

**DEVELOPMENT OF REGIONAL IMPACT (DRI)
TRAFFIC IMPACT STUDY**

FOR

PROJECT ROSEBUD

(DRI #3929)

City of Chattahoochee Hills, Fulton County, GA

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EXECUTIVE SUMMARY

Project Rosebud is a mixed-use film production studio development proposed on approximately 1,610 acres of undeveloped land located in the City of Chattahoochee Hills, Fulton County, Georgia. The project site is encircled by SR 70/Campbellton Redwine Road to the east, the Chattahoochee River to the west, and Jones Ferry Road to the north. The development will include approximately 3,454,300 SF of mixed-use development which exceeds the threshold of 400,000 SF of mixed-use development qualifying it to be analyzed as a Development of Regional Impact (DRI) by GRTA and ARC.

The development is expected to be completed by 2029 and analyzed in 3 phases. Phase 1 is to be completed by 2025, Phase 2 by 2027, and Phase 3 by 2029. The development will be accessed by four new driveways, two on SR 70/Campbellton Redwine Road and two on Jones Ferry Road. Driveways #1 and #2 will be located on SR 70/Campbellton Redwine Road, approximately 3 miles and 2 miles south of SR 70/South Fulton Parkway, respectively. Driveways #3 and 4 will be located along Jones Ferry Road approximately 1 mile west of SR 70/Campbellton Redwine Road, and will exclusively serve the residential pods with no internal connection to the rest of the studio development. The land uses for each phase are detailed below:

- Phase 1
 - o Film Production Studio – 705,900 SF
 - o Storeroom – 290,000 SF
 - o Specialty Vendor Retail Building – 15,000 SF
- Phase 2
 - o Film Production Studio – 747,000 SF
 - o Estate Lots/Cottages – 32 Units
 - o Brownstone Units – 32 Units
- Phase 3
 - o Film Production Studio – 1,342,400 SF
 - o Specialty Vendor Retail Building – 200,000 SF
 - o Hotel – 200 Rooms

This study analyzed the impacts the additional development's generated trips are expected to have on the surrounding roadway network and study intersections. The study intersections are listed below:

1. SR 166/Duncan Memorial Highway at Capps Ferry Road (Minor-Street Stop)
2. SR 70/South Fulton Parkway at Campbellton Redwine Road (Minor-Street Stop)
3. SR 70/South Fulton Parkway at Rico Road (Minor-Street Stop)
4. SR 70/South Fulton Parkway at Cochran Mill Road (Minor-Street Stop)
5. SR 70/ Campbellton Redwine Road at Jones Ferry Road (Minor-Street Stop)
6. SR 70/ Campbellton Redwine Road at Driveway #1 (*New Intersection*)
7. SR 70/ Campbellton Redwine Road at Driveway #2 (*New Intersection*)
8. SR 70/ Campbellton Redwine Road a Hutchesons Ferry Road (Minor-Street Stop)
9. Jones Ferry Road at Driveway #3 (*New Intersection*)
10. Jones Ferry Road at Driveway #4 (*New Intersection*)

The ITE Trip Generation Manual was referenced to estimate the trips generated by the proposed development under each study phase. The expected trips were added to the projected future traffic volumes to analyze the delay and level of service at the study intersections in build condition and compare with the no-build conditions.

For intersection on State Routes GDOT's ICE tool was utilized to evaluate intersections identified to operate unacceptably and needing improvement. Based on the traffic operations analysis the following improvements are recommended for the study intersections identified to operate unacceptably as a result of the development's traffic:

SR 166/Duncan Memorial Highway at Capps Ferry Road

- o Phase 1
 - Provide a eastbound channelized right-turn lane on SR 166/Duncan Memorial Highway with 175 ft storage.
 - Provide a northbound channelized right-turn lane on Capps Ferry Road with 225 ft storage.
- o Phase 2
 - Construct a single-lane roundabout. No bypass lanes required.
- o Phase 3
 - No additional improvements.

SR 70/South Fulton Parkway at Campbellton Redwine Road

- o Phase 1
 - Construct a single-lane roundabout. No bypass lanes required.
- o Phase 2
 - No additional improvements.
- o Phase 3
 - Construct a multilane roundabout.
 - Provide two lanes, through-right and through-left, on SR 70/South Fulton Parkway eastbound and westbound approaches.

SR 70/South Fulton Parkway at Rico Road

- o Phase 1
 - Construct a single-lane roundabout. No bypass lanes required.
- o Phase 2
 - No additional improvements.
- o Phase 3
 - No additional improvements.

SR 70/South Fulton Parkway at Cochran Mill Road

- o Phase 1
 - No additional improvements.
- o Phase 2
 - Construct a single-lane roundabout. No bypass lanes required.
- o Phase 3
 - No additional improvements.

SR 70/Campbellton Redwine Road at Jones Ferry Road

- o Phase 1
 - No additional improvements.
- o Phase 2
 - No additional improvements.
- o Phase 3
 - Provide a yield controlled eastbound channelized right-turn.

SR 70/Campbellton Redwine Road at Driveway #1

- o Phase 1
 - No additional improvements.
- o Phase 2
 - Driveway should be two lanes, one entry and exit lane.
 - Driveway approach should be a full access and stop sign controlled.
 - Provide a northbound left-turn lane on SR 70/Campbellton Redwine Road with 310 ft storage.
 - Provide a southbound right-turn lane on SR 70/Campbellton Redwine Road with 250 ft storage.
- o Phase 3
 - No additional improvements.

SR 70/Campbellton Redwine Road at Driveway #2

- o Phase 1
 - Driveway should be two lanes, one entry and exit lane.
 - Driveway approach should be a full access and stop sign controlled.
 - Provide a northbound left-turn lane on SR 70/Campbellton Redwine Road with 310 ft storage.
 - Provide a southbound right-turn lane on SR 70/Campbellton Redwine Road with 250 ft storage.
- o Phase 2
 - No additional improvements.
- o Phase 3
 - Construct a High-T or single-lane roundabout.

Jones Ferry Road at Driveway #3

- o Phase 1
 - No additional improvements.
- o Phase 2
 - Driveway should be two lanes, one entry and exit lane.
 - Driveway approach should be a full access and stop sign controlled.
- o Phase 3
 - No additional improvements.

Jones Ferry Road at Driveway #4

- o Phase 1
 - No additional improvements.
- o Phase 2
 - Driveway should be two lanes, one entry and exit lane.
 - Driveway approach should be a full access and stop sign controlled.
- o Phase 3
 - No additional improvements.

Jones Ferry Road is currently an unpaved roadway. The development stakeholders should coordinate with the local jurisdiction to determine if paving the roadway should be paved to accommodate the development traffic.

PROJECT DESCRIPTION

Introduction

This traffic impact study has been conducted by Southeastern Engineering, Inc. (SEI) for Project Rosebud a mixed-use development in City of Chattahoochee Hills, Fulton County, Georgia. The project site is encircled by SR 70/Campbellton Redwine Road to the east, the Chattahoochee River to the west, and Jones Ferry Road to the north. The site will be built on approximately 1,610 acres of undeveloped land. The project site is currently zoned for Rural District (RL) land use and the proposed zoning will be Mixed Use Hamlet (HM-MU) land use. The project exceeds the threshold of 400,000 SF of mixed-used development therefore, it qualifies to be analyzed as a Development of Regional Impact (DRI) by Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC).

The development will be completed by 2029 and will be constructed in five phases, due to concurrent construction schedules the development will be analyzed under 3 phases for this traffic impact study that combine multiple construction stages. Traffic study Phase 1 (Construction stages 1 & 2) is to be completed by 2025, Phase 2 (Construction stage 3) by 2027, and Phase 3 (Construction stages 4 & 5) by 2029. The construction stages are showed in the plan attached in **Appendix A**.

The development will include 3,454,300 SF of mixed development and will consist of the land uses under each traffic study phase as shown in **Table 1**.

Table 1: Land Use Details by Study Phases			
Land Use	Phase 1	Phase 2	Phase 3
Film Production Studio	705,900 SF	747,000 SF	1,342,400 SF
Storeroom	290,000 SF	-	-
Specialty Vendor Retail Buildings	15,000 SF	-	200,000 SF
Estate Lots/Cottage	-	32 Units	-
Brownstone Units	-	32 Units	-
Hotel	-	-	200 Rooms

The development will be accessed by four new driveways, two on SR 70/Campbellton Redwine Road and two on Jones Ferry Road which will exclusively serve the residential pods (Estate Bungalows and Brownstone units), which are not internally connected to the rest of the development. An overall location map showing the surrounding area near the site is shown in **Figure 1**.

This study will identify potential traffic impacts of each of the study phases on the surrounding roadway network. Improvements will be recommended for each study phase. The study includes the existing and future peak-hour traffic operations analysis at study intersections and development driveways. Operational improvements will be analyzed to mitigate the traffic impact resulting from the development, if needed. Recommendations made for the geometry and traffic control modifications for each study phase will consider the integration of succeeding development phases.

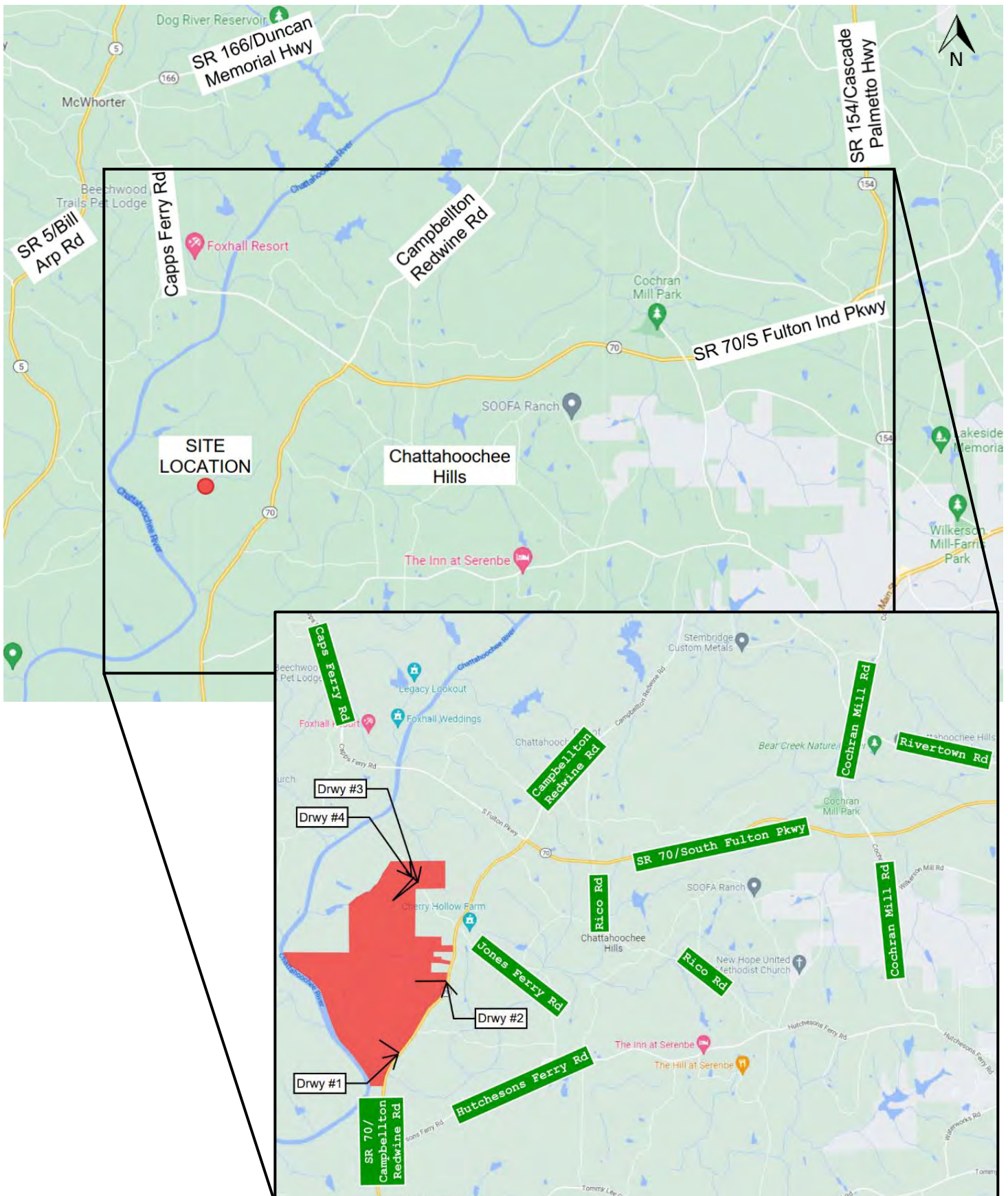


Figure 1 Location Map

Study Network

The external roadway network adjacent the development was reviewed to determine the intersections most likely impacted by the development. Nearby historical Georgia Department of Transportation (GDOT) counts were utilized to determine the roadways to be most impacted and determine how the development traffic will be distributed throughout the network. The site-generated traffic was assigned to the roadway network according to the expected trip distribution and typical traffic patterns of the existing roadway network and expected origin and destinations for users of the development based on its land uses. The study network was set utilizing GRTA's 7% rule. The study network consists of six existing intersections and four new development driveways. An aerial of the study area can be seen in **Figure 2**.

Per the January 04, 2023 DRI Letter of Understanding, attached in **Appendix B**, the following intersections were included in the study network:

11. SR 166/Duncan Memorial Highway at Capps Ferry Road (Minor-Street Stop)
12. SR 70/South Fulton Parkway at Campbellton Redwine Road (Minor-Street Stop)
13. SR 70/South Fulton Parkway at Rico Road (Minor-Street Stop)
14. SR 70/South Fulton Parkway at Cochran Mill Road (Minor-Street Stop)
15. SR 70/ Campbellton Redwine Road at Jones Ferry Road (Minor-Street Stop)
16. SR 70/ Campbellton Redwine Road at Driveway #1 (*New Intersection*)
17. SR 70/ Campbellton Redwine Road at Driveway #2 (*New Intersection*)
18. SR 70/ Campbellton Redwine Road a Hutchesons Ferry Road (Minor-Street Stop)
19. Jones Ferry Road at Driveway #3 (*New Intersection*)
20. Jones Ferry Road at Driveway #4 (*New Intersection*)

Roadway Conditions

The roadway network adjacent to the proposed development in the study area was reviewed to evaluate the existing roadway characteristics. The existing roadway facilities in the vicinity of the development are described below.

SR 166/Duncan Memorial Highway

SR 166/Duncan Memorial Highway is a two-lane undivided roadway with a posted speed limit of 45 miles per hour. To the east of Capps Ferry Road, it is classified as a minor arterial and to the west it is a principal arterial. No sidewalks, curb and gutter are present along its length in the study area. SR 166/Duncan Memorial Highway connects to SR 92/SR 154 in the east and SR 5/Bill Arp Road in the west.

Capps Ferry Road

Capps Ferry Road is a two-lane undivided roadway with a posted speed limit of 45 mph and changes to South Fulton Parkway with a speed limit of 55 mph to the south/east of the Chattahoochee River Bridge (Fulton/Douglas County line). It is classified as a principal arterial. No sidewalks, curb and gutter are present along its length in the study area. It connects to SR 6/Camp Creek Parkway in the north and South Fulton Parkway in the south.

SR 70/South Fulton Parkway

SR 70/South Fulton Parkway is a two-lane undivided roadway with a posted speed limit of 55 mph and changes to Capps Ferry Road with a speed limit of 45 mph to the east of Chattahoochee River Bridge (Fulton/Douglas Countyline). It is classified as a minor arterial. No sidewalks, curb and gutter are present along its length in the study area. It connects to SR 154/Cascade Palmetto Highway in the east and SR 166/Duncan Memorial Highway in the northwest.

SR 70/Campbellton Redwine Road

SR 70/Campbellton Redwine Road is a two-lane undivided roadway with a posted speed limit of 55 miles per hour. To the north of South Fulton Parkway, it changes to Campbellton Redwine Road and SR 70 continues to the east along South Fulton Parkway. It is classified as a minor arterial. No sidewalks, curb and gutter are present along its length in the study area. It connects to Rivertown Road in the north and Hutchesons Ferry Road in the south.

Rico Road

Rico Road is a two-lane undivided roadway classified with a posted speed limit of 45 miles per hour. It is classified as a minor collector. No sidewalks, curb and gutter are present along its length in the study area. It connects to Campbellton Redwine Road in the north and Hutchesons Ferry Road in the south.

Cochran Mill Road

Cochran Mill Road is a two-lane undivided roadway with a posted speed limit of 45 miles per hour. It is classified as a major collector to the north of SR 70/South Fulton Parkway and it is a minor collector to the south. No sidewalks, curb and gutter are present along its length in the study area. It connects to Rivertown Road in the north and Hutchesons Ferry Road in the south.

Jones Ferry Road

Jones Ferry is a two-lane undivided and unpaved roadway with a posted speed limit of 25 miles per hour. It is classified as a local road. No sidewalks, curb and gutter are present along its length in the study area. It connects to Whiteside Road in the north and Hutchesons Ferry Road in the south.

Hutchesons Ferry Road

Hutchesons Ferry Road is an undivided two-lane roadway with a posted speed limit of 45 miles per hour. It is classified as a major collector. There is no curb and gutter or sidewalks present throughout its length in the study area. It connects to SR 70/Campbellton Redwine Road in the west and US 29 in the east.

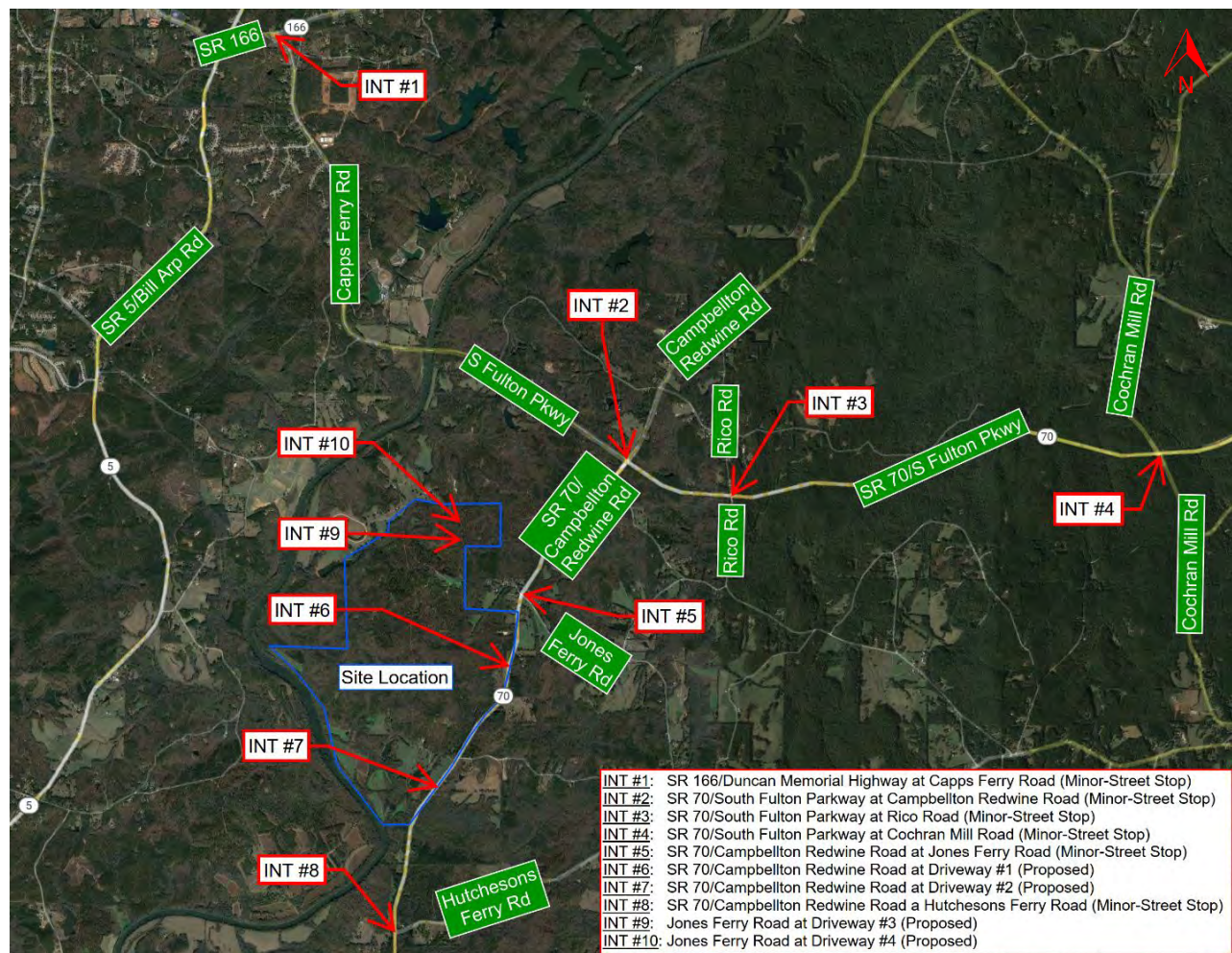


Figure 2 Study Area

Project Phasing Schedule

The development will be completed by 2029 and will be constructed in five phases, due to concurrent construction schedules the development will be analyzed under 3 phases for this traffic impact study that combine multiple construction stages. Traffic study Phase 1 (Construction stages 1 & 2) is to be completed by the year 2025, Phase 2 (Construction stage 3) completed by 2027, and Phase 3 (Construction stages 4 & 5) completed by 2029.

Vehicle Site Access

The development will have four new accesses. Driveway #1 and Driveway #2 will be located along SR 70/Campbellton Redwine Road, approximately 3 miles and 2 miles south of SR 70/South Fulton Parkway, respectively. Driveway #3 and Driveway #4 will be located along Jones Ferry Road which will exclusively serve the residential pods (Estate Bungalows and Brownstones Homes), which are not internally connected to the rest of the studio development. Driveways #3 and #4 are approximately a 1 mile to the west of SR 70/Campbellton Redwine Road.

Driveway #1 will be built under Phase 1 and the remaining driveways #2, #3 and #4 will be built under Phase 2. The driveways are anticipated to be full access and the intersection controls will be determined based on GDOT's Intersection Control Evaluation (ICE) analysis for SR 70/ Campbellton

Redwine Road driveways. Security gates will be placed on driveways, and the development will coordinate with the local jurisdiction to ensure gates are located far enough from public roadways to prevent vehicle queueing back to public roadways.

Bicycle and Pedestrian Access

No existing bicycle or pedestrian facilities are present near the proposed development, as shown in **Figure 3**.

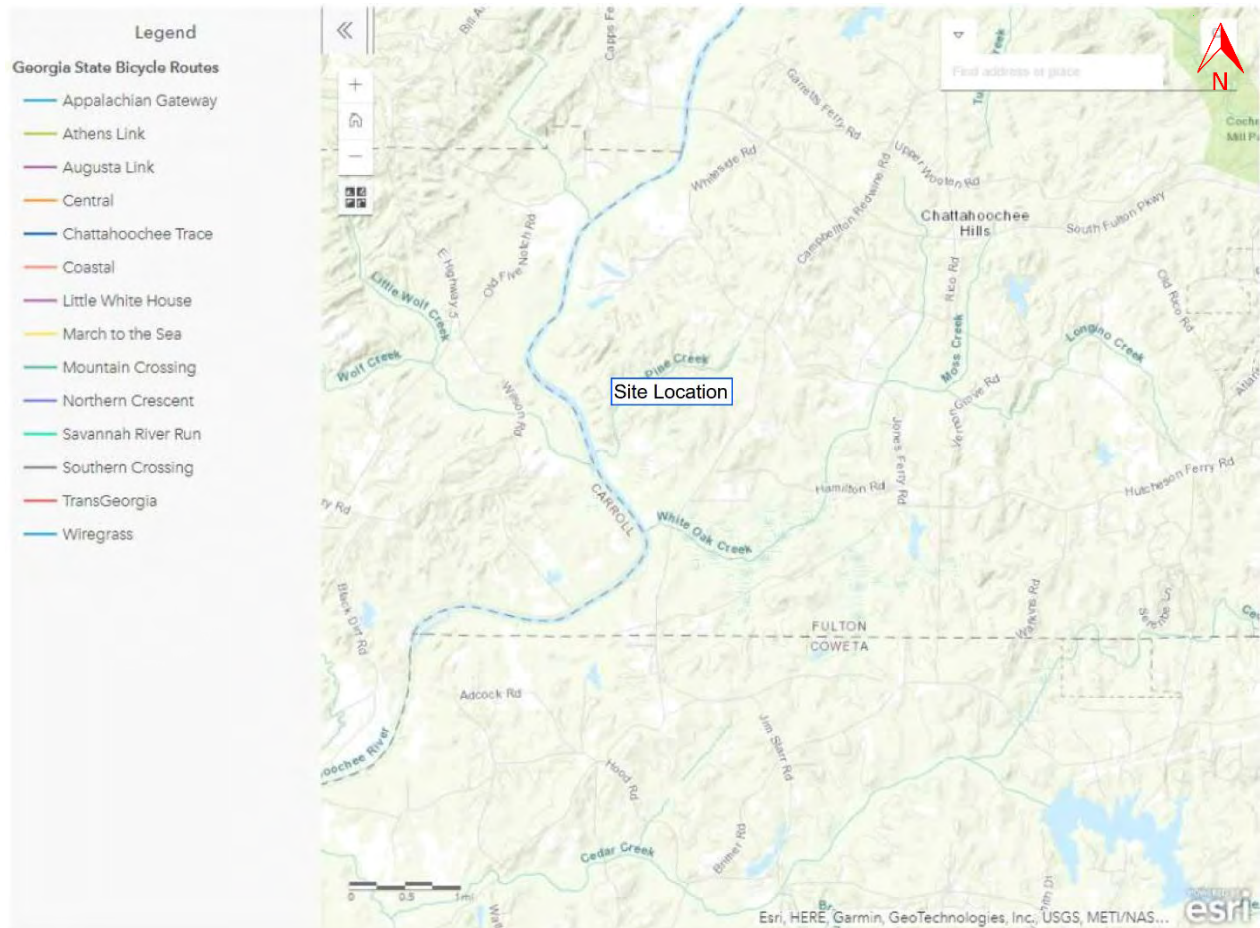


Figure 3 Georgia State Bicycle Routes Map

Transit Access and Facilities Description

No alternative transportation modes are present within a 2 miles vicinity of the development site. Therefore, there were no alternative mode reductions consider for the study.

EXISTING TRAFFIC CONDITIONS

The traffic impact study analyzes the current traffic operations of the study network. Capacity analysis and level of service evaluations of the study intersections were conducted for the existing and future conditions with and without the proposed development to determine the impacts of the development traffic on the network.

Traffic Data Collection

Existing traffic volumes at the study intersections were collected on January 10, 2023, and January 11, 2023. Peak hour turning movement counts were collected at the study intersections. Daily traffic volumes were collected on primary roadways near the development. The average of the two days of collected volumes was used for analysis. The AM peak hour was from 7:15 AM to 8:15 AM, and the PM peak hour was from 4:45 PM to 5:45 PM. Existing average daily traffic volumes collected are summarized in **Table 2**. The average existing AM and PM peak-hour turning movement count (TMC) traffic volumes for the study intersections are shown in **Figure 4**. The existing count data are included in **Appendix C**.

Table 2: Average Daily Volume (ADT)			
Location	NB / EB	SB / WB	Total Volume
SR 166/Duncan Memorial Highway east of Capps Ferry Road	1,886	1,961	3,847
Capps Ferry Road south of SR 166/Duncan Memorial Highway	3,495	3,752	7,247
Rico Road south of SR 70/South Fulton Parkway	762	691	1,453
SR 70/South Fulton Parkway west of Cochran Mill Road	3,134	3,297	6,431
Cochran Mill Road south of SR 70/South Fulton Parkway	841	830	1,671
SR 70/Campbellton Redwine Road south of Jones Ferry Road	820	861	1,681
Jones Ferry Road west of SR 70/Campbellton Redwine Road	24	23	47
Hutchesons Ferry Road east of SR 70/Campbellton Redwine Road	170	176	346

Growth Rate Determination

As the development is expected to be completed in 2029, a growth rate will be applied to the existing traffic volumes to project future background volumes. The project growth rate was calculated using different sources including GDOT's Traffic Analysis & Data Application for annual volume statistics and Atlanta Regional Commission's (ARC's) Travel Demand Model (TDM). Growth rate calculations using different sources are summarized in **Appendix D**. Historical data from nearby GDOT count stations was analyzed using all available data over a 10-year period. Average growth rates were calculated based on the 5-year and 10-year available data and are shown in **Table 3**.

Table 3: Growth Rate based on TADA Historical Counts		
Location	5 - Year	10 - Year
Campbellton Redwine Road south of Jones Ferry Road	6.27%	1.05%
South Fulton Parkway west of Cochran Mill Road	12.45%	3.63%
SR 166/J Ebb Duncan Memorial Highway west of Williams Drive	5.48%	2.34%
US 29/Main Street/Roosevelt Highway south of Church Street	3.62%	0.92%
SR 154/Cascade Palmetto Highway south of Rivertown Road	6.81%	5.78%
5 Year and 10 Year Growth Rate	6.93%	2.74%
Average Growth Rate	4.84%	

An average growth rate was calculated using the Atlanta Regional Commission's (ARC's) Travel Demand Model (TDM). The ARC's TDM included traffic projections for 2020, 2030, and 2040. **Table 4** shows growth rates for data adjacent the development used to calculate an overall TDM growth rate.

Table 4: ARC Travel Demand Model Growth Rate			
Location	10 Year	10 Year	20 Year
	2020 – 2030	2030 – 2040	2020 – 2040
SR 70/South Fulton Parkway east of Campbellton Redwine Road	2.22%	0.28%	1.15%
South Fulton Parkway west of Campbellton Redwine Road	2.83%	0.74%	1.64%
SR 70/Campbellton Redwine Road south of South Fulton Parkway	4.05%	1.27%	2.42%
SR 70/South Fulton Parkway east of Rico Road	2.28%	0.71%	1.38%
Rico Road south of SR 70/South Fulton Parkway	2.01%	-0.13%	0.86%
SR 166/Duncan Memorial Highway east of Capps Ferry Road	2.00%	1.49%	1.64%
SR 166/Duncan Memorial Highway west of Capps Ferry Road	2.48%	0.86%	1.55%
Capps Ferry Road south of SR 166/Duncan Memorial Highway	2.74%	0.60%	1.53%
SR 70/South Fulton Parkway east of Cochran Mill Road	2.09%	0.86%	1.37%
Cochran Mill Road south of SR70/South Fulton Parkway	5.57%	3.07%	4.02%
SR 70/South Fulton Parkway east of SR 154/SR 70/Cascade Palmetto Highway	3.14%	1.13%	1.97%
SR 70/South Fulton Parkway west of SR 154/SR 70/Cascade Palmetto Highway	3.41%	1.28%	2.16%
SR 154/SR 70/Cascade Palmetto Highway north of SR 70/South Fulton Parkway	1.54%	1.54%	1.46%
SR 154/SR 70/Cascade Palmetto Highway south of SR 70/South Fulton Parkway	1.59%	1.32%	1.38%
Rico Road north of Hutcheson Ferry Road	3.13%	0.21%	1.50%
Hutcheson Ferry Road east of Rico Road	3.81%	0.47%	1.92%
Hutcheson Ferry Road west of Rico Road	5.23%	0.79%	2.66%
Average	1.91%		

The growth rate for the study area was determined by reviewing the results of the different growth rate sources and based on engineering judgment. Based on the project location and known land uses in the area, an average annual growth rate of 3.9% will be utilized to calculate future background traffic volumes. This is in alignment with DRI Letter of Understanding.

Level of Service Methodology

Intersection capacity analyses for the study intersections were performed using the methodology outlined in the Highway Capacity Manual, 6th Edition (HCM). This methodology is the industry standard for evaluating intersection capacity and delay. To facilitate the analysis, the computer software Synchro 11 was used. This software conforms to the HCM methodology.

An analysis of peak-hour traffic conditions was performed to determine the level of service (LOS) at the study intersections. LOS for an intersection is based on vehicular delay at the intersection and is a typical measure of effectiveness used to evaluate intersection operations. The HCM provides ranges of delay for each LOS definition, spanning from very minimal delays (LOS A) to high delays (LOS F). LOS F is considered unacceptable for most drivers.

For unsignalized intersections, where a stop sign controls side streets or minor streets, the criterion for evaluating traffic operations is the LOS for the controlled turning movements at the intersection. Methodology from the HCM to determine the delay and LOS for these turning movements is based on the following input data:

- Intersection geometry
- Lane configuration
- Turning movement volumes

For the signalized intersections, LOS is based on the following input data:

- Intersection geometry
- Lane configuration
- Turning movement volumes
- Existing traffic signal timing

Table 5 below indicates the relationship between delay and LOS for signalized and unsignalized intersections.

Table 5: Level of Service for Signalized and Unsignalized Intersections		
Level of Service	Control Delay Per Vehicle (sec)	
	Signalized Intersection	Unsignalized Intersection
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Per the Letter of Understanding the standards acceptable LOS shall be LOS D unless specified otherwise in Section 3.2.2.1 of GRTA's DRI review procedures, which are listed below:

1. If an adopted Comprehensive Transportation Plan (or other applicable city or CID plan) notes the LOS standard for this area is E or F.
2. A Study Network intersection is located in a Region Core, Regional Employment Corridors, or a Regional Center zone as specified in the Atlanta Regional Commission's Unified Growth Policy Map. If ARC updates their designations to add or modify zone types, the old designations shall hold until GRTA updates these designations.
3. A Study Network intersection is within ½ mile of a fixed guideway transit station.
4. A LOS E is allowed if the existing LOS for the intersection is LOS F.
5. If an individual approach has a LOS of F, the LOS standard for that approach may be E even if the overall intersection LOS is E or better.

A LOS F is always considered a failing LOS.

Existing Conditions Level of Service

The level of service for the existing conditions was determined using Synchro 11, which follows the HCM methodology. The existing intersection capacity analysis results are summarized in **Table 6** and detailed results are included in **Appendix E**.

Table 6: Existing Level of Service - 2023				
Intersection	Intersection Control	Approach	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)
SR 166/Duncan Memorial Highway at Capps Ferry Road	Minor-Street Stop-Control	Northbound	23 (C)	37 (E)
SR 70/South Fulton Parkway at Campbellton Redwine Road	Minor-Street Stop-Control	Northbound	20 (C)	29 (D)
		Southbound	15 (C)	23 (C)
SR 70/South Fulton Parkway at Rico Road	Minor-Street Stop-Control	Northbound	16 (C)	24 (C)
		Southbound	14 (B)	17 (C)
SR 70/South Fulton Parkway at Cochran Mill Road	Minor-Street Stop-Control	Northbound	12 (B)	18 (C)
		Southbound	12 (B)	13 (B)
SR 70/ Campbellton Redwine Road at Jones Ferry Road	Minor-Street Stop-Control	Eastbound	11 (B)	11 (B)
		Westbound	0 (A)	10 (A)
SR 70/ Campbellton Redwine Road a Hutchesons Ferry Road	Minor-Street Stop-Control	Eastbound	0 (A)	0 (A)
		Westbound	10 (A)	11 (B)

All study intersections are operating at an acceptable level of service, LOS A-D, in the existing conditions except for the intersection of SR 166/Duncan Memorial Highway at Capps Ferry Road which is operating at unacceptable levels of service, LOS E, during PM peak hour. Queue length

analysis was conducted to determine if storage length is sufficient for intersections with unacceptable levels of service. The queue length analysis assumes an average vehicle length of 25 feet, as the queue length in Synchro is reported by number of vehicles. For existing year, a queue length of 200 ft was reported on the northbound single-lane approach at the study intersection of SR 166/Duncan Memorial Highway at Capps Ferry Road.

FUTURE CONDITIONS

The proposed mixed development will be constructed in five stages, but due to concurrent the development will be analyzed under three phases. The three phases are as follows:

- Phase 1 completed by 2025, includes construction stage 1 and 2.
- Phase 2 completed by 2027, includes construction stage 3.
- Phase 3 completed by 2029, includes construction stage 4 and 5.

Traffic operations analysis will include no-build and build scenarios for each phase.

Planning Context

Programmed Projects

There are multiple programmed projects planned in the study area. **Table 7** summarizes the projects, below are the project descriptions. Project reports of the projects are included in **Appendix F**.

PI 0017780 – Bridge Replacement on CR 435/Garretts Ferry Road at Chattahoochee River Tributary.

The DRI will not conflict with the project. The bridge replacement is being constructed on a local road and no trips generated from the development are expected to use this facility.

PI 0009643/FS - 209 – South Fulton Scenic Byway Multi-Use Trail

The DRI will not conflict with the project. The project will be extending the existing Henry's Mill fall trail from Cochran Mill Road to Phillips Road in the south along Little Bear Creek. No trips generated from the development are expected to use this facility.

Table 7: Summary of Planned Projects

Project Name	From / To Points:	Sponsor	GDOT PI#	ARC ID# (TIP)	Design FY	ROW / UTL FY	CST FY
CS 435/Garretts Ferry Road @ Chattahoochee River Tributary	Bridge Replacement	GDOT	0017780	-	2021	2022	2023
South Fulton Scenic Byway Multi-Use Trail	Cochran Mill Road to Phillips Road	Chattahoochee Hills City	0009643	FS-209	2035	2035	2035

Planned Projects

Chattahoochee Hills Riverlands Park is proposed south of the development and will be part of 53 miles of Chattahoochee Riverlands Greenway Trail that will extend from Buford Dam in the north to Chattahoochee Bend Park in the south. The development will work with the local jurisdiction and necessary stakeholders to allocate land for the Chattahoochee Riverlands Greenway Trail, and coordinate for other potential trail accesses.

Adjacent Projects

The Preserve (DRI 3090) is located to the south of SR 166/Duncan Memorial Highway and east of Capps Ferry Road. The Preserve has a planned build year of 2028. The approved Trip Gen Memo was reviewed, and development trips will be added as background traffic for analysis 2028 and later. The trips generated from the development will be considered under Phase 3 (2029) of this traffic study.

