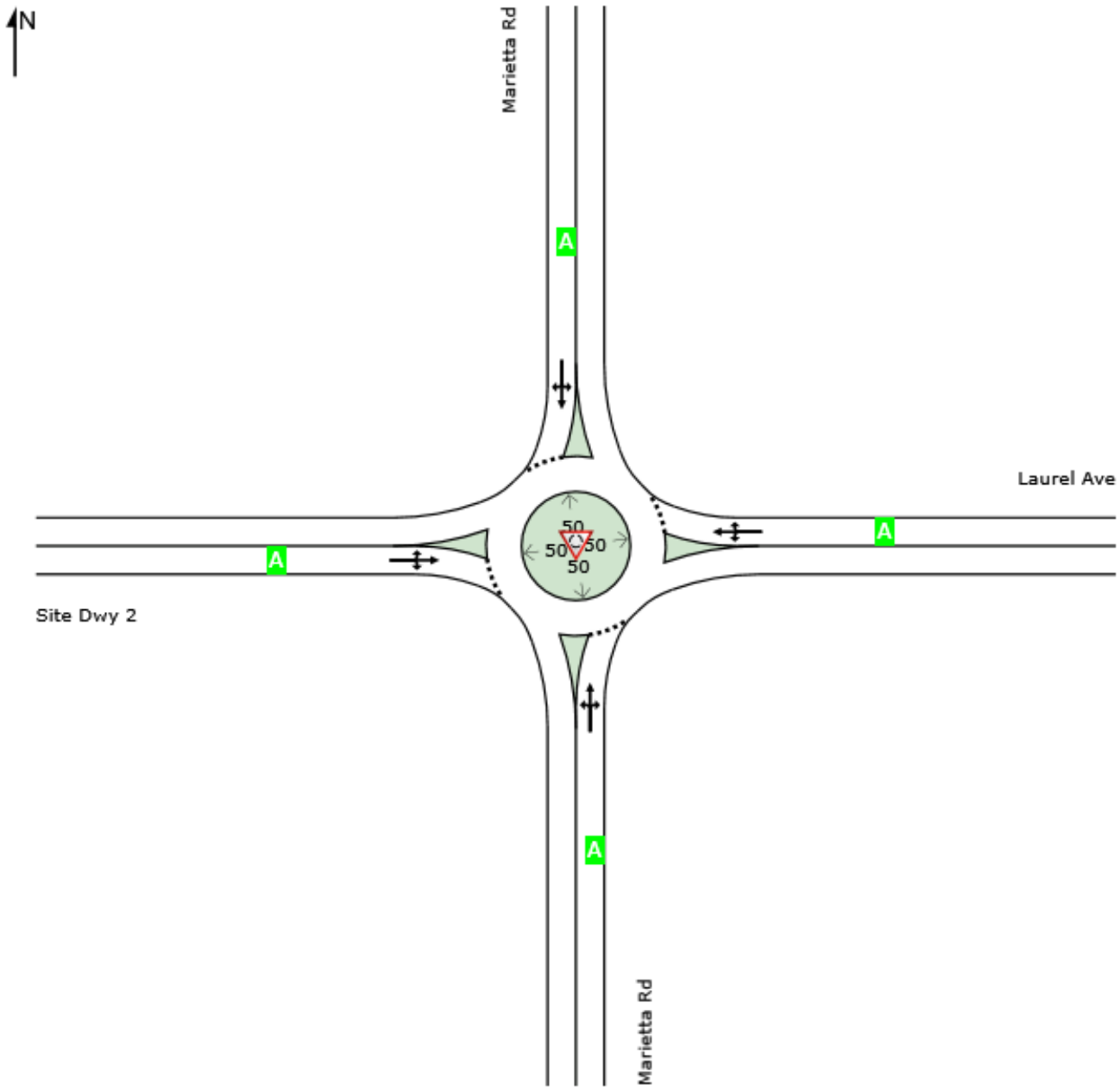
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 003 [2023 Build PM - Mini (Site Folder: Marietta Rd & Laurel Ave-Site Dwy 2 (Mini-Roundabout))]

Marietta Rd & Annie St-Laurel Ave-Site Dwy 2
Site Category: Future Conditions 1
Roundabout

	Approaches				Intersection
	South	East	North	West	
LOS	A	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Geometric Delay is not included).

LANE SUMMARY

Site: 003 [2023 Build PM - Mini (Site Folder: Marietta Rd & Laurel Ave-Site Dwy 2 (Mini-Roundabout))]

Marietta Rd & Annie St-Laurel Ave-Site Dwy 2
Site Category: Future Conditions 1
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Marietta Rd													
Lane 1[d]	211	2.0	1274	0.165	100	4.2	LOS A	0.8	20.6	Full	1600	0.0	0.0
Approach	211	2.0		0.165		4.2	LOS A	0.8	20.6				
East: Laurel Ave													
Lane 1[d]	12	2.0	1020	0.012	100	3.6	LOS A	0.0	1.2	Full	1600	0.0	0.0
Approach	12	2.0		0.012		3.6	LOS A	0.0	1.2				
North: Marietta Rd													
Lane 1[d]	273	2.0	1247	0.219	100	4.8	LOS A	1.1	28.7	Full	1600	0.0	0.0
Approach	273	2.0		0.219		4.8	LOS A	1.1	28.7				
West: Site Dwy 2													
Lane 1[d]	44	2.0	962	0.046	100	4.2	LOS A	0.2	4.7	Full	1600	0.0	0.0
Approach	44	2.0		0.046		4.2	LOS A	0.2	4.7				
Intersection	539	2.0		0.219		4.5	LOS A	1.1	28.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Marietta Rd

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	27	179	5	211	2.0	1274	0.165	100	NA	NA
Approach	27	179	5	211	2.0		0.165			

East: Laurel Ave

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	1	10	12	2.0	1020	0.012	100	NA	NA

Approach	1	1	10	12	2.0		0.012			
North: Marietta Rd										
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	265	6	273	2.0	1247	0.219	100	NA	NA
Approach	1	265	6	273	2.0		0.219			
West: Site Dwy 2										
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	8	1	35	44	2.0	962	0.046	100	NA	NA
Approach	8	1	35	44	2.0		0.046			
	Total	%HV	Deg.Satn (v/c)							
Intersection	539	2.0		0.219						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Marietta Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Laurel Ave Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: Marietta Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Site Dwy 2 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

Roundabout Capacity Model: US HCM 6

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South: Marietta Rd			
Lane 1	13	13	100.0
Approach	13	13	
East: Laurel Ave			
Lane 1	212	216	100.0
Approach	212	216	
North: Marietta Rd			
Lane 1	43	43	100.0
Approach	43	43	
West: Site Dwy 2			
Lane 1	206	211	100.0
Approach	206	211	

Roundabout Capacity Model: The US HCM 6 roundabout capacity model option is in use.
This model considers only the total circulating flow and not the flow rates in individual circulating lanes.
To model the effects of flow distribution in circulating lanes on the entry capacity results, you should use the SIDRA Standard roundabout capacity model.

Gap Acceptance Cycle Parameters (Lanes)

Opposed Lane	Cycle Time sec	Blocked Time sec	Unblocked Time sec	Unblocked Time Ratio	Minimum Delay sec
South: Marietta Rd					
1	281.74	3.90	277.84	0.986	2.8
East: Laurel Ave					
1	22.74	4.69	18.04	0.794	3.5
North: Marietta Rd					
1	88.32	4.01	84.31	0.955	2.9
West: Site Dwy 2					
1	23.14	4.67	18.47	0.798	3.5

Roundabout Capacity Model: US HCM 6

Gap Acceptance Cycle Parameters (Movements)

To Approach	Turn	Opsd Lane No	Cycle Time sec	Blocked Time sec	Unblocked Time sec	Unblocked Time Ratio	Minimum Delay sec
South: Marietta Rd							
West	L2	1	281.74	3.90	277.84	0.986	2.8
North	T1	1	281.74	3.90	277.84	0.986	2.8
East	R2	1	281.74	3.90	277.84	0.986	2.8
East: Laurel Ave							
South	L2	1	22.74	4.69	18.04	0.794	3.5
West	T1	1	22.74	4.69	18.04	0.794	3.5
North	R2	1	22.74	4.69	18.04	0.794	3.5
North: Marietta Rd							
East	L2	1	88.32	4.01	84.31	0.955	2.9
South	T1	1	88.32	4.01	84.31	0.955	2.9
West	R2	1	88.32	4.01	84.31	0.955	2.9
West: Site Dwy 2							
North	L2	1	23.14	4.67	18.47	0.798	3.5
East	T1	1	23.14	4.67	18.47	0.798	3.5
South	R2	1	23.14	4.67	18.47	0.798	3.5

Roundabout Capacity Model: US HCM 6

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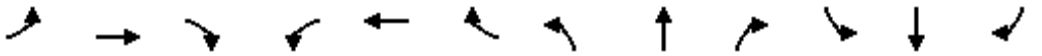