Proposed Development

Project Rosebud development is a mixed-use project with 3,454,300 SF of film studio, residential, hotel, and retail space on a site in the City of Chattahoochee Hills, Fulton County, Georgia. The site will be built on approximately 1,610 acres of undeveloped land and is expected to be constructed under 5 construction stages by 2029. The development will have 4 new driveways, two along SR 70/Campbellton Redwine Road and two along Jones Ferry Road which exclusively serve the residential land use which, are not internally connected to the rest of the studio development. The study will analyze the development under 3 phases that combine the construction stages. The land-use details for each study phase are shown in **Table 8**.

Land Use	Phase 1 (2025)	Phase 2 (2027)	Phase 3 (2029)
Film Production Studio	705,900 SF	747,000 SF	1,342,400 SF
Storeroom	290,000 SF	-	-
Specialty Vendor Retail Buildings	15,000 SF	-	200,000 SF
Estate Lots/Cottage	-	32 Units	-
Brownstone Units	-	32 Units	-
Hotel	-	-	200 Rooms

Trip Generation

The number of trips expected to be generated from the development was estimated based on the method defined in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. Due to the land use of the development, it is expected that there will be internal capture/mixed-use reduction. No pass-by trips are expected for this development. ITE does not provide internal capture/mixed-use reductions for film production studios. The residential units and hotels on the development will provide lodging for studio employees. Per similar studio DRIs traffic studies the following internal capture percentages will be applied to daily and peak-hour traffic volumes for mixed-use reductions:

- Residential to Studio – 10%
- Hotel to Studio – 25%

The trip generation for the development is summarized in **Table 9**. ITE trip generation report is attached in **Appendix G**.

Table 9: Proposed Site Trip Generation										
Land Use	# Of Units	Daily Traffic			AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Film Production Studio – Warehousing (150)	2795.3k SF	2432	2432	4864	366	109	475	143	388	531
Storeroom – Mini-Warehouse (151)	290k SF	219	219	438	17	12	29	23	26	49
Special Vendor Retail Buildings – Specialty Trade Contractor (180)	215k SF	1099	1098	2197	261	96	357	136	288	424
Estate Lots – Single Family Detached Homes (210)	12 units	57	56	113	2	7	9	8	4	12
Brownstone Units – Multi-Family Homes (220)	32 units	117	117	234	3	12	15	11	7	18
Cottage – Single Family Detached Homes (210)	21 Units	99	99	198	4	12	16	13	8	21
Hotel - Hotel (310)	200 rooms	836	836	1672	55	39	94	61	59	120
Unadjusted Volume		4859	4857	9716	708	287	995	395	780	1175
Internal Capture Trips		237	237	474	14	12	26	17	15	32
Total Trips		4622	4620	9242	694	275	969	378	765	1143

Table 10 below details the traffic volumes in each scenario. The growth rate was only applied to the existing collected volumes at the intersection. The growth rate was not applied to the traffic volumes added by the developments.

Table 10: Traffic Volumes for Scenario Modeling	
Scenario Name	Traffic Volumes Added
Existing (2023)	2023 Collected Traffic Volumes
No-Build (2025)	Existing (2023) + 2 Years Growth
Build (2025)	No-Build (2025) + Phase 1 Site Trips
No-Build (2027)	Existing (2023) + 4 Years Growth+ Phase 1 Site Trips
Build (2027)	No-Build (2027) + Phase 1 Site Trips + Phase 2 Site Trips
No-Build (2029)	Existing (2023) + 6 Years Growth + The Preserve (DRI 3090) Site Trips + Phase 1 Site Trips + Phase 2 Site Trips
Build (2029)	No-Build (2029) + Phase 1 Site Trips + Phase 2 Site Trips + Phase 3 Site Trips + The Preserve (DRI 3090) Site Trips

Mode split

As no transit routes are present in the study area, trips generated from the proposed development will not be finished using transit service. Therefore, no transit reduction will be applied to the trips generated.

Trip Distribution and Assignment

The trips generated from the proposed development were distributed on the roadway network in the vicinity of the development. The distribution is based on historical counts and observed traffic patterns in the area. The overall site trip distribution is shown in **Figure 5**. The distributions were applied for study Phase 1, Phase 2 and Phase 3 of the development as they share the same general land use purpose.

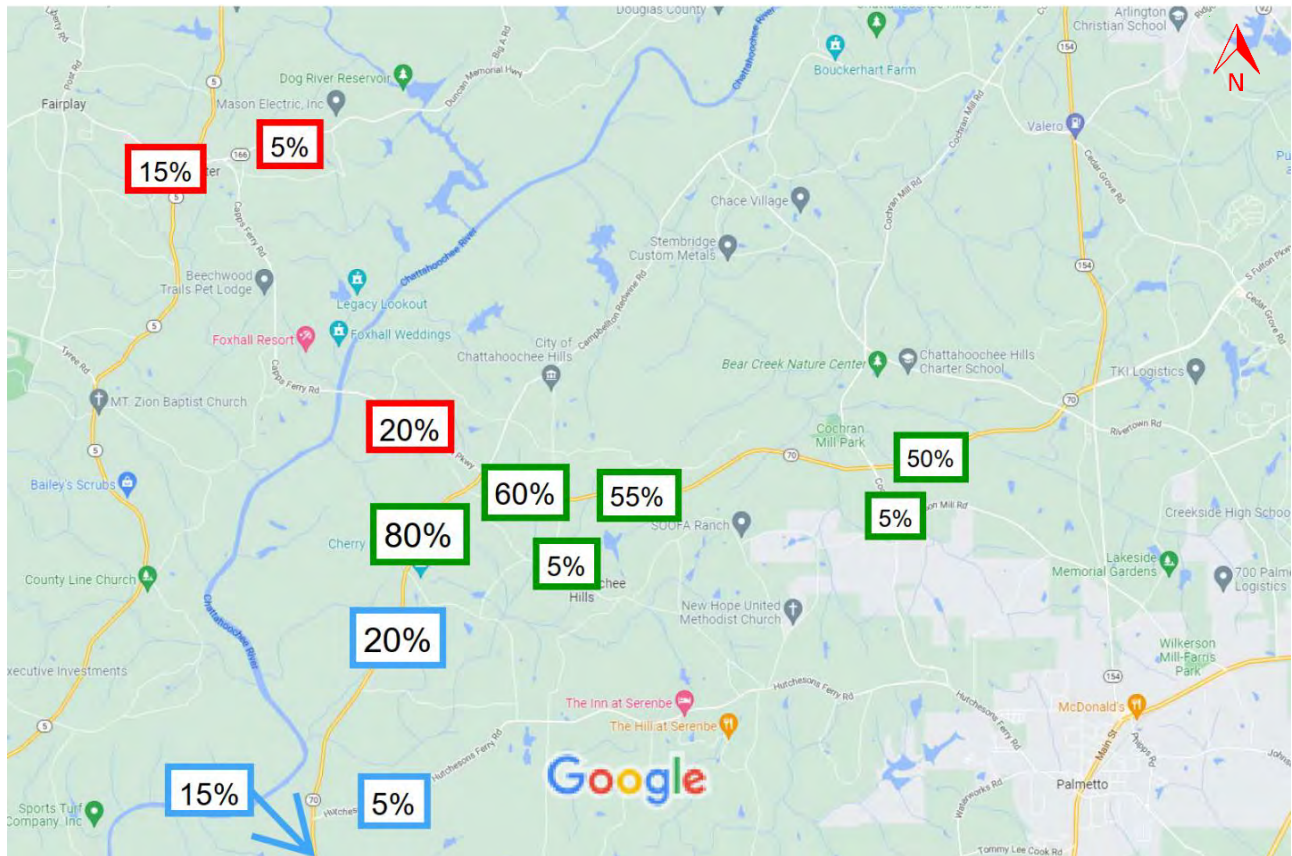


Figure 5 Overall Site Trip Distribution

FUTURE CONDITIONS – PHASE 1 (2025)

Future No Build Traffic Volumes (2025)

The future 2025 background traffic volumes were calculated by applying the annual exponential growth rate (3.9%) over two years to the existing background traffic volumes. The future 2025 background traffic volumes are shown in **Figure 6**.

Future No Build Level of Service (2025)

The same methodology discussed previously was used to determine the level of service for the study intersections using the future 2025 background traffic volumes. The intersection capacity analysis results for no-build Phase 1 (2025) are summarized in **Table 11** and detailed Synchro results are attached in **Appendix E**.

Table 11: No-Build Level of Service for Phase 1 - 2025				
Intersection	Intersection Control	Approach	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)
SR 166/Duncan Memorial Highway at Capps Ferry Road	Minor-Street Stop-Control	Northbound	23 (C)	37 (E)
SR 70/South Fulton Parkway at Campbellton Redwine Road	Minor-Street Stop-Control	Northbound	20 (C)	29 (D)
		Southbound	15 (C)	23 (C)
SR 70/South Fulton Parkway at Rico Road	Minor-Street Stop-Control	Northbound	16 (C)	24 (C)
		Southbound	14 (B)	17 (C)
SR 70/South Fulton Parkway at Cochran Mill Road	Minor-Street Stop-Control	Northbound	12 (B)	18 (C)
		Southbound	12 (B)	13 (B)
SR 70/ Campbellton Redwine Road at Jones Ferry Road	Minor-Street Stop-Control	Eastbound	11 (B)	11 (B)
		Westbound	0 (A)	10 (A)
SR 70/ Campbellton Redwine Road a Hutchesons Ferry Road	Minor-Street Stop-Control	Eastbound	0 (A)	0 (A)
		Westbound	10 (A)	11 (B)

In the future 2025 no-build scenario all study intersections are expected to operate acceptably, LOS A-D except for the study intersections of SR 166/Duncan Memorial Highway at Capps Ferry Road and SR 70/South Fulton Parkway at Campbellton Redwine Road are expected to operate unacceptably, LOS E- F, during the PM peak hour. A queue length of 275 ft was reported on Capps Ferry Road northbound approach, which is a single-lane approach with no turn lanes.

Future Build Traffic Volumes (2025)

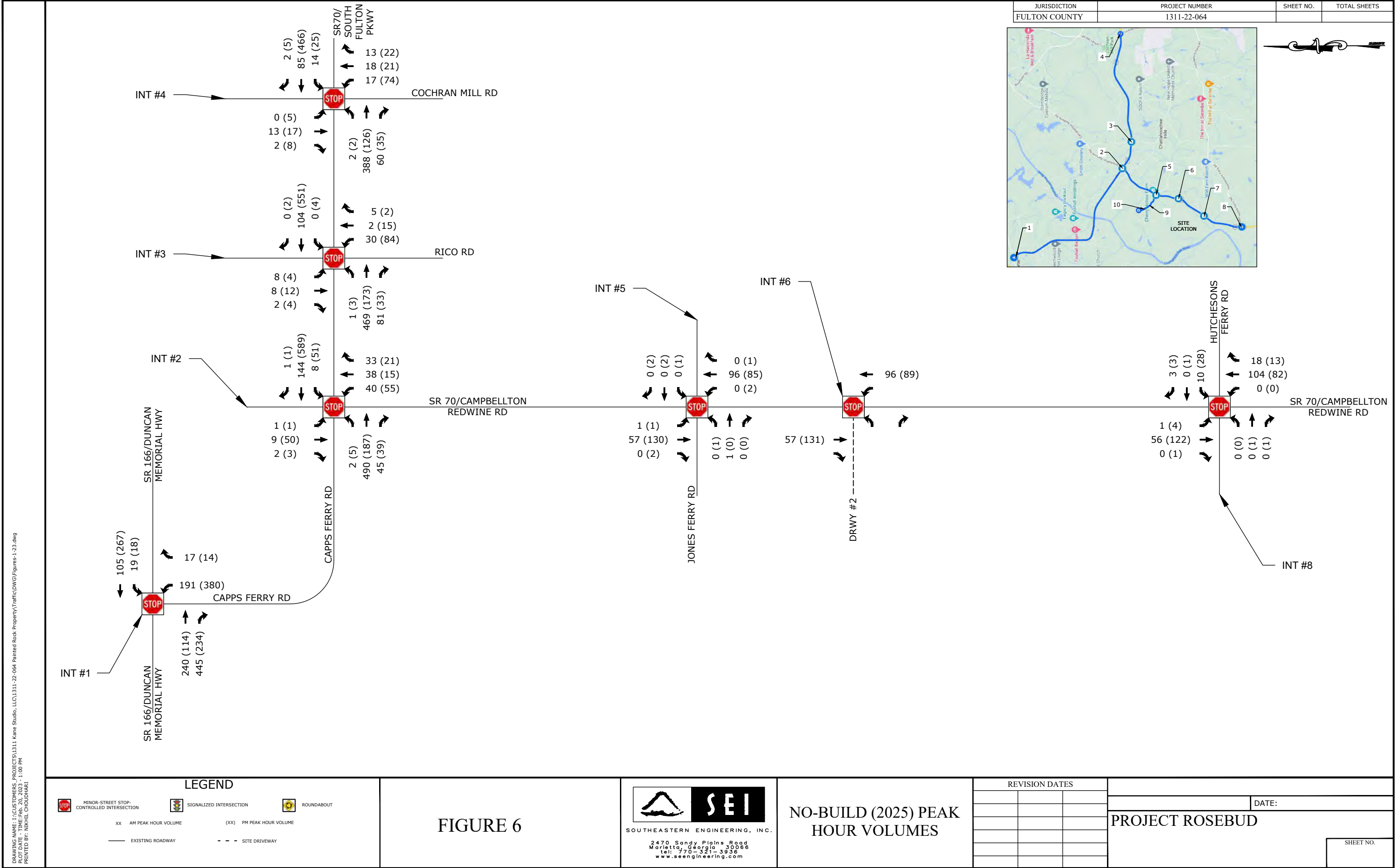
Future build traffic volumes for 2025 were calculated by summing the future 2025 no-build background traffic volumes and the site-generated peak hour volumes, assigned to the adjacent study network. The distribution of site-generated peak hour traffic volumes is shown in **Figure 7** and **Figure 8** shows the future build (2025) traffic volumes.

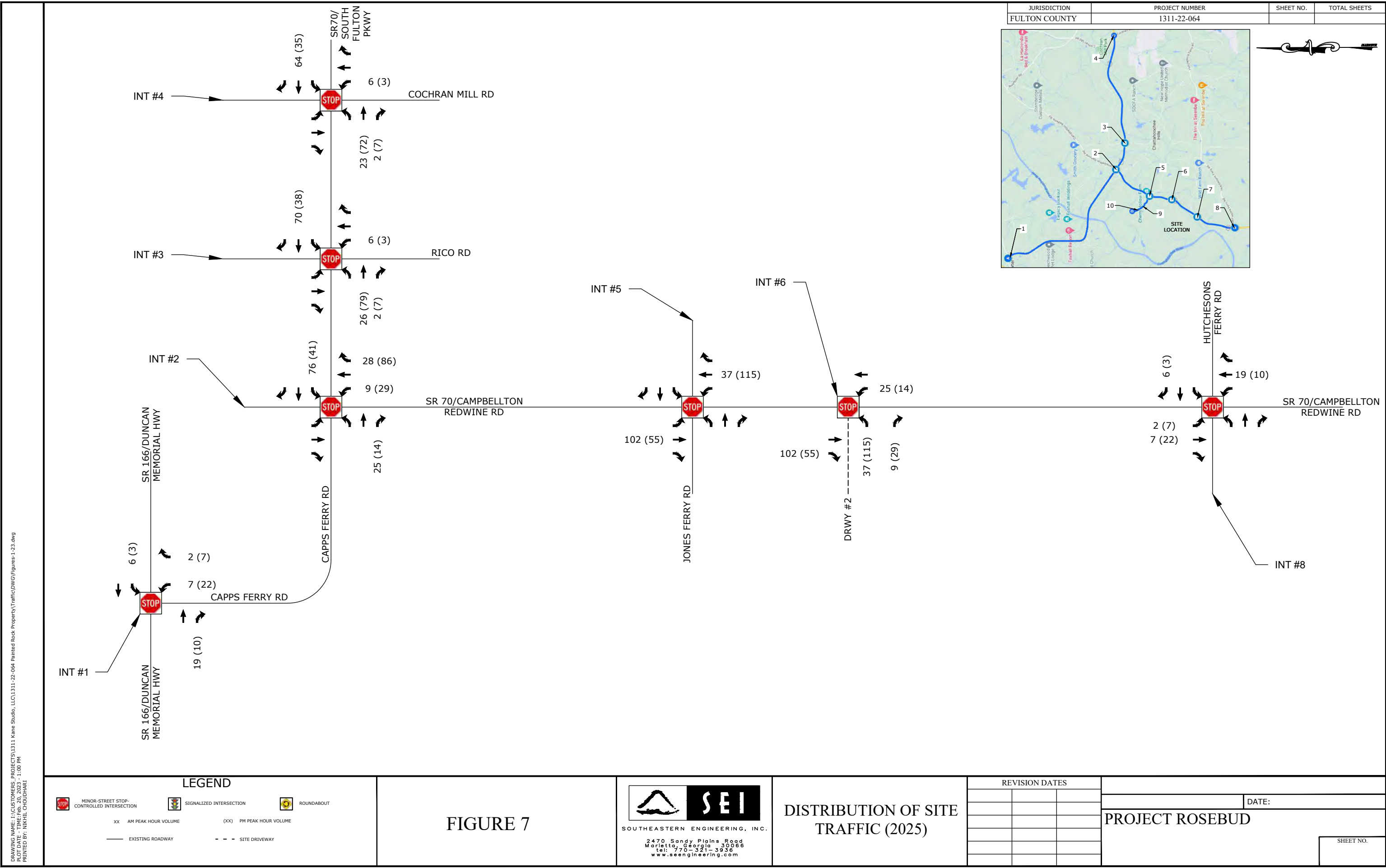
Future Build Level of Service (2025)

The same methodology discussed previously was used to determine the level of service for the study intersections under phase 1 build conditions. The intersection capacity analysis results for Phase 1 (2025) build are summarized in **Table 11** and detailed Synchro results are attached in **Appendix E**.

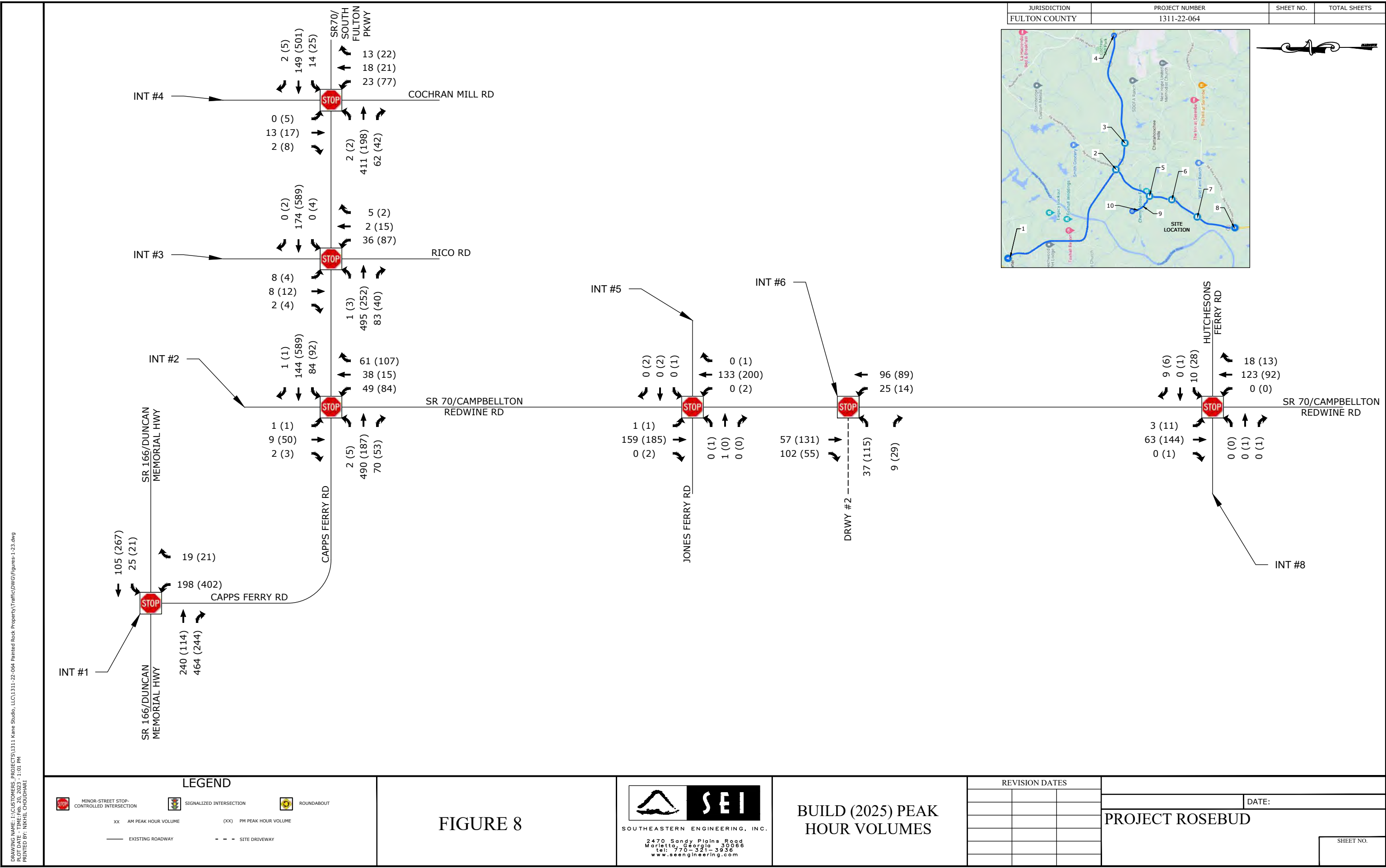
Table 12: Build Level of Service for Phase 1 - 2025				
SR 166/Duncan Memorial Highway at Capps Ferry Road	Minor-Street Stop-Control	Northbound	34 (D)	78 (F)
SR 70/South Fulton Parkway at Campbellton Redwine Road	Minor-Street Stop-Control	Northbound	43 (E)	99 (F)
		Southbound	22 (C)	32 (D)
SR 70/South Fulton Parkway at Rico Road	Minor-Street Stop-Control	Northbound	19 (C)	41 (E)
		Southbound	17 (C)	20 (C)
SR 70/South Fulton Parkway at Cochran Mill Road	Minor-Street Stop-Control	Northbound	14 (B)	28 (D)
		Southbound	14 (B)	16 (C)
SR 70/ Campbellton Redwine Road at Jones Ferry Road	Minor-Street Stop-Control	Eastbound	11 (B)	12 (B)
		Westbound	0 (A)	11 (B)
SR 70/ Campbellton Redwine Road at Driveway #2	Minor-Street Stop-Control	Eastbound	11 (B)	11 (B)
SR 70/ Campbellton Redwine Road at Hutchesons Ferry Road	Minor-Street Stop-Control	Eastbound	0 (A)	11 (B)
		Westbound	10 (A)	11 (B)

The study intersection of SR 70/ Campbellton Redwine Road at Driveway #2 was modeled as a minor street stop control with an entry and exit lane. In the future 2025 build scenario, all study intersections are expected to operate acceptably, LOS A-D except for the study intersections of SR 166/Duncan Memorial Highway at Capps Ferry Road, SR 70/South Fulton Parkway at Campbellton Redwine Road, and SR 70/South Fulton Parkway at Rico Road are expected to operate unacceptably, LOS E- F. A queue length of 350 ft was reported during the PM peak hour on Capps Ferry Road northbound approach. On Campbellton Redwine Road northbound approach a queue length of 225 ft was reported during PM peak hour. A queue length of 75 ft was reported during the PM peak hour on Rico Road northbound approach. All approaches are single-lane approaches with no turn lanes at all three study intersections.





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Level of Service Comparison Phase 1 – 2025

The results of the intersection capacity analysis highest delay for the existing conditions (2023), future no-build (2025) and future build (2025) are compared and summarized in **Table 13**. The intersection of SR 70/South Fulton Parkway at Campbellton Redwine Road went from operating at LOS C and E in no-build scenario to LOS E and F in the build scenario for AM and PM peak hours, respectively. The intersection of SR 70/South Fulton Parkway at Rico Road went from operating at LOS D in no-build scenario to LOS E in the build scenario for PM peak hour. The intersection of SR 166/Duncan Memorial Highway at Capps Ferry Road continued to operate unacceptably during the PM peak hour for all scenarios. Study intersections operating un acceptably as a result of the development will be analyzed with modifications for improvement to their operations.

Table 13: Level of Service Comparison for Phase 1 - 2025						
Intersection	Existing Delay (LOS)		No-Build Delay (LOS)		Build Delay (LOS)	
	AM	PM	AM	PM	AM	PM
SR 166/Duncan Memorial Highway at Capps Ferry Road	23 (C)	37 (E)	29 (D)	57 (F)	34 (D)	78 (F)
SR 70/South Fulton Parkway at Campbellton Redwine Road	20 (C)	29 (D)	23 (C)	38 (E)	43 (E)	99 (F)
SR 70/South Fulton Parkway at Rico Road	16 (C)	24 (C)	16 (C)	29 (D)	19 (C)	41 (E)
SR 70/South Fulton Parkway at Cochran Mill Road	12 (B)	18 (C)	13 (B)	21 (C)	14 (B)	28 (D)
SR 70/ Campbellton Redwine Road at Jones Ferry Road	11 (B)	11 (B)	11 (B)	11 (B)	11 (B)	12 (B)
SR 70/ Campbellton Redwine Road at Driveway #2	-	-	-	-	11 (B)	11 (B)
SR 70/ Campbellton Redwine Road at Hutchesons Ferry Road	10 (A)	11 (B)	10 (A)	11 (B)	10 (A)	11 (B)

Auxiliary Lane Analysis

The need for auxiliary lanes was evaluated at both development driveway intersections on the State Route. Auxiliary lanes are used on approaches to intersections when the projected turning traffic volumes exceed minimum levels, per GDOT's Regulations for Driveway and Encroachment Control Manual. The results of the analysis will determine if auxiliary lanes on the state route should be considered in the ICE analysis for the driveways as they are new intersections on a State Route. A left-turn lane is warranted on an intersection approach if the daily left-turn volumes meet or exceed values shown in **Table 14**.

Table 14: Left-Turn Lane Requirements				
Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	ADT		ADT	
	< 6000	≥ 6000	< 10000	≥ 10000
35 MPH or Less	300 LTV a day	200 LTV a day	400 LTV a day	300 LTV a day
40 to 50 MPH	250 LTV a day	175 LTV a day	325 LTV a day	250 LTV a day
≥ 55 MPH	200 LTV a day	150 LTV a day	250 LTV a day	200 LTV a day

A right-turn lane is warranted on an intersection approach if the daily right-turn volumes meet or exceed the values shown in **Table 15**.

Table 15: Right-Turn Lane Requirements				
Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	ADT		ADT	
	< 6000	≥6000	<10000	≥10000
35 MPH or Less	200 RTV a day	100 RTV a day	200 RTV a day	100 RTV a day
40 to 50 MPH	150 RTV a day	75 RTV a day	150 RTV a day	75 RTV a day
55 to 60 MPH	100 RTV a day	50 RTV a day	100 RTV a day	50 RTV a day
≥65 MPH	Always	Always	Always	Always

Driveways #1 and #2 will be along SR 70/Campbellton Redwine Road. It is a two-lane road with a posted speed limit of 55 mph, and a future average daily traffic (ADT) of approximately 3,271 vehicles per day (vpd) in 2025. The threshold is set at 200 LTV per day for a left-turn lane and 100 RTV per day for a right-turn lane in 2025. The development is expected to have approximately 182 LTV per day and 728 RTV per day are expected at driveway #2. Therefore, a right-turn lane is recommended on Driveway #2.

In 2027 a future average daily traffic (ADT) of approximately 5,879 vpd on SR 70/Campbellton Redwine Road. Therefore, the threshold is set at 200 LTV per day for a left-turn lane and 100 RTV per day for a right-turn lane in 2027. Approximately 247 LTV per day and 988 RTV per day are expected at driveway #2. And approximately 211 LTV per day and 846 RTV per day are expected at driveway #1. Therefore, a left and right turn lane is recommended on both driveways #1 and #2.

In 2029 a future average daily traffic (ADT) of approximately 9,538 vpd on SR 70/Campbellton Redwine Road. Therefore, the threshold is set at 150 LTV per day for a left-turn lane and 50 RTV per day for a right-turn lane in 2029. Approximately 384 LTV per day and 1536 RTV per day are expected at driveway #2. And approximately 512 LTV per day and 2049 RTV per day are expected at driveway #1. Therefore, a left and right turn lane is recommended on both driveways #1 and #2.

Intersection Improvement Alternative (Phase 1 - 2025)

Improvements for intersections were identified for study intersections operating at unacceptable levels of service. Different improvements included intersection controls and roadway geometry modification at the intersections so they may operate at appropriate levels of service per DRI requirements.

GDOT policy 4A-5 states an intersection control evaluation (ICE) is required for any intersection modifications for intersections on State Routes. So, ICE was performed on study intersections located on State Routes that are not operating acceptably. The ICE process compares and scores the feasible intersection controls based on project cost, safety analysis, traffic operations, environmental impacts, and stakeholder posture. The higher the ICE score, the more preferable the intersection control per the GDOT ICE tool. Crash data for the intersections were collected from GDOT's Numetric system.

SR 166/Duncan Memorial Highway at Capps Ferry Road

Alternative #1 is the existing conditions, minor street stop control with no geometric modifications. Alternative #2 will maintain the intersection geometry and change the intersection control to an all-way stop. Alternative #3 will be a single-lane roundabout. Alternative #4 will add a channelized right-turn lanes on the SR 166 and Capps Ferry Road, and maintain existing minor street stop control. Alternative #5 will add a channelized right-turn lane on the mainline and side street, and change the intersection control to an all-way stop control. The intersection reported 26 crashes in the last 5 years with no fatality or serious injury. The results of the ICE tool for the study intersection are summarized in **Table 16**. A minor street stop control with channelized right-turn lanes on the mainline and side-street is recommended at this intersection. Channelized right-turn lane on the northbound approach is recommended to have approximately 225 ft storage. The eastbound channelized right turn lane is recommended to have 175 ft storage. The ICE tool and associated operational analysis reports are attached in **Appendix H**.

Intersection Control	AM Peak Delay (V/C Ratio)	PM Peak Delay (V/C Ratio)	ICE Score	Rank
Minor-Street Stop-Control	34 (0.69)	78 (1.02)	4.0	5
All-way Stop	92 (1.10)	30 (0.80)	6.7	1
Single Lane Roundabout	12 (0.67)	9 (0.42)	6.6	2
Minor-Street Stop-Control with Channelized Right Turn Lane on SR 166 and Capps Ferry Rd	17 (0.46)	36 (0.82)	4.7	4
All-way Stop with Channelized Right Turn Lane on SR 166 and Capps Ferry Rd	21 (0.79)	44 (0.89)	6.3	3

SR 70/South Fulton Parkway at Campbellton Redwine Road

Alternative #1 is the existing conditions, minor street stop control with no geometric modifications. Alternative #2 will be a single-lane roundabout. Alternative #3 will add a channelized right-turn lane on SR 70 / Campbellton Redwine. The intersection reported 19 crashes in the last 5 years with no fatality or serious injury. The results of the ICE tool for the study intersection are summarized in

Table 17. Based on the ICE analysis a single-lane roundabout is recommended at this intersection. The ICE tool and associated operational analysis reports are attached in **Appendix H**.

Table 17: ICE Tool Analysis Results for Phase 1 – 2025 at SR 70/South Fulton Parkway at Campbellton Redwine Road				
Intersection Control	AM Peak Delay (V/C Ratio)	PM Peak Delay (V/C Ratio)	ICE Score	Rank
Minor-Street Stop-Control	43 (0.68)	99 (0.99)	3.8	3
Single Lane Roundabout	11 (0.61)	13 (0.67)	6.4	1
Minor-Street Stop-Control with Channelized Right Turn Lane on Side-street	30 (0.53)	50 (0.80)	4.8	2

SR 70/South Fulton Parkway at Rico Road

Alternative #1 is the existing conditions, minor street stop control with no geometric modifications. Alternative #2 will be a single-lane roundabout. Alternative #3 will add a channelized right-turn lane on the northbound Rico Road approach. The study intersection reported 7 crashes in the last 5 years with one fatality and no other serious injury. The results of the ICE tool for the study intersection are summarized in **Table 18**. Based on the ICE analysis a single-lane roundabout is recommended at this intersection. The ICE tool and associated operational analysis reports are attached in **Appendix H**.

Table 18: ICE Tool Analysis Results for Phase 1 – 2025 at SR 70/South Fulton Parkway at Campbellton Redwine Road				
Intersection Control	AM Peak Delay (V/C Ratio)	PM Peak Delay (V/C Ratio)	ICE Score	Rank
Minor-Street Stop-Control	20 (0.17)	41 (0.56)	4.6	3
Single Lane Roundabout	8 (0.54)	9 (0.60)	5.2	1
Minor-Street Stop-Control with Channelized Right Turn Lane on Side-street	19 (0.16)	41 (0.56)	4.7	2

SR 70/Campbellton Redwine Road at Driveway #2

The study intersection will be a new driveway intersection along SR 70/Campbellton Redwine Road. Alternative #1 will be a minor street stop control with a single entry and exit lane. Alternative #2 will be a minor street stop control with a left turn lane and channelized right turn lane at the study intersection on SR 70/Campbellton Redwine Road. This will be a new intersection therefore no crashes were reported at this location. The results of the ICE tool for the study intersection are summarized in **Table 19**. A minor street stop control with a left turn lane and channelized right turn lane on SR 70/Campbellton Redwine Road is recommended at this intersection. The ICE tool and associated operational analysis reports are attached in **Appendix H**.

Table 19: ICE Tool Analysis Results for Phase 1 – 2025 at SR 70/Campbellton Redwine Road at Driveway #2				
Intersection Control	AM Peak Delay (V/C Ratio)	PM Peak Delay (V/C Ratio)	ICE Score	Rank
Minor-Street Stop-Control	11 (0.07)	12 (0.23)	6.4	1
Minor-Street Stop-Control with Left and Channelized Right Turn Lanes	10 (0.07)	12 (0.22)	3.1	2

FUTURE CONDITIONS – PHASE 2 (2027)

Future No Build Traffic Volumes (2027)

The future 2027 background traffic volumes were calculated by applying the annual exponential growth rate (3.9%) over four years to the existing background traffic volumes (2023) and adding site-generated peak hour volumes from Phase 1 (2025). It was assumed that the intersection improvements recommended under Phase 1 – 2025 will be implemented in 2027 and considered “existing” for the no-build analysis. The future 2027 no-build traffic volumes are shown in **Figure 9**.

Future No Build Level of Service (2027)

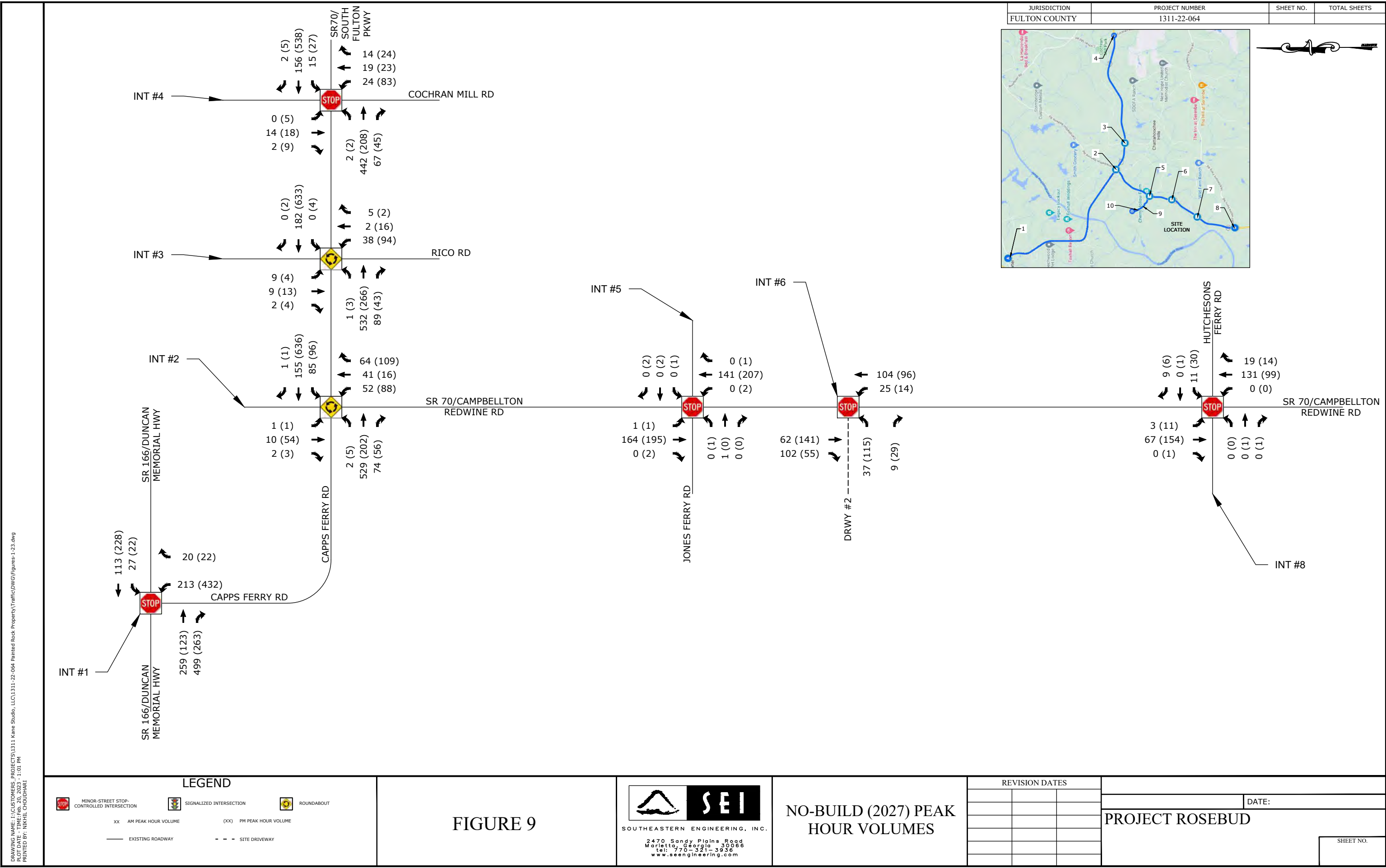
The same methodology discussed previously was used to determine the level of service for the study intersections using the future 2027 background traffic volumes. No-build 2027 analysis included Phase 1 improvements as base conditions. The intersection capacity analysis results for no-build Phase 2 (2027) are summarized in **Table 20** and detailed results are included in **Appendix E**.

Table 20: No-Build Level of Service for Phase 2 - 2027				
Intersection	Intersection Control	Approach	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)
SR 166/Duncan Memorial Highway at Capps Ferry Road	Minor-Street Stop-Control	Northbound	19 (C)	51 (F)
SR 70/South Fulton Parkway at Campbellton Redwine Road	Single Lane Roundabout	Northbound	9 (A)	6 (A)
		Southbound	4 (A)	9 (A)
		Eastbound	12 (B)	6 (A)
		Westbound	6 (A)	14 (B)
		Overall	11 (B)	11 (B)
SR 70/South Fulton Parkway at Rico Road	Single Lane Roundabout	Northbound	6 (A)	5 (A)
		Southbound	4 (A)	7 (A)
		Eastbound	10 (A)	5 (A)
		Westbound	5 (A)	12 (B)
		Overall	8 (A)	9 (A)
SR 70/South Fulton Parkway at Cochran Mill Road	Minor-Street Stop-Control	Northbound	15 (B)	35 (D)
		Southbound	15 (B)	17 (C)
SR 70/ Campbellton Redwine Road at Jones Ferry Road	Minor-Street Stop-Control	Eastbound	12 (B)	12 (B)
		Westbound	0 (A)	11 (B)
SR 70/ Campbellton Redwine Road at Driveway #2	Minor-Street Stop-Control	Eastbound	11 (B)	12 (B)
SR 70/ Campbellton Redwine Road at Hutchesons Ferry Road	Minor-Street Stop-Control	Eastbound	0 (A)	11 (B)
		Westbound	10 (A)	11 (B)

In the future 2027 no-build scenario all study intersections are anticipated to operate acceptably, LOS A-D, except for the study intersection of SR 166/Duncan Memorial Highway at Capps Ferry Road which is anticipated to operate at LOS F during the PM peak hour. A queue length of 300 ft was reported during the PM peak hour on the northbound approach of Capps Ferry Road.

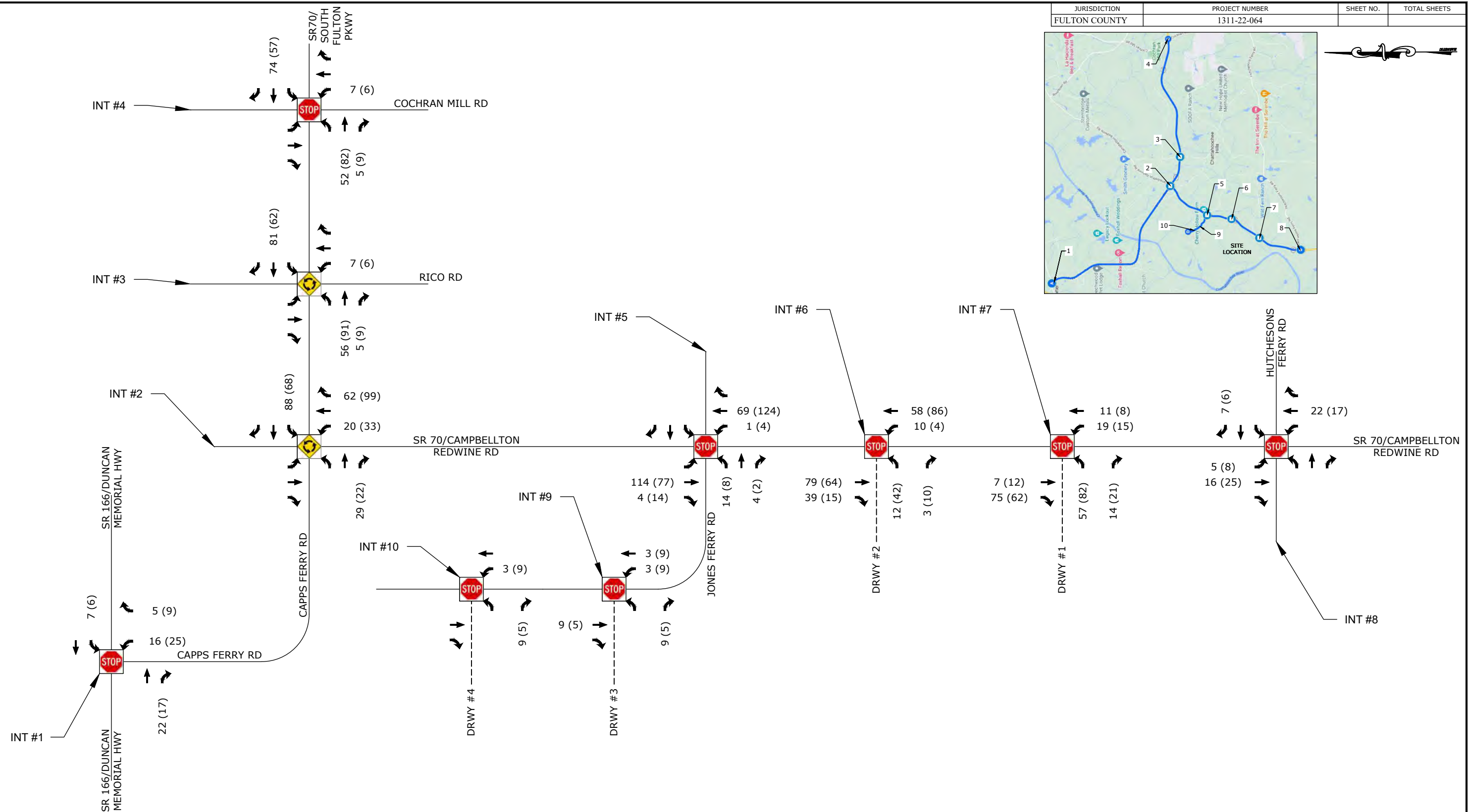
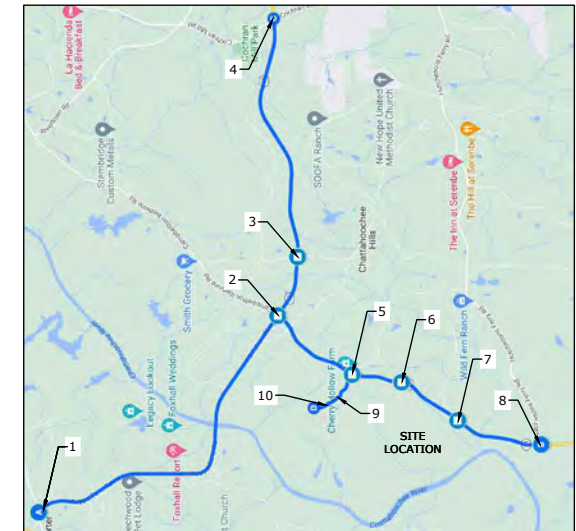
Future Build Traffic Volumes (2027)

Future build traffic volumes for 2027 were calculated by adding the future 2027 no-build traffic volumes and Phase 2 site-generated peak hour volumes, assigned to the adjacent study network. The distribution of site-generated peak hour traffic volumes is shown in **Figure 10** and **Figure 11** shows the future build (2027) traffic volumes.



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DATE: 11/11/2023
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JURISDICTION	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
FULTON COUNTY	1311-22-064		



LEGEND

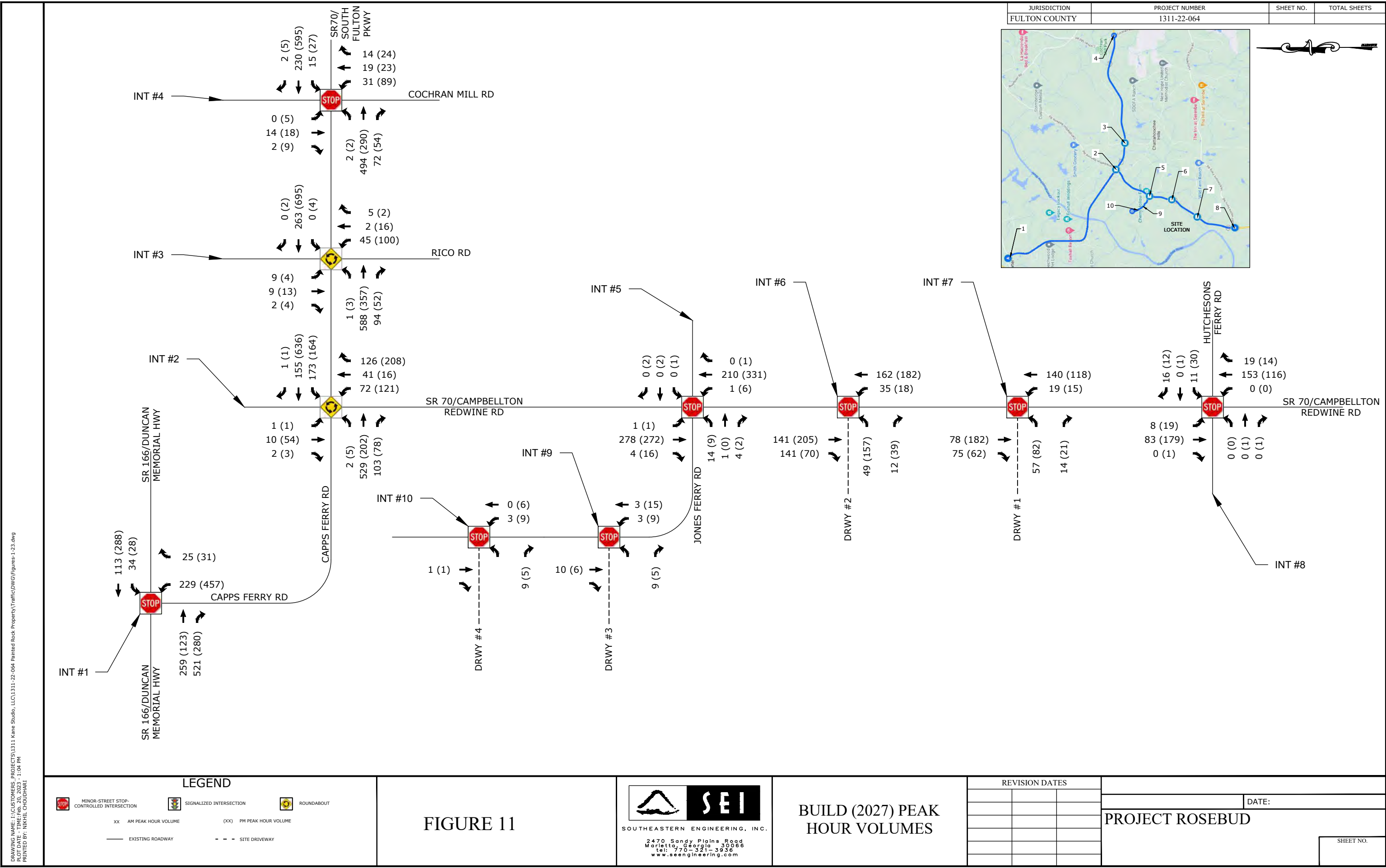
	MINOR-STREET STOP-CONTROLLED INTERSECTION		SIGNALIZED INTERSECTION		ROUNDBOAT
XX	AM PEAK HOUR VOLUME	(XX)	PM PEAK HOUR VOLUME		
————	EXISTING ROADWAY	- - -	SITE DRIVEWAY		

FIGURE 10



DISTRIBUTION OF SITE TRAFFIC (2027)

REVISION DATES			
			DATE:
			PROJECT ROSEBUD
			SHEET NO.



DRAWING NAME: I:\CUSTOMERS_PROJECTS\1311 Kane Studio, LLC\1311-22-064 Painted Rock Property\Traffic\DWG\Figures-1-23.dwg
DATE: 11/11/2023
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Future Build Level of Service (2027)

The same methodology discussed previously was used to determine the level of service for the study intersections using the future build 2027 Phase 2 volumes. The intersection capacity analysis results for Phase 2 (2027) build are summarized in **Table 21** and detailed Synchro results are attached in **Appendix E**.

Table 21: Build Level of Service for Phase 2 - 2027				
Intersection	Intersection Control	Approach	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)
SR 166/Duncan Memorial Highway at Capps Ferry Road	Minor-Street Stop-Control	Northbound	21 (C)	68 (F)
SR 70/South Fulton Parkway at Campbellton Redwine Road	Single Lane Roundabout	Northbound	13 (B)	7 (A)
		Southbound	5 (A)	11 (B)
		Eastbound	19 (C)	7 (A)
		Westbound	7 (A)	20 (C)
		Overall	14 (B)	14 (B)
SR 70/South Fulton Parkway at Rico Road	Single Lane Roundabout	Northbound	7 (A)	6 (A)
		Southbound	4 (A)	8 (A)
		Eastbound	11 (B)	6 (A)
		Westbound	6 (A)	15 (B)
		Overall	9 (A)	11 (B)
SR 70/South Fulton Parkway at Cochran Mill Road	Minor-Street Stop-Control	Northbound	19 (C)	69 (F)
		Southbound	17 (C)	21 (C)
SR 70/ Campbellton Redwine Road at Jones Ferry Road	Minor-Street Stop-Control	Eastbound	14 (B)	16 (C)
		Westbound	0 (A)	14 (B)
SR 70/ Campbellton Redwine Road at Driveway #2	Minor-Street Stop-Control	Eastbound	12 (B)	15 (B)
SR 70/ Campbellton Redwine Road at Driveway #1	Minor-Street Stop-Control	Eastbound	11 (B)	12 (B)
SR 70/ Campbellton Redwine Road a Hutchesons Ferry Road	Minor-Street Stop-Control	Eastbound	0 (A)	11 (B)
		Westbound	11 (B)	11 (B)
Jones Ferry Road at Driveway #3	Minor-Street Stop-Control	Eastbound	8 (A)	8 (A)
Jones Ferry Road at Driveway #4	Minor-Street Stop-Control	Eastbound	8 (A)	8 (A)

Driveways #1, #3, and #4 were modeled as a minor street stop control with an entry and exit lane on the driveway. Channelized right turn and left turn lanes were provided on SR 70/Campbellton Redwine Road at its intersection with Driveway #1. In the future 2027 build scenario, the study intersections of SR 166/Duncan Memorial Highway at Capps Ferry Road and SR 70/South Fulton Parkway at Cochran Mill Road are expected to operate unacceptably, LOS F, during PM peak hour. The remaining study intersections are expected to operate acceptably, LOS A-C. A queue length of 300 ft was reported during the PM peak hour on the northbound approach of Capps Ferry Road. A queue length of 150 ft was reported during the PM peak hour on the northbound approach of Cochran Mill Road, which is a single lane approach with no turn lanes.

Level of Service Comparison Phase 2 – 2027

The results of the intersection capacity analysis for the existing conditions (2023), future no-build (2027), and future build (2027) are summarized in **Table 22**. The intersection of SR 70/South Fulton Parkway at Capps Ferry Road went from operating at LOS E in the existing year to operating at LOS F in the 2027 build year for PM peak hour. The intersection of SR 70/South Fulton Parkway at Cochran Mill Road went from operating at LOS C in the existing year to LOS F in the 2027 build year for PM peak hour. Study intersections operating un acceptably as a result of the development will be analyzed with modifications for improvement to their operations.

Table 22: Level of Service Comparison for Phase 2 - 2027						
Intersection	Existing Delay (LOS)		No-Build Delay (LOS)		Build Delay (LOS)	
	AM	PM	AM	PM	AM	PM
SR 166/Duncan Memorial Highway at Capps Ferry Road	23 (C)	37 (E)	19 (C)	51 (F)	21 (C)	68 (F)
SR 70/South Fulton Parkway at Campbellton Redwine Road	20 (C)	29 (D)	12 (B)	14 (B)	19 (C)	20 (C)
SR 70/South Fulton Parkway at Rico Road	16 (C)	24 (C)	10 (A)	12 (B)	11 (B)	15 (B)
SR 70/South Fulton Parkway at Cochran Mill Road	12 (B)	18 (C)	15 (B)	35 (D)	19 (C)	69 (F)
SR 70/ Campbellton Redwine Road at Jones Ferry Road	11 (B)	11 (B)	12 (B)	12 (B)	14 (B)	16 (C)
SR 70/ Campbellton Redwine Road at Driveway #2	-	-	11 (B)	12 (B)	12 (B)	15 (B)
SR 70/ Campbellton Redwine Road at Driveway #1	-	-	-	-	11 (B)	12 (B)
SR 70/ Campbellton Redwine Road a Hutchesons Ferry Road	10 (A)	11 (B)	10 (A)	11 (B)	11 (B)	11 (B)
Jones Ferry Road at Driveway #3	-	-	-	-	8 (A)	8 (A)
Jones Ferry Road at Driveway #4	-	-	-	-	8 (A)	8 (A)

Signal Warrant Analysis

Signal warrant analysis was conducted based on the methodology explained in the Manual on Uniform Traffic Control Devices (MUTCD) 2009 Edition. The MUTCD describes nine warrants that may be considered, with four of the warrants deemed applicable to our study. The study intersections of SR 166/Duncan Memorial Highway at Capps Ferry Road and SR 70/South Fulton Parkway at Cochran Mill Road were analyzed using the traffic volumes for the year 2027 build conditions. Traffic volumes used for analysis include the future background traffic volumes and the site-generated trips from Phase 1 and 2.

The four warrants that were analyzed for the study intersection are listed below.

Warrant 1 – Eight-Hour Vehicular Volume

The Minimum Vehicular Volume, Condition A, is intended for application where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

The Interruption of Continuous Traffic, Condition B, is intended for application where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Warrant 1 is met if the Condition A or Condition B requirements are fulfilled for any eight hours of an average day or if a combination of conditions is fulfilled for any eight hours of an average day.

Warrant 2 – Four-Hour Vehicular Volume

The Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic signal.

Warrant 2 is met if the requirements are met for any four hours of an average day.

Warrant 3 – Peak Hour

The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

Warrant 3 is met if the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve for the existing combination of approach lanes.

Warrant 7 – Crash Experience

The Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

Warrant 7 is met if five or more reported crashes of types susceptible to correction by a traffic control signal have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash.

Per GDOT standards, the right-turn volume from minor-streets should be deducted for signal warrant analysis. Therefore, a 100% right-turn volume reduction was applied at the study intersection for this analysis. The results of the signal warrant analysis for SR 166/Duncan Memorial Highway at Capps Ferry Road are summarized in **Table 23**, and a detailed report is attached in **Appendix J**. Warrants 2 and 3 are met at the study intersection of SR 166/Duncan Memorial Highway at Capps Ferry Road and will be considered as an alternative for ICE.

Table 23: Signal Warrant Analysis for SR 166/Duncan Memorial Highway at Capps Ferry Road			
Warrant	Description	Warrant Results	
Warrant 1A	Minimum Vehicular Volume	Not Satisfied	Not Satisfied
Warrant 1B	Interruption of Continuous Traffic	Not Satisfied	
Warrant 1C	Combination of Warrants	Not Satisfied	
Warrant 2	Four-Hour Vehicular Volume	Satisfied	
Warrant 3	Peak Hour Volumes	Satisfied	Satisfied
Warrant 3	Peak Hour Delay	Not Evaluated	
Warrant 7	Crash Experience	Not Satisfied	

The results of the signal warrant analysis for SR 70/South Fulton Parkway at Cochran Mill Road are summarized in **Table 24**, and a detailed report is attached in **Appendix J**. No warrants were met at the study intersection of SR 70/South Fulton Parkway at Cochran Mill Road and will not be considered as an alternative for ICE.

Table 24: Signal Warrant Analysis for SR 70/South Fulton Parkway at Cochran Mill Road			
Warrant	Description	Warrant Results	
Warrant 1A	Minimum Vehicular Volume	Not Satisfied	Not Satisfied
Warrant 1B	Interruption of Continuous Traffic	Not Satisfied	
Warrant 1C	Combination of Warrants	Not Satisfied	
Warrant 2	Four-Hour Vehicular Volume	Not Satisfied	
Warrant 3	Peak Hour Volumes	Not Satisfied	Not Satisfied
Warrant 3	Peak Hour Delay	Not Evaluated	
Warrant 7	Crash Experience	Not Satisfied	

Intersection Improvement Alternative (Phase 2 - 2027)

Similar to Phase 1 (2025), improvements for intersections will be identified at study intersections operating at unacceptable levels of service. Two intersections are anticipated to operate at unacceptable levels and Driveway #1 for the development is a new access located along the state route therefore, ICE should be performed at these study intersections based on the GDOT policy 4A-5 that states an intersection control evaluation (ICE) is required for any intersection modifications for intersections on State Routes. Crash data was obtained from GDOT's Numetric system.

SR 166/Duncan Memorial Highway at Capps Ferry Road

Alternative #1 will be a single-lane roundabout. Alternative #2 includes the channelized right-turn lanes on SR 166 and Capps Ferry Road, and minor street stop control, the Phase 1 improvement. Alternative #3 will add a left turn lane on SR 166 at the intersection and modify the intersection control to a traffic signal. The study intersection reported 26 crashes in the previous five years. The results of the ICE tool for the study intersection are summarized in **Table 25**. Based on the ICE analysis, a single-lane roundabout is recommended at this intersection. The ICE tool and associated operational analysis reports are attached in **Appendix H**.

Table 25: ICE Tool Analysis Results for Phase 2 – 2027 at SR 166/Duncan Memorial Highway at Capps Ferry Road

Intersection Control	AM Peak Delay (V/C Ratio)	PM Peak Delay (V/C Ratio)	ICE Score	Rank
Single Lane Roundabout	15 (0.75)	11 (0.45)	5.7	1
Minor-Street Stop-Control with Channelized Right Turn Lane on SR 166 and Capps Ferry Rd	21 (0.57)	67 (1.01)	3.8	3
Traffic Signal with Turn Lanes	17 (0.74)	17 (0.84)	5.1	2

SR 70/South Fulton Parkway at Cochran Mill Road

Alternative #1 is the existing minor street stop control with no geometric modifications. Alternative #2 will be a single-lane roundabout. Alternative #3 will add a channelized right-turn lane on the Cochran Mill Road. The study intersection reported 23 incidents in the last 5 years with one fatality and one serious injury. The results of the ICE tool for the study intersection are summarized in **Table 26**. Based on the ICE analysis a single-lane roundabout is recommended at this intersection. The ICE tool and associated operational analysis reports are attached in **Appendix H**.

Table 26: ICE Tool Analysis Results for Phase 2 – 2027 at SR 70/South Fulton Parkway at Cochran Mill Road

Intersection Control	AM Peak Delay (V/C Ratio)	PM Peak Delay (V/C Ratio)	ICE Score	Rank
Minor-Street Stop-Control	19 (0.23)	69 (0.79)	4.3	3
Single Lane Roundabout	9 (0.52)	12 (0.65)	6.5	1
Minor-Street Stop-Control with Channelized Right Turn Lane on Cochran Mill Rd	21 (0.23)	65 (0.78)	4.4	2

SR 70/Campbellton Redwine Road at Driveway #1

The study intersection will be a new driveway intersection along SR 70/Campbellton Redwine Road. Alternative #1 will be a minor street stop control with a single entry and exit lane. Alternative #2 will be a minor street stop control with a left turn lane and channelized right turn lane on SR 70/Campbellton Redwine Road at the study intersection. This will be a new intersection therefore no crashes were reported at this location. The results of the ICE tool for the study intersection are summarized in **Table 27**. A minor street stop control with a left turn lane and channelized right turn lane on SR 70/Campbellton Redwine Road is recommended at this intersection. The ICE tool and associated operational analysis reports are attached in **Appendix H**.

Table 27: ICE Tool Analysis Results for Phase 2 – 2027 at SR 70/Campbellton Redwine Road at Driveway #1

Intersection Control	AM Peak Delay (V/C Ratio)	PM Peak Delay (V/C Ratio)	ICE Score	Rank
Minor-Street Stop-Control	11 (0.12)	12 (0.18)	6.4	1
Minor-Street Stop-Control with Channelized Right and Left Turn Lanes on SR 70/ Campbellton Redwine Rd	11 (0.11)	12 (0.17)	3.1	2

FUTURE CONDITIONS – PHASE 3 (2029)

Future No Build Traffic Volumes (2029)

The future 2029 background traffic volumes were calculated by applying the annual exponential growth rate (3.9%) over six years to the existing background traffic volumes (2023) and adding site-generated peak hour volumes from the development Phase 1 (2025) and Phase 2 (2027). Trips from the Preserve, a DRI located within the study area and expected to be developed by 2028, were also included in the future 2029 background traffic volumes. It was assumed that the intersection improvements recommended under Phase 1 (2025) and Phase 2 (2027) will be constructed before 2029 and an “existing” condition. The future 2029 background traffic volumes are shown in **Figure 12**.

Future No Build Level of Service (2029)

The same methodology discussed previously was used to determine the level of service for the study intersections using the future 2029 background traffic volumes. No-build 2029 analysis was conducted with Phase 1 and 2 improvements as base conditions. The intersection capacity analysis results for no-build Phase 3 (2029) are summarized in **Table 20** and detailed Synchro results are included in **Appendix E**.

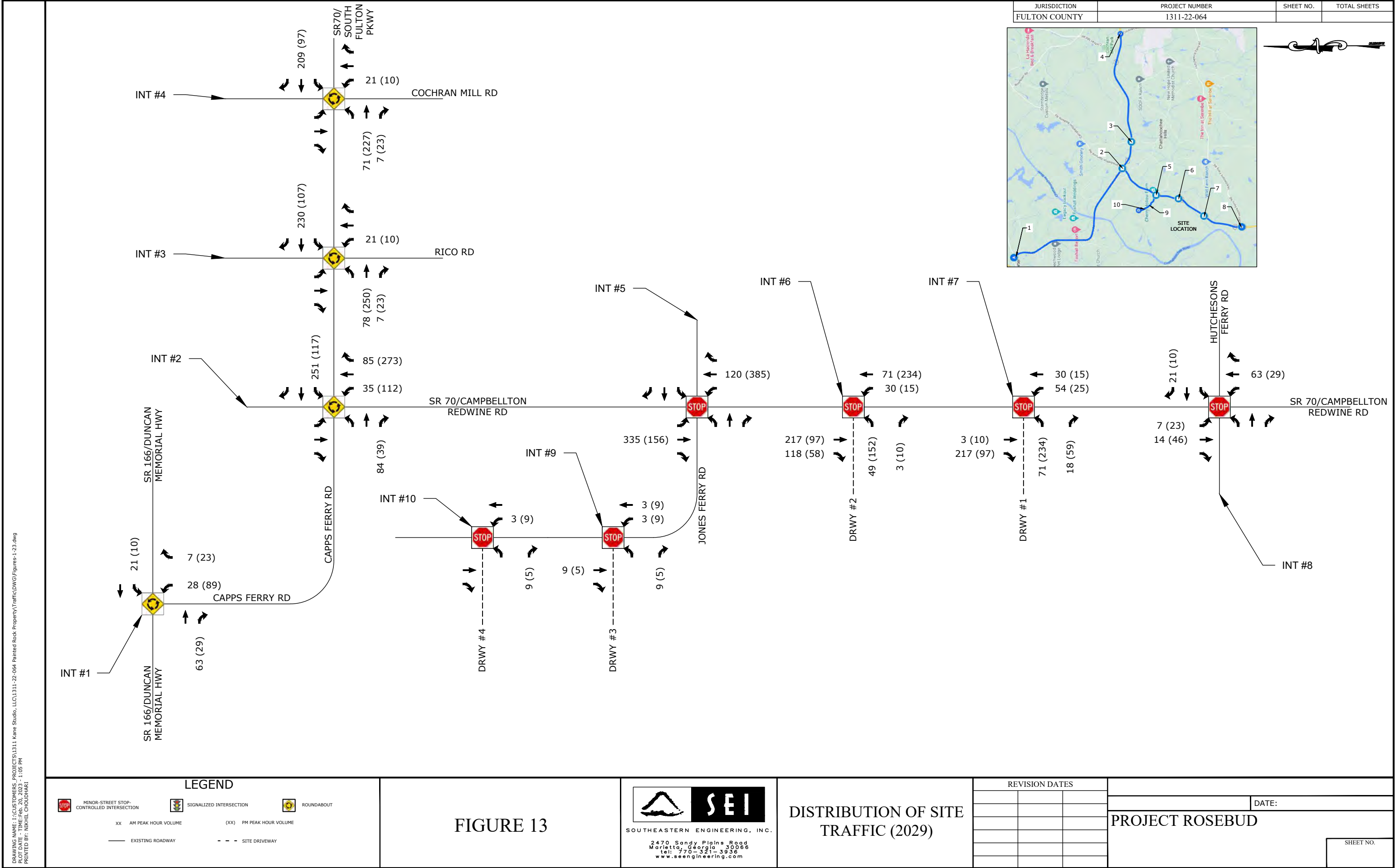
Table 28: No-Build Level of Service for Phase 3 - 2029

Intersection	Intersection Control	Approach	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)
SR 166/Duncan Memorial Highway at Capps Ferry Road	Single Lane Roundabout	Northbound	8 (A)	10 (A)
		Eastbound	18 (C)	6 (A)
		Westbound	6 (A)	12 (B)
		Overall	14 (B)	9 (A)
SR 70/South Fulton Parkway at Campbellton Redwine Road	Single Lane Roundabout	Northbound	14 (B)	8 (A)
		Southbound	5 (A)	14 (B)
		Eastbound	23 (C)	9 (A)
		Westbound	8 (A)	56 (F)
		Overall	17 (C)	36 (E)
SR 70/South Fulton Parkway at Rico Road	Single Lane Roundabout	Northbound	8 (A)	6 (A)
		Southbound	4 (A)	9 (A)
		Eastbound	12 (B)	7 (A)
		Westbound	6 (A)	17 (C)
		Overall	11 (B)	13 (B)
SR 70/South Fulton Parkway at Cochran Mill Road	Single Lane Roundabout	Northbound	7 (A)	6 (A)
		Southbound	4 (A)	8 (A)
		Eastbound	9 (A)	6 (A)
		Westbound	6 (A)	14 (B)
		Overall	8 (A)	11 (B)
SR 70/ Campbellton Redwine Road at Jones Ferry Road	Minor-Street Stop-Control	Eastbound	14 (B)	16 (C)
		Westbound	0 (A)	14 (B)
SR 70/ Campbellton Redwine Road at Driveway #2	Minor-Street Stop-Control	Eastbound	12 (B)	16 (C)
SR 70/ Campbellton Redwine Road at Driveway #1	Minor-Street Stop-Control	Eastbound	11 (B)	12 (B)
SR 70/ Campbellton Redwine Road at Hutchesons Ferry Road	Minor-Street Stop-Control	Eastbound	0 (A)	11 (B)
		Westbound	11 (B)	12 (B)
Jones Ferry Road at Driveway #3	Minor-Street Stop-Control	Eastbound	8 (A)	8 (A)
Jones Ferry Road at Driveway #4	Minor-Street Stop-Control	Eastbound	8 (A)	8 (A)

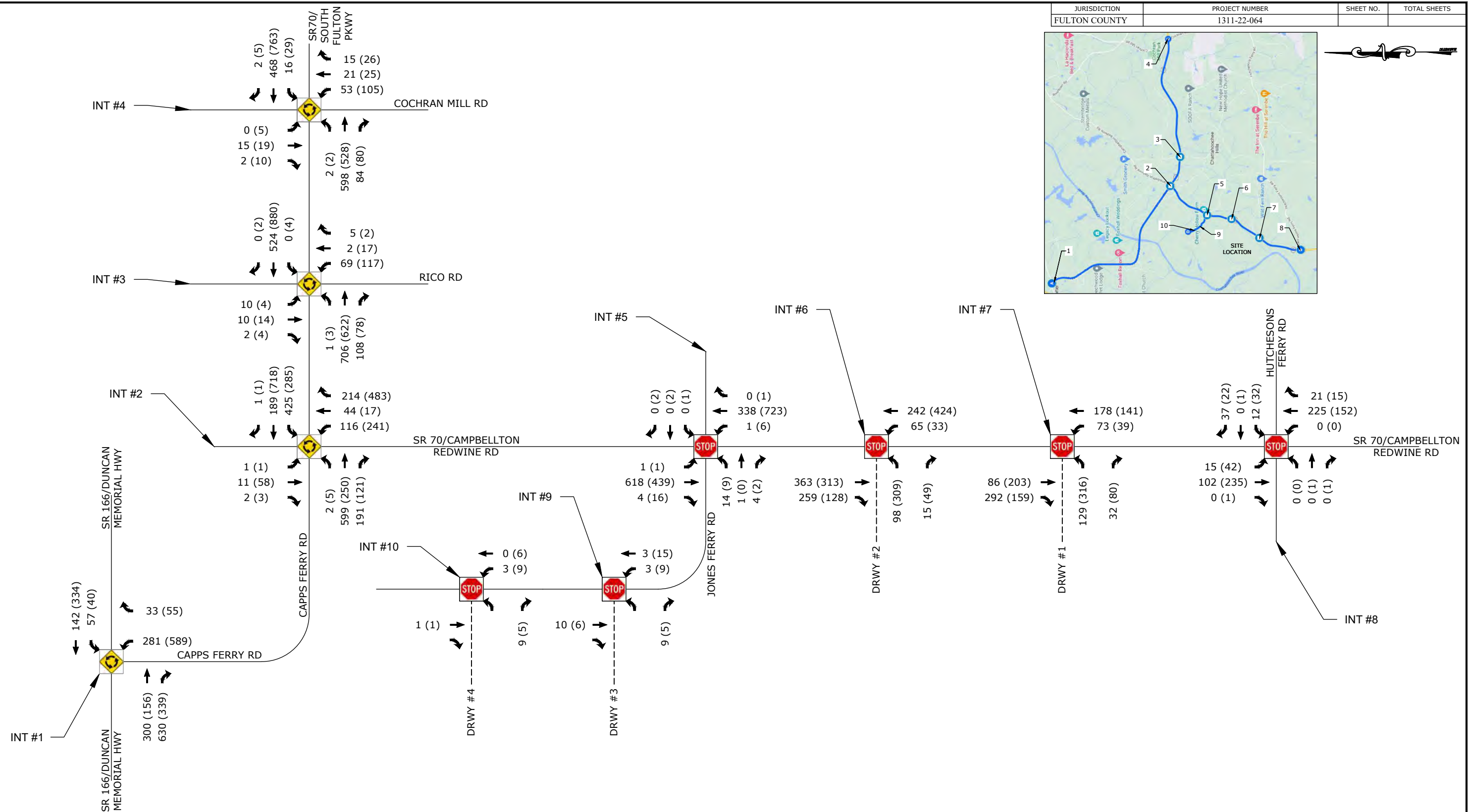
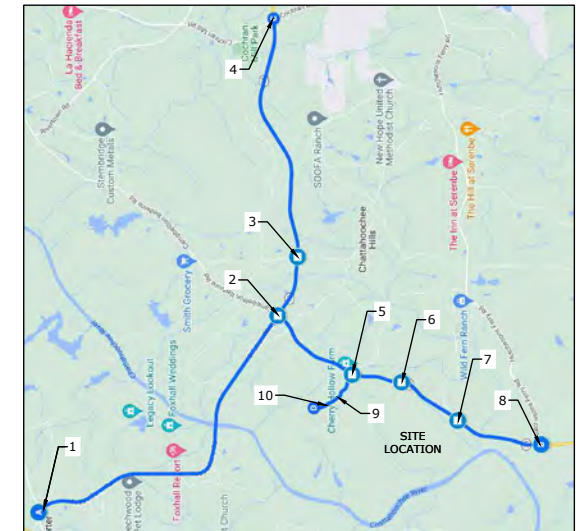
The study intersection of SR 70/South Fulton Parkway at Campbellton Redwine Road is expected to operate unacceptably, LOS E- F. A queue length of 625 ft was observed during the PM peak hour on the northbound approach of Campbellton Redwine Road.

Future Build Traffic Volumes (2029)

Future build traffic volumes for 2029 were calculated by adding the future 2029 background traffic volumes and Phase 3 site-generated peak hour volumes. The distribution of site-generated peak hour traffic volumes is shown in **Figure 13** and **Figure 14** shows the future build (2029) traffic volumes.



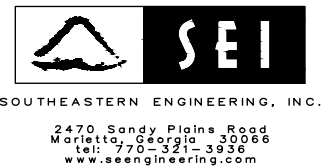
JURISDICTION	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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LEGEND

	MINOR-STREET STOP-CONTROLLED INTERSECTION		SIGNALIZED INTERSECTION		ROUNDABOUT
XX	AM PEAK HOUR VOLUME	(XX)	PM PEAK HOUR VOLUME		
—	EXISTING ROADWAY	- - -	SITE DRIVEWAY		

FIGURE 14



BUILD (2029) PEAK HOUR VOLUMES

REVISION DATES			
			DATE:
			PROJECT ROSEBUD
			SHEET NO.

Future Build Level of Service (2029)

The same methodology discussed previously was used to determine the level of service for the study intersections using the future 2029 no-build traffic volumes plus total site-generated volumes under Phase 3. The intersection capacity analysis results for Phase 3 (2029) are summarized in **Table 29** and detailed results are attached in **Appendix E**.