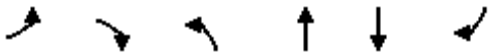
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	186	8	87	235	96	5	45	94	119	116	54
Future Volume (veh/h)	22	186	8	87	235	96	5	45	94	119	116	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	1900	1841	1900	1826	1826	996	1900	1856	1885	1337	1870	1811
Adj Flow Rate, veh/h	24	200	9	94	253	0	5	48	0	128	125	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	4	0	5	5	61	0	3	1	38	2	6
Cap, veh/h	102	522	24	279	334		582	637		539	1018	
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.00	0.34	0.34	0.00	0.07	0.54	0.00
Sat Flow, veh/h	94	2850	129	1145	1826	0	1286	1856	1598	1273	1870	0
Grp Volume(v), veh/h	117	0	116	94	253	0	5	48	0	128	125	0
Grp Sat Flow(s),veh/h/ln	1420	0	1652	1145	1826	0	1286	1856	1598	1273	1870	0
Q Serve(g_s), s	0.1	0.0	3.2	4.0	6.8	0.0	0.1	0.9	0.0	3.2	1.7	0.0
Cycle Q Clear(g_c), s	6.9	0.0	3.2	7.2	6.8	0.0	0.1	0.9	0.0	3.2	1.7	0.0
Prop In Lane	0.20		0.08	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	344	0	303	279	334		582	637		539	1018	
V/C Ratio(X)	0.34	0.00	0.38	0.34	0.76		0.01	0.08		0.24	0.12	
Avail Cap(c_a), veh/h	615	0	578	470	639		582	637		555	1018	
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	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.4	0.0	18.4	21.6	19.9	0.0	11.1	11.4	0.0	8.8	5.7	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.8	0.7	3.5	0.0	0.0	0.2	0.0	0.2	0.2	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	1.1	0.0	1.1	1.0	2.8	0.0	0.0	0.4	0.0	0.7	0.5	0.0
Unsig. Movement Delay, s/veh						0.00			0.00			0.00
LnGrp Delay(d),s/veh	18.9	0.0	19.2	22.3	23.4	0.0	11.2	11.6	0.0	9.1	6.0	0.0
LnGrp LOS	B	A	B	C	C	A	B	B	A	A	A	A
Approach Vol, veh/h		233			450	A		154	A		311	A
Approach Delay, s/veh		19.1			17.8			4.0			6.1	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		35.0		16.4	10.3	24.7		16.4				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		29.0		19.0	5.0	18.0		19.0				
Max Q Clear Time (g_c+I1), s		3.7		8.9	5.2	2.9		9.2				
Green Ext Time (p_c), s		0.6		0.8	0.0	0.1		1.2				

Intersection Summary		
HCM 6th Ctrl Delay		13.1
HCM 6th LOS		B

Notes

Unsignalized Delay for [NBR, WBR, SBR] is included in calculations of the approach delay and intersection delay.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	109	79	33	1011	869	34
Future Volume (veh/h)	109	79	33	1011	869	34
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	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	117	85	35	1087	934	37
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	362	322	448	3365	1984	79
Arrive On Green	0.21	0.21	0.03	0.68	1.00	1.00
Sat Flow, veh/h	1739	1547	1739	5149	3493	135
Grp Volume(v), veh/h	117	85	35	1087	476	495
Grp Sat Flow(s),veh/h/ln	1739	1547	1739	1662	1735	1802
Q Serve(g_s), s	6.9	5.5	0.9	10.9	0.0	0.0
Cycle Q Clear(g_c), s	6.9	5.5	0.9	10.9	0.0	0.0
Prop In Lane	1.00	1.00	1.00			0.07
Lane Grp Cap(c), veh/h	362	322	448	3365	1012	1051
V/C Ratio(X)	0.32	0.26	0.08	0.32	0.47	0.47
Avail Cap(c_a), veh/h	362	322	506	3365	1012	1051
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.83	0.83
Uniform Delay (d), s/veh	40.3	39.8	8.3	8.1	0.0	0.0
Incr Delay (d2), s/veh	2.4	2.0	0.1	0.3	1.3	1.3
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	2.3	0.3	3.5	0.4	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.7	41.8	8.3	8.4	1.3	1.3
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	202			1122	971	
Approach Delay, s/veh	42.3			8.4	1.3	
Approach LOS	D			A	A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.0	77.0		32.0		88.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	9.0	67.0		26.0		82.0
Max Q Clear Time (g_c+I1), s	2.9	2.0		8.9		12.9
Green Ext Time (p_c), s	0.0	6.8		0.5		9.1

Intersection Summary	
HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	84	40	96	231	18	67	1013	75	44	809	32
Future Volume (veh/h)	59	84	40	96	231	18	67	1013	75	44	809	32
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	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	66	94	45	108	260	20	75	1138	84	49	909	36
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	127	172	73	142	294	22	309	2454	181	267	1781	794
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.03	0.52	0.52	0.03	0.51	0.51
Sat Flow, veh/h	309	611	259	369	1044	77	1739	4737	349	1739	3469	1547
Grp Volume(v), veh/h	205	0	0	388	0	0	75	798	424	49	909	36
Grp Sat Flow(s),veh/h/ln	1179	0	0	1490	0	0	1739	1662	1763	1739	1735	1547
Q Serve(g_s), s	0.0	0.0	0.0	13.3	0.0	0.0	2.5	18.3	18.3	1.6	20.7	1.4
Cycle Q Clear(g_c), s	17.3	0.0	0.0	30.6	0.0	0.0	2.5	18.3	18.3	1.6	20.7	1.4
Prop In Lane	0.32		0.22	0.28		0.05	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	372	0	0	458	0	0	309	1722	913	267	1781	794
V/C Ratio(X)	0.55	0.00	0.00	0.85	0.00	0.00	0.24	0.46	0.46	0.18	0.51	0.05
Avail Cap(c_a), veh/h	531	0	0	633	0	0	330	1722	913	310	1781	794
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	0.96	0.96	0.96	0.92	0.92	0.92
Uniform Delay (d), s/veh	36.4	0.0	0.0	42.2	0.0	0.0	15.1	18.3	18.3	14.6	19.3	14.5
Incr Delay (d2), s/veh	1.3	0.0	0.0	7.7	0.0	0.0	0.4	0.9	1.6	0.3	1.0	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	5.3	0.0	0.0	12.1	0.0	0.0	0.9	6.8	7.4	0.6	8.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	0.0	0.0	49.9	0.0	0.0	15.5	19.2	20.0	14.9	20.2	14.6
LnGrp LOS	D	A	A	D	A	A	B	B	B	B	C	B
Approach Vol, veh/h		205			388			1297			994	
Approach Delay, s/veh		37.7			49.9			19.2			19.8	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.6	68.6		40.8	10.0	69.2		40.8
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	6.0	48.0		48.0	7.0	47.0		48.0
Max Q Clear Time (g_c+I1), s	4.5	22.7		19.3	3.6	20.3		32.6
Green Ext Time (p_c), s	0.0	6.4		1.3	0.0	8.6		2.2

Intersection Summary		
HCM 6th Ctrl Delay	24.9	
HCM 6th LOS	C	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	82	31	123	152	783	26	629	108	350	557	4
Future Volume (veh/h)	12	82	31	123	152	783	26	629	108	350	557	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	1781	1885	1796	1796	1856	1856	1900	1841	1841	1870	1767	1530
Adj Flow Rate, veh/h	12	85	32	127	549	546	27	648	0	361	574	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, %	8	1	7	7	3	3	0	4	4	2	9	25
Cap, veh/h	76	473	167	167	579	638	264	758		367	1500	10
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.22	0.22	0.00	0.14	0.44	0.44
Sat Flow, veh/h	80	1167	411	295	1427	1572	849	3497	1560	1781	3417	24
Grp Volume(v), veh/h	129	0	0	676	0	546	27	648	0	361	282	296
Grp Sat Flow(s),veh/h/ln	1659	0	0	1722	0	1572	849	1749	1560	1781	1678	1762
Q Serve(g_s), s	0.0	0.0	0.0	30.4	0.0	28.5	2.3	16.0	0.0	13.0	10.2	10.2
Cycle Q Clear(g_c), s	4.1	0.0	0.0	34.5	0.0	28.5	2.3	16.0	0.0	13.0	10.2	10.2
Prop In Lane	0.09		0.25	0.19		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	716	0	0	746	0	638	264	758		367	737	774
V/C Ratio(X)	0.18	0.00	0.00	0.91	0.00	0.86	0.10	0.86		0.98	0.38	0.38
Avail Cap(c_a), veh/h	725	0	0	755	0	646	264	758		367	737	774
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	1.00	0.85	0.85	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.1	0.0	0.0	26.0	0.0	24.4	28.5	33.9	0.0	24.9	17.0	17.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	14.5	0.0	10.9	0.7	10.3	0.0	42.1	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	1.7	0.0	0.0	16.1	0.0	11.8	0.5	7.6	0.0	9.8	4.0	4.2
Unsig. Movement Delay, s/veh									0.00			
LnGrp Delay(d),s/veh	17.2	0.0	0.0	40.5	0.0	35.2	29.2	44.2	0.0	67.0	18.5	18.5
LnGrp LOS	B	A	A	D	A	D	C	D	A	E	B	B
Approach Vol, veh/h		129			1222			786	A		939	
Approach Delay, s/veh		17.2			38.2			37.4			37.1	
Approach LOS		B			D			D			D	

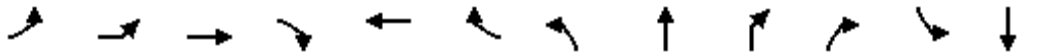
Timer - Assigned Phs	2		4	5	6		8
Phs Duration (G+Y+Rc), s	46.5		43.5	20.0	26.5		43.5
Change Period (Y+Rc), s	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	40.0		38.0	14.0	20.0		38.0
Max Q Clear Time (g_c+I1), s	12.2		6.1	15.0	18.0		36.5
Green Ext Time (p_c), s	3.6		0.7	0.0	0.9		1.0

Intersection Summary		
HCM 6th Ctrl Delay	36.8	
HCM 6th LOS	D	

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR] is included in calculations of the approach delay and intersection delay.