Table 29: Build Level of Service for Phase 3 - 2029				
Intersection	Intersection Control	Approach	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)
SR 166/Duncan Memorial Highway at Capps Ferry Road	Single Lane Roundabout	Northbound	10 (A)	13 (B)
		Eastbound	29 (D)	7 (A)
		Westbound	7 (A)	17 (C)
		Overall	21 (C)	12 (B)
SR 70/South Fulton Parkway at Campbellton Redwine Road	Single Lane Roundabout	Northbound	11 (B)	7 (A)
		Southbound	8 (A)	17 (C)
		Eastbound	71 (F)	8 (A)
		Westbound	18 (C)	112 (F)
		Overall	40 (E)	74 (F)
SR 70/South Fulton Parkway at Rico Road	Single Lane Roundabout	Northbound	9 (A)	9 (A)
		Southbound	7 (A)	11 (B)
		Eastbound	16 (C)	11 (B)
		Westbound	11 (B)	33 (D)
		Overall	13 (B)	22 (C)
SR 70/South Fulton Parkway at Cochran Mill Road	Single Lane Roundabout	Northbound	8 (A)	9 (A)
		Southbound	6 (A)	10 (A)
		Eastbound	11 (B)	10 (A)
		Westbound	9 (A)	23 (C)
		Overall	10 (A)	16 (C)
SR 70/ Campbellton Redwine Road at Jones Ferry Road	Minor-Street Stop-Control	Eastbound	27 (D)	36 (E)
		Westbound	0 (A)	27 (D)
SR 70/ Campbellton Redwine Road at Driveway #2	Minor-Street Stop-Control	Eastbound	22 (C)	157 (F)
SR 70/ Campbellton Redwine Road at Driveway #1	Minor-Street Stop-Control	Eastbound	14 (B)	30 (D)
SR 70/ Campbellton Redwine Road at Hutchesons Ferry Road	Minor-Street Stop-Control	Eastbound	0 (A)	12 (B)
		Westbound	11 (B)	13 (B)
Jones Ferry Road at Driveway #3	Minor-Street Stop-Control	Eastbound	8 (A)	8 (A)
Jones Ferry Road at Driveway #4	Minor-Street Stop-Control	Eastbound	8 (A)	8 (A)

In the future 2029 build scenario, the intersections of SR 70/South Fulton Parkway at Campbellton Redwine Road, SR 70/ Campbellton Redwine Road at Jones Ferry Road and SR 70/ Campbellton Redwine Road at Driveway #2 are expected to operate unacceptably, LOS E-F. The remaining study intersections are expected to operate acceptably, LOS A-D. At the intersection of SR 70/South Fulton

Parkway at Campbellton Redwine Road, a queue length of 500 ft was reported on the eastbound approach during AM peak hour and 925 ft on the westbound approach during the PM peak hour. Queue length of 25 ft was reported on the eastbound approach of Jones Ferry Road. Driveway #2 of the development is expected to have a queue length of 425 ft during the PM peak hour.

Level of Service Comparison Phase 3 – 2029

The results of the intersection capacity analysis for the existing conditions (2023), future no-build (2029), and future build (2029) are summarized in **Table 30**. The intersection of SR 70/South Fulton Parkway at Campbellton Redwine Road is expected to operate at LOS F under 2029 Build conditions. The study intersections of SR 70/ Campbellton Redwine Road at Jones Ferry Road and SR 70/ Campbellton Redwine Road at Driveway #2 are anticipated to operate unacceptably during the PM peak hour. Study intersections operating unacceptably as a result of the development will be analyzed with modifications for improvement to their operations.

Table 30: Level of Service Comparison for Phase 3 - 2029						
Intersection	Existing Delay (LOS)		No-Build Delay (LOS)		Build Delay (LOS)	
	AM	PM	AM	PM	AM	PM
SR 166/Duncan Memorial Highway at Capps Ferry Road	23 (C)	37 (E)	18 (C)	12 (B)	29 (D)	17 (C)
SR 70/South Fulton Parkway at Campbellton Redwine Road	20 (C)	29 (D)	23 (C)	56 (F)	71 (F)	112 (F)
SR 70/South Fulton Parkway at Rico Road	16 (C)	24 (C)	12 (B)	17 (C)	16 (C)	33 (D)
SR 70/South Fulton Parkway at Cochran Mill Road	12 (B)	18 (C)	9 (A)	14 (B)	11 (B)	23 (C)
SR 70/ Campbellton Redwine Road at Jones Ferry Road	11 (B)	11 (B)	14 (B)	16 (C)	27 (D)	36 (E)
SR 70/ Campbellton Redwine Road at Driveway #2	-	-	12 (B)	16 (C)	22 (C)	157 (F)
SR 70/ Campbellton Redwine Road at Driveway #1	-	-	11 (B)	12 (B)	14 (B)	30 (D)
SR 70/ Campbellton Redwine Road a Hutchesons Ferry Road	10 (A)	11 (B)	11 (B)	12 (B)	11 (B)	13 (B)
Jones Ferry Road at Driveway #3			8 (A)	8 (A)	8 (A)	8 (A)
Jones Ferry Road at Driveway #4			8 (A)	8 (A)	8 (A)	8 (A)

In addition to the intersections, a level of service analysis for roadway segments was conducted to determine if the existing roadway segments in the study area will continue to operate acceptably in the future after the complete build-out of the proposed development based on daily traffic volumes. The level of service for the roadway segment was measured from the table provided in Georgia Regional Transportation Authority's GRTA's Development of Regional Impact Review Procedures Manual which is included in **Appendix I**. The roadway segments are expected to operate at acceptable level of service, LOS B. The level of service for the roadway segments is summarized in **Table 31**.

Table 31: Build Level of Service for Roadway Segments			
Roadway Segment	Facility Type	Facility Service Volume @ Standard (vpd)	Facility LOS
Capps Ferry Road at SR 166/Duncan Memorial Highway	2L-0	11,125	B
SR 70/ Campbellton Redwine Road at Jones Ferry Road	2L-0	9,500	B
SR 70/South Fulton Parkway at Campbellton Redwine Road	2L-0	13,425	B
SR 70/South Fulton Parkway at Rico Road	2L-0	13,350	B
SR 70/South Fulton Parkway at Cochran Mill Road	2L-0	12,875	B

Intersection Improvement Alternative (Phase 3 - 2029)

Similar to Phase 1 and 2, improvements for intersections will be identified at study intersections operating at unacceptable levels of service. Three intersections located along the state routes are anticipated to operate at unacceptable levels therefore, ICE should be performed at these study intersections based on the GDOT policy 4A-5 that states an intersection control evaluation (ICE) is required for any intersection modifications for intersections on State Routes. Numetric crashes were utilized at ICE analysis.

SR 70/South Fulton Parkway at Campbellton Redwine Road

Alternative #1 will modify Phase 2 recommended single-lane roundabout and add by-pass turn lanes on west and south leg of the intersection. Alternative #2 will be a multilane roundabout with 2 lane approaches on SR 70/South Fulton Parkway and single lane approaches on Campbellton Redwine Road. The intersection does not satisfy signal warrants and a roundabout is recommended to be constructed with Phase 1, so a traffic signal was not considered as a feasible alternative. The results of the ICE tool for the study intersection are summarized in **Table 32**. Based on the ICE analysis, a multi-lane roundabout is recommended at this study intersection as it provides an acceptable level of service. The ICE tool and associated operational analysis reports are attached in **Appendix H**.

Table 32: ICE Tool Analysis Results for Phase 3 – 2029 at SR 70/South Fulton Parkway at Campbellton Redwine Road				
Intersection Control	AM Peak Delay (V/C Ratio)	PM Peak Delay (V/C Ratio)	ICE Score	Rank
Single Lane Roundabout with a bypass lane on SR 70 and Campbellton Redwine Rd	71 (1.05)	112 (1.19)	5.6	2
Multi-Lane Roundabout	18 (0.67)	19 (0.79)	5.8	1

SR 70/Campbellton Redwine Road at Jones Ferry Road

Alternative #1 will be the existing conditions, minor street stop control and alternative #2 will provide a channelized right turn on the Jones Ferry Road west leg of the study intersection. The results of the ICE tool for the study intersection are summarized in **Table 33**. The highest ranked ICE alternative does not satisfy DRI LOS standards. Adding a channelized right turn on the Jones Ferry Road eastbound approach is recommended at this intersection as it provides an acceptable level of service. The ICE tool and associated operational analysis reports are attached in **Appendix H**.

Table 33: ICE Tool Analysis Results for Phase 3 – 2029 at SR 70/Campbellton Redwine Road at Jones Ferry Road

Intersection Control	AM Peak Delay (V/C Ratio)	PM Peak Delay (V/C Ratio)	ICE Score	Rank
Minor-Street Stop-Control	27 (0.12)	36 (0.10)	6.4	1
Minor-Street Stop-Control with Channelized Right Turn	24 (0.11)	34 (0.10)	3.1	2

SR 70/Campbellton Redwine Road at Driveway #2

Alternative #1 will be the existing minor street stop control provided in Phase 1. Alternative #2 will be a single lane roundabout. Alternative #3 will be a unsignalized High-T. The results of the ICE tool for the study intersection are summarized in **Table 34**. The ICE tool recommends the High-T configuration, but a single lane roundabout will operate acceptably as well. The ICE tool and associated operational analysis reports are attached in **Appendix H**.

Table 34: ICE Tool Analysis Results for Phase 3 – 2029 at SR 70/Campbellton Redwine Road at Driveway #2

Intersection Control	AM Peak Delay (V/C Ratio)	PM Peak Delay (V/C Ratio)	ICE Score	Rank
Minor-Street Stop-Control	22 (0.36)	157 (1.22)	3.6	2
Single Lane Roundabout	9 (0.52)	11 (0.52)	2.3	3
High-T (Unsignalized)	12 (0.18)	16 (0.53)	5.9	1

CONCLUSION AND RECOMMENDATION

The proposed Project Rosebud mixed use film studio is located in Chattahoochee Hills, Fulton County, GA. The project site is encircled by SR 70/Campbellton Redwine Road to the east, the Chattahoochee River to the west, and Jones Ferry Road to the north. The development will include 3,454,300 SF of mixed-use film production studio space built on approximately 1,610 acres of undeveloped land. The development will be completed by 2029 and was analyzed under 3 phases for this traffic impact study. Traffic study Phase 1 is to be completed by 2025, Phase 2 by 2027, and Phase 3 by 2029. The development will be accessed by four new driveways, two on SR 70/Campbellton Redwine Road and two on Jones Ferry Road.

Existing traffic volumes were projected out and future background traffic volumes calculated for Phases 1, 2 and 3 completion years. Site generated trips were added to the future background traffic volumes and the total volumes were used for intersection capacity analysis. For intersection on State Routes GDOT's ICE tool was utilized to evaluate intersections identified to operate unacceptably and needing improvement. Based on the traffic operations analysis the following improvements are recommended for the study intersections identified to operate unacceptably as a result of the development's traffic:

SR 166/Duncan Memorial Highway at Capps Ferry Road

- o Phase 1
 - Provide a eastbound channelized right-turn lane on SR 166/Duncan Memorial Highway with 175 ft storage.
 - Provide a northbound channelized right-turn lane on Capps Ferry Road with 225 ft storage.
- o Phase 2
 - Construct a single-lane roundabout. No bypass lanes required.
- o Phase 3
 - No additional improvements.

SR 70/South Fulton Parkway at Campbellton Redwine Road

- o Phase 1
 - Construct a single-lane roundabout. No bypass lanes required.
- o Phase 2
 - No additional improvements.
- o Phase 3
 - Construct a multilane roundabout.
 - Provide two lanes, through-right and through-left, on SR 70/South Fulton Parkway eastbound and westbound approaches.

SR 70/South Fulton Parkway at Rico Road

- o Phase 1
 - Construct a single-lane roundabout. No bypass lanes required.
- o Phase 2
 - No additional improvements.
- o Phase 3
 - No additional improvements.

SR 70/South Fulton Parkway at Cochran Mill Road

- o Phase 1
 - No additional improvements.
- o Phase 2
 - Construct a single-lane roundabout. No bypass lanes required.
- o Phase 3
 - No additional improvements.

SR 70/Campbellton Redwine Road at Jones Ferry Road

- o Phase 1
 - No additional improvements.
- o Phase 2
 - No additional improvements.
- o Phase 3
 - Provide a yield controlled eastbound channelized right-turn.

SR 70/Campbellton Redwine Road at Driveway #1

- o Phase 1
 - No additional improvements.
- o Phase 2
 - Driveway should be two lanes, one entry and exit lane.
 - Driveway approach should be a full access and stop sign controlled.
 - Provide a northbound left-turn lane on SR 70/Campbellton Redwine Road with 310 ft storage.
 - Provide a southbound right-turn lane on SR 70/Campbellton Redwine Road with 250 ft storage.
- o Phase 3
 - No additional improvements.

SR 70/Campbellton Redwine Road at Driveway #2

- o Phase 1
 - Driveway should be two lanes, one entry and exit lane.
 - Driveway approach should be a full access and stop sign controlled.
 - Provide a northbound left-turn lane on SR 70/Campbellton Redwine Road with 310 ft storage.
 - Provide a southbound right-turn lane on SR 70/Campbellton Redwine Road with 250 ft storage.
- o Phase 2
 - No additional improvements.
- o Phase 3
 - Construct a High-T or single-lane roundabout.

Jones Ferry Road at Driveway #3

- o Phase 1
 - No additional improvements.
- o Phase 2
 - Driveway should be two lanes, one entry and exit lane.
 - Driveway approach should be a full access and stop sign controlled.
- o Phase 3
 - No additional improvements.

Jones Ferry Road at Driveway #4

- o Phase 1
 - No additional improvements.
- o Phase 2
 - Driveway should be two lanes, one entry and exit lane.
 - Driveway approach should be a full access and stop sign controlled.
- o Phase 3
 - No additional improvements.

Jones Ferry Road is currently an unpaved roadway. The development stakeholders should coordinate with the local jurisdiction to determine if paving the roadway should be paved to accommodate the development traffic.

APPENDICES

Appendix A : Site Plan

Appendix B : DRI Letter of Understanding

Appendix C : Traffic Counts Summary Sheets

Appendix D : Growth Rate Summary

Appendix E : Synchro Reports

Appendix F : Programmed Projects

Appendix G : Trip Generation Report

Appendix H : ICE & Synchro Reports for Improvements

Appendix I : GRTA Level of Service for Roadways

Appendix J : Signal Warrant Analysis

Appendix A

Site Plan

BUILDINGS BY PHASE	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	ALL PHASES
Sound Stage	220,000 SF	80,000 SF	330,000 SF	260,000 SF	180,000 SF	0,000 SF	0,000 SF	1,070,000 SF
Stage Support	144,000 SF	48,000 SF	216,000 SF	168,000 SF	120,000 SF	0,000 SF	0,000 SF	696,000 SF
Mill	150,000 SF	50,000 SF	200,000 SF	160,000 SF	100,000 SF	0,000 SF	0,000 SF	660,000 SF
Storeroom	30,000 SF	260,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF	290,000 SF
Post Production & Office	0,000 SF	0,000 SF	0,000 SF	350,000 SF	0,000 SF	0,000 SF	0,000 SF	350,000 SF
Buildings- [Other]	3,400 SF	0,500 SF	1,000 SF	3,900 SF	0,500 SF	0,000 SF	0,000 SF	9,300 SF
Cottage	0,000 SF	0,000 SF	54,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF	54,000 SF
Residential- Single Family	0,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF
Residential- Townhome	0,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF
Residential- Multifamily- Stick Frame	0,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF
Retail	15,000 SF	0,000 SF	0,000 SF	200,000 SF	0,000 SF	0,000 SF	0,000 SF	215,000 SF
Theater	0,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF
Hospitality	0,000 SF	0,000 SF	0,000 SF	100,000 SF	0,000 SF	0,000 SF	0,000 SF	100,000 SF
Structured Parking	0,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF
Backlot Structures	10,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF	10,000 SF
Buildings- [Other 2]	0,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF
Buildings- [Other 3]	0,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF	0,000 SF
	572,400 SF	438,500 SF	801,000 SF	1,241,900 SF	400,500 SF	0,000 SF	0,000 SF	3,454,300 SF
	16.6%	12.7%	23.2%	36.0%	11.6%	0.0%	0.0%	100.0%

CHATTAHOOCHEE HILLS CITY REQUIREMENTS:

ZONING:

CURRENT ZONING:

PROPOSED ZONING:

RURAL DISTRICT (RL)

HAMLET-MIXED USE (HMMU)

ZONING REQUIREMENTS:

MINIMUM SITE ACREAGE:

PROPOSED SITE ACREAGE:

200 AC.

± 1,088.62 AC.

1,088.62 ACRES PROVIDED > 200 SITE ACREAGE REQUIRED

OPEN SPACE REQUIREMENTS:

MINIMUM OPEN SPACE:

PROPOSED OPEN SPACE:

65% OF GROSS SITE AREA

65 X 1,668.62 AC = 1,084.60 AC REQUIRED

1,054.70 AC PROVIDED > 1,084.60 AC REQUIRED

CIVIC SPACE REQUIREMENTS:

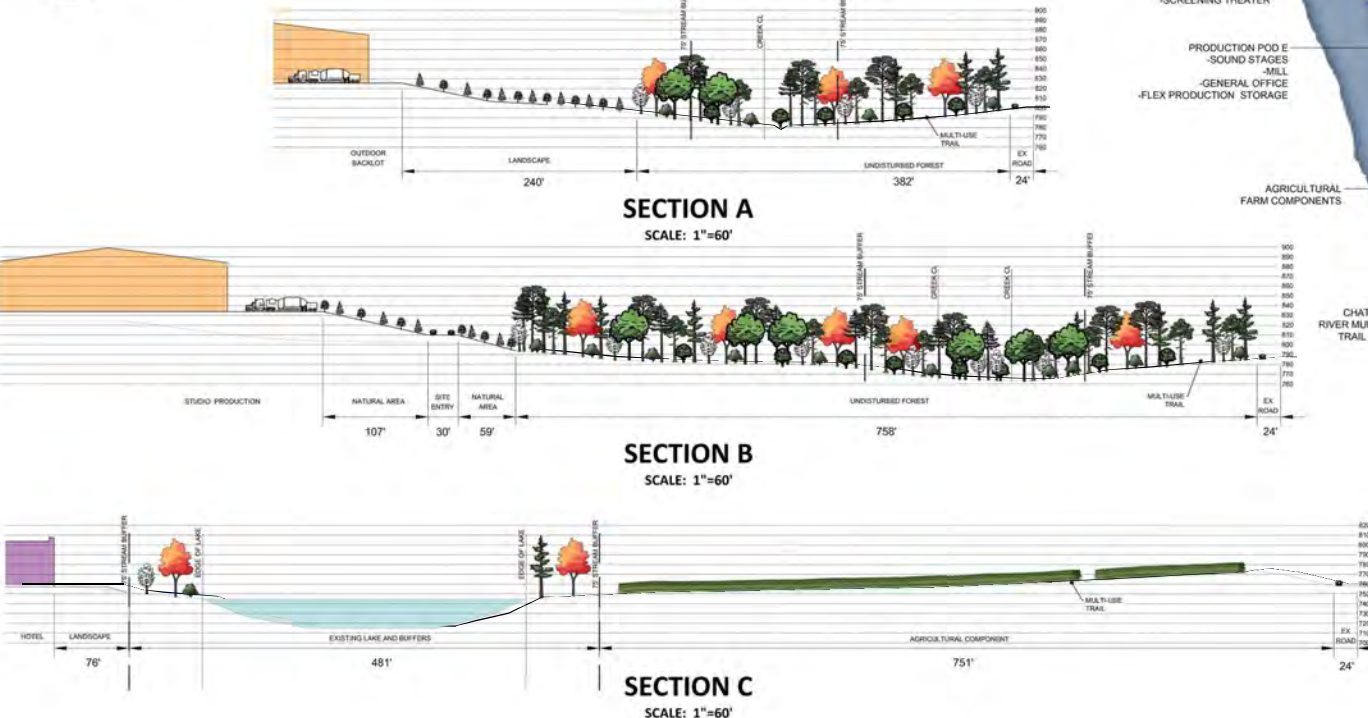
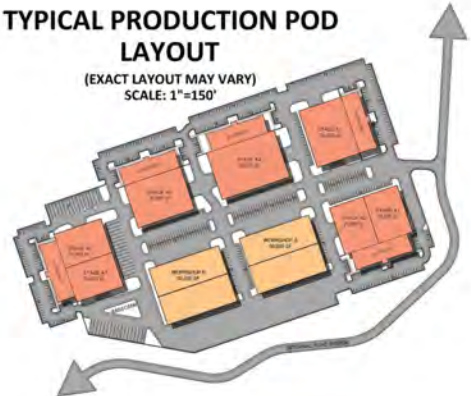
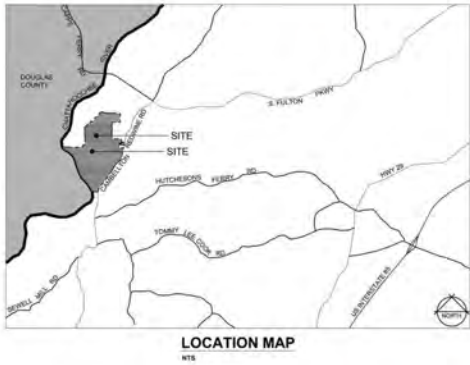
MINIMUM REQUIRED CIVIC SPACE: 5% GROSS SITE AREA

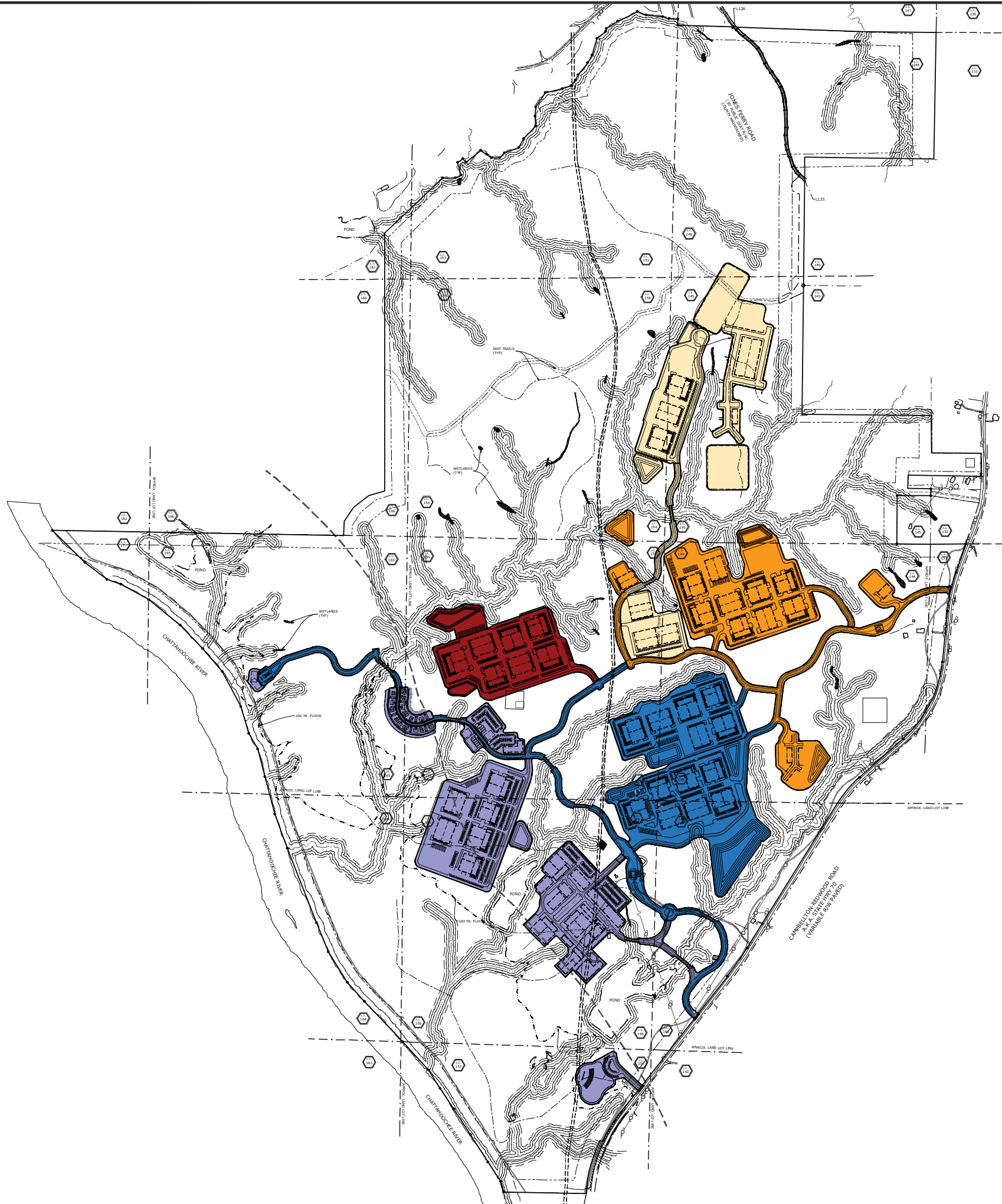
PROPOSED CIVIC SPACE:

1,668.62 X 5% AC. = 83.43 AC. REQUIRED

84 AC. PROVIDED

84 AC. CIVIC SPACE PROPOSED > 83.43 AC. CIVIC SPACE REQUIRED





PHASE LEGEND

	PHASE I
	PHASE II
	PHASE III
	PHASE IV
	PHASE V

FILE NAME: I:\CUSTOMERS\PROJECTS\131 Rosebud\131 Rosebud.dwg Plot Date: 11/15/2023 10:00:00 AM Plot Scale: 1"=400' Plot Size: 11.00 x 17.00 inches

ROSEBUD CONSTRUCTION PHASE PLAN
2022.12.08

GRAPHIC SCALE
0 400 800
1 inch = 400 ft.

SOUTHEASTERN ENGINEERING, INC.
4015 Sandy Plains Road, Marietta, Georgia 30066
Tel: 770-211-1915 Fax: 770-211-1917
www.seengineering.com
P&H 20015

Appendix B
DRI Letter of Understanding



LETTER OF UNDERSTANDING

January 4, 2023

Patrick Millsaps
Kane Studio, LLC
2800 Old Dawson Road, Suite 2-207
Albany, GA 31709

RE: **Project Rosebud (DRI#: #####)**

Dear Patrick Millsaps:

The purpose of this Letter of Understanding is to document the discussions during the Methodology Meeting held virtually on December 12, 2022 regarding **Project Rosebud** Development of Regional Impact (DRI). The *GRTA DRI Review Procedures*, as well as the inputs and parameters documented in this Letter of Understanding and the revised Methodology Meeting Packet, shall be adhered to in preparing the GRTA required Transportation Study.

PROJECT OVERVIEW

- The proposed site is located at SR 70/Campbellton Redwine Road and Jones Ferry Road.
- The proposed development includes 2,795,300 square feet of a film production studio, 290,000 square feet of storeroom space, 215,000 square feet of specialty vendor retail buildings, 32 estate lots/ cottage units, 32 brownstone units, and 200 hotel rooms.
- The projected build-out is three phases to be completed by 2029.
- The proposed development includes (4) site accesses along SR 70/ Campbellton Road and Jones Ferry Road.
- The DRI trigger for this development is a rezoning.
- The vehicular trip generation is estimated to be 9,242 net daily trips based on the *ITE Trip Generation Manual 10th edition*.
- The applicant is applying for approval under GRTA's non-expedited Traffic Impact Study review process.

STUDY NETWORK

1. SR 166/Duncan Memorial Highway at Capps Ferry Road
2. SR 70/South Fulton Parkway at Campbellton Redwine Road
3. SR 70/South Fulton Parkway at Rico Road
4. SR 70/South Fulton Parkway at Cochran Mill Road
5. SR 70/ Campbellton Redwine Road at Jones Ferry Road
6. SR 70/ Campbellton Redwine Road at Driveway #1
7. SR 70/ Campbellton Redwine Road at Driveway #2
8. SR 70/ Campbellton Redwine Road a Hutchesons Ferry Road
9. Jones Ferry Road at Driveway #3
10. Jones Ferry Road at Driveway #4

METHODOLOGY MEETING PACKET INPUTS & PARAMETERS

- The Site Plan shall meet all the applicable requirements in Section 7.1 of the *GRTA DRI Review Procedures*.
- All Study Network intersections shall be analyzed during the AM and PM peak hours for (1) existing conditions, (2) future “no-build” conditions, and (3) future “build” conditions as specified in the *GRTA DRI Review Procedures*.
- This DRI shall be modeled and reviewed in three phases to be completed by 2029.
- The Level of Service (LOS) standard for all analysis shall be LOS D unless specified otherwise in Section 3.2.2.1. For example, a LOS E standard is allowed if the existing LOS for the intersection or approach is a LOS F.
- Default values should not be assumed in the traffic modeling. Existing conditions shall be taken into account as required in Section 3.2.2.
- The trip generation calculations in the revised Methodology Meeting Packet shall be used in the Transportation Study. Mixed-use reductions are allowed for this site. Pass-by reductions shall not exceed 15% of a roadway's traffic volume standard established in Appendix 7.2.
- The trip assignment approach in the revised Methodology Meeting Packet shall be utilized for all Study Network intersection movements.
- The applicant shall research TIP, STIP, RTP and GDOT's construction work program, as well as any local government and transit operator plans (SPLOST, CIP, etc.), to determine the open date, sponsor, cost of the project, funding source(s), for future roadway projects in the project vicinity. Programmed transportation projects anticipated to open on or before the Build Out year of the DRI Project shall be modeled as completed in the No-Build and Build conditions unless approved otherwise.
- A 3.9% annual traffic Background Growth Rate shall be used for all roadways.
- Capacity analysis shall be based on turning movement counts collected not more than 12-months prior to the date of the actual DRI submittal to GRTA, unless specified otherwise. As specified in Section 2.3, turning movement counts shall be collected while local schools are in session, on a Tuesday, Wednesday or Thursday (unless approved otherwise) and not during holiday periods (weeks of July 4th, Thanksgiving and +/- 5 days of Christmas).
- If the *GRTA DRI Review Procedures* requires an Enhanced Focus Area for Heavy Vehicles or an Enhanced Focus Area for Dense Urban Environments, the Transportation Study shall incorporate the inputs and parameters agreed to at the Methodology Meeting and documented in the revised Methodology Meeting Packet. These inputs may include a Heavy Vehicle modeling percentages, a Heavy Vehicle route map, a pedestrian crosswalk delay adjustment and a bus blockage adjustment factor.

ADDITIONAL REQUIREMENTS

All applicable requirements of the *GRTA DRI Review Procedures* must be met for the Transportation Study to be considered complete. The *GRTA DRI Review Procedures* are located on GRTA's DRI website: <https://www.srta.ga.gov/programs-projects/dev-of-regional-impact/> Contact GRTA staff if you have any questions on these requirements.

The Transportation Study shall also include as attachments the native LOS modeling file (i.e., Synchro modeling files) as well as the modeling reports (PDFs) for all Study Network intersections for the Existing, No-Build and Build conditions for all phases. The PDF reports shall be numbered (in page headers) and organized in order according to the Study Network numbering sequence in this Letter of Understanding. The reports shall also be organized in the following sequence: *Existing condition AM, Existing condition PM, No-build condition AM, No-Build condition PM, Build condition AM, Build condition PM*. If improvements are modeled, those PDFs shall be labeled as such and follow the appropriate condition's applicable peak period.

The Transportation Study appendices shall also include all turning movement count data, regardless of if using historic data or newly collected turning movement counts.

When documenting any Queue Length impacts required in Section 3.2.3.6, the TIS Executive Summary shall also note any individual *movements* not meeting the LOS standard where the DRI Project adds trips in the Build condition and exceeds available storage capacity for that movement.

When identifying mitigations in the existing, no-build and build conditions, the mitigations identified in preceding conditions shall not be modeled as complete when conducting the LOS analysis. The same mitigation may still be proposed as mitigation in the subsequent condition but it shall not be included as completed in the default analysis. For example, a turn lane may be identified as a needed improvement in the no-build condition. The turn lane should not be modeled as completed in the build condition. The turn lane should only be modeled as complete in the no-build with improvements condition and the build with improvements condition.

DRI REVIEW PACKAGE SUBMITTAL

GRTA will begin reviewing the DRI once the DRI Review Package is submitted and deemed complete. The DRI Review Package includes: the permitting Local Government inputting both Department of Community Affairs (DCA) forms into the DCA DRI website; and the **Traffic Engineer submittal of the GRTA Transportation Study (including LOS appendices, traffic count data and any other required attachments) and Site Plan to GRTA staff and ALL stakeholders included in the CC list of this Letter of Understanding.**

All DRI Review Packages shall be submitted electronically via email to all stakeholders in the CC list of the Letter of Understanding. If the DRI Review Package total file size is greater than 10 MB, the DRI Review Package shall be submitted via email with a FTP link provided for downloading the files.

Please contact me if you have any questions about the Letter of Understanding or the *GRTA DRI Review Procedures*.