Movement	EBL2	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	NBR2	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	101	1	306	219	281	178	377	1148	15	0	163	670
Future Volume (vph)	101	1	306	219	281	178	377	1148	15	0	163	670
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0		7.0	7.0	7.0		7.0	7.0			7.0	7.0
Lane Util. Factor	1.00		0.95	0.95	1.00		1.00	0.95			1.00	0.95
Frt	1.00		0.99	0.85	0.95		1.00	1.00			1.00	0.98
Flt Protected	0.95		1.00	1.00	1.00		0.95	1.00			0.95	1.00
Satd. Flow (prot)	1703		1747	1447	1751		1719	3488			1787	3242
Flt Permitted	0.95		0.84	1.00	1.00		0.10	1.00			0.12	1.00
Satd. Flow (perm)	1703		1464	1447	1751		183	3488			232	3242
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	102	1	309	221	284	180	381	1160	15	0	165	677
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	102	0	332	199	464	0	381	1175	0	0	165	789
Heavy Vehicles (%)	6%	0%	2%	6%	4%	1%	5%	3%	27%	0%	1%	6%
Turn Type	Prot	Perm	NA	Perm	NA		pm+pt	NA		Perm	pm+pt	NA
Protected Phases	7		4		8		1	6			5	2
Permitted Phases		4		4			6			6	2	
Actuated Green, G (s)	10.0		53.0	53.0	37.0		76.1	54.0			49.6	33.5
Effective Green, g (s)	9.0		52.0	52.0	36.0		75.1	53.0			47.6	32.5
Actuated g/C Ratio	0.06		0.35	0.35	0.24		0.50	0.35			0.32	0.22
Clearance Time (s)	6.0		6.0	6.0	6.0		6.0	6.0			6.0	6.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	102		507	501	420		456	1232			230	702
v/s Ratio Prot	c0.06				c0.27		c0.20	c0.34			0.07	c0.24
v/s Ratio Perm			0.23	0.14			0.22				0.16	
v/c Ratio	1.00		0.65	0.40	1.10		0.84	0.95			0.72	1.12
Uniform Delay, d1	70.5		41.4	37.1	57.0		42.5	47.3			40.8	58.8
Progression Factor	1.00		1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	89.1		3.0	0.5	75.4		12.5	16.7			10.2	73.4
Delay (s)	159.6		44.5	37.6	132.4		55.0	64.0			51.0	132.2
Level of Service	F		D	D	F		D	E			D	F
Approach Delay (s)			60.9		132.4			61.8				118.1
Approach LOS			E		F			E				F

Intersection Summary			
HCM 2000 Control Delay	85.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	35.0
Intersection Capacity Utilization	122.5%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR	SWL2	SWL	SWR	SWR2
Lane Configurations					
Traffic Volume (vph)	111	7	1	1	2
Future Volume (vph)	111	7	1	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Total Lost time (s)			7.0	7.0	
Lane Util. Factor			1.00	1.00	
Frt			1.00	0.85	
Flt Protected			0.95	1.00	
Satd. Flow (prot)			1805	1211	
Flt Permitted			0.95	1.00	
Satd. Flow (perm)			1805	1211	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	112	7	1	1	2
RTOR Reduction (vph)	0	0	0	0	0
Lane Group Flow (vph)	0	0	8	3	0
Heavy Vehicles (%)	27%	0%	0%	0%	50%
Turn Type		Prot	Prot	Prot	
Protected Phases		3	3	3	
Permitted Phases					
Actuated Green, G (s)			2.9	2.9	
Effective Green, g (s)			1.9	1.9	
Actuated g/C Ratio			0.01	0.01	
Clearance Time (s)			6.0	6.0	
Vehicle Extension (s)			3.0	3.0	
Lane Grp Cap (vph)			22	15	
v/s Ratio Prot			c0.00	0.00	
v/s Ratio Perm					
v/c Ratio			0.36	0.20	
Uniform Delay, d1			73.5	73.3	
Progression Factor			1.00	1.00	
Incremental Delay, d2			9.9	6.5	
Delay (s)			83.4	79.8	
Level of Service			F	E	
Approach Delay (s)			82.4		
Approach LOS			F		

Intersection Summary

APPENDIX G

HEAVY VEHICLE ENHANCED FOCUS AREA ANALYSIS

Heavy Vehicle Enhanced Focus Area Memo

Project Revive
DRI #3489

City of Atlanta, Georgia

Submission:

November 17, 2021

Applicant:

TPA Group

Kimley»Horn

KH Project #015002013

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Enhanced Focus Area

As outlined in the Enhanced Focus Area guidance, roadways segments between the site driveways and the nearest study network intersections were studied. The following segments are included in the Enhanced Focus Area, shown in **Figure 1** (highlighted green):

- Thomas Street between Site and Marietta Boulevard
  - Thomas Street is proposed to be realigned under the Marietta Road bridge (highlighted yellow in **Figure 1** below). The intersection of Marietta Boulevard at Thomas Street is proposed to be signalized, and Thomas Street will be widened at the intersection.
- Site Driveway B to La Dawn Lane
  - Heavy vehicles are prohibited along Marietta Road per City of Atlanta Code (Article VI, Sec 150-240). Site Driveways A and B are intended to serve passenger vehicles and are not intended to be truck entrances. Because of this, a high-level analysis was conducted along this segment.

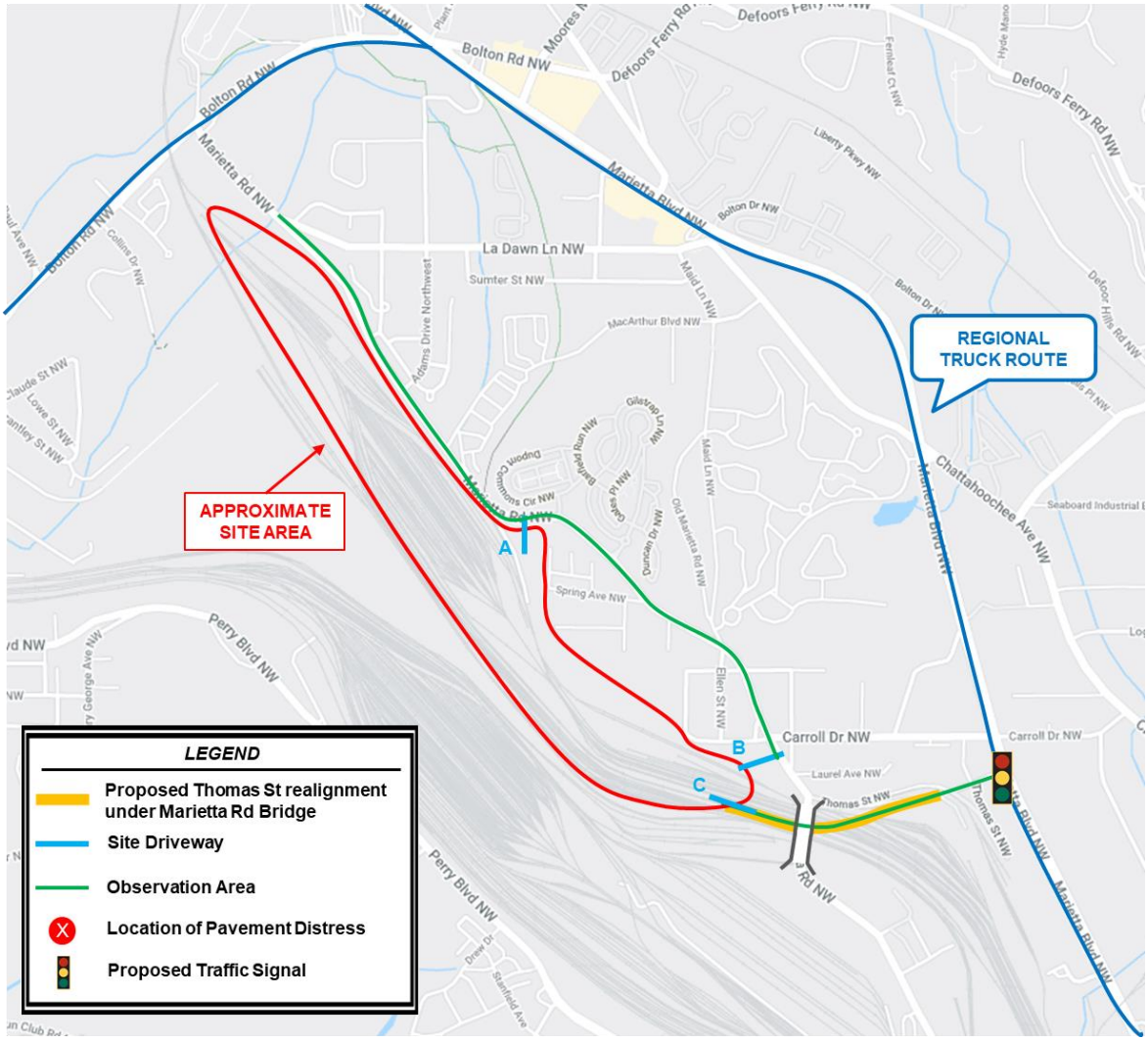


Figure 1

Heavy Vehicle Routing

Figure 2 depicts the proposed truck routes that will serve project traffic (green dashed line).

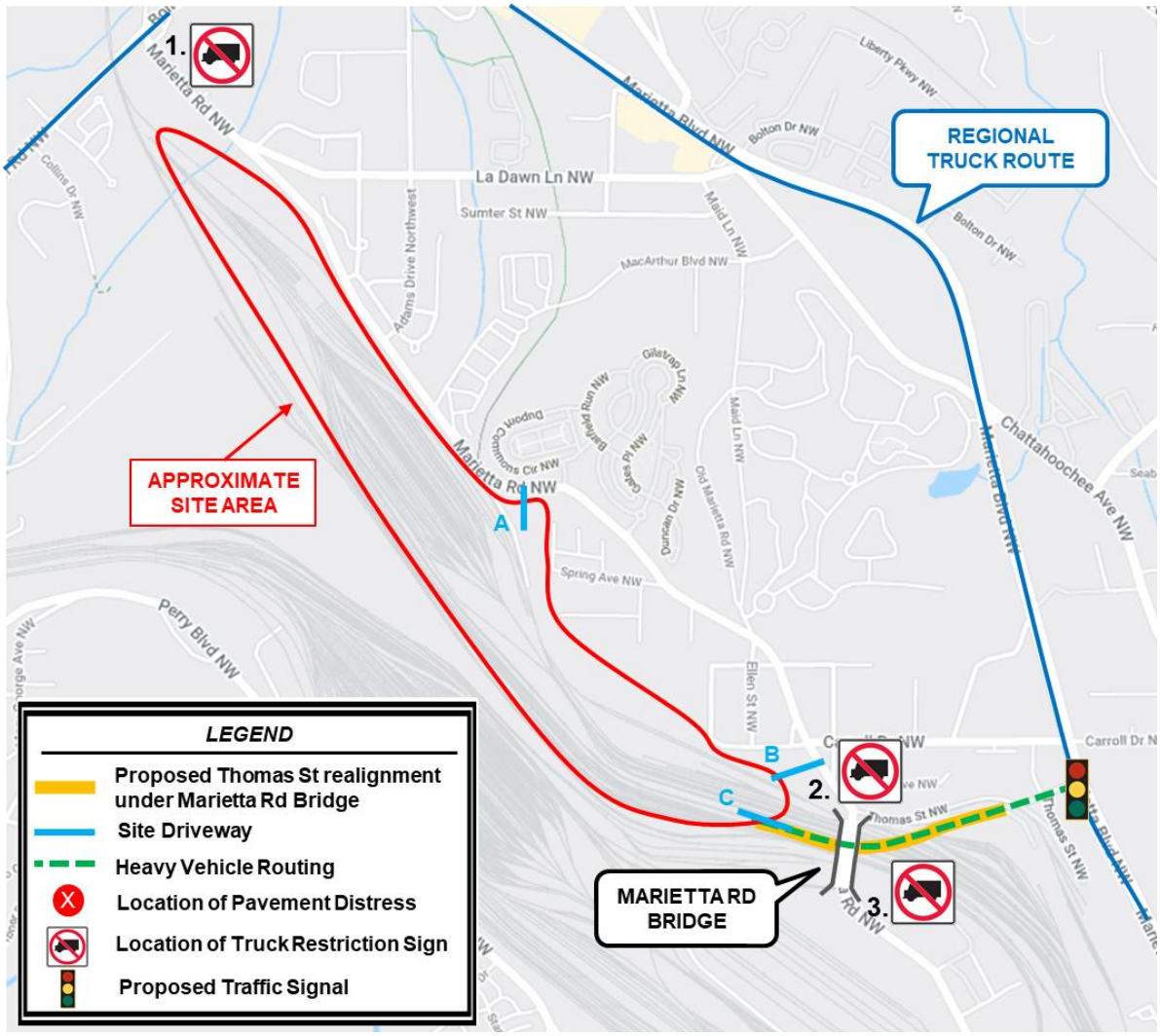


Figure 2

The Thomas Street realignment is proposed go under the Marietta Road bridge. The underpass has a minimum vertical clearance of 20 feet 11 inches, according to the USDOT Federal Highway Administration's National Bridge Inventory. The underpass was constructed to serve CSX railroad yard traffic.

As noted above, Marietta Road is restricted to heavy vehicle traffic. **Figure 3 – Figure 5** show the heavy vehicle restriction signs posted at the locations labeled on **Figure 2.**

Figure 3: Truck Restriction along Marietta Rd at Bolton Rd (See truck restriction #1 on Figure 2)

Figure 4: Truck Restriction along Marietta Rd at north entrance of bridge (See truck restriction #2 on Figure 2)

Figure 5: Truck Restriction along Marietta Rd at south entrance of bridge (See truck restriction #3 on Figure 2)

Pavement Condition

A site visit was conducted on November 5, 2021. Pavement conditions were observed within the study observation area with the exception of the unconstructed segment of the Thomas Street realignment.

No significant pavement distress was noted along Marietta Road between Bolton Road and Site Driveway B.

Pavement distress was observed along Thomas Street between Marietta Boulevard and the proposed realignment section. It is assumed Thomas Street will be repaved as part of the realignment, thus addressing the distress. The following pavement distress was observed:

Figure 6: Poor Curb Conditions

Figure 7: Alligator Cracking

Figure 8: Pavement Cracking

Figure 9: Edge of Pavement Raveling

Figure 10: Overgrown Vegetation

Roadway Width

The lane widths within the study observation area are shown in **Table 1**. The City of Atlanta roadway width standards were taken from the Connect Atlanta Street Design Guidelines document, which specifies standards for industrial avenues/streets. Marietta Road currently exceeds the lane width standard set by the City of Atlanta. Some sections of Thomas Street have 11-foot lanes, which do not meet the lane width standard of 12-feet. The realignment of Thomas Street proposed 15-foot lanes, which meets the city standard. It should be noted that Thomas Street is a private roadway, so the standard provides guidance, but the roadway is not held to the standard.

Lane width dimensions were measured in the field on November 5, 2021.

Table 1: Roadway Widths

Roadway	Existing Lane Width	Lane Width Standard (City of Atlanta)	Proposed Lane Width
Marietta Road	15 ft	12 ft	N/A
Thomas Street*	11 - 20 ft	12 ft*	15 ft

**Thomas Street is a private roadway. Standard provides guidance.*

Corner Radii

The corner radii were analyzed at the intersection of Thomas Street at Marietta Boulevard.

Note: For informational purposes, the *GDOT Regulations for Driveway and Encroachment Control* outlines minimum corner radii for commercial driveways as 35 feet. However, Marietta Boulevard is not a state route and is not subject to GDOT requirements.

1. Marietta Boulevard at Thomas Street

Figure 11 outlines the anticipated wheel-path for a WB-67 vehicle entering the site by making a southbound right-turn from Marietta Boulevard onto Thomas Street. The existing curb radius is approximately 25 feet. The WB-67 truck must impede the eastbound traffic along Thomas Street to make the maneuver, as shown in **Figure 11**. **Figure 12** shows a street level view of the curb of the northwest quadrant of the intersection.

With the realignment and widening of Thomas Street, the curb radius will remain approximately 25 feet. **Figure 13** outlines the anticipated wheel-path for a WB-67 entering the site by making a southbound right-turn from Marietta Boulevard onto Thomas Street. The eastbound left-turn stop bar along Thomas Street may be set back to accommodate wide turning truck movements. The roadway improvements along Thomas Street will improve truck access.