Sincerely,

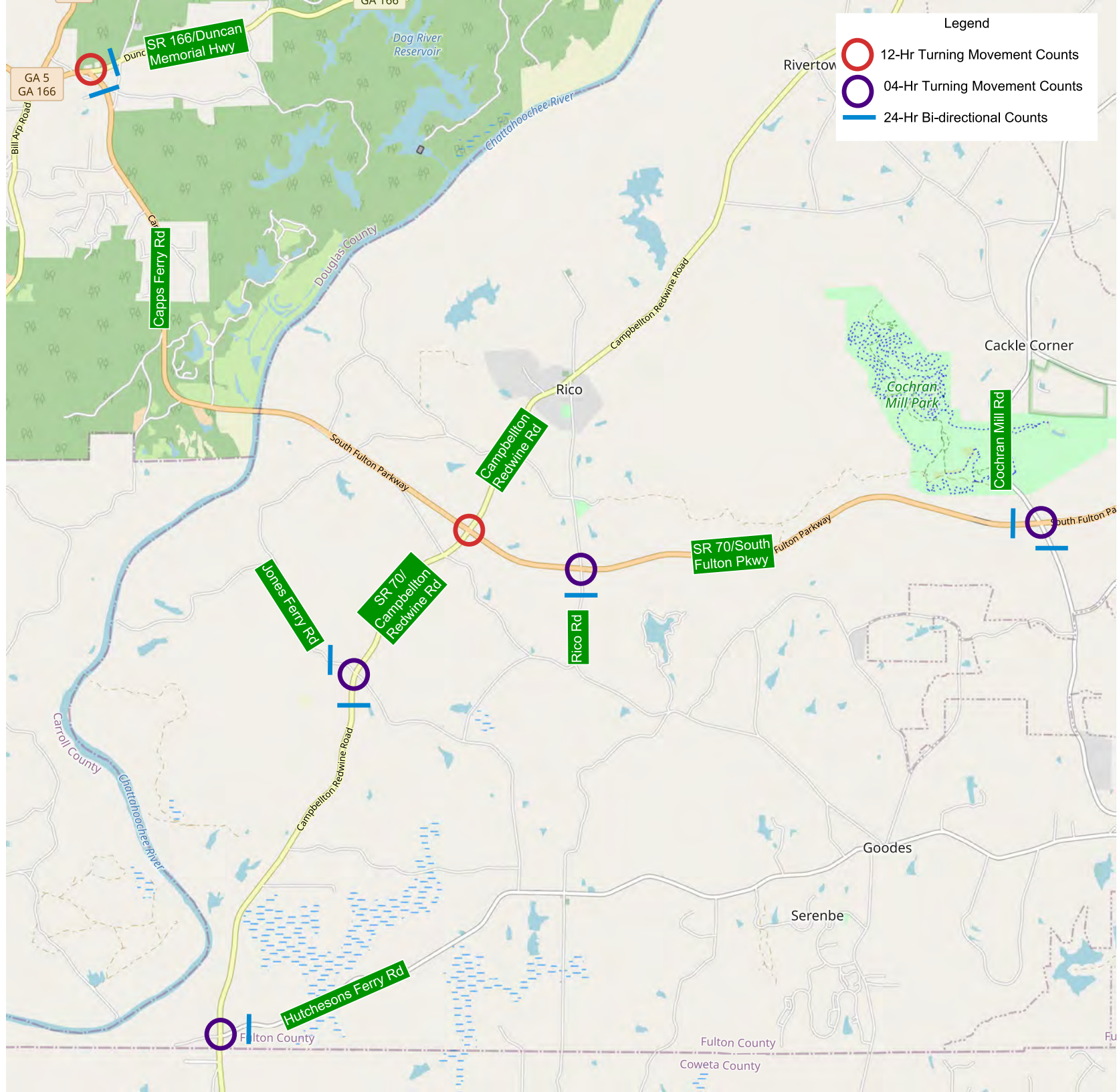
Elizabeth Davis
Senior Transit Planner

Cc:

Donald Shockey, ARC
Reginald James, ARC
Caity Chandler, City of Chattahoochee Hills
Michael Morton, City of Chattahoochee Hills
Dane Beatenbough, Coweta, GA
Jonathan Amason, Coweta, GA
Ben Sewell, Coweta, GA
Karla Poshedly, Douglas County
Bruce Mercer, Douglas County
Philip Shafer, Douglas County
December Weir, GRTA
Natavis Harris, MARTA
Charles Rosa, MARTA

Taylor Pounds, Foley Design
Lisa Jardeleza, JLL
Chris Maddox, South Eastern Engineering
Troy Bogan, South Eastern Engineering

Appendix C
Traffic Count Summary Sheets





[Click here for Map](#)

Peak Hour Turning Movement Count

Chattahoochee Hills, GA



www.marrtraffic.com

Tuesday, January 10, 2023	
Period	0600 - 1800
Peak Hour	1645 - 1745

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Time	Northbound					Southbound					Eastbound					Westbound					Int Total	
	GA-70 Campbellton Redwine Rd					Campbellton Redwine Rd					S Fulton Pkwy					GA-70 S Fulton Pkwy						
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total		
	1.1	1.2	1.3	1.4		1.5	1.6	1.7	1.8		1.9	1.10	1.11	U-Turn	1.12		1.13	1.14	Right	1.15		U-Turn
1645 - 1700	9	7	6	0	22	1	12	0	0	13	2	35	4	0	41	16	131	0	0	147	223	
1700 - 1715	10	1	3	0	14	0	12	2	0	14	0	39	9	0	48	18	129	0	0	147	223	
1715 - 1730	16	2	6	0	24	0	11	1	0	12	3	47	11	0	61	11	126	0	0	137	234	
1730 - 1745	19	4	2	0	25	0	9	0	0	9	1	46	10	0	57	6	149	0	0	155	246	
Total	54	14	17	0	85	1	44	3	0	48	6	167	34	0	207	51	535	0	0	586	926	
Approach %	63.53	16.47	20.00	0.00	-	2.08	91.67	6.25	0.00	-	2.90	80.68	16.43	0.00	-	8.70	91.30	0.00	0.00	-		
PHF	0.71	0.50	0.71	0.00	0.85	0.25	0.92	0.38	0.00	0.86	0.50	0.89	0.77	0.00	0.85	0.71	0.90	0.00	0.00	0.95	0.94	

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-70 Campbellton Redwine Rd					Campbellton Redwine Rd					S Fulton Pkwy					GA-70 S Fulton Pkwy					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1645 - 1700	9	7	6	0	22	1	12	0	0	13	2	33	4	0	39	15	123	0	0	138	212
1700 - 1715	10	1	2	0	13	0	11	2	0	13	0	37	9	0	46	17	119	0	0	136	208
1715 - 1730	15	2	6	0	23	0	10	1	0	11	3	45	11	0	59	11	117	0	0	128	221
1730 - 1745	18	4	1	0	23	0	9	0	0	9	1	41	10	0	52	6	144	0	0	150	234
Total	52	14	15	0	81	1	42	3	0	46	6	156	34	0	196	49	503	0	0	552	875
Approach %	64.20	17.28	18.52	0.00	-	2.17	91.30	6.52	0.00	-	3.06	79.59	17.35	0.00	-	8.88	91.12	0.00	0.00	-	-
PHF	0.72	0.50	0.63	0.00	0.88	0.25	0.88	0.38	0.00	0.88	0.50	0.87	0.77	0.00	0.83	0.72	0.87	0.00	0.00	0.92	0.93

Time	Northbound					Southbound					Eastbound					Westbound					Int Total	
	GA-70 Campbellton Redwine Rd					Campbellton Redwine Rd					S Fulton Pkwy					GA-70 S Fulton Pkwy						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	7
1700 - 1715	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	1	8	0	0	9	12	
1715 - 1730	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	5	0	0	5	7	
1730 - 1745	1	0	1	0	2	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	7	
Total	2	0	2	0	4	0	1	0	0	1	0	4	0	0	4	1	23	0	0	24	33	
Approach %	50.00	0.00	50.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	4.17	95.83	0.00	0.00	-		
PHF	0.50	0.00	0.50	0.00	0.50	0.00	0.25	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.50	0.25	0.72	0.00	0.00	0.67	0.69	

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-70 Campbellton Redwine Rd					Campbellton Redwine Rd					S Fulton Pkwy					GA-70 S Fulton Pkwy					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	4
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	5
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	5
Total	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	1	9	0	0	10	17
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	10.00	90.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.00	0.00	0.58	0.25	0.56	0.00	0.00	0.63	0.85

[illegible]

Classified Turn Movement Count || All vehicles

Chattahoochee Hills, GA



Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Site 1 of 6

GA-70 Campbellton Redwine Rd
Campbellton Redwine Rd
S Fulton Pkwy
GA-70 S Fulton Pkwy

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.566275°, -84.781565°

0600 - 1800 (Weekday 12h Session) (01-10-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-70 Campbellton Redwine Rd					Campbellton Redwine Rd					S Fulton Pkwy					GA-70 S Fulton Pkwy					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0600 - 0615	1	11	5	0	17	0	2	0	0	2	1	97	4	0	102	1	14	0	0	15	136
0615 - 0630	4	9	5	0	18	0	0	0	0	0	0	122	6	0	128	1	30	0	0	31	177
0630 - 0645	4	7	11	0	22	0	1	1	0	2	1	116	12	0	129	2	28	0	0	30	183
0645 - 0700	3	12	5	0	20	1	2	2	0	5	3	104	7	0	114	1	25	0	0	26	165
Hourly Total	12	39	26	0	77	1	5	3	0	9	5	439	29	0	473	5	97	0	0	102	661
0700 - 0715	7	8	4	0	19	1	1	1	0	3	1	99	6	0	106	0	28	0	0	28	156
0715 - 0730	9	8	8	0	25	0	3	1	0	4	0	131	11	0	142	0	33	0	0	33	204
0730 - 0745	8	9	6	0	23	0	2	0	0	2	0	106	12	0	118	1	33	0	0	34	177
0745 - 0800	9	7	5	0	21	0	1	0	0	1	2	131	12	0	145	4	29	0	0	33	200
Hourly Total	33	32	23	0	88	1	7	2	0	10	3	467	41	0	511	5	123	0	0	128	737
0800 - 0815	6	9	5	0	20	0	2	1	0	3	0	90	9	0	99	2	38	0	0	40	162
0815 - 0830	9	7	5	0	21	0	3	1	0	4	2	88	14	0	104	1	34	0	0	35	164
0830 - 0845	6	6	8	0	20	2	1	2	0	5	0	114	6	0	120	2	33	0	0	35	180
0845 - 0900	11	4	5	0	20	1	1	0	0	2	1	79	8	0	88	4	34	0	0	38	148
Hourly Total	32	26	23	0	81	3	7	4	0	14	3	371	37	0	411	9	139	0	0	148	654
0900 - 0915	4	5	4	0	13	0	1	0	0	1	0	51	7	0	58	3	24	0	0	27	99
0915 - 0930	6	6	4	0	16	0	2	3	0	5	0	72	6	1	79	2	31	0	0	33	133
0930 - 0945	8	2	1	0	11	0	4	2	0	6	1	42	7	0	50	3	27	0	0	30	97
0945 - 1000	3	1	0	0	4	0	0	1	0	1	0	41	8	0	49	3	27	0	0	30	84
Hourly Total	21	14	9	0	44	0	7	6	0	13	1	206	28	1	236	11	109	0	0	120	413
1000 - 1015	9	3	4	0	16	0	1	2	0	3	1	35	2	0	38	0	29	0	0	29	86
1015 - 1030	1	3	3	0	7	0	0	1	0	1	0	50	3	0	53	2	22	0	0	24	85
1030 - 1045	7	1	3	0	11	0	2	0	0	2	1	38	8	0	47	2	40	0	0	42	102
1045 - 1100	7	1	4	0	12	0	1	2	0	3	0	46	3	0	49	3	30	1	0	34	98
Hourly Total	24	8	14	0	46	0	4	5	0	9	2	169	16	0	187	7	121	1	0	129	371
1100 - 1115	4	3	2	0	9	0	0	0	0	0	1	31	4	0	36	3	25	0	0	28	73
1115 - 1130	3	2	4	0	9	0	3	1	0	4	1	43	2	0	46	5	30	0	0	35	94
1130 - 1145	3	2	0	0	5	0	2	1	0	3	1	35	5	0	41	1	26	0	0	27	76
1145 - 1200	4	1	1	0	6	0	2	1	0	3	0	21	2	0	23	2	41	1	0	44	76
Hourly Total	14	8	7	0	29	0	7	3	0	10	3	130	13	0	146	11	122	1	0	134	319
1200 - 1215	6	3	1	0	10	0	7	2	0	9	2	41	5	0	48	4	37	0	0	41	108
1215 - 1230	3	2	4	0	9	0	2	3	0	5	0	35	4	0	39	4	24	0	0	28	81
1230 - 1245	6	0	3	0	9	0	1	0	0	1	2	30	3	0	35	0	44	0	0	44	89
1245 - 1300	6	3	6	0	15	2	2	1	0	5	0	22	2	0	24	1	29	1	0	31	75
Hourly Total	21	8	14	0	43	2	12	6	0	20	4	128	14	0	146	9	134	1	0	144	353
1300 - 1315	4	0	0	0	4	0	3	2	0	5	0	34	5	0	39	3	40	0	0	43	91
1315 - 1330	3	2	3	0	8	0	4	2	0	6	1	30	9	1	41	7	39	0	0	46	101
1330 - 1345	2	3	3	0	8	0	2	1	0	3	0	47	6	0	53	3	44	1	1	49	113
1345 - 1400	6	3	3	0	12	0	4	2	0	6	1	22	7	0	30	3	48	0	0	51	99
Hourly Total	15	8	9	0	32	0	13	7	0	20	2	133	27	1	163	16	171	1	1	189	404
1400 - 1415	7	1	3	0	11	0	2	2	0	4	1	26	6	0	33	2	53	0	0	55	103
1415 - 1430	4	3	4	0	11	0	4	1	0	5	2	26	11	0	39	7	53	1	0	61	116
1430 - 1445	1	7	1	0	9	1	3	0	0	4	0	35	5	0	40	8	61	0	0	69	122
1445 - 1500	4	2	2	0	8	0	4	1	0	5	0	33	9	0	42	3	83	3	0	89	144
Hourly Total	16	13	10	0	39	1	13	4	0	18	3	120	31	0	154	20	250	4	0	274	485
1500 - 1515	6	5	1	0	12	0	6	6	0	12	2	37	6	0	45	8	73	0	0	81	150
1515 - 1530	9	4	5	0	18	0	6	1	0	7	1	39	6	0	46	5	77	0	0	82	153
1530 - 1545	8	1	1	0	10	0	15	0	0	15	0	34	7	0	41	6	80	1	0	87	153
1545 - 1600	7	1	4	0	12	0	6	1	0	7	2	34	9	0	45	10	104	1	0	115	179
Hourly Total	30	11	11	0	52	0	33	8	0	41	5	144	28	0	177	29	334	2	0	365	635
1600 - 1615	6	3	3	0	12	0	3	2	0	5	0	37	6	0	43	9	126	0	0	135	195
1615 - 1630	20	6	2	0	28	0	8	1	0	9	2	30	10	0	42	13	129	0	1	143	222
1630 - 1645	4	4	1	0	9	0	10	2	0	12	2	32	3	0	37	20	146	0	0	166	224
1645 - 1700	9	7	6	0	22	1	12	0	0	13	2	35	4	0	41	16	131	0	0	147	223
Hourly Total	39	20	12	0	71	1	33	5	0	39	6	134	23	0	163	58	532	0	1	591	864
1700 - 1715	10	1	3	0	14	0	12	2	0	14	0	39	9	0	48	18	129	0	0	147	223
1715 - 1730	16	2	6	0	24	0	11	1	0	12	3	47	11	0	61	11	126	0	0	137	234
1730 - 1745	19	4	2	0	25	0	9	0	0	9	1	46	10	0	57	6	149	0	0	155	246
1745 - 1800	10	4	4	0	18	0	15	1	0	16	0	42	8	0	50	11	126	0	0	137	221
Hourly Total	55	11	15	0	81	0	47	4	0	51	4	174	38	0	216	46	530	0	0	576	924
Grand Total	312	198	173	0	683	9	188	57	0	254	41	2615	325	2	2983	226	2662	10	2	2900	6820
Approach %	45.68	28.99	25.33	0.00	-	3.54	74.02	22.44	0.00	-	1.37	87.66	10.90	0.07	-	7.79	91.79	0.34	0.07	-	
Intersection %	4.57	2.90	2.54	0.00	10.01	0.13	2.76	0.84	0.00	3.72	0.60	38.34	4.77	0.03	43.74	3.31	39.03	0.15	0.03	42.52	
PHF	0.71	0.50	0.71	0.00	0.85	0.25	0.92	0.38	0.00	0.86	0.50	0.89	0.77	0.00	0.85	0.71	0.90	0.00	0.00	0.95	0.94



[Click here for Map](#)

Peak Hour Turning Movement Count

Chattahoochee Hills, GA



www.marrtraffic.com

Wednesday, January 11, 2023	
Period	0600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-70 Campbellton Redwine Rd					Campbellton Redwine Rd					S Fulton Pkwy					GA-70 S Fulton Pkwy					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1700 - 1715	9	5	4	0	18	0	13	1	0	14	0	38	14	0	52	11	146	0	0	157	241
1715 - 1730	17	1	6	0	24	0	13	1	0	14	2	52	5	0	59	13	136	1	0	150	247
1730 - 1745	13	4	6	0	23	0	11	0	0	11	1	45	8	0	54	8	148	0	0	156	244
1745 - 1800	13	6	1	0	20	2	11	1	0	14	1	42	11	0	54	3	133	1	0	137	225
Total	52	16	17	0	85	2	48	3	0	53	4	177	38	0	219	35	563	2	0	600	957
Approach %	61.18	18.82	20.00	0.00	-	3.77	90.57	5.66	0.00	-	1.83	80.82	17.35	0.00	-	5.83	93.83	0.33	0.00	-	
PHF	0.76	0.67	0.71	0.00	0.89	0.25	0.92	0.75	0.00	0.95	0.50	0.85	0.68	0.00	0.93	0.67	0.95	0.50	0.00	0.96	0.97

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-70 Campbellton Redwine Rd					Campbellton Redwine Rd					S Fulton Pkwy					GA-70 S Fulton Pkwy					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1700 - 1715	9	5	4	0	18	0	13	1	0	14	0	35	14	0	49	11	138	0	0	149	230
1715 - 1730	16	1	6	0	23	0	13	1	0	14	2	50	5	0	57	13	128	1	0	142	236
1730 - 1745	12	4	6	0	22	0	11	0	0	11	1	44	8	0	53	8	138	0	0	146	232
1745 - 1800	13	6	1	0	20	1	11	1	0	13	1	39	11	0	51	1	125	1	0	127	211
Total	50	16	17	0	83	1	48	3	0	52	4	168	38	0	210	33	529	2	0	564	909
Approach %	60.24	19.28	20.48	0.00	-	1.92	92.31	5.77	0.00	-	1.90	80.00	18.10	0.00	-	5.85	93.79	0.35	0.00	-	
PHF	0.78	0.67	0.71	0.00	0.90	0.25	0.92	0.75	0.00	0.93	0.50	0.84	0.68	0.00	0.92	0.63	0.96	0.50	0.00	0.95	0.96

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-70 Campbellton Redwine Rd					Campbellton Redwine Rd					S Fulton Pkwy					GA-70 S Fulton Pkwy					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.113	Thru 1.114	Right 1.115	U-Turn 1.116	App Total	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	6	0	0	6	
1715 - 1730	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	7	0	0	7	
1730 - 1745	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	
1745 - 1800	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	1	4	0	0	5	
Total	2	0	0	0	2	1	0	0	0	1	0	5	0	0	5	1	25	0	0	26	
Approach %	100.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	3.85	96.15	0.00	0.00	-	
PHF	0.50	0.00	0.00	0.00	0.50	0.25	0.00	0.00	0.00	0.25	0.00	0.63	0.00	0.00	0.63	0.25	0.78	0.00	0.00	0.81	

	Northbound					Southbound					Eastbound					Westbound					
	GA-70 Campbellton Redwine Rd					Campbellton Redwine Rd					S Fulton Pkwy					GA-70 S Fulton Pkwy					
Time	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	4	0	0	5	6
Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	1	9	0	0	10	14
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	10.00	90.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.25	0.56	0.00	0.00	0.50	0.58

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-70 Campbellton Redwine Rd					Campbellton Redwine Rd					S Fulton Pkwy					GA-70 S Fulton Pkwy					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All vehicles



Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Chattahoochee Hills, GA

Site 1 of 6

GA-70 Campbellton Redwine Rd
Campbellton Redwine Rd
S Fulton Pkwy
GA-70 S Fulton Pkwy

Date

Wednesday, January 11, 2023

Weather

Mostly Cloudy
55°F

Lat/Long

33.566275°, -84.781565°

0600 - 1800 (Weekday 12h Session) (01-11-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-70 Campbellton Redwine Rd					Campbellton Redwine Rd					S Fulton Pkwy					GA-70 S Fulton Pkwy					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0600 - 0615	4	13	5	0	22	1	0	0	0	1	2	90	7	0	99	0	14	0	0	14	136
0615 - 0630	5	10	4	0	19	0	2	2	0	4	0	94	5	0	99	1	22	0	0	23	145
0630 - 0645	5	3	7	0	15	1	1	2	0	4	0	108	6	0	114	1	28	0	0	29	162
0645 - 0700	1	12	6	0	19	0	0	0	0	0	2	108	8	0	118	2	23	0	0	25	162
Hourly Total	15	38	22	0	75	2	3	4	0	9	4	400	26	0	430	4	87	0	0	91	605
0700 - 0715	7	10	4	0	21	1	3	1	0	5	1	118	2	0	121	0	21	0	0	21	168
0715 - 0730	13	11	10	0	34	0	3	0	0	3	0	110	10	0	120	0	27	1	0	28	185
0730 - 0745	13	9	11	0	33	1	0	0	0	1	0	117	9	0	126	3	39	0	0	42	202
0745 - 0800	7	9	12	0	28	0	4	2	0	6	0	128	10	0	138	3	26	1	0	30	202
Hourly Total	40	39	37	0	116	2	10	3	0	15	1	473	31	0	505	6	113	2	0	121	757
0800 - 0815	9	8	4	0	21	0	1	0	0	1	1	95	11	0	107	1	41	0	0	42	171
0815 - 0830	5	7	5	0	17	1	2	1	0	4	1	67	8	0	76	3	53	0	0	56	153
0830 - 0845	5	4	5	0	14	1	1	1	0	3	1	87	11	0	99	2	47	2	0	51	167
0845 - 0900	3	1	4	0	8	2	2	0	0	4	2	59	9	0	70	1	32	1	0	34	116
Hourly Total	22	20	18	0	60	4	6	2	0	12	5	308	39	0	352	7	173	3	0	183	607
0900 - 0915	2	5	6	0	13	0	2	2	0	4	1	52	3	0	56	2	37	0	0	39	112
0915 - 0930	4	6	3	0	13	0	1	0	1	2	1	55	8	0	64	0	33	0	0	33	112
0930 - 0945	5	2	1	0	8	0	1	0	0	1	0	35	8	0	43	0	22	0	0	22	74
0945 - 1000	7	3	4	0	14	0	0	1	0	1	0	42	5	0	47	2	26	0	0	28	90
Hourly Total	18	16	14	0	48	0	4	3	1	8	2	184	24	0	210	4	118	0	0	122	388
1000 - 1015	3	2	3	0	8	0	1	0	0	1	2	33	4	0	39	3	20	1	0	24	72
1015 - 1030	6	0	3	0	9	0	3	1	0	4	0	35	9	0	44	0	34	1	0	35	92
1030 - 1045	8	2	2	0	12	0	3	0	0	3	0	29	7	0	36	1	32	0	0	33	84
1045 - 1100	3	1	3	0	7	0	1	2	0	3	3	23	6	1	33	0	28	1	0	29	72
Hourly Total	20	5	11	0	36	0	8	3	0	11	5	120	26	1	152	4	114	3	0	121	320
1100 - 1115	3	0	3	0	6	0	1	0	0	1	4	24	7	0	35	5	28	0	0	33	75
1115 - 1130	5	1	2	0	8	1	1	2	0	4	1	34	5	0	40	2	19	0	0	21	73
1130 - 1145	6	2	4	0	12	0	3	2	0	5	0	36	5	0	41	6	25	0	0	31	89
1145 - 1200	3	0	4	0	7	0	2	2	0	4	1	34	3	0	38	4	20	1	0	25	74
Hourly Total	17	3	13	0	33	1	7	6	0	14	6	128	20	0	154	17	92	1	0	110	311
1200 - 1215	5	5	4	0	14	0	4	3	0	7	0	30	8	0	38	11	49	0	0	60	119
1215 - 1230	4	3	3	0	10	0	5	1	0	6	0	36	4	0	40	2	22	0	0	24	80
1230 - 1245	8	2	4	0	14	0	3	0	0	3	2	21	6	0	29	0	29	0	0	29	75
1245 - 1300	1	1	2	0	4	0	2	0	0	2	0	46	4	0	50	2	36	0	0	38	94
Hourly Total	18	11	13	0	42	0	14	4	0	18	2	133	22	0	157	15	136	0	0	151	368
1300 - 1315	2	2	1	0	5	1	0	1	0	2	1	32	3	0	36	4	33	0	0	37	80
1315 - 1330	2	2	2	0	6	0	2	1	0	3	2	41	4	0	47	6	37	0	0	43	99
1330 - 1345	3	3	1	0	7	0	4	1	0	5	1	21	7	0	29	2	48	1	0	51	92
1345 - 1400	3	5	4	0	12	1	2	0	0	3	0	29	5	0	34	6	36	0	0	42	91
Hourly Total	10	12	8	0	30	2	8	3	0	13	4	123	19	0	146	18	154	1	0	173	362
1400 - 1415	1	2	0	0	3	0	7	1	0	8	3	37	6	0	46	5	38	0	0	43	100
1415 - 1430	3	3	2	0	8	0	5	1	0	6	2	29	6	0	37	4	53	0	0	57	108
1430 - 1445	5	0	2	0	7	1	2	2	0	5	1	45	6	0	52	5	72	0	0	77	141
1445 - 1500	2	8	6	0	16	0	5	4	0	9	1	44	1	0	46	1	74	0	0	75	146
Hourly Total	11	13	10	0	34	1	19	8	0	28	7	155	19	0	181	15	237	0	0	252	495
1500 - 1515	4	1	2	0	7	1	4	3	0	8	1	32	4	0	37	6	69	0	0	75	127
1515 - 1530	8	4	4	0	16	0	11	2	0	13	2	37	5	0	44	8	79	1	0	88	161
1530 - 1545	12	2	3	0	17	0	5	0	0	5	0	31	7	0	38	8	110	0	0	118	178
1545 - 1600	15	2	3	0	20	0	6	4	0	10	1	37	7	0	45	5	103	1	0	109	184
Hourly Total	39	9	12	0	60	1	26	9	0	36	4	137	23	0	164	27	361	2	0	390	650
1600 - 1615	5	2	6	0	13	0	4	1	0	5	1	39	6	0	46	5	133	0	0	138	202
1615 - 1630	10	1	3	0	14	1	6	2	0	9	1	42	5	0	48	10	118	1	0	129	200
1630 - 1645	4	4	3	0	11	1	12	1	0	14	2	27	8	0	37	14	139	1	0	154	216
1645 - 1700	9	3	4	0	16	0	11	1	0	12	1	43	11	0	55	10	127	1	0	138	221
Hourly Total	28	10	16	0	54	2	33	5	0	40	5	151	30	0	186	39	517	3	0	559	839
1700 - 1715	9	5	4	0	18	0	13	1	0	14	0	38	14	0	52	11	146	0	0	157	241
1715 - 1730	17	1	6	0	24	0	13	1	0	14	2	52	5	0	59	13	136	1	0	150	247
1730 - 1745	13	4	6	0	23	0	11	0	0	11	1	45	8	0	54	8	148	0	0	156	244
1745 - 1800	13	6	1	0	20	2	11	1	0	14	1	42	11	0	54	3	133	1	0	137	225
Hourly Total	52	16	17	0	85	2	48	3	0	53	4	177	38	0	219	35	563	2	0	600	957
Grand Total	290	192	191	0	673	17	186	53	1	257	49	2489	317	1	2856	191	2665	17	0	2873	6659
Approach %	43.09	28.53	28.38	0.00	-	6.61	72.37	20.62	0.39	-	1.72	87.15	11.10	0.04	-	6.65	92.76	0.59	0.00	-	
Intersection %	4.36	2.88	2.87	0.00	10.11	0.26	2.79	0.80	0.02	3.86	0.74	37.38	4.76	0.02	42.89	2.87	40.02	0.26	0.00	43.14	
PHF	0.76	0.67	0.71	0.00	0.89	0.25	0.92	0.75	0.00	0.95	0.50	0.85	0.68	0.00	0.93	0.67	0.95	0.50	0.00	0.96	0.97



[Click here for Map](#)

Peak Hour Turning Movement Count

Chattahoochee Hills, GA



www.marrtraffic.com

Tuesday, January 10, 2023	
Period	0600 - 1800
Peak Hour	1645 - 1745

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Capps Ferry Rd					Driveway					GA-166 Duncan Memorial Hwy (West)					GA-166 Duncan Memorial Hwy (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1645 - 1700	93	0	1	0	94	0	0	0	0	0	0	28	49	0	77	7	55	0	0	62	233
1700 - 1715	80	0	2	0	82	0	0	0	0	0	0	32	54	0	86	2	64	0	0	66	234
1715 - 1730	84	0	1	0	85	0	0	0	0	0	0	31	54	0	85	6	65	0	0	71	241
1730 - 1745	87	0	5	0	92	0	0	0	0	0	0	34	59	0	93	3	65	0	0	68	253
Total	344	0	9	0	353	0	0	0	0	0	0	125	216	0	341	18	249	0	0	267	961
Approach %	97.45	0.00	2.55	0.00	-	0.00	0.00	0.00	0.00	-	0.00	36.66	63.34	0.00	-	6.74	93.26	0.00	0.00	-	
PHF	0.92	0.00	0.45	0.00	0.94	0.00	0.00	0.00	0.00	0.00	0.00	0.92	0.92	0.00	0.92	0.64	0.96	0.00	0.00	0.94	0.95

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Capps Ferry Rd					Driveway					GA-166 Duncan Memorial Hwy (West)					GA-166 Duncan Memorial Hwy (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
1645 - 1700	88	0	1	0	89	0	0	0	0	0	0	27	48	0	75	7	55	0	0	62	226
1700 - 1715	72	0	2	0	74	0	0	0	0	0	0	31	51	0	82	2	61	0	0	63	219
1715 - 1730	77	0	1	0	78	0	0	0	0	0	0	31	52	0	83	6	65	0	0	71	232
1730 - 1745	81	0	4	0	85	0	0	0	0	0	0	33	51	0	84	3	65	0	0	68	237
Total	318	0	8	0	326	0	0	0	0	0	0	122	62	0	324	18	246	0	0	264	914
Average %	97.55	0.00	2.45	0.00	-	0.00	0.00	0.00	0.00	-	0.00	37.65	62.35	0.00	-	6.82	93.18	0.00	0.00	-	
PHF	0.90	0.00	0.50	0.00	0.92	0.00	0.00	0.00	0.00	0.00	0.00	0.92	0.97	0.00	0.96	0.64	0.95	0.00	0.00	0.93	0.96

	Northbound					Southbound					Eastbound					Westbound					
	Capps Ferry Rd					Driveway					GA-166 Duncan Memorial Hwy (West)					GA-166 Duncan Memorial Hwy (East)					
Time	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1645 - 1700	5	0	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
1700 - 1715	5	0	0	0	5	0	0	0	0	0	0	1	2	0	3	0	2	0	0	2	10
1715 - 1730	3	0	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4
1730 - 1745	4	0	1	0	5	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	8
Total	17	0	1	0	18	0	0	0	0	0	0	2	6	0	8	0	2	0	0	2	28
Approach %	94.44	0.00	5.56	0.00	-	0.00	0.00	0.00	0.00	-	0.00	25.00	75.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.85	0.00	0.25	0.00	0.90	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.67	0.00	0.25	0.00	0.00	0.25	0.70

	Northbound						Southbound					Eastbound					Westbound							
	Capps Ferry Rd						Driveway					GA-166 Duncan Memorial Hwy (West)					GA-166 Duncan Memorial Hwy (East)							
Time	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total		Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total		Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total		Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
1700 - 1715	3	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	1	5
1715 - 1730	4	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	5
1730 - 1745	2	0	0	0	2	0	0	0	0	0	0	0	1	5	0	6	0	0	0	0	0	0	0	8
Total	9	0	0	0	9	0	0	0	0	0	0	0	1	8	0	9	0	1	0	0	0	1	19	
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	11.11	88.89	0.00	-	0.00	100.00	0.00	0.00	-				
PHF	0.56	0.00	0.00	0.00	0.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.40	0.00	0.38	0.00	0.25	0.00	0.00	0.25		0.59	

[illegible]

Classified Turn Movement Count || All vehicles

Chattahoochee Hills, GA



Marr Traffic
DATA COLLECTION

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Site 2 of 6

Capps Ferry Rd
Driveway
GA-166 Duncan Memorial Hwy (West)
GA-166 Duncan Memorial Hwy (East)

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.614928°, -84.829991°

0600 - 1800 (Weekday 12h Session) (01-10-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Capps Ferry Rd					Driveway					GA-166 Duncan Memorial Hwy (West)					GA-166 Duncan Memorial Hwy (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0600 - 0615	12	0	3	0	15	0	0	0	0	0	0	32	73	0	105	3	11	0	0	14	134
0615 - 0630	23	0	1	0	24	0	0	0	0	0	0	39	118	0	157	2	8	0	0	10	191
0630 - 0645	37	0	4	0	41	0	0	0	0	0	0	45	116	0	161	1	10	0	0	11	213
0645 - 0700	36	0	0	0	36	0	0	0	0	0	0	38	94	0	132	1	19	0	0	20	188
Hourly Total	108	0	8	0	116	0	0	0	0	0	0	154	401	0	555	7	48	0	0	55	726
0700 - 0715	45	0	2	0	47	0	0	0	0	0	0	51	100	0	151	5	25	0	0	30	228
0715 - 0730	46	0	6	0	52	0	0	0	0	0	0	66	114	0	180	5	31	0	0	36	268
0730 - 0745	39	0	2	0	41	0	0	0	0	0	0	51	97	0	148	3	17	0	0	20	209
0745 - 0800	49	0	8	0	57	0	0	0	0	0	0	56	113	0	169	5	24	0	0	29	255
Hourly Total	179	0	18	0	197	0	0	0	0	0	0	224	424	0	648	18	97	0	0	115	960
0800 - 0815	35	0	1	0	36	0	0	1	0	1	1	33	95	0	129	4	23	0	0	27	193
0815 - 0830	49	0	2	0	51	0	0	0	0	0	0	25	106	0	131	7	30	0	0	37	219
0830 - 0845	40	0	2	0	42	0	0	0	0	0	0	43	98	0	141	3	34	0	0	37	220
0845 - 0900	45	0	1	0	46	0	0	0	0	0	0	30	78	0	108	5	28	0	0	33	187
Hourly Total	169	0	6	0	175	0	0	1	0	1	1	131	377	0	509	19	115	0	0	134	819
0900 - 0915	39	0	1	0	40	0	0	0	0	0	0	21	58	0	79	2	26	0	0	28	147
0915 - 0930	35	0	3	0	38	0	0	0	0	0	0	21	58	0	79	3	11	0	0	14	131
0930 - 0945	42	0	0	0	42	0	0	0	0	0	0	31	55	0	86	4	20	0	0	24	152
0945 - 1000	40	0	4	0	44	0	0	0	0	0	0	13	43	0	56	1	12	0	0	13	113
Hourly Total	156	0	8	0	164	0	0	0	0	0	0	86	214	0	300	10	69	0	0	79	543
1000 - 1015	44	0	1	0	45	0	0	0	0	0	0	21	37	0	58	3	27	0	0	30	133
1015 - 1030	30	0	6	0	36	1	0	0	0	1	1	20	55	0	76	0	20	0	0	20	133
1030 - 1045	34	0	1	0	35	0	0	0	0	0	0	18	39	0	57	3	15	0	0	18	110
1045 - 1100	42	0	3	0	45	0	0	0	0	0	0	8	44	0	52	4	25	0	0	29	126
Hourly Total	150	0	11	0	161	1	0	0	0	1	1	67	175	0	243	10	87	0	0	97	502
1100 - 1115	27	0	1	0	28	0	0	0	0	0	0	17	32	0	49	6	22	0	0	28	105
1115 - 1130	27	0	3	0	30	0	0	0	0	0	0	18	47	0	65	4	19	0	0	23	118
1130 - 1145	40	0	2	0	42	0	0	0	0	0	0	11	37	0	48	0	15	0	0	15	105
1145 - 1200	35	0	0	0	35	0	0	0	0	0	0	17	30	0	47	2	17	0	0	19	101
Hourly Total	129	0	6	0	135	0	0	0	0	0	0	63	146	0	209	12	73	0	0	85	429
1200 - 1215	50	0	2	0	52	0	0	0	0	0	0	13	51	0	64	1	13	0	0	14	130
1215 - 1230	35	0	5	0	40	0	0	1	0	1	0	19	26	0	45	1	18	0	0	19	105
1230 - 1245	49	0	5	0	54	0	0	1	0	1	0	17	36	0	53	5	17	0	0	22	130
1245 - 1300	44	0	2	0	46	0	0	0	0	0	0	12	33	0	45	1	18	0	0	19	110
Hourly Total	178	0	14	0	192	0	0	2	0	2	0	61	146	0	207	8	66	0	0	74	475
1300 - 1315	43	0	2	0	45	0	0	0	0	0	0	19	44	0	63	0	20	0	0	20	128
1315 - 1330	34	0	3	0	37	0	0	0	0	0	0	20	45	0	65	1	16	0	0	17	119
1330 - 1345	47	0	1	0	48	0	0	0	0	0	0	21	38	0	59	5	23	0	0	28	135
1345 - 1400	53	0	5	0	58	0	0	0	0	0	0	18	35	0	53	3	25	0	0	28	139
Hourly Total	177	0	11	0	188	0	0	0	0	0	0	78	162	0	240	9	84	0	0	93	521
1400 - 1415	63	0	2	0	65	0	0	0	0	0	0	15	38	0	53	1	19	0	0	20	138
1415 - 1430	55	0	3	0	58	0	0	0	0	0	0	18	39	0	57	2	27	0	0	29	144
1430 - 1445	52	0	0	0	52	0	0	0	0	0	0	27	39	0	66	4	16	0	0	20	138
1445 - 1500	67	0	0	0	67	0	0	0	0	0	0	17	41	0	58	0	24	0	0	24	149
Hourly Total	237	0	5	0	242	0	0	0	0	0	0	77	157	0	234	7	86	0	0	93	569
1500 - 1515	70	0	6	0	76	0	0	0	0	0	0	29	41	0	70	4	27	0	0	31	177
1515 - 1530	75	0	5	0	80	0	0	0	0	0	0	29	36	0	65	5	42	0	0	47	192
1530 - 1545	80	0	6	0	86	0	0	0	0	0	0	27	51	0	78	4	52	0	0	56	220
1545 - 1600	82	0	8	0	90	0	0	0	0	0	0	26	44	0	70	3	53	0	0	56	216
Hourly Total	307	0	25	0	332	0	0	0	0	0	0	111	172	0	283	16	174	0	0	190	805
1600 - 1615	83	0	2	0	85	0	0	0	0	0	0	28	44	0	72	6	51	0	0	57	214
1615 - 1630	95	0	4	0	99	0	0	0	0	0	0	27	45	0	72	4	49	0	0	53	224
1630 - 1645	83	0	6	0	89	0	0	0	0	0	0	42	54	0	96	2	55	0	0	57	242
1645 - 1700	93	0	1	0	94	0	0	0	0	0	0	28	49	0	77	7	55	0	0	62	233
Hourly Total	354	0	13	0	367	0	0	0	0	0	0	125	192	0	317	19	210	0	0	229	913
1700 - 1715	80	0	2	0	82	0	0	0	0	0	0	32	54	0	86	2	64	0	0	66	234
1715 - 1730	84	0	1	0	85	0	0	0	0	0	0	31	54	0	85	6	65	0	0	71	241
1730 - 1745	87	0	5	0	92	0	0	0	0	0	0	34	59	0	93	3	65	0	0	68	253
1745 - 1800	91	0	5	0	96	0	0	0	0	0	1	30	42	0	73	3	60	0	0	63	232
Hourly Total	342	0	13	0	355	0	0	0	0	0	1	127	209	0	337	14	254	0	0	268	960
Grand Total	2486	0	138	0	2624	1	0	3	0	4	3	1304	2775	0	4082	149	1363	0	0	1512	8222
Approach %	94.74	0.00	5.26	0.00	-	25.00	0.00	75.00	0.00	-	0.07	31.95	67.98	0.00	-	9.85	90.15	0.00	0.00	-	
Intersection %	30.24	0.00	1.68	0.00	31.91	0.01	0.00	0.04	0.00	0.05	0.04	15.86	33.75	0.00	49.65	1.81	16.58	0.00	0.00	18.39	
PHF	0.92	0.00	0.45	0.00	0.94	0.00	0.00	0.00	0.00	0.00	0.00	0.92	0.92	0.00	0.92	0.64	0.96	0.00	0.00	0.94	0.95



[Click here for Map](#)

Peak Hour Turning Movement Count

Chattahoochee Hills, GA



www.marrtraffic.com

Wednesday, January 11, 2023	
Period	0600 - 1800
Peak Hour	0700 - 0800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Capps Ferry Rd					Driveway					GA-166 Duncan Memorial Hwy (West)					GA-166 Duncan Memorial Hwy (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	31	0	0	0	31	0	0	0	0	0	0	52	104	0	156	3	21	0	0	24	211
0715 - 0730	51	0	0	0	51	0	0	0	0	0	0	74	100	0	174	4	32	0	0	36	261
0730 - 0745	54	0	3	0	57	0	0	0	0	0	0	70	129	0	199	3	19	0	0	22	278
0745 - 0800	45	0	7	0	52	0	0	0	0	0	0	55	96	0	151	6	25	0	0	31	234
Total	181	0	10	0	191	0	0	0	0	0	0	251	429	0	680	16	97	0	0	113	984
Approach %	94.76	0.00	5.24	0.00	-	0.00	0.00	0.00	0.00	-	0.00	36.91	63.09	0.00	-	14.16	85.84	0.00	0.00	-	
PHF	0.84	0.00	0.36	0.00	0.84	0.00	0.00	0.00	0.00	0.00	0.00	0.85	0.83	0.00	0.85	0.67	0.76	0.00	0.00	0.78	0.88

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Capps Ferry Rd					Driveway					GA-166 Duncan Memorial Hwy (West)					GA-166 Duncan Memorial Hwy (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	27	0	0	0	27	0	0	0	0	0	0	52	100	0	152	3	21	0	0	24	203
0715 - 0730	45	0	0	0	45	0	0	0	0	0	0	74	96	0	170	4	32	0	0	36	251
0730 - 0745	50	0	3	0	53	0	0	0	0	0	0	66	123	0	189	3	19	0	0	22	264
0745 - 0800	41	0	7	0	48	0	0	0	0	0	0	54	91	0	145	6	21	0	0	27	220
Total	163	0	10	0	173	0	0	0	0	0	0	246	410	0	656	16	93	0	0	109	938
Average %	94.22	0.00	5.78	0.00	-	0.00	0.00	0.00	0.00	-	0.00	37.50	62.50	0.00	-	14.68	85.32	0.00	0.00	-	
PHF	0.82	0.00	0.36	0.00	0.82	0.00	0.00	0.00	0.00	0.00	0.00	0.83	0.83	0.00	0.87	0.67	0.73	0.00	0.00	0.76	0.89