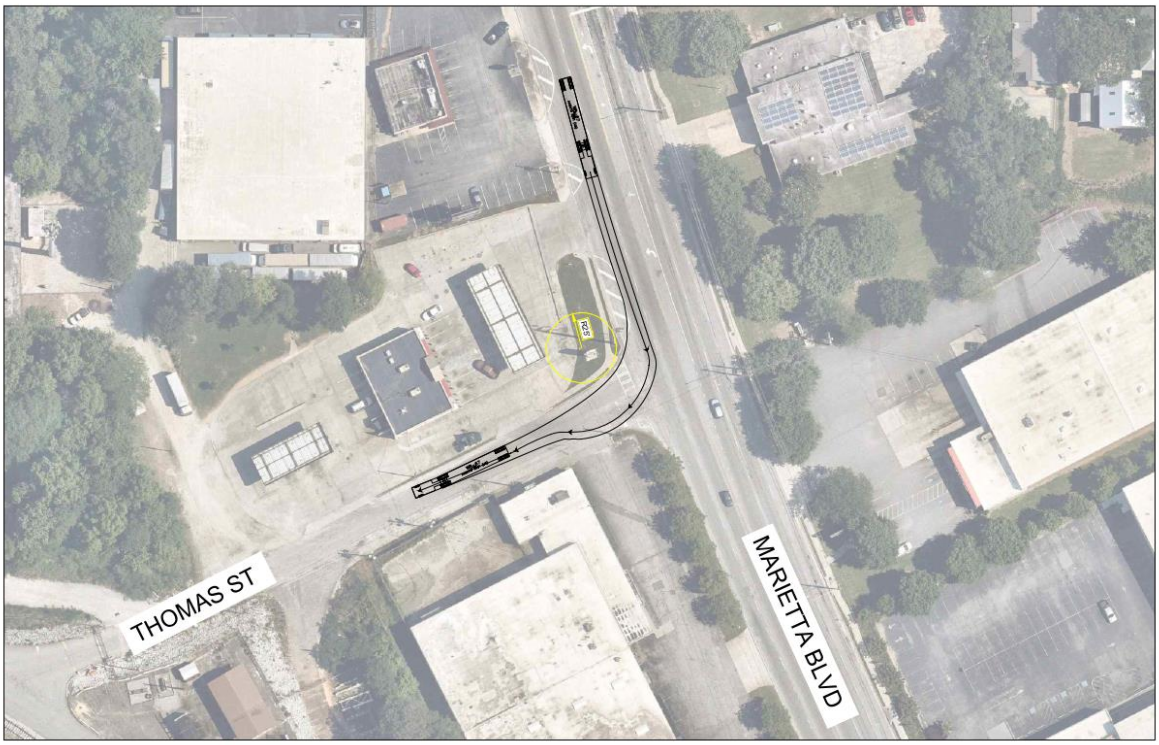


Figure 11: Marietta Boulevard at Thomas Street – Southbound Right (Entering Truck)

Figure 12: Northwest Quadrant

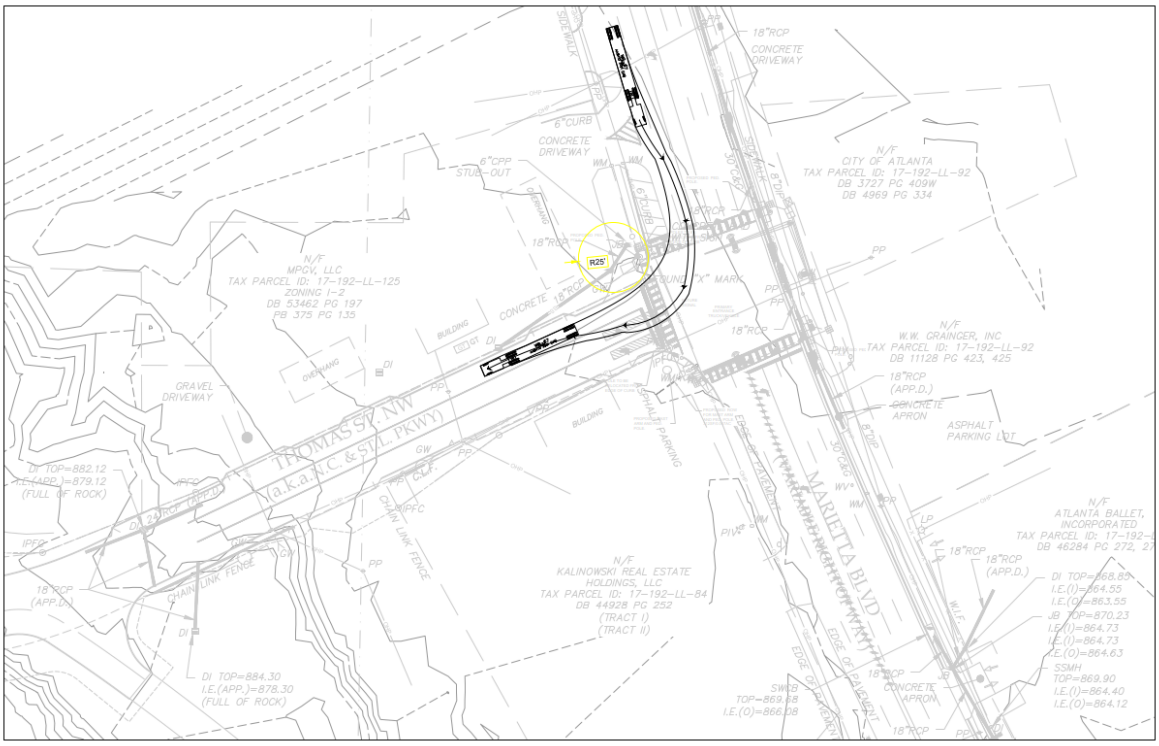


Figure 13: Marietta Boulevard at Thomas Street Proposed Realignment – Southbound Right (Entering Truck)

Figure 14 outlines the anticipated wheel-path for a WB-67 vehicle exiting the site by making an eastbound right-turn from Thomas Street onto Marietta Road. The existing curb radius is approximately 30 feet. The WB-67 truck must utilize both southbound lanes along Marietta Boulevard in order to make the maneuver. **Figure 12** shows a street level view of the curb of the southwest quadrant of the intersection.

With the realignment and widening of Thomas Street, the curb radius will remain approximately 30 feet. **Figure 16** outlines the anticipated wheel-path for a WB-67 exiting the site by making an eastbound right-turn from Thomas Street onto Marietta Boulevard. The roadway improvements along Thomas Street will improve truck access.

Figure 14: Marietta Boulevard at Thomas Street – Eastbound Right (Exiting Truck)

Figure 15: Southwest Quadrant

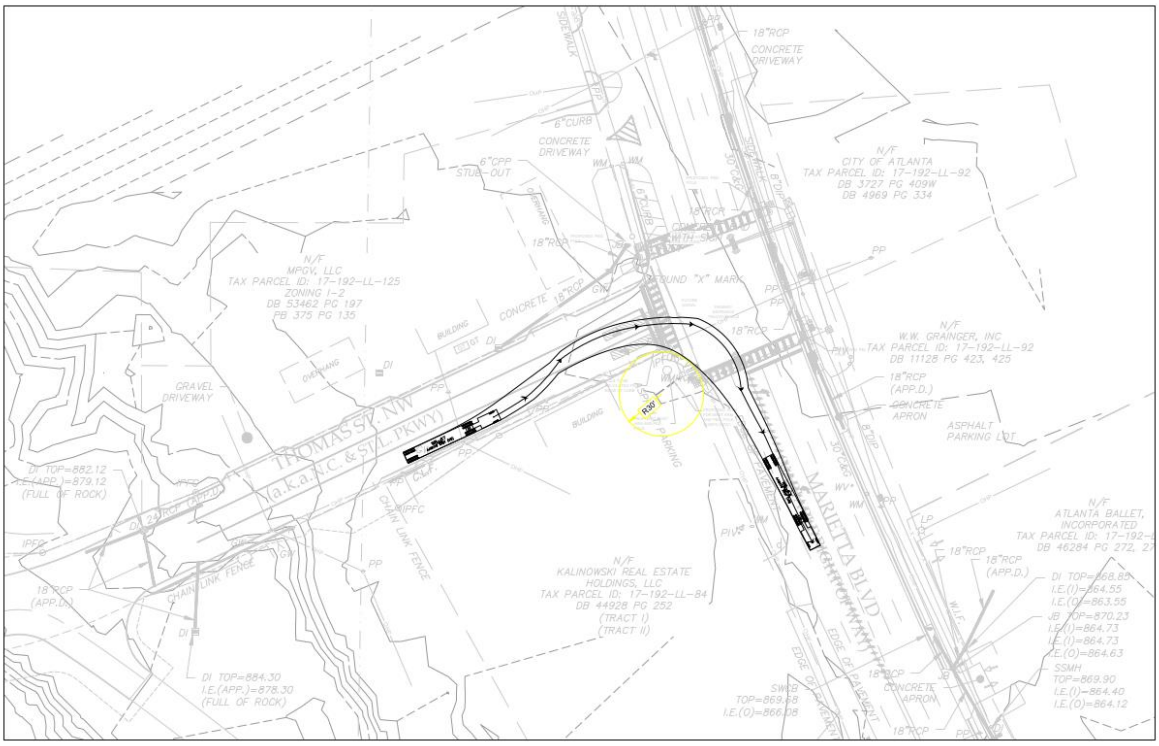


Figure 16: Marietta Boulevard at Thomas Street Proposed Realignment – Eastbound Right (Exiting Truck)

Heavy Vehicle Staging

It is anticipated that the e-commerce portion of the site's peak delivery hours will be between 12:00 AM and 8:00 AM, with 57 delivery vehicle trips taking place during the peak delivery period. It is anticipated that the warehousing portion of the site's 8-hour peak delivery period will be between 9:00 AM and 5:00 PM, with 541 delivery vehicle trips taking place. Both the e-commerce and warehousing sites generally will have heavy vehicle traffic outside of the AM and PM peak hours of adjacent street traffic. It should be noted that these are preliminary estimates and the peak delivery trips, and schedule may vary based on the tenant.

The site plan includes designated truck courts adjacent to each building. Additionally, roadways internal to the site provide ample space to accommodate heavy vehicle queueing, staging, and overflow internal to the site. **Figure** 17**Figure 17** indicates truck staging/overflow areas along internal roadways on the site. The areas with the red circles each indicate heavy vehicle staging areas between heavy vehicle driveways. The staging area to the north is approximately 1,200 feet, the center staging area is approximately 2,900 feet, and the staging area to the south is approximately 2,300 feet. These staging areas are sufficient for anticipated queuing.

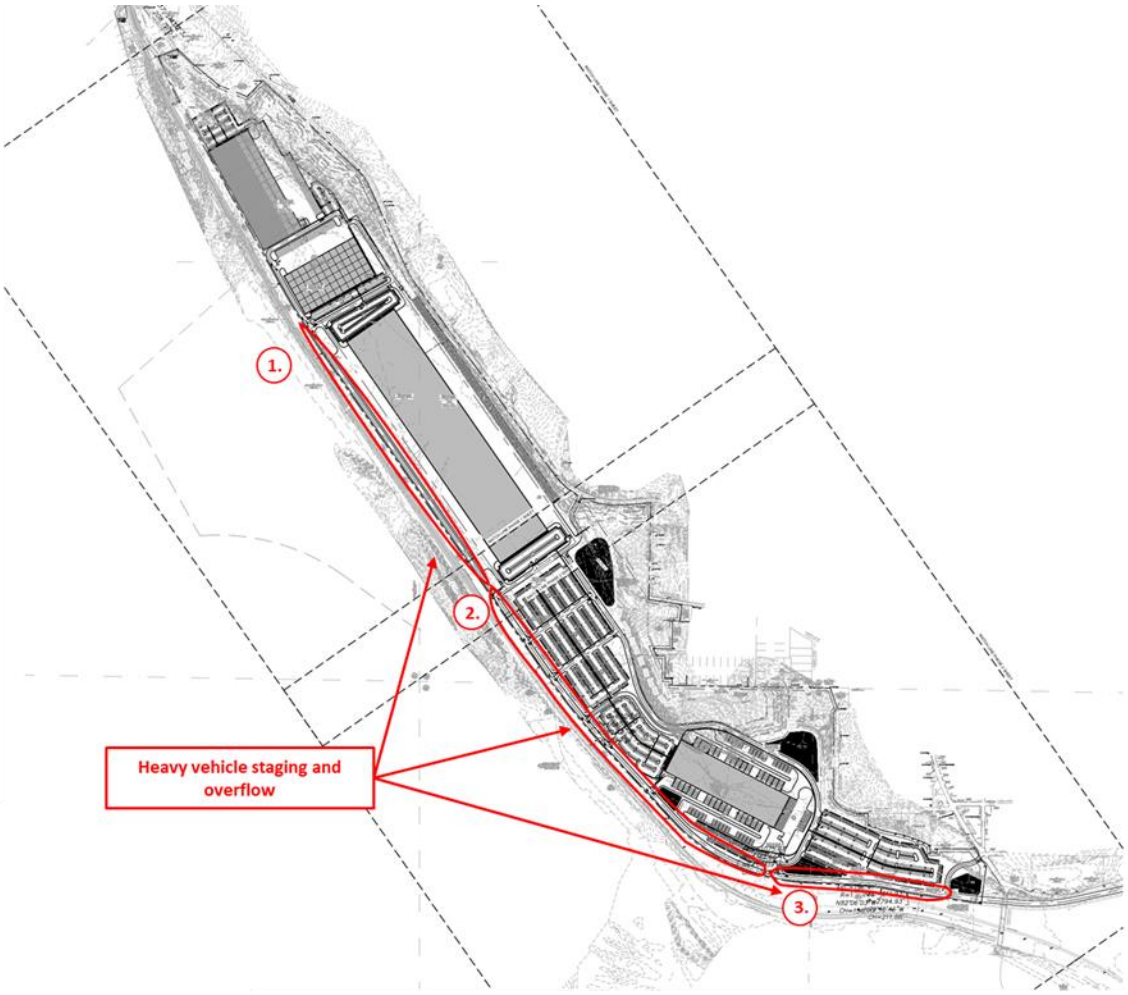


Figure 17: Heavy Vehicle Staging

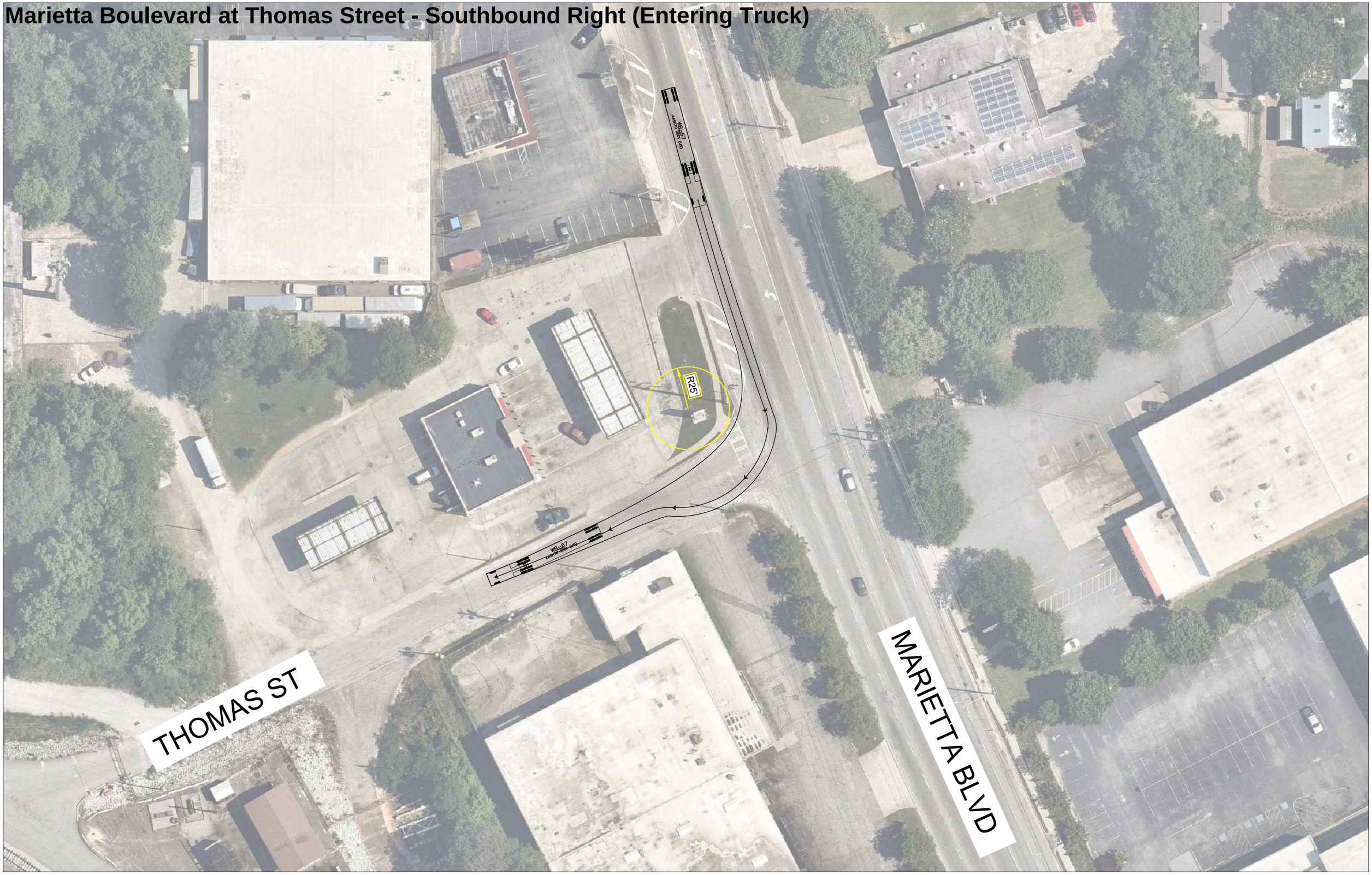
Pedestrian Safety

Sidewalks will be provided adjacent to the buildings and will connect both accessible and non-accessible spaces to the building entrances. Additionally, sidewalks will be provided along the Marietta Road frontage in accordance with City of Atlanta standards.