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Capps Ferry Rd					Driveway					GA-166 Duncan Memorial Hwy (West)					GA-166 Duncan Memorial Hwy (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	2	0	0	0	2	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	5
0715 - 0730	4	0	0	0	4	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	7
0730 - 0745	2	0	0	0	2	0	0	0	0	0	0	3	5	0	8	0	0	0	0	0	10
0745 - 0800	2	0	0	0	2	0	0	0	0	0	0	0	4	0	4	0	2	0	0	2	8
Total	10	0	0	0	10	0	0	0	0	0	0	3	15	0	18	0	2	0	0	2	30
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	16.67	83.33	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.63	0.00	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.75	0.00	0.56	0.00	0.25	0.00	0.00	0.25	0.75

	Northbound					Southbound					Eastbound					Westbound					
	Capps Ferry Rd					Driveway					GA-166 Duncan Memorial Hwy (West)					GA-166 Duncan Memorial Hwy (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Int Total
Time	2.1	2.2	2.3	2.4		2.5	2.6	2.7	2.8		2.9	2.10	2.11	2.12		2.13	2.14	2.15	2.16		
0700 - 0715	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
0715 - 0730	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
0730 - 0745	2	0	0	0	2	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	4
0745 - 0800	2	0	0	0	2	0	0	0	0	0	0	1	1	0	2	0	2	0	0	2	6
Total	8	0	0	0	8	0	0	0	0	0	0	2	4	0	6	0	2	0	0	2	16
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	33.33	66.67	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	1.00	0.00	0.75	0.00	0.25	0.00	0.00	0.25	0.67

[illegible]

Classified Turn Movement Count || All vehicles

Chattahoochee Hills, GA



Marr Traffic
DATA COLLECTION

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Site 2 of 6

Capps Ferry Rd
Driveway
GA-166 Duncan Memorial Hwy (West)
GA-166 Duncan Memorial Hwy (East)

Date

Wednesday, January 11, 2023

Weather

Mostly Cloudy
55°F

Lat/Long

33.614928°, -84.829991°

0600 - 1800 (Weekday 12h Session) (01-11-2023)

All vehicles

TIME	Northbound Capps Ferry Rd					Southbound Driveway					Eastbound GA-166 Duncan Memorial Hwy (West)					Westbound GA-166 Duncan Memorial Hwy (East)					Int Total
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0600 - 0615	21	0	0	0	21	0	0	0	0	0	0	37	84	0	121	2	11	0	0	13	155
0615 - 0630	32	0	2	0	34	0	0	0	0	0	0	47	95	0	142	2	9	0	0	11	187
0630 - 0645	35	0	2	0	37	0	0	0	0	0	0	51	108	0	159	2	14	0	0	16	212
0645 - 0700	42	0	2	0	44	0	0	0	0	0	0	46	107	0	153	1	19	0	0	20	217
Hourly Total	130	0	6	0	136	0	0	0	0	0	0	181	394	0	575	7	53	0	0	60	771
0700 - 0715	31	0	0	0	31	0	0	0	0	0	0	52	104	0	156	3	21	0	0	24	211
0715 - 0730	51	0	0	0	51	0	0	0	0	0	0	74	100	0	174	4	32	0	0	36	261
0730 - 0745	54	0	3	0	57	0	0	0	0	0	0	70	129	0	199	3	19	0	0	22	278
0745 - 0800	45	0	7	0	52	0	0	0	0	0	0	55	96	0	151	6	25	0	0	31	234
Hourly Total	181	0	10	0	191	0	0	0	0	0	0	251	429	0	680	16	97	0	0	113	984
0800 - 0815	34	0	4	1	39	0	0	0	0	0	0	38	80	0	118	6	22	0	0	28	185
0815 - 0830	51	0	8	0	59	0	0	0	0	0	0	29	77	0	106	5	32	0	0	37	202
0830 - 0845	59	0	2	0	61	0	0	0	0	0	0	47	85	0	132	3	24	0	0	27	220
0845 - 0900	38	0	3	0	41	0	0	0	0	0	0	33	60	0	93	3	19	0	0	22	156
Hourly Total	182	0	17	1	200	0	0	0	0	0	0	147	302	0	449	17	97	0	0	114	763
0900 - 0915	32	0	5	0	37	0	0	0	0	0	0	29	59	0	88	8	21	0	0	29	154
0915 - 0930	42	0	2	0	44	0	0	0	0	0	0	19	40	0	59	2	20	0	0	22	125
0930 - 0945	39	0	4	0	43	0	0	0	0	0	0	26	39	0	65	2	20	0	0	22	130
0945 - 1000	29	0	2	0	31	0	0	0	0	0	0	17	34	0	51	2	13	0	0	15	97
Hourly Total	142	0	13	0	155	0	0	0	0	0	0	91	172	0	263	14	74	0	0	88	506
1000 - 1015	30	0	3	0	33	0	0	0	0	0	0	14	45	0	59	3	10	0	0	13	105
1015 - 1030	28	0	2	0	30	0	0	0	0	0	0	16	34	0	50	4	28	0	0	32	112
1030 - 1045	27	0	1	0	28	0	0	0	0	0	0	11	28	0	39	6	16	0	0	22	89
1045 - 1100	45	0	4	0	49	0	0	0	0	0	0	11	27	0	38	5	26	0	0	31	118
Hourly Total	130	0	10	0	140	0	0	0	0	0	0	52	134	0	186	18	80	0	0	98	424
1100 - 1115	30	0	2	0	32	0	0	0	0	0	0	15	43	0	58	1	16	0	0	17	107
1115 - 1130	30	0	1	0	31	0	0	0	0	0	0	16	27	0	43	4	16	0	0	20	94
1130 - 1145	33	0	4	0	37	0	0	0	0	0	0	14	43	0	57	4	28	0	0	32	126
1145 - 1200	39	0	1	0	40	0	0	0	0	0	0	10	33	0	43	4	17	0	0	21	104
Hourly Total	132	0	8	0	140	0	0	0	0	0	0	55	146	0	201	13	77	0	0	90	431
1200 - 1215	42	0	7	0	49	0	0	0	0	0	0	10	40	0	50	3	12	0	0	15	114
1215 - 1230	34	0	3	0	37	0	0	0	0	0	0	22	39	0	61	6	23	0	0	29	127
1230 - 1245	34	0	5	0	39	0	0	0	0	0	0	15	31	0	46	3	25	0	0	28	113
1245 - 1300	27	0	3	0	30	0	0	0	0	0	0	17	36	0	53	3	20	0	0	23	106
Hourly Total	137	0	18	0	155	0	0	0	0	0	0	64	146	0	210	15	80	0	0	95	460
1300 - 1315	39	0	1	0	40	0	0	0	0	0	0	11	43	0	54	1	21	0	0	22	116
1315 - 1330	35	0	7	0	42	0	0	0	0	0	0	9	40	0	49	10	20	0	0	30	121
1330 - 1345	45	0	3	0	48	0	0	0	0	0	0	18	36	0	54	1	13	0	0	14	116
1345 - 1400	39	0	5	0	44	0	0	0	0	0	0	24	35	0	59	3	17	0	0	20	123
Hourly Total	158	0	16	0	174	0	0	0	0	0	0	62	154	0	216	15	71	0	0	86	476
1400 - 1415	47	0	4	0	51	0	0	0	0	0	0	17	40	0	57	2	29	0	0	31	139
1415 - 1430	54	0	1	0	55	0	0	0	0	0	0	22	43	0	65	1	30	0	0	31	151
1430 - 1445	55	0	1	0	56	0	0	0	0	0	0	22	47	0	69	7	18	0	0	25	150
1445 - 1500	72	0	7	0	79	0	0	0	0	0	0	22	44	0	66	4	29	0	0	33	178
Hourly Total	228	0	13	0	241	0	0	0	0	0	0	83	174	0	257	14	106	0	0	120	618
1500 - 1515	65	0	1	0	66	0	0	0	0	0	0	23	36	0	59	2	27	0	0	29	154
1515 - 1530	63	0	5	0	68	0	0	0	0	0	0	25	49	0	74	3	34	0	0	37	179
1530 - 1545	92	0	6	0	98	0	0	0	0	0	0	26	43	0	69	3	48	0	0	51	218
1545 - 1600	80	0	3	0	83	0	0	0	0	0	0	23	41	0	64	7	58	0	0	65	212
Hourly Total	300	0	15	0	315	0	0	0	0	0	0	97	169	0	266	15	167	0	0	182	763
1600 - 1615	86	0	4	0	90	0	0	0	0	0	0	24	56	0	80	5	44	0	0	49	219
1615 - 1630	93	0	6	0	99	0	0	0	0	0	0	30	51	0	81	4	48	0	0	52	232
1630 - 1645	89	0	7	0	96	0	0	0	0	0	0	28	45	0	73	2	69	0	0	71	240
1645 - 1700	91	0	3	0	94	0	0	0	0	0	0	20	65	0	85	4	49	0	0	53	232
Hourly Total	359	0	20	0	379	0	0	0	0	0	0	102	217	0	319	15	210	0	0	225	923
1700 - 1715	87	0	5	0	92	0	0	0	0	0	0	25	51	0	76	5	52	0	0	57	225
1715 - 1730	88	0	4	0	92	0	0	0	0	0	0	22	48	0	70	3	62	0	0	65	227
1730 - 1745	93	0	4	0	97	0	0	0	0	0	0	20	54	0	74	3	81	0	0	84	255
1745 - 1800	88	0	2	0	90	0	0	0	0	0	0	31	53	0	84	1	65	0	0	66	240
Hourly Total	356	0	15	0	371	0	0	0	0	0	0	98	206	0	304	12	260	0	0	272	947
Grand Total	2435	0	161	1	2597	0	0	0	0	0	0	1283	2643	0	3926	171	1372	0	0	1543	8066
Approach %	93.76	0.00	6.20	0.04	-	0.00	0.00	0.00	0.00	-	0.00	32.68	67.32	0.00	-	11.08	88.92	0.00	0.00	-	
Intersection %	30.19	0.00	2.00	0.01	32.20	0.00	0.00	0.00	0.00	0.00	0.00	15.91	32.77	0.00	48.67	2.12	17.01	0.00	0.00	19.13	
PHF	0.84	0.00	0.36	0.00	0.84	0.00	0.00	0.00	0.00	0.00	0.00	0.85	0.83	0.00	0.85	0.67	0.76	0.00	0.00	0.78	0.88



[Click here for Map](#)

Peak Hour Turning Movement Count

Chattahoochee Hills, GA



www.marrtraffic.com

Tuesday, January 10, 2023	
Period	0600 - 0800
Peak Hour	0700 - 0800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

GA-70 Campbellton Redwine Rd (North)

Southbound

(1-3)	0	55	0	0	55	83	(1-3)
(4-7)	0	1	0	0	1	1	(4-7)
(8-13)	0	0	0	0	0	0	(8-13)

Total	0	56	0	0	56	84	Total



0

0

(1-3)	(4-7)	(8-13)	Total
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	0	0	0
(1-3)	(4-7)	(8-13)	Total

Eastbound



0

0

0

0

0

0

0

0

0

0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	169	2	0	171
PHF				0.75

Total	(8-13)	(4-7)	(1-3)
3	0	0	3
0	0	0	0
11	0	0	11
0	0	0	0
14	0	0	14
20	0	0	20
Total	(8-13)	(4-7)	(1-3)

Westbound



0

0

Total	67	101	0	0	81	20	Total

(8-13)	0	0	0	0	0	0	(8-13)
(4-7)	1	1	0	0	1	0	(4-7)
(1-3)	66	100	0	0	80	20	(1-3)

Northbound

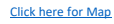
GA-70 Campbellton Redwine Rd (South)

Time	Northbound					Southbound					Eastbound					Westbound					Int total
	GA-70 Campbellton Redwine Rd (South)					GA-70 Campbellton Redwine Rd (North)					Hutchens Ferry Rd (West)					Hutchens Ferry Rd (East)					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App. Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App. Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App. Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App. Total	
0700 - 0715	0	18	5	0	23	0	5	0	0	5	0	0	0	0	0	1	0	1	0	2	30
0715 - 0730	0	30	3	0	33	0	20	0	0	20	0	0	0	0	0	4	0	0	0	4	57
0730 - 0745	0	15	3	0	18	0	13	0	0	13	0	0	0	0	0	3	0	0	0	3	34
0745 - 0800	0	18	9	0	27	0	18	0	0	18	0	0	0	0	0	3	0	2	0	5	50
Total	0	81	20	0	101	0	56	0	0	56	0	0	0	0	0	11	0	3	0	14	171
Approach %	0.00	80.20	19.80	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	78.57	0.00	21.43	0.00	-	
PHF	0.00	0.68	0.56	0.00	0.77	0.00	0.70	0.00	0.00	0.70	0.00	0.00	0.00	0.00	0.00	0.69	0.00	0.38	0.00	0.70	0.75

Time		Northbound					Southbound					Eastbound					Westbound					Int Total
		GA-70 Campbellton Redwine Rd (South)					GA-70 Campbellton Redwine Rd (North)					Hutchens Ferry Rd (West)					Hutchens Ferry Rd (East)					
		Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
0700 - 0715		0	17	5	0	22	0	5	0	0	5	0	0	0	0	0	1	0	1	0	2	29
0715 - 0730		0	30	3	0	33	0	19	0	0	19	0	0	0	0	0	4	0	0	0	4	56
0730 - 0745		0	15	3	0	18	0	13	0	0	13	0	0	0	0	0	3	0	0	0	3	34
0745 - 0800		0	18	9	0	27	0	18	0	0	18	0	0	0	0	0	3	0	2	0	5	50
Total		0	80	20	0	100	0	55	0	0	55	0	0	0	0	0	11	0	3	0	14	169
Approach %		0.00	80.00	20.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	78.57	0.00	21.43	0.00	-	
PHF		0.00	0.67	0.56	0.00	0.76	0.00	0.72	0.00	0.00	0.72	0.00	0.00	0.00	0.00	0.00	0.69	0.00	0.38	0.00	0.70	0.75

	Northbound						Southbound						Eastbound						Westbound						
	GA-70 Campbelltown Redwine Rd (South)						GA-70 Campbelltown Redwine Rd (North)						Hutchens Ferry Rd (West)						Hutchens Ferry Rd (East)						
Time	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App. Total		Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App. Total		Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App. Total		Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App. Total	Int Total	
0700 - 0715	0	1	0	0	1		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	1	
0715 - 0730	0	0	0	0	0		0	1	0	0	1		0	0	0	0	0		0	0	0	0	0	1	
0730 - 0745	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0	
Total	0	1	0	0	1		0	1	0	0	1		0	0	0	0	0		0	0	0	0	0	2	
Approach %	0.00	100.00	0.00	0.00	-		0.00	100.00	0.00	0.00	-		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	-		
PHF	0.00	0.25	0.00	0.00	0.25		0.00	0.25	0.00	0.00	0.25		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.50	

[illegible][illegible]



Chattahoochee Hills, GA



* the Peak Hour Diagram does not include Bikes

Volume



Time	Northbound						Southbound					Eastbound					Westbound					Int Total
	GA-70 Campbelltown Redwine Rd (South)						GA-70 Campbelltown Redwine Rd (North)					Hutchensons Ferry Rd (West)					Hutchensons Ferry Rd (East)					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total		
1645 - 1700	0	29	5	0	34	0	28	0	0	28	0	0	0	0	0	4	0	0	0	4	66	
1700 - 1715	0	15	2	0	17	2	32	0	0	34	0	0	0	0	0	10	0	1	0	11	62	
1715 - 1730	0	25	4	0	29	1	41	0	0	42	0	0	0	0	0	12	0	0	0	12	83	
1730 - 1745	0	24	1	0	25	0	23	0	0	23	0	0	0	0	0	4	0	1	0	5	53	
Total	0	93	12	0	105	3	124	0	0	127	0	0	0	0	0	30	0	2	0	32	264	
Approach %	0.00	88.57	11.43	0.00	-	2.36	97.64	0.00	0.00	-	0.00	0.00	0.00	0.00	-	93.75	0.00	6.25	0.00	-		
PHF	0.00	0.80	0.60	0.00	0.77	0.38	0.76	0.00	0.00	0.76	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.50	0.00	0.67	0.80	

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-70 Campbellton Redwine Rd (South)					GA-70 Campbellton Redwine Rd (North)					Hutchescos Ferry Rd (West)					Hutchescos Ferry Rd (East)					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
1645 - 1700	0	29	5	0	34	0	28	0	0	28	0	0	0	0	0	4	0	0	0	4	66
1700 - 1715	0	15	2	0	17	2	31	0	0	33	0	0	0	0	0	10	0	1	0	11	61
1715 - 1730	0	22	4	0	26	1	40	0	0	41	0	0	0	0	0	12	0	0	0	12	79
1730 - 1745	0	23	1	0	24	0	22	0	0	22	0	0	0	0	0	4	0	1	0	5	51
Total	0	89	12	0	101	3	121	0	0	124	0	0	0	0	0	30	0	2	0	32	257
Approach %	0.00	88.12	11.88	0.00	-	2.42	97.58	0.00	0.00	-	0.00	0.00	0.00	0.00	-	93.75	0.00	6.25	0.00	-	
PHF	0.00	0.77	0.60	0.00	0.74	0.38	0.76	0.00	0.00	0.76	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.50	0.00	0.67	0.81

[illegible][illegible]

	Northbound						Southbound					Eastbound					Westbound								
	GA-70 Campbellton Redwine Rd (South)						GA-70 Campbellton Redwine Rd (North)					Hutchersons Ferry Rd (West)					Hutchersons Ferry Rd (East)								
Time	Left	Thru	Right	U-Turn	3.4	App Total	Left	Thru	3.7	U-Turn	3.8	App Total	Left	Thru	Right	U-Turn	3.12	App Total	Left	Thru	Right	U-Turn	3.16	App Total	Int Total
1645 - 1700	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
1700 - 1715	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
1715 - 1730	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
1730 - 1745	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	-		0.00	100.00	0.00	0.00	-		0.00	0.00	0.00	0.00	-		0.00	0.00	0.00	0.00	-		
PHF	0.00	0.00	0.00	0.00	0.00		0.00	0.25	0.00	0.00	0.25		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.25

Classified Turn Movement Count || All vehicles



Chattahoochee Hills, GA

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Site 3 of 6

GA-70 Campbellton Redwine Rd (South)
GA-70 Campbellton Redwine Rd (North)
Hutchesons Ferry Rd (West)
Hutchesons Ferry Rd (East)

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.512530°, -84.813295°

0600 - 0800 (Weekday 2h Session) (01-10-2023)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-70 Campbellton Redwine Rd (South)					GA-70 Campbellton Redwine Rd (North)					Hutchesons Ferry Rd (West)					Hutchesons Ferry Rd (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0600 - 0615	0	18	1	0	19	0	7	0	0	7	0	0	0	0	0	1	0	1	0	2	28
0615 - 0630	0	19	12	0	31	0	8	0	0	8	0	0	0	0	0	0	0	1	0	1	40
0630 - 0645	0	13	5	0	18	0	13	0	0	13	1	0	0	0	1	0	0	1	0	1	33
0645 - 0700	0	20	2	0	22	0	12	0	0	12	0	0	0	0	0	1	0	0	0	1	35
Hourly Total	0	70	20	0	90	0	40	0	0	40	1	0	0	0	1	2	0	3	0	5	136
0700 - 0715	0	18	5	0	23	0	5	0	0	5	0	0	0	0	0	1	0	1	0	2	30
0715 - 0730	0	30	3	0	33	0	20	0	0	20	0	0	0	0	0	4	0	0	0	4	57
0730 - 0745	0	15	3	0	18	0	13	0	0	13	0	0	0	0	0	3	0	0	0	3	34
0745 - 0800	0	18	9	0	27	0	18	0	0	18	0	0	0	0	0	3	0	2	0	5	50
Hourly Total	0	81	20	0	101	0	56	0	0	56	0	0	0	0	0	11	0	3	0	14	171
Grand Total	0	151	40	0	191	0	96	0	0	96	1	0	0	0	1	13	0	6	0	19	307
Approach %	0.00	79.06	20.94	0.00	-	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	68.42	0.00	31.58	0.00	-	
Intersection %	0.00	49.19	13.03	0.00	62.21	0.00	31.27	0.00	0.00	31.27	0.33	0.00	0.00	0.00	0.33	4.23	0.00	1.95	0.00	6.19	
PHF	0.00	0.68	0.56	0.00	0.77	0.00	0.70	0.00	0.00	0.70	0.00	0.00	0.00	0.00	0.00	0.69	0.00	0.38	0.00	0.70	0.75

1600 - 1800 (Weekday 2h Session) (01-10-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-70 Campbellton Redwine Rd (South)					GA-70 Campbellton Redwine Rd (North)					Hutchesons Ferry Rd (West)					Hutchesons Ferry Rd (East)					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
1600 - 1615	0	21	1	0	22	0	21	1	0	22	0	0	0	0	0	4	0	0	0	4	48
1615 - 1630	0	16	2	0	18	0	27	0	0	27	0	0	0	0	0	5	0	1	0	6	51
1630 - 1645	0	8	5	0	13	0	30	1	0	31	0	0	0	0	0	3	1	1	0	5	49
1645 - 1700	0	29	5	0	34	0	28	0	0	28	0	0	0	0	0	4	0	0	0	4	66
Hourly Total	0	74	13	0	87	0	106	2	0	108	0	0	0	0	0	16	1	2	0	19	214
1700 - 1715	0	15	2	0	17	2	32	0	0	34	0	0	0	0	0	10	0	1	0	11	62
1715 - 1730	0	25	4	0	29	1	41	0	0	42	0	0	0	0	0	12	0	0	0	12	83
1730 - 1745	0	24	1	0	25	0	23	0	0	23	0	0	0	0	0	4	0	1	0	5	53
1745 - 1800	1	15	4	0	20	1	26	0	0	27	0	0	0	0	0	2	0	1	0	3	50
Hourly Total	1	79	11	0	91	4	122	0	0	126	0	0	0	0	0	28	0	3	0	31	248
Grand Total	1	153	24	0	178	4	228	2	0	234	0	0	0	0	0	44	1	5	0	50	462
Approach %	0.56	85.96	13.48	0.00	-	1.71	97.44	0.85	0.00	-	0.00	0.00	0.00	0.00	-	88.00	2.00	10.00	0.00	-	
Intersection %	0.22	33.12	5.19	0.00	38.53	0.87	49.35	0.43	0.00	50.65	0.00	0.00	0.00	0.00	0.00	9.52	0.22	1.08	0.00	10.82	
PHF	0.00	0.80	0.60	0.00	0.77	0.38	0.76	0.00	0.00	0.76	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.50	0.00	0.67	0.80



[Click here for Map](#)

Peak Hour Turning Movement Count

Chattahoochee Hills, GA



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Wednesday, January 11, 2023	
Period	0600 - 0800
Peak Hour	0700 - 0800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

GA-70 Campbellton Redwine Rd (North)

Southbound

(1-3)	0	47	1	0	48	113	(1-3)
(4-7)	0	1	0	0	1	0	(4-7)
(8-13)	0	0	0	0	0	0	(8-13)

Total	0	48	1	0	49	113	Total



0 0

(1-3)	(4-7)	(8-13)	Total
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
(1-3)	(4-7)	(8-13)	Total

Eastbound

0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	180	2	0	182
PHF				0.7845

Total	(8-13)	(4-7)	(1-3)
3	0	0	3
0	0	0	0
6	0	0	6
0	0	0	0
9	0	0	9
15	0	1	14
Total	(8-13)	(4-7)	(1-3)

Westbound

Total	54	124	0	0	110	14	Total

(8-13)	0	0	0	0	0	0	(8-13)
(4-7)	1	1	0	0	0	1	(4-7)
(1-3)	53	123	0	0	110	13	(1-3)

Northbound

GA-70 Campbellton Redwine Rd (South)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-70 Campbellton Redwine Rd (South)					GA-70 Campbellton Redwine Rd (North)					Hutchens Ferry Rd (West)					Hutchens Ferry Rd (East)					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
0700 - 0715	0	24	1	0	25	1	7	0	0	8	0	0	0	0	0	3	0	1	0	4	37
0715 - 0730	0	38	6	0	44	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	58
0730 - 0745	0	26	1	0	27	0	12	0	0	12	0	0	0	0	0	1	0	1	0	2	41
0745 - 0800	0	22	6	0	28	0	15	0	0	15	0	0	0	0	0	2	0	1	0	3	46
Total	0	110	14	0	124	1	48	0	0	49	0	0	0	0	0	6	0	3	0	9	182
Approach %	0.00	88.71	11.29	0.00	-	2.04	97.96	0.00	0.00	-	0.00	0.00	0.00	0.00	-	66.67	0.00	33.33	0.00	-	
PHF	0.00	0.72	0.58	0.00	0.70	0.25	0.80	0.00	0.00	0.82	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.75	0.00	0.56	0.78

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-70 Campbellton Redwine Rd (South)					GA-70 Campbellton Redwine Rd (North)					Hutchens Ferry Rd (West)					Hutchens Ferry Rd (East)					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
0700 - 0715	0	24	1	0	25	1	7	0	0	8	0	0	0	0	0	3	0	1	0	4	37
0715 - 0730	0	38	5	0	43	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	56
0730 - 0745	0	26	1	0	27	0	12	0	0	12	0	0	0	0	0	1	0	1	0	2	41
0745 - 0800	0	22	6	0	28	0	15	0	0	15	0	0	0	0	0	2	0	1	0	3	46
Total	0	110	13	0	123	1	47	0	0	48	0	0	0	0	0	6	0	3	0	9	180
Approach %	0.00	89.43	10.57	0.00	-	2.08	97.92	0.00	0.00	-	0.00	0.00	0.00	0.00	-	66.67	0.00	33.33	0.00	-	
PHF	0.00	0.72	0.54	0.00	0.72	0.25	0.78	0.00	0.00	0.80	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.75	0.00	0.56	0.80

	Northbound						Southbound					Eastbound					Westbound								
	GA-70 Campbellton Redwine Rd (South)						GA-70 Campbellton Redwine Rd (North)						Hutchens Ferry Rd (West)						Hutchens Ferry Rd (East)						
Time	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total		Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total		Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total		Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total	
0700 - 0715	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0
0715 - 0730	0	0	1	0	1		0	1	0	0	1		0	0	0	0	0	0		0	0	0	0	0	2
0730 - 0745	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0
0745 - 0800	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0
Total	0	0	1	0	1		0	1	0	0	1		0	0	0	0	0	0		0	0	0	0	0	2
Approach %	0.00	0.00	100.00	0.00	-		0.00	100.00	0.00	0.00	-		0.00	0.00	0.00	0.00	-			0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.25		0.00	0.25	0.00	0.00	0.25		0.00	0.00	0.00	0.00	0.00			0.00	0.00	0.00	0.00	0.00	0.25

	Northbound						Southbound					Eastbound					Westbound					
	GA-70 Campbellton Redwine Rd (South)						GA-70 Campbellton Redwine Rd (North)					Hutchesons Ferry Rd (West)					Hutchesons Ferry Rd (East)					
Time	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total		Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	Thru 0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-		0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

[illegible]



[Click here for Map](#)

Peak Hour Turning Movement Count

Chattahoochee Hills, GA



www.marrtraffic.com

Wednesday, January 11, 2023	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

GA-70 Campbellton Redwine Rd (North)

Southbound

(1-3)	1	110	2	0	113	65	(1-3)
(4-7)	0	1	0	0	1	2	(4-7)
(8-13)	0	1	0	0	1	0	(8-13)

Total	1	112	2	0	115	67	Total



0

0

(1-3)	(4-7)	(8-13)	Total
2	0	0	2
1	0	0	1
0	0	0	0
0	0	0	0
1	0	0	1
0	0	0	0
(1-3)	(4-7)	(8-13)	Total



0

0

0

0

1

0

0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	211	3	1	215
PHF				0.8669

Total	(8-13)	(4-7)	(1-3)
3	0	0	3
1	0	0	1
23	0	0	23
0	0	0	0
27	0	0	27
11	0	0	11
Total	(8-13)	(4-7)	(1-3)



0

0

Total	135	72	0	0	64	8	Total

(8-13)	1	0	0	0	0	0	(8-13)
(4-7)	1	2	0	0	2	0	(4-7)
(1-3)	133	70	0	0	62	8	(1-3)

Northbound

GA-70 Campbellton Redwine Rd (South)

Hutchesons Ferry Rd (West)

Eastbound

Hutchesons Ferry Rd (East)

Westbound

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-70 Campbellton Redwine Rd (South)					GA-70 Campbellton Redwine Rd (North)					Hutchens Ferry Rd (West)					Hutchens Ferry Rd (East)					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
1700 - 1715	0	17	2	0	19	0	31	1	0	32	0	1	0	0	1	9	1	0	0	10	62
1715 - 1730	0	16	3	0	19	1	25	0	0	26	0	0	0	0	0	5	0	1	0	6	51
1730 - 1745	0	13	1	0	14	1	26	0	0	27	0	0	0	0	0	2	0	1	0	3	44
1745 - 1800	0	18	2	0	20	0	30	0	0	30	0	0	0	0	0	7	0	1	0	8	58
Total	0	64	8	0	72	2	112	1	0	115	0	1	0	0	1	23	1	3	0	27	215
Approach %	0.00	88.89	11.11	0.00	-	1.74	97.39	0.87	0.00	-	0.00	100.00	0.00	0.00	-	85.19	3.70	11.11	0.00	-	
PHF	0.00	0.89	0.67	0.00	0.90	0.50	0.90	0.25	0.00	0.90	0.00	0.25	0.00	0.00	0.25	0.64	0.25	0.75	0.00	0.68	0.87

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-70 Campbellton Redwine Rd (South)					GA-70 Campbellton Redwine Rd (North)					Hutchensons Ferry Rd (West)					Hutchensons Ferry Rd (East)					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
1700 - 1715	0	17	2	0	19	0	35	1	0	32	0	1	0	0	1	9	1	0	0	10	62
1715 - 1730	0	15	3	0	18	1	24	0	0	25	0	0	0	0	0	5	0	1	0	6	49
1730 - 1745	0	12	1	0	13	1	26	0	0	27	0	0	0	0	0	2	0	1	0	3	43
1745 - 1800	0	18	2	0	20	0	29	0	0	29	0	0	0	0	0	7	0	1	0	8	57
Total	0	62	8	0	70	2	110	1	0	113	0	1	0	0	1	23	1	3	0	27	211
Approach %	0.00	88.57	11.43	0.00	-	1.77	97.35	0.88	0.00	-	0.00	100.00	0.00	0.00	-	85.19	3.70	11.11	0.00	-	
PHF	0.00	0.86	0.67	0.00	0.88	0.50	0.89	0.25	0.00	0.88	0.00	0.25	0.00	0.00	0.25	0.64	0.25	0.75	0.00	0.68	0.85

[illegible]

	Northbound						Southbound						Eastbound						Westbound					
	GA-70 Campbellton Redwine Rd (South)						GA-70 Campbellton Redwine Rd (North)						Hutchesons Ferry Rd (West)						Hutchesons Ferry Rd (East)					
Time	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total		Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total		Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total		Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1700 - 1715	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0
1715 - 1730	0	0	0	0	0		0	1	0	0	1		0	0	0	0	0		0	0	0	0	0	1
1730 - 1745	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0
1745 - 1800	0	Thru	0	0	0		0	0	0	0	0		0	0	0	0	0		0	Thru	0	0	0	0
Total	0	0	0	0	0		0	1	0	0	1		0	0	0	0	0		0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	-		0.00	100.00	0.00	0.00	-		0.00	0.00	0.00	0.00	-		0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00		0.00	0.25	0.00	0.00	0.25		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.25

[illegible]

Classified Turn Movement Count || All vehicles

Chattahoochee Hills, GA



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Site 3 of 6

GA-70 Campbellton Redwine Rd (South)
GA-70 Campbellton Redwine Rd (North)
Hutchesons Ferry Rd (West)
Hutchesons Ferry Rd (East)

Date

Wednesday, January 11, 2023

Weather

Mostly Cloudy
55°F

Lat/Long

33.512530°, -84.813295°

0600 - 0800 (Weekday 2h Session) (01-11-2023)

All vehicles

	Northbound					Southbound					Eastbound					Westbound						
	GA-70 Campbellton Redwine Rd (South)					GA-70 Campbellton Redwine Rd (North)					Hutchesons Ferry Rd (West)					Hutchesons Ferry Rd (East)						
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total	
0600 - 0615	0	20	5	0	25	0	8	0	0	8	0	0	0	0	0	0	0	0	1	0	1	34
0615 - 0630	0	17	5	0	22	0	7	0	0	7	0	0	0	0	0	0	0	1	0	1	30	
0630 - 0645	0	18	2	0	20	0	6	0	0	6	1	0	0	0	1	0	0	0	0	0	27	
0645 - 0700	0	15	8	0	23	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	36	
Hourly Total	0	70	20	0	90	0	34	0	0	34	1	0	0	0	1	0	0	2	0	2	127	
0700 - 0715	0	24	1	0	25	1	7	0	0	8	0	0	0	0	0	3	0	1	0	4	37	
0715 - 0730	0	38	6	0	44	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	58	
0730 - 0745	0	26	1	0	27	0	12	0	0	12	0	0	0	0	0	1	0	1	0	2	41	
0745 - 0800	0	22	6	0	28	0	15	0	0	15	0	0	0	0	0	2	0	1	0	3	46	
Hourly Total	0	110	14	0	124	1	48	0	0	49	0	0	0	0	0	6	0	3	0	9	182	
Grand Total	0	180	34	0	214	1	82	0	0	83	1	0	0	0	1	6	0	5	0	11	309	
Approach %	0.00	84.11	15.89	0.00	-	1.20	98.80	0.00	0.00	-	100.00	0.00	0.00	0.00	-	54.55	0.00	45.45	0.00	-		
Intersection %	0.00	58.25	11.00	0.00	69.26	0.32	26.54	0.00	0.00	26.86	0.32	0.00	0.00	0.00	0.32	1.94	0.00	1.62	0.00	3.56		
PHF	0.00	0.72	0.58	0.00	0.70	0.25	0.80	0.00	0.00	0.82	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.75	0.00	0.56	0.78	

1600 - 1800 (Weekday 2h Session) (01-11-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-70 Campbellton Redwine Rd (South)					GA-70 Campbellton Redwine Rd (North)					Hutchesons Ferry Rd (West)					Hutchesons Ferry Rd (East)					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
1600 - 1615	0	19	1	0	20	0	19	0	0	19	0	0	0	0	0	2	0	2	0	4	43
1615 - 1630	0	12	6	0	18	0	27	0	0	27	0	0	0	0	0	3	0	0	0	3	48
1630 - 1645	0	19	4	0	23	0	20	0	0	20	0	0	0	0	0	2	0	1	0	3	46
1645 - 1700	0	13	5	0	18	3	19	0	0	22	0	0	1	0	1	5	0	2	0	7	48
Hourly Total	0	63	16	0	79	3	85	0	0	88	0	0	1	0	1	12	0	5	0	17	185
1700 - 1715	0	17	2	0	19	0	31	1	0	32	0	1	0	0	1	9	1	0	0	10	62
1715 - 1730	0	16	3	0	19	1	25	0	0	26	0	0	0	0	0	5	0	1	0	6	51
1730 - 1745	0	13	1	0	14	1	26	0	0	27	0	0	0	0	0	2	0	1	0	3	44
1745 - 1800	0	18	2	0	20	0	30	0	0	30	0	0	0	0	0	7	0	1	0	8	58
Hourly Total	0	64	8	0	72	2	112	1	0	115	0	1	0	0	1	23	1	3	0	27	215
Grand Total	0	127	24	0	151	5	197	1	0	203	0	1	1	0	2	35	1	8	0	44	400
Approach %	0.00	84.11	15.89	0.00	-	2.46	97.04	0.49	0.00	-	0.00	50.00	50.00	0.00	-	79.55	2.27	18.18	0.00	-	
Intersection %	0.00	31.75	6.00	0.00	37.75	1.25	49.25	0.25	0.00	50.75	0.00	0.25	0.25	0.00	0.50	8.75	0.25	2.00	0.00	11.00	
PHF	0.00	0.89	0.67	0.00	0.90	0.50	0.90	0.25	0.00	0.90	0.00	0.25	0.00	0.00	0.25	0.64	0.25	0.75	0.00	0.68	0.87



[Click here for Map](#)

Peak Hour Turning Movement Count

Chattahoochee Hills, GA



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Tuesday, January 10, 2023	
Period	0600 - 0800
Peak Hour	0700 - 0800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



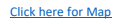
Time	Northbound					Southbound					Eastbound					Westbound					Int. Total
	Rico Rd (South)					Rico Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	
0700 - 0715	10	0	1	0	11	2	1	0	0	3	1	104	16	0	121	0	16	0	0	16	151
0715 - 0730	6	0	1	0	7	2	3	1	0	6	0	101	25	0	126	0	24	0	0	24	163
0730 - 0745	7	2	1	0	10	1	2	0	0	3	0	97	19	0	116	0	30	0	0	30	159
0745 - 0800	5	0	3	0	8	2	1	1	0	4	0	119	20	0	139	0	26	0	0	26	177
Total	28	2	6	0	36	7	7	2	0	16	1	421	80	0	502	0	96	0	0	96	650
Approach %	77.78	5.56	16.67	0.00	-	43.75	43.75	12.50	0.00	-	0.20	83.86	15.94	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.70	0.25	0.50	0.00	0.82	0.88	0.58	0.50	0.00	0.67	0.25	0.88	0.80	0.00	0.90	0.00	0.80	0.00	0.00	0.80	0.92

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Rico Rd (South)					Rico Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	
0700 - 0715	10	0	1	0	11	2	1	0	0	3	1	97	16	0	114	0	13	0	0	13	141
0715 - 0730	6	0	1	0	7	2	3	1	0	6	0	95	25	0	120	0	23	0	0	23	156
0730 - 0745	6	2	1	0	9	1	2	0	0	3	0	93	18	0	111	0	27	0	0	27	150
0745 - 0800	4	0	3	0	7	2	1	1	0	4	0	110	20	0	130	0	25	0	0	25	166
Total	26	2	6	0	34	7	7	2	0	16	1	395	79	0	475	0	88	0	0	88	613
Approach %	76.47	5.88	17.65	0.00	-	43.75	43.75	12.50	0.00	-	0.21	83.16	16.63	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	0.65	0.25	0.50	0.00	0.77	0.88	0.58	0.50	0.00	0.67	0.25	0.90	0.79	0.00	0.91	0.00	0.81	0.00	0.00	0.81	0.92

	Northbound					Southbound					Eastbound					Westbound					
	Rico Rd (South)					Rico Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
Time	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	2	0	0	2	8
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	2	0	0	2	5
0745 - 0800	1	0	0	0	1	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	7
Total	1	0	0	0	1	0	0	0	0	0	0	17	1	0	18	0	5	0	0	5	24
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	94.44	5.56	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.71	0.25	0.00	0.75	0.00	0.63	0.00	0.00	0.63	0.75

	Northbound					Southbound					Eastbound					Westbound						
	Rico Rd (South)					Rico Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)						
Time	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	2
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	0	1	3
0730 - 0745	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	1	0	0	0	1	4
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4
Total	1	0	0	0	1	0	0	0	0	0	0	9	0	0	9	0	3	0	0	0	3	13
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-		
PHF	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.56	0.00	0.00	0.56	0.00	0.75	0.00	0.00	0.75	0.81	

[illegible]



Chattahoochee Hills, GA



* the Peak Hour Diagram does not include Bikes

Volume



Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Rico Rd (South)					Rico Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	
1630 - 1645	24	4	3	0	31	1	3	0	0	4	0	27	6	0	33	1	136	1	0	138	206
1645 - 1700	15	2	0	0	17	0	2	1	0	3	1	35	7	0	43	1	141	0	0	142	205
1700 - 1715	20	3	0	0	23	1	0	0	0	1	0	36	5	0	41	1	114	1	0	116	181
1715 - 1730	23	5	1	0	29	1	4	0	0	5	2	47	6	0	55	3	120	0	0	133	222
Total	82	14	4	0	100	3	9	1	0	13	3	145	24	0	172	6	531	2	0	529	814
Approach %	82.00	14.00	4.00	0.00	-	23.08	69.23	7.69	0.00	-	1.74	84.30	13.95	0.00	-	1.13	98.49	0.38	0.00	-	
PHF	0.85	0.70	0.33	0.00	0.81	0.75	0.56	0.25	0.00	0.65	0.38	0.77	0.86	0.00	0.78	0.50	0.92	0.50	0.00	0.93	0.92

Time	Northbound						Southbound					Eastbound					Westbound					Int Total		
	Rico Rd (South)						Rico Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)							
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total		Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total		Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total		Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total
1630 - 1645	24	3	2	0	29		1	3	0	0	4		0	26	5	0	31		1	127	1	0	129	193
1645 - 1700	15	2	0	0	17		0	2	1	0	3		1	34	7	0	42		1	132	0	0	133	195
1700 - 1715	20	3	0	0	23		1	0	0	0	1		0	33	5	0	38		1	108	1	0	110	172
1715 - 1730	23	5	1	0	29		1	4	0	0	5		2	45	6	0	53		3	122	0	0	125	212
Total	82	13	3	0	98		3	9	1	0	13		3	138	23	0	164		6	489	2	0	497	772
Approach %	83.67	13.27	3.06	0.00	-		23.08	69.23	7.69	0.00	-		1.83	84.15	14.02	0.00	-		1.21	98.39	0.40	0.00	-	
PHF	0.85	0.65	0.38	0.00	0.84		0.75	0.56	0.25	0.00	0.65		0.38	0.77	0.82	0.00	0.77		0.50	0.93	0.50	0.00	0.93	0.91

Time	Northbound					Southbound					Eastbound					Westbound					Int. Total
	Rico Rd (South)					Rico Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	
1630 - 1645	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	8	0	0	8	10
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	5
1715 - 1730	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	0	0	4	6
Total	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	0	22	0	0	22	27
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	75.00	25.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.25	0.00	0.50	0.00	0.69	0.00	0.00	0.69	0.68

	Northbound					Southbound					Eastbound					Westbound					
	Rico Rd (South)					Rico Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
Time	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1630 - 1645	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Total	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	0	10	0	0	10	15
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.50	0.00	0.63	0.00	0.00	0.63	0.94

[illegible]

Classified Turn Movement Count || All vehicles

Chattahoochee Hills, GA



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Site 4 of 6

Rico Rd (South)
Rico Rd (North)
GA-70 S Fulton Pkwy (West)
GA-70 S Fulton Pkwy (East)

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.562158°, -84.767310°

0600 - 0800 (Weekday 2h Session) (01-10-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Rico Rd (South)					Rico Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	
0600 - 0615	2	1	0	0	3	2	0	0	0	2	0	83	10	0	93	0	12	1	0	13	111
0615 - 0630	6	1	2	0	9	0	0	0	0	0	0	129	5	0	134	0	28	1	0	29	172
0630 - 0645	2	0	2	0	4	1	0	0	0	1	0	119	15	0	134	1	25	0	0	26	165
0645 - 0700	11	1	0	0	12	0	1	0	0	1	0	88	10	0	98	0	20	0	0	20	131
Hourly Total	21	3	4	0	28	3	1	0	0	4	0	419	40	0	459	1	85	2	0	88	579
0700 - 0715	10	0	1	0	11	2	1	0	0	3	1	104	16	0	121	0	16	0	0	16	151
0715 - 0730	6	0	1	0	7	2	3	1	0	6	0	101	25	0	126	0	24	0	0	24	163
0730 - 0745	7	2	1	0	10	1	2	0	0	3	0	97	19	0	116	0	30	0	0	30	159
0745 - 0800	5	0	3	0	8	2	1	1	0	4	0	119	20	0	139	0	26	0	0	26	177
Hourly Total	28	2	6	0	36	7	7	2	0	16	1	421	80	0	502	0	96	0	0	96	650
Grand Total	49	5	10	0	64	10	8	2	0	20	1	840	120	0	961	1	181	2	0	184	1229
Approach %	76.56	7.81	15.63	0.00	-	50.00	40.00	10.00	0.00	-	0.10	87.41	12.49	0.00	-	0.54	98.37	1.09	0.00	-	
Intersection %	3.99	0.41	0.81	0.00	5.21	0.81	0.65	0.16	0.00	1.63	0.08	68.35	9.76	0.00	78.19	0.08	14.73	0.16	0.00	14.97	
PHF	0.70	0.25	0.50	0.00	0.82	0.88	0.58	0.50	0.00	0.67	0.25	0.88	0.80	0.00	0.90	0.00	0.80	0.00	0.00	0.80	0.92

1600 - 1800 (Weekday 2h Session) (01-10-2023)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Rico Rd (South)					Rico Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	22	3	2	0	27	0	2	0	0	2	0	30	8	0	38	1	127	2	0	130	197
1615 - 1630	17	5	3	0	25	0	2	0	0	2	0	26	5	1	32	1	119	1	0	121	180
1630 - 1645	24	4	3	0	31	1	3	0	0	4	0	27	6	0	33	1	136	1	0	138	206
1645 - 1700	15	2	0	0	17	0	2	1	0	3	1	35	7	0	43	1	141	0	0	142	205
Hourly Total	78	14	8	0	100	1	9	1	0	11	1	118	26	1	146	4	523	4	0	531	788
1700 - 1715	20	3	0	0	23	1	0	0	0	1	0	36	5	0	41	1	114	1	0	116	181
1715 - 1730	23	5	1	0	29	1	4	0	0	5	2	47	6	0	55	3	130	0	0	133	222
1730 - 1745	20	5	2	0	27	0	4	2	1	7	1	35	11	0	47	1	119	0	0	120	201
1745 - 1800	14	5	1	0	20	0	3	1	0	4	0	41	6	0	47	2	119	4	0	125	196
Hourly Total	77	18	4	0	99	2	11	3	1	17	3	159	28	0	190	7	482	5	0	494	800
Grand Total	155	32	12	0	199	3	20	4	1	28	4	277	54	1	336	11	1005	9	0	1025	1588
Approach %	77.89	16.08	6.03	0.00	-	10.71	71.43	14.29	3.57	-	1.19	82.44	16.07	0.30	-	1.07	98.05	0.88	0.00	-	
Intersection %	9.76	2.02	0.76	0.00	12.53	0.19	1.26	0.25	0.06	1.76	0.25	17.44	3.40	0.06	21.16	0.69	63.29	0.57	0.00	64.55	
PHF	0.85	0.70	0.33	0.00	0.81	0.75	0.56	0.25	0.00	0.65	0.38	0.77	0.86	0.00	0.78	0.50	0.92	0.50	0.00	0.93	0.92



[Click here for Map](#)

Peak Hour Turning Movement Count

Chattahoochee Hills, GA



www.marrtraffic.com

Wednesday, January 11, 2023	
Period	0600 - 0800
Peak Hour	0700 - 0800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Rico Rd (South)					Rico Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	
0700 - 0715	5	0	0	0	5	2	1	0	0	3	0	99	16	0	115	0	17	0	0	17	140
0715 - 0730	8	0	1	0	9	2	3	1	0	6	0	94	21	0	115	0	24	0	0	24	154
0730 - 0745	9	2	1	0	12	1	2	0	0	3	0	129	22	0	151	0	30	0	0	30	196
0745 - 0800	5	0	2	0	7	2	1	1	0	4	1	125	11	0	137	0	24	0	0	24	172
Total	27	2	4	0	33	7	7	2	0	16	1	447	70	0	518	0	95	0	0	95	662
Approach %	81.82	6.06	12.12	0.00	-	43.75	43.75	12.50	0.00	-	0.19	86.29	13.51	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	0.75	0.25	0.50	0.00	0.69	0.88	0.58	0.50	0.00	0.67	0.25	0.87	0.80	0.00	0.86	0.00	0.79	0.00	0.00	0.79	0.84

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Rico Rd (South)					Rico Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	
0700 - 0715	5	0	0	0	5	2	1	0	0	3	0	96	15	0	111	0	14	0	0	14	133
0715 - 0730	7	0	1	0	8	2	3	1	0	6	0	89	21	0	110	0	20	0	0	20	144
0730 - 0745	9	2	1	0	12	1	2	0	0	3	0	122	22	0	144	0	25	0	0	25	184
0745 - 0800	5	0	2	0	7	2	1	1	0	4	1	121	11	0	133	0	20	0	0	20	164
Total	26	2	4	0	32	7	7	2	0	16	1	428	69	0	498	0	79	0	0	79	625
Approach %	81.25	6.25	12.50	0.00	-	43.75	43.75	12.50	0.00	-	0.20	85.94	13.86	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.72	0.25	0.50	0.00	0.67	0.88	0.58	0.50	0.00	0.67	0.25	0.88	0.78	0.00	0.86	0.00	0.79	0.00	0.00	0.79	0.85

	Northbound					Southbound					Eastbound					Westbound					
	Rico Rd (South)					Rico Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
Time	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	1	0	0	1	5
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	3	0	0	3	8
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	8
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4
Total	0	0	0	0	0	0	0	0	0	0	0	15	1	0	16	0	9	0	0	9	25
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	93.75	6.25	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.25	0.00	0.80	0.00	0.56	0.00	0.00	0.56	0.78

	Northbound					Southbound					Eastbound					Westbound					
	Rico Rd (South)					Rico Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
Time	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
0715 - 0730	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
Total	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	0	7	0	0	7	12
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.33	0.00	0.58	0.00	0.00	0.58	0.75

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Rico Rd (South)					Rico Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	



[Click here for Map](#)

Peak Hour Turning Movement Count

Chattahoochee Hills, GA



www.marrtraffic.com

Wednesday, January 11, 2023	
Period	1600 - 1800
Peak Hour	1645 - 1745

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Rico Rd (South)					Rico Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	
1645 - 1700	24	9	0	0	33	0	2	0	0	2	0	37	6	0	43	1	132	0	0	133	211
1700 - 1715	22	1	1	0	24	2	5	2	0	9	0	38	9	0	47	1	112	1	0	114	194
1715 - 1730	12	3	0	0	15	1	4	1	0	6	0	46	12	0	58	0	143	2	0	145	224
1730 - 1745	20	0	0	0	20	2	1	1	0	4	1	45	6	0	52	0	129	0	0	129	205
Total	78	13	1	0	92	5	12	4	0	21	1	166	33	0	200	2	516	3	0	521	834
Approach %	84.78	14.13	1.09	0.00	-	23.81	57.14	19.05	0.00	-	0.50	83.00	16.50	0.00	-	0.38	99.04	0.58	0.00	-	
PHF	0.81	0.36	0.25	0.00	0.70	0.63	0.60	0.50	0.00	0.58	0.25	0.90	0.69	0.00	0.86	0.50	0.90	0.38	0.00	0.90	0.93

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Rico Rd (South)					Rico Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	
1645 - 1700	23	9	0	0	32	0	1	0	0	1	0	35	6	0	41	1	125	0	0	126	200
1700 - 1715	22	1	1	0	24	2	5	2	0	9	0	37	8	0	45	1	104	1	0	106	184
1715 - 1730	12	3	0	0	15	1	4	1	0	6	0	45	12	0	57	0	133	2	0	135	213
1730 - 1745	20	0	0	0	20	2	1	1	0	4	1	43	5	0	49	0	121	0	0	121	194
Total	77	13	1	0	91	5	11	4	0	20	1	160	31	0	192	2	483	3	0	488	791
Coverage %	84.62	14.29	1.10	0.00	-	25.00	55.00	20.00	0.00	-	0.52	83.33	16.15	0.00	-	0.41	98.98	0.61	0.00	-	
PHF	0.84	0.36	0.25	0.00	0.71	0.63	0.55	0.50	0.00	0.56	0.25	0.89	0.65	0.00	0.84	0.50	0.91	0.38	0.00	0.90	0.93

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Rico Rd (South)					Rico Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	
1645 - 1700	1	0	0	0	1	0	1	0	0	1	0	2	0	0	2	0	6	0	0	6	10
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	6	0	0	6	7
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	7	0	0	7	8
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	6	0	0	6	7
Total	1	0	0	0	1	0	1	0	0	1	0	4	1	0	5	0	25	0	0	25	32
Approach %	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	80.00	20.00	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	0.25	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.25	0.00	0.50	0.25	0.00	0.63	0.00	0.89	0.00	0.00	0.89	0.80

	Northbound					Southbound					Eastbound					Westbound					
	Rico Rd (South)					Rico Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
Time	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	0	0	2	4
Total	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	8	0	0	8	11
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	66.67	33.33	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.25	0.00	0.38	0.00	0.67	0.00	0.00	0.67	0.69

	Northbound						Southbound					Eastbound						Westbound						
	Rico Rd (South)						Rico Rd (North)					GA-70 S Fulton Pkwy (West)						GA-70 S Fulton Pkwy (East)						
Time	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total		Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total		Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total		Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1645 - 1700	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0
1700 - 1715	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0
1715 - 1730	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0
1730 - 1745	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0
Total	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-		0.00	0.00	0.00	0.00	-		0.00	0.00	0.00	0.00	-		0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles

Chattahoochee Hills, GA



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Site 4 of 6

Rico Rd (South)
Rico Rd (North)
GA-70 S Fulton Pkwy (West)
GA-70 S Fulton Pkwy (East)

Date

Wednesday, January 11, 2023

Weather

Mostly Cloudy
55°F

Lat/Long

33.562158°, -84.767310°

0600 - 0800 (Weekday 2h Session) (01-11-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Rico Rd (South)					Rico Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	
0600 - 0615	4	2	0	0	6	2	0	0	0	2	0	99	9	0	108	0	12	1	0	13	129
0615 - 0630	4	1	1	0	6	0	0	0	0	0	0	95	10	0	105	0	25	1	0	26	137
0630 - 0645	6	1	2	0	9	1	0	0	0	1	2	96	15	0	113	1	24	0	0	25	148
0645 - 0700	4	0	1	0	5	0	1	0	0	1	0	105	13	0	118	0	20	0	0	20	144
Hourly Total	18	4	4	0	26	3	1	0	0	4	2	395	47	0	444	1	81	2	0	84	558
0700 - 0715	5	0	0	0	5	2	1	0	0	3	0	99	16	0	115	0	17	0	0	17	140
0715 - 0730	8	0	1	0	9	2	3	1	0	6	0	94	21	0	115	0	24	0	0	24	154
0730 - 0745	9	2	1	0	12	1	2	0	0	3	0	129	22	0	151	0	30	0	0	30	196
0745 - 0800	5	0	2	0	7	2	1	1	0	4	1	125	11	0	137	0	24	0	0	24	172
Hourly Total	27	2	4	0	33	7	7	2	0	16	1	447	70	0	518	0	95	0	0	95	662
Grand Total	45	6	8	0	59	10	8	2	0	20	3	842	117	0	962	1	176	2	0	179	1220
Approach %	76.27	10.17	13.56	0.00	-	50.00	40.00	10.00	0.00	-	0.31	87.53	12.16	0.00	-	0.56	98.32	1.12	0.00	-	
Intersection %	3.69	0.49	0.66	0.00	4.84	0.82	0.66	0.16	0.00	1.64	0.25	69.02	9.59	0.00	78.85	0.08	14.43	0.16	0.00	14.67	
PHF	0.75	0.25	0.50	0.00	0.69	0.88	0.58	0.50	0.00	0.67	0.25	0.87	0.80	0.00	0.86	0.00	0.79	0.00	0.00	0.79	0.84

1600 - 1800 (Weekday 2h Session) (01-11-2023)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Rico Rd (South)					Rico Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	26	2	1	0	29	2	1	0	0	3	1	33	11	0	45	1	102	1	0	104	181
1615 - 1630	21	4	1	0	26	1	0	2	0	3	0	32	8	0	40	1	105	2	0	108	177
1630 - 1645	20	4	0	0	24	1	3	0	0	4	0	28	7	0	35	0	127	2	0	129	192
1645 - 1700	24	9	0	0	33	0	2	0	0	2	0	37	6	0	43	1	132	0	0	133	211
Hourly Total	91	19	2	0	112	4	6	2	0	12	1	130	32	0	163	3	466	5	0	474	761
1700 - 1715	22	1	1	0	24	2	5	2	0	9	0	38	9	0	47	1	112	1	0	114	194
1715 - 1730	12	3	0	0	15	1	4	1	0	6	0	46	12	0	58	0	143	2	0	145	224
1730 - 1745	20	0	0	0	20	2	1	1	0	4	1	45	6	0	52	0	129	0	0	129	205
1745 - 1800	16	1	1	0	18	0	5	4	0	9	0	33	14	0	47	0	124	3	0	127	201
Hourly Total	70	5	2	0	77	5	15	8	0	28	1	162	41	0	204	1	508	6	0	515	824
Grand Total	161	24	4	0	189	9	21	10	0	40	2	292	73	0	367	4	974	11	0	989	1585
Approach %	85.19	12.70	2.12	0.00	-	22.50	52.50	25.00	0.00	-	0.54	79.56	19.89	0.00	-	0.40	98.48	1.11	0.00	-	
Intersection %	10.16	1.51	0.25	0.00	11.92	0.57	1.32	0.63	0.00	2.52	0.13	18.42	4.61	0.00	23.15	0.25	61.45	0.69	0.00	62.40	
PHF	0.81	0.36	0.25	0.00	0.70	0.63	0.60	0.50	0.00	0.58	0.25	0.90	0.69	0.00	0.86	0.50	0.90	0.38	0.00	0.90	0.93



[Click here for Map](#)

Peak Hour Turning Movement Count

Chattahoochee Hills, GA



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Tuesday, January 10, 2023	
Period	0600 - 0800
Peak Hour	0700 - 0800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Cochran Mill Rd (North)

Southbound

(1-3)	3	13	0	0	16	28	(1-3)
(4-7)	0	0	0	0	0	0	(4-7)
(8-13)	0	0	0	0	0	0	(8-13)

Total	3	13	0	0	16	28	Total



0

0

GA-70 S Fulton Pkwy (West)

(1-3)	(4-7)	(8-13)	Total
93	5	3	101
399	17	9	425
0	0	0	0
2	0	0	2
336	17	7	360
61	0	2	63
(1-3)	(4-7)	(8-13)	Total

Eastbound

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	559	27	12	598
PHF				0.8743

GA-70 S Fulton Pkwy (East)

Total	(8-13)	(4-7)	(1-3)
3	0	0	3
80	3	5	72
20	0	4	16
0	0	0	0
103	3	9	91
373	7	18	348
Total	(8-13)	(4-7)	(1-3)

Westbound

Total	96	54	0	18	23	13	Total

Northbound

(8-13)	2	0	0	0	0	0	(8-13)
(4-7)	4	1	0	0	0	1	(4-7)
(1-3)	90	53	0	18	23	12	(1-3)

Cochran Mill Rd (South)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Cochran Mill Rd (South)					Cochran Mill Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
0700 - 0715	2	0	2	0	4	0	1	0	0	1	0	92	13	0	105	3	16	0	0	19	129
0715 - 0730	6	4	5	0	15	0	6	0	0	6	0	85	13	0	98	3	22	0	0	25	144
0730 - 0745	4	4	4	0	12	0	2	1	0	3	1	88	16	0	105	6	26	2	0	34	154
0745 - 0800	6	15	2	0	23	0	4	2	0	6	1	95	21	0	117	8	16	1	0	25	171
Total	18	23	13	0	54	0	13	3	0	16	2	360	63	0	425	20	80	3	0	103	598
Approach %	33.33	42.59	24.07	0.00	-	0.00	81.25	18.75	0.00	-	0.47	84.71	14.82	0.00	-	19.42	77.67	2.91	0.00	-	
PHF	0.75	0.38	0.65	0.00	0.59	0.00	0.54	0.38	0.00	0.67	0.50	0.95	0.75	0.00	0.91	0.63	0.77	0.38	0.00	0.76	0.87

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Cocharan Mill Rd (South)					Cocharan Mill Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
0700 - 0715	2	0	2	0	4	0	1	0	0	1	0	87	13	0	100	3	14	0	0	17	122
0715 - 0730	6	4	5	0	15	0	6	0	0	6	0	79	13	0	92	3	19	0	0	22	135
0730 - 0745	4	4	4	0	12	0	2	1	0	3	1	83	16	0	100	5	24	2	0	31	146
0745 - 0800	6	15	1	0	22	0	4	2	0	6	1	87	19	0	107	5	15	1	0	21	156
Total	18	23	12	0	53	0	13	3	0	16	2	336	61	0	399	16	72	3	0	91	559
Approach %	33.96	43.40	22.64	0.00	-	0.00	81.25	18.75	0.00	-	0.50	84.21	15.29	0.00	-	17.58	79.12	3.30	0.00	-	
PHF	0.75	0.38	0.60	0.00	0.60	0.00	0.54	0.38	0.00	0.67	0.50	0.97	0.80	0.00	0.93	0.80	0.75	0.38	0.00	0.73	0.90

	Northbound					Southbound					Eastbound					Westbound					
	Cochran Mill Rd (South)					Cochran Mill Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
Time	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	6
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	5
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	1	1	0	0	2	7
0745 - 0800	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	3	1	0	0	4	9
Total	0	0	1	0	1	0	0	0	0	0	0	17	0	0	17	4	5	0	0	9	27
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	44.44	55.56	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.85	0.00	0.00	0.85	0.33	0.63	0.00	0.00	0.56	0.75

	Northbound					Southbound					Eastbound					Westbound						
	Cochran Mill Rd (South)					Cochran Mill Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)						
Time	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	0	2	4
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	0	6
Total	0	0	0	0	0	0	0	0	0	0	0	7	2	0	9	0	3	0	0	0	3	12
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	77.78	22.22	0.00	-	0.00	100.00	0.00	0.00	-		
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.25	0.00	0.38	0.00	0.38	0.00	0.00	0.38	0.50	

Time	Northbound					Southbound					Eastbound					Westbound					Int. Total
	Cochran Mill Rd (South)					Cochran Mill Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



[Click here for Map](#)

Peak Hour Turning Movement Count

Chattahoochee Hills, GA



www.marrtraffic.com

Tuesday, January 10, 2023	
Period	1600 - 1800
Peak Hour	1630 - 1730

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Cochran Mill Rd (North)

Southbound

(1-3)	6	15	7	0	28	28	(1-3)
(4-7)	0	1	0	0	1	1	(4-7)
(8-13)	0	0	0	0	0	0	(8-13)

Total	6	16	7	0	29	29	Total



0

0

(1-3)	(4-7)	(8-13)	Total
487	23	10	520
140	4	7	151
0	0	0	0
1	0	0	1
110	4	7	121
29	0	0	29
(1-3)	(4-7)	(8-13)	Total

Eastbound



Classes	(1-3)	(4-7)	(8-13)	Total
Volume	711	35	17	763
PHF				0.9433

Total	(8-13)	(4-7)	(1-3)
9	0	0	9
449	10	21	418
18	0	1	17
0	0	0	0
476	10	22	444
151	7	9	135
Total	(8-13)	(4-7)	(1-3)

Westbound

Total	63	107	0	65	19	23	Total
(8-13)	0	0	0	0	0	0	(8-13)
(4-7)	2	8	0	2	1	5	(4-7)
(1-3)	61	99	0	63	18	18	(1-3)

Northbound

Cochran Mill Rd (South)

GA-70 S Fulton Pkwy (West)

GA-70 S Fulton Pkwy (East)

Time	Northbound					Southbound					Eastbound					Westbound					
	Cochran Mill Rd (South)					Cochran Mill Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 6.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1630 - 1645	18	5	7	0	30	1	5	0	0	6	1	20	7	0	28	3	112	3	0	118	182
1645 - 1700	16	5	3	0	24	3	3	2	0	8	0	29	6	0	35	6	113	2	0	121	188
1700 - 1715	14	8	6	0	28	0	5	3	0	8	0	32	4	0	36	2	116	3	0	121	193
1715 - 1730	17	4	7	0	28	3	3	1	0	7	0	40	12	0	52	7	108	1	0	116	203
Total	65	22	23	0	110	7	16	6	0	29	1	121	29	0	151	18	449	9	0	476	766
Approach %	59.09	20.00	20.91	0.00	-	24.14	55.17	26.69	0.00	-	0.66	80.13	19.21	0.00	-	3.78	94.33	1.89	0.00	-	
PHF	0.90	0.69	0.82	0.00	0.92	0.58	0.80	0.50	0.00	0.91	0.25	0.76	0.60	0.00	0.73	0.64	0.97	0.75	0.00	0.98	0.94

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Cochran Mill Rd (South)					Cochran Mill Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
1630 - 1645	17	4	6	0	27	1	5	0	0	6	1	17	7	0	25	3	107	3	0	113	171
1645 - 1700	15	5	3	0	23	3	2	2	0	7	0	28	6	0	34	6	105	2	0	113	177
1700 - 1715	14	8	6	0	28	0	5	3	0	8	0	28	4	0	32	2	107	3	0	112	180
1715 - 1730	17	1	3	0	21	3	3	1	0	7	0	37	12	0	49	6	99	1	0	106	183
Total	63	18	18	0	99	7	15	6	0	28	1	110	29	0	140	17	418	9	0	444	711
Approach %	63.64	18.18	18.18	0.00	-	25.00	53.57	21.43	0.00	-	0.71	78.57	20.71	0.00	-	3.83	94.14	2.03	0.00	-	
PHF	0.93	0.56	0.75	0.00	0.88	0.58	0.75	0.50	0.00	0.88	0.25	0.74	0.60	0.00	0.71	0.71	0.98	0.75	0.00	0.98	0.97

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Cochran Mill Rd (South)					Cochran Mill Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
1630 - 1645	1	1	1	0	3	0	0	0	0	0	0	1	0	0	1	0	5	4	0	5	9
1645 - 1700	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	7
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	5	0	0	5	7
1715 - 1730	0	0	0	4	4	0	0	0	0	0	0	1	0	0	1	1	6	0	0	7	12
Total	2	1	5	0	8	0	1	0	0	1	0	4	0	0	4	1	21	0	0	22	35
Approach %	25.00	12.50	62.50	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	4.55	95.45	0.00	0.00	-	
PHF	0.50	0.25	0.31	0.00	0.50	0.00	0.25	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.50	0.25	0.88	0.00	0.00	0.79	0.73

	Northbound					Southbound					Eastbound					Westbound					
	Cochran Mill Rd (South)					Cochran Mill Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
Time	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	6
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
Total	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	10	0	0	10	17
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.00	0.88	0.00	0.63	0.00	0.00	0.63	0.71

	Northbound						Southbound					Eastbound					Westbound								
	Cochran Mill Rd (South)						Cochran Mill Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)								
Time	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	Total		Left 5.5	Thru 5.6	Sight 5.7	U-Turn 5.8	Total		Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	Total		Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	Total	Int Total	
1630 - 1645	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0
1645 - 1700	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0
1700 - 1715	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0
1715 - 1730	0	3	0	0	3		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	3
Total	0	3	0	0	3		0	0	0	0	0	-	0	0	0	0	0	0		0	0	0	0	0	3
Approach %	0.00	100.00	0.00	0.00	-		0.00	0.00	0.00	0.00	-		0.00	0.00	0.00	0.00	-		0.00	0.00	0.00	0.00	-		
PHF	0.00	0.25	0.00	0.00	0.25		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.25	

Classified Turn Movement Count || All vehicles

Chattahoochee Hills, GA



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Site 5 of 6

Cochran Mill Rd (South)
Cochran Mill Rd (North)
GA-70 S Fulton Pkwy (West)
GA-70 S Fulton Pkwy (East)

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.567066°, -84.708807°

0600 - 0800 (Weekday 2h Session) (01-10-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Cochran Mill Rd (South)					Cochran Mill Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
0600 - 0615	5	0	0	0	5	0	2	1	0	3	0	75	6	0	81	1	14	0	0	15	104
0615 - 0630	4	1	2	0	7	0	3	0	0	3	1	104	16	0	121	1	17	0	0	18	149
0630 - 0645	7	1	1	0	9	0	2	1	0	3	0	103	13	0	116	0	18	0	0	18	146
0645 - 0700	1	3	3	0	7	0	3	0	0	3	0	92	15	0	107	0	20	0	0	20	137
Hourly Total	17	5	6	0	28	0	10	2	0	12	1	374	50	0	425	2	69	0	0	71	536
0700 - 0715	2	0	2	0	4	0	1	0	0	1	0	92	13	0	105	3	16	0	0	19	129
0715 - 0730	6	4	5	0	15	0	6	0	0	6	0	85	13	0	98	3	22	0	0	25	144
0730 - 0745	4	4	4	0	12	0	2	1	0	3	1	88	16	0	105	6	26	2	0	34	154
0745 - 0800	6	15	2	0	23	0	4	2	0	6	1	95	21	0	117	8	16	1	0	25	171
Hourly Total	18	23	13	0	54	0	13	3	0	16	2	360	63	0	425	20	80	3	0	103	598
Grand Total	35	28	19	0	82	0	23	5	0	28	3	734	113	0	850	22	149	3	0	174	1134
Approach %	42.68	34.15	23.17	0.00	-	0.00	82.14	17.86	0.00	-	0.35	86.35	13.29	0.00	-	12.64	85.63	1.72	0.00	-	
Intersection %	3.09	2.47	1.68	0.00	7.23	0.00	2.03	0.44	0.00	2.47	0.26	64.73	9.96	0.00	74.96	1.94	13.14	0.26	0.00	15.34	
PHF	0.75	0.38	0.65	0.00	0.59	0.00	0.54	0.38	0.00	0.67	0.50	0.95	0.75	0.00	0.91	0.63	0.77	0.38	0.00	0.76	0.87

1600 - 1800 (Weekday 2h Session) (01-10-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Cochran Mill Rd (South)					Cochran Mill Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
1600 - 1615	12	4	3	0	19	2	5	1	0	8	0	23	7	0	30	7	116	3	0	126	183
1615 - 1630	19	6	4	0	29	0	3	1	0	4	1	23	7	0	31	4	113	1	0	118	182
1630 - 1645	18	5	7	0	30	1	5	0	0	6	1	20	7	0	28	3	112	3	0	118	182
1645 - 1700	16	5	3	0	24	3	3	2	0	8	0	29	6	0	35	6	113	2	0	121	188
Hourly Total	65	20	17	0	102	6	16	4	0	26	2	95	27	0	124	20	454	9	0	483	735
1700 - 1715	14	8	6	0	28	0	5	3	0	8	0	32	4	0	36	2	116	3	0	121	193
1715 - 1730	17	4	7	0	28	3	3	1	0	7	0	40	12	0	52	7	108	1	0	116	203
1730 - 1745	23	3	3	0	29	0	3	1	0	4	0	24	11	0	35	8	96	0	0	104	172
1745 - 1800	20	2	4	0	26	1	3	0	0	4	0	32	10	0	42	8	95	1	0	104	176
Hourly Total	74	17	20	0	111	4	14	5	0	23	0	128	37	0	165	25	415	5	0	445	744
Grand Total	139	37	37	0	213	10	30	9	0	49	2	223	64	0	289	45	869	14	0	928	1479
Approach %	65.26	17.37	17.37	0.00	-	20.41	61.22	18.37	0.00	-	0.69	77.16	22.15	0.00	-	4.85	93.64	1.51	0.00	-	
Intersection %	9.40	2.50	2.50	0.00	14.40	0.68	2.03	0.61	0.00	3.31	0.14	15.08	4.33	0.00	19.54	3.04	58.76	0.95	0.00	62.75	
PHF	0.90	0.69	0.82	0.00	0.92	0.58	0.80	0.50	0.00	0.91	0.25	0.76	0.60	0.00	0.73	0.64	0.97	0.75	0.00	0.98	0.94



[Click here for Map](#)

Peak Hour Turning Movement Count

Chattahoochee Hills, GA



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Wednesday, January 11, 2023	
Period	0600 - 0800
Peak Hour	0700 - 0800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Cochran Mill Rd (North)

Southbound

(1-3)	1	16	1	0	18	31	(1-3)
(4-7)	0	0	0	0	0	1	(4-7)
(8-13)	0	0	0	0	0	0	(8-13)

Total	1	16	1	0	18	32	Total



(1-3)	(4-7)	(8-13)	Total
84	9	7	100
431	15	4	450
0	0	0	0
4	0	0	4
366	15	2	383
61	0	2	63
(1-3)	(4-7)	(8-13)	Total

Eastbound

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	580	27	11	618
PHF				0.868

Total	(8-13)	(4-7)	(1-3)
3	0	0	3
82	5	9	68
11	0	2	9
0	0	0	0
96	5	11	80
396	2	15	379
Total	(8-13)	(4-7)	(1-3)

Westbound

Total	90	54	0	17	25	12	Total

(8-13)	2	2	0	2	0	0	(8-13)
(4-7)	2	1	0	0	1	0	(4-7)
(1-3)	86	51	0	15	24	12	(1-3)

Northbound

Cochran Mill Rd (South)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Cochran Mill Rd (South)					Cochran Mill Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	5.1	5.2	5.3	5.4	5	5.5	5.6	5.7	5.8	5	5.9	5.10	5.11	5.12	5	5.13	5.14	5.15	5.16	5	
0700 - 0715	1	1	3	0	5	0	1	0	0	1	0	97	12	0	109	3	16	0	0	19	134
0715 - 0730	3	4	1	0	8	0	6	1	0	7	1	85	12	0	98	2	24	0	0	26	139
0730 - 0745	8	6	4	0	18	0	5	0	0	5	2	98	19	0	119	5	22	2	0	25	167
0745 - 0800	5	14	4	0	23	1	4	0	0	5	1	103	20	0	124	5	20	1	0	26	178
Total	17	25	12	0	54	1	16	1	0	18	4	383	63	0	450	11	82	3	0	96	618
Approach %	31.48	46.30	22.22	0.00	-	5.56	88.89	5.56	0.00	-	0.89	85.11	14.00	0.00	-	11.46	85.42	3.13	0.00	-	
PHF	0.53	0.45	0.75	0.00	0.59	0.25	0.67	0.25	0.00	0.64	0.50	0.93	0.79	0.00	0.91	0.55	0.85	0.38	0.00	0.92	0.87

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Cocharan Mill Rd (South)						Cocharan Mill Rd (North)						GA-70 S Fulton Pkwy (West)						GA-70 S Fulton Pkwy (East)						
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total					
0700 - 0715	1	1	3	0	5	0	1	0	0	1	0	96	12	0	108	3	12	0	0	15	129				
0715 - 0730	2	3	1	0	6	0	6	1	0	7	1	82	12	0	95	2	20	0	0	22	130				
0730 - 0745	8	6	4	0	18	0	5	0	0	5	2	93	18	0	113	1	19	2	0	22	158				
0745 - 0800	4	14	4	0	22	1	4	0	0	5	1	95	19	0	115	3	17	1	0	21	163				
Total	15	24	12	0	51	1	16	1	0	18	4	366	61	0	431	9	68	3	0	80	580				
Approach %	29.41	47.06	23.53	0.00	-	5.56	88.89	5.56	0.00	-	0.93	84.92	14.15	0.00	-	11.25	85.00	3.75	0.00	-					
PHF	0.47	0.43	0.75	0.00	0.58	0.25	0.67	0.25	0.00	0.64	0.50	0.95	0.80	0.00	0.94	0.75	0.85	0.38	0.00	0.91	0.89				

Time	Northbound						Southbound						Eastbound						Westbound						Int Total	
	Cochran Mill Rd (South)						Cochran Mill Rd (North)						GA-70 S Fulton Pkwy (West)						GA-70 S Fulton Pkwy (East)							
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total		Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total		Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total		Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total			
0700 - 0715	0	0	0	0	0		0	0	0	0	0		0	1	0	0	1		1	0	4	0	0	4		5
0715 - 0730	0	1	0	0	1		0	0	0	0	0		0	3	0	0	3		0	3	0	0	0	3		7
0730 - 0745	0	0	0	0	0		0	0	0	0	0		0	4	0	0	4		0	1	0	0	0	1		5
0745 - 0800	0	0	0	0	0		0	0	0	0	0		0	7	0	0	7		2	1	0	0	0	3		10
Total	0	1	0	0	1		0	0	0	0	0		0	15	0	0	15		2	9	0	0	0	11		27
Approach %	0.0	100.00	0.00	0.00	-		0.00	0.00	0.00	0.00	-		0.00	100.00	0.00	0.00	-		18.18	81.82	0.00	0.00	-		-	
PHF	0.00	0.25	0.00	0.00	0.25		0.00	0.00	0.00	0.00	0.00		0.00	0.54	0.00	0.00	0.54		0.25	0.56	0.00	0.00	0.00	0.69		0.68