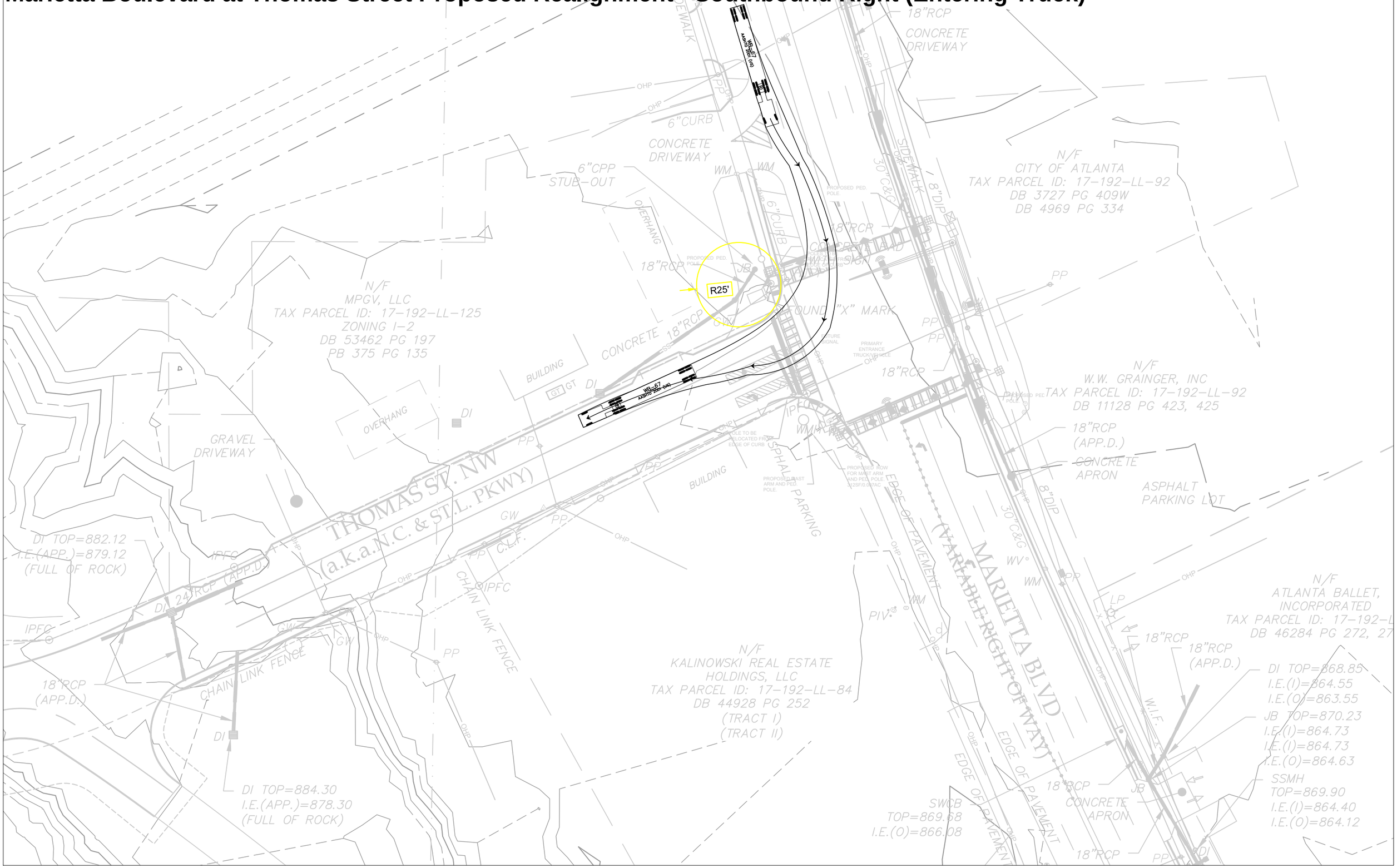
Attachments

- Truck Turn: Marietta Boulevard at Thomas Street – Southbound Right (Entering Truck)
- Truck Turn: Marietta Boulevard at Thomas Street Proposed Realignment – Southbound Right (Entering Truck)
- Truck Turn: Marietta Boulevard at Thomas Street – Eastbound Right (Exiting Truck)
- Truck Turn: Marietta Boulevard at Thomas Street Proposed Realignment – Eastbound Right (Exiting Truck)

Marietta Boulevard at Thomas Street - Southbound Right (Entering Truck)

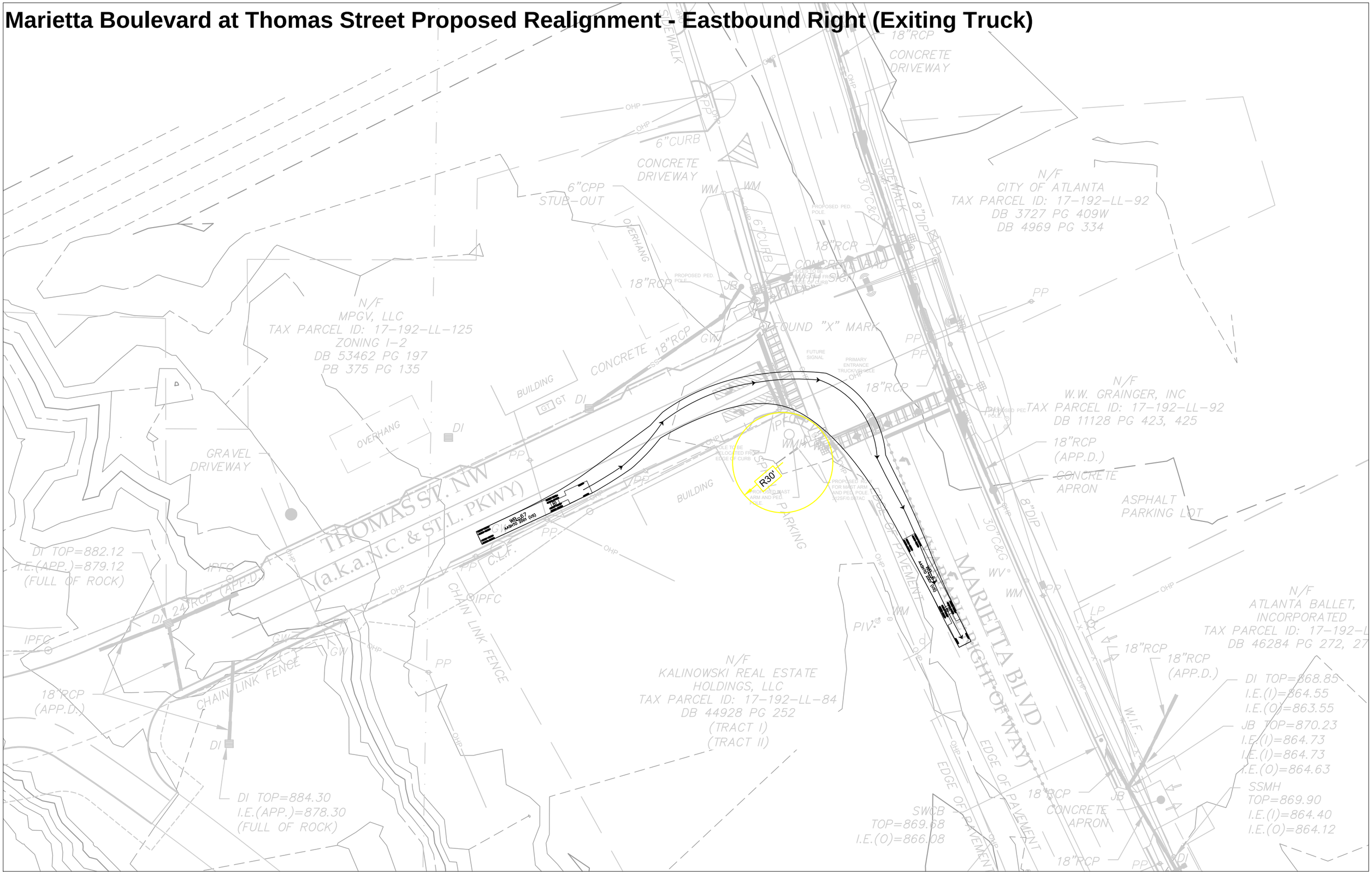


Marietta Boulevard at Thomas Street Proposed Realignment - Southbound Right (Entering Truck)



Marietta Boulevard at Thomas Street - Eastbound Right (Exiting Truck)

Marietta Boulevard at Thomas Street Proposed Realignment - Eastbound Right (Exiting Truck)



APPENDIX H

QUEUE LENGTH ANALYSIS

Intersection: 8: Marietta Blvd & Thomas Street

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	55	73
Average Queue (ft)	45	25
95th Queue (ft)	61	69
Link Distance (ft)	400	1088
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Marietta Blvd & Chattahoochee Ave

Movement	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	R	T	T	L	T	TR
Maximum Queue (ft)	49	244	222	182	169	245	80	108
Average Queue (ft)	24	221	155	108	107	188	48	78
95th Queue (ft)	49	265	284	203	164	286	96	131
Link Distance (ft)	641	498	498	2812	2812		1022	1022
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)						235		
Storage Blk Time (%)						2		
Queuing Penalty (veh)						7		

Intersection: 11: Marietta Blvd & Bolton Rd & Plant St

Movement	EB	EB	EB	WB	NB	NB	NB	SB	SB	SB	SW	SW
Directions Served	<	LTR	R	TR>	L	T	TR	<L	T	TR	<L	R>
Maximum Queue (ft)	224	613	175	403	94	132	118	259	220	223	69	21
Average Queue (ft)	113	538	175	263	55	112	83	146	181	163	28	4
95th Queue (ft)	265	720	175	399	114	138	144	251	231	229	76	18
Link Distance (ft)		574		446		820	820		693	693	314	314
Upstream Blk Time (%)		28										
Queuing Penalty (veh)		0										
Storage Bay Dist (ft)	175		125		250			275				
Storage Blk Time (%)		66	1					0				
Queuing Penalty (veh)		102	4					0				

Intersection: 8: Marietta Blvd & Thomas Street

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	53	25
Average Queue (ft)	39	10
95th Queue (ft)	57	30
Link Distance (ft)	400	1088
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Marietta Blvd & Chattahoochee Ave

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	R	L	T	T	L	T	TR
Maximum Queue (ft)	47	326	278	14	150	177	167	79	115
Average Queue (ft)	29	269	176	3	117	148	138	67	77
95th Queue (ft)	45	338	345	12	154	188	183	96	108
Link Distance (ft)	641	498	498		2812	2812		1022	1022
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)				235			235		
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 11: Marietta Blvd & Bolton Rd & Plant St

Movement	EB	EB	EB	WB	NB	NB	NB	SB	SB	SB	SW	SW
Directions Served	<	LTR	R	TR	L	T	TR	L	T	TR	<L	R>
Maximum Queue (ft)	223	538	175	462	275	706	667	130	483	501	48	23
Average Queue (ft)	84	406	131	412	263	577	542	109	265	325	34	5
95th Queue (ft)	210	631	243	485	299	814	711	141	449	523	53	20
Link Distance (ft)		574		446		820	820		693	693	314	314
Upstream Blk Time (%)				4								
Queuing Penalty (veh)				0								
Storage Bay Dist (ft)	175		125		250			275				
Storage Blk Time (%)		39	0		35	12			3			
Queuing Penalty (veh)		69	2		184	46			4			

Intersection: 8: Marietta Blvd & Thomas Street

Movement	EB	NB	NB
Directions Served	LR	LT	T
Maximum Queue (ft)	181	53	70
Average Queue (ft)	84	16	14
95th Queue (ft)	185	51	60
Link Distance (ft)	400	1088	1088
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Marietta Blvd & Chattahoochee Ave

Movement	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	R	T	T	L	T	TR
Maximum Queue (ft)	114	268	157	90	149	318	57	180
Average Queue (ft)	67	186	90	52	56	266	48	67
95th Queue (ft)	124	259	203	107	141	331	65	169
Link Distance (ft)	641	498	498	2812	2812		1022	1022
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)						235		
Storage Blk Time (%)						11		
Queuing Penalty (veh)						33		

Intersection: 11: Marietta Blvd & Bolton Rd & Plant St

Movement	EB	EB	EB	WB	NB	NB	NB	SB	SB	SB	SW	SW
Directions Served	<	LTR	R	TR>	L	T	TR	<L	T	TR	<L	R>
Maximum Queue (ft)	224	589	175	329	114	237	216	195	293	324	26	23
Average Queue (ft)	135	479	167	301	61	65	61	126	244	275	8	5
95th Queue (ft)	311	575	175	337	122	212	201	196	298	322	25	20
Link Distance (ft)		574		446		820	820		693	693	314	314
Upstream Blk Time (%)		3										
Queuing Penalty (veh)		0										
Storage Bay Dist (ft)	175		125		250			275				
Storage Blk Time (%)		48	1			0			5			
Queuing Penalty (veh)		72	7			0			16			

Intersection: 8: Marietta Blvd & Thomas Street

Movement	EB
Directions Served	LR
Maximum Queue (ft)	56
Average Queue (ft)	45
95th Queue (ft)	64
Link Distance (ft)	400
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: Marietta Blvd & Chattahoochee Ave

Movement	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	R	T	T	L	T	TR
Maximum Queue (ft)	69	332	331	222	215	186	96	160
Average Queue (ft)	30	256	196	153	158	118	79	93
95th Queue (ft)	72	359	343	230	244	186	104	149
Link Distance (ft)	641	498	498	2812	2812		1022	1022
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)						235		
Storage Blk Time (%)				0				
Queuing Penalty (veh)				0				

Intersection: 11: Marietta Blvd & Bolton Rd & Plant St

Movement	EB	EB	EB	WB	NB	NB	NB	SB	SB	SB	SW
Directions Served	<	LTR	R	TR>	L	T	TR	L	T	TR	<L
Maximum Queue (ft)	224	384	175	444	275	854	702	155	374	433	48
Average Queue (ft)	133	254	157	335	258	549	453	123	268	279	22
95th Queue (ft)	251	386	190	448	310	988	782	178	438	479	49
Link Distance (ft)		574		446		820	820		693	693	314
Upstream Blk Time (%)				1		3					
Queuing Penalty (veh)				0		0					
Storage Bay Dist (ft)	175		125		250			275			
Storage Blk Time (%)		35	1		18	23			13		
Queuing Penalty (veh)		63	6		96	86			21		

Intersection: 8: Marietta Blvd & Thomas Street Ext./Driveway 3

Movement	EB	EB	NB	NB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	T	T	TR
Maximum Queue (ft)	52	30	73	94	75	29	297	308
Average Queue (ft)	31	9	41	65	57	11	294	296
95th Queue (ft)	50	30	83	93	83	33	298	306
Link Distance (ft)		394		1076	1076	1076	278	278
Upstream Blk Time (%)							25	27
Queuing Penalty (veh)							153	161
Storage Bay Dist (ft)	225		140					
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 10: Marietta Blvd & Chattahoochee Ave

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	R	L	T	T	L	T	TR
Maximum Queue (ft)	115	192	161	60	78	126	196	77	90
Average Queue (ft)	64	153	52	17	52	99	165	52	72
95th Queue (ft)	136	188	162	55	86	134	219	77	99
Link Distance (ft)	641	498	498		2812	2812		1022	1022
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)				235			235		
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 11: Marietta Blvd & Bolton Rd & Plant St

Movement	EB	EB	EB	WB	NB	NB	NB	SB	SB	SB	SW
Directions Served	<	LTR	R	TR>	L	T	TR	<L	T	TR	R>
Maximum Queue (ft)	225	409	175	296	85	237	203	257	307	281	62
Average Queue (ft)	68	298	140	252	45	136	97	192	223	202	28
95th Queue (ft)	200	475	255	347	84	231	198	297	318	287	69
Link Distance (ft)		574		446		820	820		693	693	314
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	175		125		250			275			
Storage Blk Time (%)		41	10			0		0	4		
Queuing Penalty (veh)		64	46			0		0	11		

Intersection: 8: Marietta Blvd & Thomas Street Ext./Driveway 3

Movement	EB	EB	NB	NB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	T	T	TR
Maximum Queue (ft)	94	52	31	256	183	50	226	223
Average Queue (ft)	58	43	23	159	132	40	141	142
95th Queue (ft)	111	60	43	268	181	54	263	242
Link Distance (ft)		394		1076	1076	1076	278	278
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	225		140					
Storage Blk Time (%)				4				
Queuing Penalty (veh)				1				

Intersection: 10: Marietta Blvd & Chattahoochee Ave

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	R	L	T	T	L	T	TR
Maximum Queue (ft)	49	502	431	40	228	238	133	126	156
Average Queue (ft)	42	416	322	13	180	195	85	74	106
95th Queue (ft)	55	555	440	40	255	267	130	119	156
Link Distance (ft)	641	498	498		2812	2812		1022	1022
Upstream Blk Time (%)		1							
Queuing Penalty (veh)		0							
Storage Bay Dist (ft)				235			235		
Storage Blk Time (%)					0				
Queuing Penalty (veh)					0				

Intersection: 11: Marietta Blvd & Bolton Rd & Plant St

Movement	EB	EB	EB	WB	NB	NB	NB	SB	SB	SB	SW
Directions Served	<	LTR	R	TR	L	T	TR	L	T	TR	<L
Maximum Queue (ft)	224	463	175	462	275	508	407	375	532	524	26
Average Queue (ft)	104	325	103	376	238	412	346	193	364	397	12
95th Queue (ft)	221	531	241	491	359	600	459	442	584	619	31
Link Distance (ft)		574		446		820	820		693	693	314
Upstream Blk Time (%)				2							
Queuing Penalty (veh)				0							
Storage Bay Dist (ft)	175		125		250			275			
Storage Blk Time (%)		41	1		17	17			39		
Queuing Penalty (veh)		86	7		98	63			63		