	Northbound					Southbound					Eastbound					Westbound					
	Cochran Mill Rd (South)					Cochran Mill Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
Time	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	0	0	2	4
0745 - 0800	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	0	2	0	0	2	5
Total	2	0	0	0	2	0	0	0	0	0	0	2	2	0	4	0	5	0	0	5	11
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	50.00	50.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.50	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.50	0.00	0.63	0.00	0.00	0.63	0.55

	Northbound						Southbound						Eastbound						Westbound						
	Cochran Mill Rd (South)						Cochran Mill Rd (North)						GA-70 S Fulton Pkwy (West)						GA-70 S Fulton Pkwy (East)						
Time	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Int
	S.1	S.2	S.3	S.4			S.5	S.6	S.7	S.8			S.9	S.10	S.11	S.12			S.13	S.14	S.15	S.16			Total
0700 - 0715	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
0715 - 0730	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
0730 - 0745	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
0745 - 0800	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
Total	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 %	0.00	0.00	0.00	0.00	-		0.00	0.00	0.00	0.00	-		0.00	0.00	0.00	0.00	-		0.00	0.00	0.00	0.00	-		
PHF	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00



[Click here for Map](#)

Peak Hour Turning Movement Count

Chattahoochee Hills, GA



www.marrtraffic.com

Wednesday, January 11, 2023	
Period	1600 - 1800
Peak Hour	1645 - 1745

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Cochran Mill Rd (North)

Southbound

(1-3)	6	17	8	0	31	22	(1-3)
(4-7)	0	0	0	0	0	2	(4-7)
(8-13)	0	0	0	0	0	0	(8-13)

Total	6	17	8	0	31	24	Total



0

0

GA-70 S Fulton Pkwy (West)

(1-3)	(4-7)	(8-13)	Total
500	23	13	536
166	5	3	174
0	0	0	0
2	0	0	2
134	5	2	141
30	0	1	31
(1-3)	(4-7)	(8-13)	Total

Eastbound

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	749	32	16	797
PHF				0.965

GA-70 S Fulton Pkwy (East)

Total	(8-13)	(4-7)	(1-3)
3	0	0	3
461	11	23	427
26	0	1	25
0	0	0	0
490	11	24	455
163	2	6	155
Total	(8-13)	(4-7)	(1-3)

Westbound

Total	74	102	0	69	19	14	Total

Northbound

(8-13)	1	2	0	2	0	0	(8-13)
(4-7)	1	3	0	0	2	1	(4-7)
(1-3)	72	97	0	67	17	13	(1-3)

Cochran Mill Rd (South)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Cochran Mill Rd (South)					Cochran Mill Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
1645 - 1700	9	4	7	0	20	1	3	1	0	5	0	30	11	0	41	10	126	0	0	136	202
1700 - 1715	26	5	2	0	33	3	7	1	0	11	1	31	6	0	38	4	99	1	0	104	186
1715 - 1730	14	7	2	0	23	2	3	2	0	7	0	37	8	0	45	5	124	0	0	129	204
1730 - 1745	20	4	3	0	27	2	5	2	0	9	1	43	6	0	50	7	112	2	0	121	207
Total	69	20	14	0	103	8	18	6	0	32	2	141	31	0	174	26	461	3	0	490	799
Approach %	66.99	19.42	13.59	0.00	-	25.00	56.25	18.75	0.00	-	1.15	81.03	17.82	0.00	-	5.31	94.08	0.61	0.00	-	
PHF	0.66	0.71	0.50	0.00	0.78	0.67	0.64	0.75	0.00	0.73	0.50	0.82	0.70	0.00	0.87	0.65	0.91	0.38	0.00	0.90	0.96

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Cochran Mill Rd (South)					Cochran Mill Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
1645 - 1700	7	3	7	0	17	1	2	1	0	4	0	27	11	0	38	10	120	0	0	130	189
1700 - 1715	26	4	2	0	32	3	7	1	0	11	1	29	6	0	36	4	91	1	0	96	175
1715 - 1730	14	6	2	0	22	2	3	2	0	7	0	37	7	0	44	4	114	0	0	118	191
1730 - 1745	20	4	2	0	26	2	5	2	0	9	1	41	6	0	48	7	102	2	0	111	194
Total	67	17	13	0	97	8	17	6	0	31	2	134	30	0	166	25	427	3	0	455	749
Approach %	69.07	17.53	13.40	0.00	-	25.81	54.84	19.35	0.00	-	1.20	80.72	18.07	0.00	-	5.49	93.85	0.66	0.00	-	
PHF	0.64	0.71	0.46	0.00	0.76	0.67	0.61	0.75	0.00	0.70	0.50	0.82	0.68	0.00	0.86	0.63	0.89	0.38	0.00	0.88	0.97

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Cochran Mill Rd (South)					Cochran Mill Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	6
1700 - 1715	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	5	0	0	5	7
1715 - 1730	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6	0	0	7	8
1730 - 1745	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	8	0	0	8	11
Total	0	2	1	0	3	0	0	0	0	0	0	5	0	0	5	1	23	0	0	24	32
Approach %	0.00	66.67	33.33	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	4.17	95.83	0.00	0.00	-	
PHF	0.00	0.50	0.25	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.63	0.25	0.72	0.00	0.00	0.75	0.73

	Northbound					Southbound					Eastbound					Westbound					
	Cochran Mill Rd (South)					Cochran Mill Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
Time	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1645 - 1700	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	5
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	5
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	2	0	0	0	2	0	0	0	0	0	0	2	1	0	3	0	11	0	0	11	16
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	66.67	33.33	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.25	0.00	0.75	0.00	0.69	0.00	0.00	0.69	0.80

[illegible]

Classified Turn Movement Count || All vehicles

Chattahoochee Hills, GA



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Site 5 of 6

Cochran Mill Rd (South)
Cochran Mill Rd (North)
GA-70 S Fulton Pkwy (West)
GA-70 S Fulton Pkwy (East)

Date

Wednesday, January 11, 2023

Lat/Long

33.567066°, -84.708807°

Weather

Mostly Cloudy
55°F

0600 - 0800 (Weekday 2h Session) (01-11-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Cochran Mill Rd (South)					Cochran Mill Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
0600 - 0615	2	0	2	0	4	0	2	1	0	3	0	92	8	0	100	1	8	0	0	9	116
0615 - 0630	1	0	1	0	2	0	6	0	0	6	1	85	11	0	97	2	17	0	0	19	124
0630 - 0645	8	2	4	0	14	0	2	0	0	2	0	89	10	0	99	1	16	0	0	17	132
0645 - 0700	2	3	3	0	8	0	2	0	0	2	0	86	14	0	100	0	21	0	0	21	131
Hourly Total	13	5	10	0	28	0	12	1	0	13	1	352	43	0	396	4	62	0	0	66	503
0700 - 0715	1	1	3	0	5	0	1	0	0	1	0	97	12	0	109	3	16	0	0	19	134
0715 - 0730	3	4	1	0	8	0	6	1	0	7	1	85	12	0	98	2	24	0	0	26	139
0730 - 0745	8	6	4	0	18	0	5	0	0	5	2	98	19	0	119	1	22	2	0	25	167
0745 - 0800	5	14	4	0	23	1	4	0	0	5	1	103	20	0	124	5	20	1	0	26	178
Hourly Total	17	25	12	0	54	1	16	1	0	18	4	383	63	0	450	11	82	3	0	96	618
Grand Total	30	30	22	0	82	1	28	2	0	31	5	735	106	0	846	15	144	3	0	162	1121
Approach %	36.59	36.59	26.83	0.00	-	3.23	90.32	6.45	0.00	-	0.59	86.88	12.53	0.00	-	9.26	88.89	1.85	0.00	-	
Intersection %	2.68	2.68	1.96	0.00	7.31	0.09	2.50	0.18	0.00	2.77	0.45	65.57	9.46	0.00	75.47	1.34	12.85	0.27	0.00	14.45	
PHF	0.53	0.45	0.75	0.00	0.59	0.25	0.67	0.25	0.00	0.64	0.50	0.93	0.79	0.00	0.91	0.55	0.85	0.38	0.00	0.92	0.87

1600 - 1800 (Weekday 2h Session) (01-11-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Cochran Mill Rd (South)					Cochran Mill Rd (North)					GA-70 S Fulton Pkwy (West)					GA-70 S Fulton Pkwy (East)					
	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	
1600 - 1615	17	7	4	0	28	0	4	2	0	6	1	26	8	0	35	7	83	0	0	90	159
1615 - 1630	21	3	6	0	30	0	1	1	0	2	1	27	4	0	32	4	110	1	0	115	179
1630 - 1645	11	6	5	0	22	0	6	3	0	9	1	21	10	0	32	5	95	1	0	101	164
1645 - 1700	9	4	7	0	20	1	3	1	0	5	0	30	11	0	41	10	126	0	0	136	202
Hourly Total	58	20	22	0	100	1	14	7	0	22	3	104	33	0	140	26	414	2	0	442	704
1700 - 1715	26	5	2	0	33	3	7	1	0	11	1	31	6	0	38	4	99	1	0	104	186
1715 - 1730	14	7	2	0	23	2	3	2	0	7	0	37	8	0	45	5	124	0	0	129	204
1730 - 1745	20	4	3	0	27	2	5	2	0	9	1	43	6	0	50	7	112	2	0	121	207
1745 - 1800	23	4	5	0	32	0	6	0	0	6	0	26	6	0	32	3	101	0	0	104	174
Hourly Total	83	20	12	0	115	7	21	5	0	33	2	137	26	0	165	19	436	3	0	458	771
Grand Total	141	40	34	0	215	8	35	12	0	55	5	241	59	0	305	45	850	5	0	900	1475
Approach %	65.58	18.60	15.81	0.00	-	14.55	63.64	21.82	0.00	-	1.64	79.02	19.34	0.00	-	5.00	94.44	0.56	0.00	-	
Intersection %	9.56	2.71	2.31	0.00	14.58	0.54	2.37	0.81	0.00	3.73	0.34	16.34	4.00	0.00	20.68	3.05	57.63	0.34	0.00	61.02	
PHF	0.66	0.71	0.50	0.00	0.78	0.67	0.64	0.75	0.00	0.73	0.50	0.82	0.70	0.00	0.87	0.65	0.91	0.38	0.00	0.90	0.96



[Click here for Map](#)

Peak Hour Turning Movement Count

Chattahoochee Hills, GA



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Tuesday, January 10, 2023	
Period	0600 - 0800
Peak Hour	0700 - 0800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

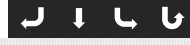
Volume

GA-70 Campbellton Redwine Rd (North)

Southbound

(1-3)	0	53	1	0	54	86	(1-3)
(4-7)	0	1	0	0	1	1	(4-7)
(8-13)	0	0	0	0	0	0	(8-13)

Total	0	54	1	0	55	87	Total



0

0

(1-3)	(4-7)	(8-13)	Total
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
(1-3)	(4-7)	(8-13)	Total

Eastbound

0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	140	2	0	142
PHF				0.8875

Total	(8-13)	(4-7)	(1-3)
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	0	0	0
1	0	0	1
Total	(8-13)	(4-7)	(1-3)

Westbound

Total	54	87	0	0	87	0	Total
(8-13)	0	0	0	0	0	0	(8-13)
(4-7)	1	1	0	0	1	0	(4-7)
(1-3)	53	86	0	0	86	0	(1-3)

Northbound

GA-70 Campbellton Redwine Rd (South)

[illegible][illegible][illegible][illegible][illegible]



[Click here for Map](#)

Peak Hour Turning Movement Count

Chattahoochee Hills, GA



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Tuesday, January 10, 2023	
Period	1600 - 1800
Peak Hour	1645 - 1745

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

GA-70 Campbellton Redwine Rd (North)

Southbound

(1-3)	1	119	1	0	121	82	(1-3)
(4-7)	0	2	0	0	2	5	(4-7)
(8-13)	1	0	0	0	1	0	(8-13)

Total	2	121	1	0	124	87	Total



0

0

(1-3)	(4-7)	(8-13)	Total
3	0	1	4
1	0	0	1

0	0	0	0
1	0	0	1
0	0	0	0
0	0	0	0

(1-3)	(4-7)	(8-13)	Total



0

0

0

0

0

0

0

0

0

0

0

0

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0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	208	7	1	216
PHF				0.877

Total	(8-13)	(4-7)	(1-3)
2	0	1	1
0	0	0	0
2	0	0	2
0	0	0	0

4	0	1	3
2	0	0	2

Total	(8-13)	(4-7)	(1-3)

0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Total	123	87	0	2	84	1	Total

(8-13)	0	0	0	0	0	0	(8-13)
(4-7)	2	4	0	0	4	0	(4-7)
(1-3)	121	83	0	2	80	1	(1-3)

Northbound

GA-70 Campbellton Redwine Rd (South)

Jones Ferry Rd (East)

All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int Total	
	GA-70 Campbellton Redwine Rd (South)					GA-70 Campbellton Redwine Rd (North)					Jones Ferry Rd (West)					Jones Ferry Rd (East)						
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total		
1645 - 1700	1	21	1	0	23	0	28	1	0	29	0	0	0	0	0	0	0	1	0	0	1	53
1700 - 1715	0	14	0	0	14	0	37	0	0	37	0	0	0	0	0	1	0	0	0	0	1	52
1715 - 1730	0	24	0	0	24	1	36	1	0	38	1	0	0	0	1	0	0	0	0	0	0	63
1730 - 1745	1	25	0	0	26	0	21	0	0	21	0	0	0	0	0	1	4	1	0	0	6	53
Total	2	84	1	0	87	1	122	2	0	125	1	0	0	0	1	2	4	2	0	0	8	221
Approach %	2.30	96.55	1.15	0.00	-	0.80	97.60	1.60	0.00	-	100.00	0.00	0.00	0.00	-	25.00	50.00	25.00	0.00	-	-	-
PHF	0.50	0.84	0.25	0.00	0.84	0.25	0.82	0.50	0.00	0.82	0.25	0.00	0.00	0.00	0.25	0.50	0.25	0.50	0.00	0.33	0.88	-

Passenger Vehicles (1-3)

Passenger Vehicles (2+)		Northbound					Southbound					Eastbound					Westbound					Int	
		GA-70 Campbellton Redwine Rd (South)					GA-70 Campbellton Redwine Rd (North)					Jones Ferry Rd (West)					Jones Ferry Rd (East)						
		Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total		
Time		1	21	1	0	23	0	28	0	0	28	0	0	0	0	0	0	0	0	0	0	51	
1645 - 1700		0	14	0	0	14	0	36	0	0	36	0	0	0	0	0	1	0	0	0	0	1	51
1700 - 1715		0	22	0	0	22	1	35	1	0	37	1	0	0	0	1	0	0	0	0	0	0	60
1715 - 1730		1	23	0	0	24	0	20	0	0	20	0	0	0	0	0	1	0	1	0	0	2	46
1730 - 1745																							
Total		2	80	1	0	83	-	1	119	1	0	121	1	0	0	0	1	2	0	1	0	3	208
Approach %		2.41	96.39	1.20	0.00	-	0.83	98.35	0.83	0.00	-	100.00	0.00	0.00	0.00	-	66.67	0.00	33.33	0.00	-	-	-
PHF		0.50	0.87	0.25	0.00	0.86	0.25	0.83	0.25	0.00	0.82	0.25	0.00	0.00	0.00	0.25	0.50	0.00	0.25	0.00	0.38	0.87	

Single Unit Trucks (4-7)

Single Unit Trucks (T-7)		Northbound					Southbound					Eastbound					Westbound					Int Total
		GA-70 Campbellton Redwine Rd (South)					GA-70 Campbellton Redwine Rd (North)					Jones Ferry Rd (West)					Jones Ferry Rd (East)					
		Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
Time		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1645 - 1700		0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1700 - 1715		0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730		0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1730 - 1745		0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
		0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	7
Total		0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	-
Approach %		0.00	0.50	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.58
PHF																						

Combination Trucks (8-13)

		Northbound					Southbound					Eastbound					Westbound					Int Total
		GA-70 Campbellton Redwine Rd (South)					GA-70 Campbellton Redwine Rd (North)					Jones Ferry Rd (West)					Jones Ferry Rd (East)					
Time	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total		
1645 - 1700	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0		
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1		
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-		
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25		

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-70 Campbellton Redwine Rd (South)					GA-70 Campbellton Redwine Rd (North)					Jones Ferry Rd (West)					Jones Ferry Rd (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	

Classified Turn Movement Count || All vehicles

Chattahoochee Hills, GA



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Site 6 of 6

GA-70 Campbellton Redwine Rd (South)

GA-70 Campbellton Redwine Rd (North)

Jones Ferry Rd (West)

Jones Ferry Rd (East)

Date

Tuesday, January 10, 2023

Lat/Long

33.551069°, -84.796055°

Weather

Partly Cloudy

49°F

0600 - 0800 (Weekday 2h Session) (01-10-2023)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-70 Campbellton Redwine Rd (South)					GA-70 Campbellton Redwine Rd (North)					Jones Ferry Rd (West)					Jones Ferry Rd (East)					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
0600 - 0615	0	17	0	0	17	0	7	0	0	7	1	0	1	0	2	0	0	0	0	0	26
0615 - 0630	0	19	0	0	19	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	27
0630 - 0645	0	19	0	0	19	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	34
0645 - 0700	0	19	0	0	19	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	28
Hourly Total	0	74	0	0	74	0	39	0	0	39	1	0	1	0	2	0	0	0	0	0	115
0700 - 0715	0	19	0	0	19	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	29
0715 - 0730	0	23	0	0	23	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	37
0730 - 0745	0	25	0	0	25	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	40
0745 - 0800	0	20	0	0	20	1	15	0	0	16	0	0	0	0	0	0	0	0	0	0	36
Hourly Total	0	87	0	0	87	1	54	0	0	55	0	0	0	0	0	0	0	0	0	0	142
Grand Total	0	161	0	0	161	1	93	0	0	94	1	0	1	0	2	0	0	0	0	0	257
Approach %	0.00	100.00	0.00	0.00	-	1.06	98.94	0.00	0.00	-	50.00	0.00	50.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	62.65	0.00	0.00	62.65	0.39	36.19	0.00	0.00	36.58	0.39	0.00	0.39	0.00	0.78	0.00	0.00	0.00	0.00	0.00	
PHF	0.00	0.87	0.00	0.00	0.87	0.25	0.90	0.00	0.00	0.86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.89

1600 - 1800 (Weekday 2h Session) (01-10-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total	
	GA-70 Campbellton Redwine Rd (South)					GA-70 Campbellton Redwine Rd (North)					Jones Ferry Rd (West)					Jones Ferry Rd (East)						
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total		
1600 - 1615	0	15	0	0	15	0	18	0	0	18	0	0	0	0	0	0	0	0	1	0	1	34
1615 - 1630	0	23	0	0	23	0	28	1	0	29	0	0	1	0	1	0	0	3	0	3	56	
1630 - 1645	0	9	1	0	10	0	35	1	0	36	1	1	0	0	2	0	0	0	0	0	48	
1645 - 1700	1	21	1	0	23	0	28	1	0	29	0	0	0	0	0	0	0	1	0	1	53	
Hourly Total	1	68	2	0	71	0	109	3	0	112	1	1	1	0	3	0	0	5	0	5	191	
1700 - 1715	0	14	0	0	14	0	37	0	0	37	0	0	0	0	0	1	0	0	0	0	52	
1715 - 1730	0	24	0	0	24	1	36	1	0	38	1	0	0	0	1	0	0	0	0	0	63	
1730 - 1745	1	25	0	0	26	0	21	0	0	21	0	0	0	0	0	1	4	1	0	6	53	
1745 - 1800	0	18	1	0	19	0	31	0	0	31	2	0	0	0	2	0	1	0	0	1	53	
Hourly Total	1	81	1	0	83	1	125	1	0	127	3	0	0	0	3	2	5	1	0	8	221	
Grand Total	2	149	3	0	154	1	234	4	0	239	4	1	1	0	6	2	5	6	0	13	412	
Approach %	1.30	96.75	1.95	0.00	-	0.42	97.91	1.67	0.00	-	66.67	16.67	16.67	0.00	-	15.38	38.46	46.15	0.00	-		
Intersection %	0.49	36.17	0.73	0.00	37.38	0.24	56.80	0.97	0.00	58.01	0.97	0.24	0.24	0.00	1.46	0.49	1.21	1.46	0.00	3.16		
PHF	0.50	0.84	0.25	0.00	0.84	0.25	0.82	0.50	0.00	0.82	0.25	0.00	0.00	0.00	0.25	0.50	0.25	0.50	0.00	0.33	0.88	



[Click here for Map](#)

Peak Hour Turning Movement Count

Chattahoochee Hills, GA



www.marrtraffic.com

Wednesday, January 11, 2023	
Period	0600 - 0800
Peak Hour	0645 - 0745

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

GA-70 Campbellton Redwine Rd (North)

Southbound

(1-3)	0	52	0	0	52	93	(1-3)
(4-7)	0	1	0	0	1	0	(4-7)
(8-13)	0	0	0	0	0	0	(8-13)

Total	0	53	0	0	53	93	Total



0

0

(1-3)	(4-7)	(8-13)	Total
0	0	0	0
1	0	0	1
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	1
0	0	0	0
(1-3)	(4-7)	(8-13)	Total



Classes	(1-3)	(4-7)	(8-13)	Total
Volume	146	1	0	147
PHF				0.8167

Total	(8-13)	(4-7)	(1-3)
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	1
0	0	0	0
Total	(8-13)	(4-7)	(1-3)

Total	53	93	0	0	93	0	Total
(8-13)	0	0	0	0	0	0	(8-13)
(4-7)	1	0	0	0	0	0	(4-7)
(1-3)	52	93	0	0	93	0	(1-3)

Northbound

GA-70 Campbellton Redwine Rd (South)

Jones Ferry Rd (West)

Eastbound

Jones Ferry Rd (East)

Westbound

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-70 Campbellton Redwine Rd (South)					GA-70 Campbellton Redwine Rd (North)					Jones Ferry Rd (West)					Jones Ferry Rd (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
0645 - 0700	0	23	0	0	23	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	39
0700 - 0715	0	11	0	0	11	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	18
0715 - 0730	0	28	0	0	28	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	45
0730 - 0745	0	31	0	0	31	0	13	0	0	13	0	1	0	0	0	1	0	0	0	0	45
Total	0	93	0	0	93	0	53	0	0	53	0	1	0	0	1	0	0	0	0	0	147
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.75	0.00	0.00	0.75	0.00	0.78	0.00	0.00	0.78	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.82

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-70 Campbellton Redwine Rd (South)					GA-70 Campbellton Redwine Rd (North)					Jones Ferry Rd (West)					Jones Ferry Rd (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
0645 - 0700	0	23	0	0	23	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	38
0700 - 0715	0	11	0	0	11	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	18
0715 - 0730	0	28	0	0	28	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	45
0730 - 0745	0	31	0	0	31	0	13	0	0	13	0	1	0	0	1	0	0	0	0	0	45
Total	0	93	0	0	93	0	52	0	0	52	0	1	0	0	1	0	0	0	0	0	146
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.75	0.00	0.00	0.75	0.00	0.76	0.00	0.00	0.76	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.81

[illegible]

	Northbound					Southbound					Eastbound					Westbound					
	GA-70 Campbellton Redwine Rd (South)					GA-70 Campbellton Redwine Rd (North)					Jones Ferry Rd (West)					Jones Ferry Rd (East)					
Time	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Total
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

[illegible]



[Click here for Map](#)

Peak Hour Turning Movement Count

Chattahoochee Hills, GA



www.marrtraffic.com

Wednesday, January 11, 2023	
Period	1600 - 1800
Peak Hour	1645 - 1745

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

GA-70 Campbellton Redwine Rd (North)

Southbound

(1-3)	1	117	0	0	118	73	(1-3)
(4-7)	0	0	0	0	0	3	(4-7)
(8-13)	0	1	0	0	1	0	(8-13)

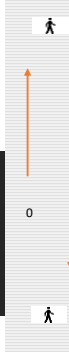
Total	1	118	0	0	119	76	Total



0

0

(1-3)	(4-7)	(8-13)	Total
2	0	0	2
1	0	0	1
0	0	0	0
0	0	0	0
1	0	0	1
0	0	0	0
0	0	0	0
(1-3)	(4-7)	(8-13)	Total



Classes	(1-3)	(4-7)	(8-13)	Total
Volume	193	3	1	197
PHF				0.864

Total	(8-13)	(4-7)	(1-3)
1	0	0	1
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	1
1	0	0	1
Total	(8-13)	(4-7)	(1-3)

Total	118	76	0	1	74	1	Total
(8-13)	1	0	0	0	0	0	(8-13)
(4-7)	0	3	0	0	3	0	(4-7)
(1-3)	117	73	0	1	71	1	(1-3)

Northbound

GA-70 Campbellton Redwine Rd (South)

Jones Ferry Rd (West)

Eastbound

Jones Ferry Rd (East)

Westbound

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-70 Campbellton Redwine Rd (South)					GA-70 Campbellton Redwine Rd (North)					Jones Ferry Rd (West)					Jones Ferry Rd (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
1645 - 1700	0	15	0	0	15	0	25	0	0	25	1	0	0	0	1	0	0	1	0	1	42
1700 - 1715	0	17	1	0	18	0	35	0	0	35	0	0	0	0	0	0	0	0	0	0	53
1715 - 1730	0	22	0	0	22	0	23	0	0	23	0	0	0	0	0	0	0	0	0	0	45
1730 - 1745	1	20	0	0	21	0	35	1	0	36	0	0	0	0	0	0	0	0	0	0	57
Total	1	74	1	0	76	0	118	1	0	119	1	0	0	0	1	0	0	1	0	1	197
Approach %	1.32	97.37	1.32	0.00	-	0.00	99.16	0.84	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
PHF	0.25	0.84	0.25	0.00	0.86	0.00	0.84	0.25	0.00	0.83	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.25	0.86

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-70 Campbellton Redwine Rd (South)					GA-70 Campbellton Redwine Rd (North)					Jones Ferry Rd (West)					Jones Ferry Rd (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
1645 - 1700	0	14	0	0	14	0	25	0	0	25	1	0	0	0	1	0	0	1	0	1	41
1700 - 1715	0	16	1	0	17	0	34	0	0	34	0	0	0	0	0	0	0	1	0	0	51
1715 - 1730	0	21	0	0	21	0	23	0	0	23	0	0	0	0	0	0	0	0	0	0	44
1730 - 1745	1	20	0	0	21	0	35	1	0	36	0	0	0	0	0	0	0	0	0	0	57
Total	1	71	1	0	73	0	117	1	0	118	1	0	0	0	1	0	0	1	0	1	193
Approach %	1.37	97.26	1.37	0.00	-	0.00	99.15	0.85	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
PHF	0.25	0.85	0.25	0.00	0.87	0.00	0.84	0.25	0.00	0.82	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.25	0.85

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Classified Turn Movement Count || All vehicles



Chattahoochee Hills, GA

www.marrtraffic.com

Site 6 of 6
GA-70 Campbellton Redwine Rd (South)
GA-70 Campbellton Redwine Rd (North)
Jones Ferry Rd (West)
Jones Ferry Rd (East)

Date
Wednesday, January 11, 2023

Weather
Mostly Cloudy
55°F

Lat/Long
33.551069°, -84.796055°

0600 - 0800 (Weekday 2h Session) (01-11-2023)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-70 Campbellton Redwine Rd (South)					GA-70 Campbellton Redwine Rd (North)					Jones Ferry Rd (West)					Jones Ferry Rd (East)					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
0600 - 0615	0	15	0	0	15	0	7	0	0	7	1	0	0	0	1	0	0	0	0	0	23
0615 - 0630	0	24	0	0	24	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	32
0630 - 0645	0	22	0	0	22	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	35
0645 - 0700	0	23	0	0	23	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	39
Hourly Total	0	84	0	0	84	0	44	0	0	44	1	0	0	0	1	0	0	0	0	0	129
0700 - 0715	0	11	0	0	11	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	18
0715 - 0730	0	28	0	0	28	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	45
0730 - 0745	0	31	0	0	31	0	13	0	0	13	0	1	0	0	1	0	0	0	0	0	45
0745 - 0800	0	21	0	0	21	1	15	0	0	16	0	0	0	0	0	0	0	0	0	0	37
Hourly Total	0	91	0	0	91	1	52	0	0	53	0	1	0	0	1	0	0	0	0	0	145
Grand Total	0	175	0	0	175	1	96	0	0	97	1	1	0	0	2	0	0	0	0	0	274
Approach %	0.00	100.00	0.00	0.00	-	1.03	98.97	0.00	0.00	-	50.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	63.87	0.00	0.00	63.87	0.36	35.04	0.00	0.00	35.40	0.36	0.36	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.00	
PHF	0.00	0.75	0.00	0.00	0.75	0.00	0.78	0.00	0.00	0.78	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.82

1600 - 1800 (Weekday 2h Session) (01-11-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-70 Campbellton Redwine Rd (South)					GA-70 Campbellton Redwine Rd (North)					Jones Ferry Rd (West)					Jones Ferry Rd (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
1600 - 1615	1	17	0	0	18	1	20	1	0	22	0	0	0	0	0	0	1	0	0	1	41
1615 - 1630	0	17	0	0	17	1	28	1	0	30	0	1	1	0	2	0	0	0	0	0	49
1630 - 1645	0	15	0	0	15	0	19	0	0	19	0	0	2	0	2	0	0	1	0	1	37
1645 - 1700	0	15	0	0	15	0	25	0	0	25	1	0	0	0	1	0	0	1	0	1	42
Hourly Total	1	64	0	0	65	2	92	2	0	96	1	1	3	0	5	0	1	2	0	3	169
1700 - 1715	0	17	1	0	18	0	35	0	0	35	0	0	0	0	0	0	0	0	0	0	53
1715 - 1730	0	22	0	0	22	0	23	0	0	23	0	0	0	0	0	0	0	0	0	0	45
1730 - 1745	1	20	0	0	21	0	35	1	0	36	0	0	0	0	0	0	0	0	0	0	57
1745 - 1800	0	12	0	0	12	1	25	0	0	26	1	1	0	0	2	0	0	1	0	1	41
Hourly Total	1	71	1	0	73	1	118	1	0	120	1	1	0	0	2	0	0	1	0	1	196
Grand Total	2	135	1	0	138	3	210	3	0	216	2	2	3	0	7	0	1	3	0	4	365
Approach %	1.45	97.83	0.72	0.00	-	1.39	97.22	1.39	0.00	-	28.57	28.57	42.86	0.00	-	0.00	25.00	75.00	0.00	-	
Intersection %	0.55	36.99	0.27	0.00	37.81	0.82	57.53	0.82	0.00	59.18	0.55	0.55	0.82	0.00	1.92	0.00	0.27	0.82	0.00	1.10	
PHF	0.25	0.84	0.25	0.00	0.86	0.00	0.84	0.25	0.00	0.83	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.25	0.86

Chattahoochee Hills, GA



Weather
Partly Cloudy
49°F

0000 - 2400 (24h Session) (01-10-2023)
NB EB 15min

Session Total	0	545	255	1	21	4	0	0	4	0	0	0	0	830
Session Average	0.00	5.68	2.66	0.01	0.22	0.04	0.00	0.00	0.04	0.00	0.00	0.00	0.00	8.65
Session Percentage	0.00	65.66	30.72	0.12	2.53	0.48	0.00	0.00	0.48	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0600 - 0730	0730 - 0830		0545 - 0645	0630 - 0730	-	-	0815 - 0915	-	-	-	-	0715 - 0815
AM Peak Volume	0	62	35	0	2	1	0	0	1	0	0	0	0	88
Noon Peak Hour	-	1430 - 1530	1300 - 1400	1400 - 1500	1200 - 1300	1015 - 1115	-	-	1215 - 1315	-	-	-	-	1430 - 1530
Noon Peak Volume	0	33	13	1	4	1	0	0	1	0	0	0	0	47
PM Peak Hour	-	1700 - 1800	1645 - 1745	-	1715 - 1815	1630 - 1730	-	0	0	0	-	-	-	1645 - 1745
PM Peak Volume	0	49	36	0	4	1	0	0	0	0	0	0	0	87

Site 7
GA-70 Campbellton Redwine Rd (South),
south of Jones Ferry Rd (West)

Date
Wednesday, January 11, 2023

Weather
Mostly Cloudy
55°F

Lat/Long
33.549732°, -84.796396°

0000 - 2400 (24h Session) (01-11-2023)
NB EB 15min

Time	Northbound (Movement 7.1)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	1	1	0	0	0	0	0	0	0	0	0	0	2	5
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	1	0	0	0	0	0	1	0	0	0	0	2	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0315 - 0330	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16
0415 - 0430	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0445 - 0500	0	3	6	0	0	0	0	0	0	0	0	0	0	9	
0500 - 0515	0	0	1	0	0	0	0	0	0	0	0	0	0	1	10
0515 - 0530	0	6	4	0	0	0	0	0	0	0	0	0	0	10	
0530 - 0545	0	5	5	0	0	0	0	0	0	0	0	0	0	10	
0545 - 0600	0	6	4	0	0	0	0	2	0	0	0	0	0	12	
0600 - 0615	0	13	2	0	0	0	0	0	0	0	0	0	0	15	84
0615 - 0630	0	15	7	0	1	0	0	1	0	0	0	0	0	24	
0630 - 0645	0	12	8	0	1	0	0	1	0	0	0	0	0	22	
0645 - 0700	0	19	4	0	0	0	0	0	0	0	0	0	0	23	
0700 - 0715	0	8	3	0	0	0	0	0	0	0	0	0	0	11	28
0715 - 0730	0	17	11	0	0	0	0	0	0	0	0	0	0	28	
0730 - 0745	0	23	8	0	0	0	0	0	0	0	0	0	0	31	
0745 - 0800	0	10	11	0	0	0	0	0	0	0	0	0	0	21	
0800 - 0815	0	11	10	0	1	0	0	0	0	0	0	0	0	22	72
0815 - 0830	0	11	10	0	0	0	0	0	0	0	0	0	0	21	
0830 - 0845	0	12	6	0	0	0	0	0	0	0	0	0	0	18	
0845 - 0900	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
0900 - 0915	0	1	5	1	0	0	0	1	0	0	0	0	0	7	13
0915 - 0930	0	9	4	0	0	0	0	0	0	0	0	0	0	13	
0930 - 0945	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
0945 - 1000	0	4	2	0	1	0	0	0	0	0	0	0	0	7	
1000 - 1015	0	8	2	0	0	0	0	0	0	0	0	0	0	10	29
1015 - 1030	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
1030 - 1045	0	5	0	0	0	1	0	0	0	0	0	0	0	6	
1045 - 1100	0	2	5	0	0	0	0	0	0	0	0	0	0	7	
1100 - 1115	0	8	1	0	0	0	0	0	0	0	0	0	0	9	12
1115 - 1130	0	8	4	0	0	0	0	0	0	0	0	0	0	12	
1130 - 1145	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
1145 - 1200	0	4	2	0	2	0	0	0	0	0	0	0	0	8	
1200 - 1215	0	10	4	0	0	0	0	1	0	0	0	0	0	15	36
1215 - 1230	0	5	4	0	0	0	0	0	0	0	0	0	0	9	
1230 - 1245	0	3	2	0	0	1	0	0	0	0	0	0	0	6	
1245 - 1300	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
1300 - 1315	0	4	2	0	1	0	0	0	0	0	0	0	0	7	13
1315 - 1330	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
1330 - 1345	0	8	5	0	0	0	0	0	0	0	0	0	0	13	
1345 - 1400	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
1400 - 1415	0	10	3	0	2	0	0	0	0	0	0	0	0	15	39
1415 - 1430	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
1430 - 1445	0	4	4	0	1	0	0	0	0	0	0	0	0	9	
1445 - 1500	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
1500 - 1515	0	12	3	0	0	0	0	0	0	0	0	0	0	15	44
1515 - 1530	0	4	4	0	0	0	0	0	0	0	0	0	0	8	
1530 - 1545	0	8	5	0	0	0	0	0	0	0	0	0	0	13	
1545 - 1600	0	6	1	0	1	0	0	0	0	0	0	0	0	8	
1600 - 1615	0	15	3	0	0	0	0	0	0	0	0	0	0	18	65
1615 - 1630	0	11	6	0	0	0	0	0	0	0	0	0	0	17	
1630 - 1645	0	10	4	0	0	0	0	0	1	0	0	0	0	15	
1645 - 1700	0	9	5	0	1	0	0	0	0	0	0	0	0	15	
1700 - 1715	0	10	7	0	1	0	0	0	0	0	0	0	0	18	21
1715 - 1730	0	18	3	0	1	0	0	0	0	0	0	0	0	22	
1730 - 1745	0	17	4	0	0	0	0	0	0	0	0	0	0	21	
1745 - 1800	0	6	6	0	0	0	0	0	0	0	0	0	0	12	
1800 - 1815	0	3	1	0	0	0	0	0	0	0	0	0	0	4	31
1815 - 1830	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
1830 - 1845	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
1845 - 1900	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
1900 - 1915	0	8	1	0	0	0	0	0	0	0	0	0	0	9	32
1915 - 1930	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
1930 - 1945	0	5	1	0	1	0	0	0	0	0	0	0	0	7	
1945 - 2000	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
2000 - 2015	0	4	0	0	0	0	0	0	0	0	0	0	0	4	17
2015 - 2030	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2030 - 2045	0	4	0	0	1	0	0	0	0	0	0	0	0	5	
2045 - 2100	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
2100 - 2115	0	3	1	0	0	0	0	0	0	0	0	0	0	4	15
2115 - 2130	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2130 - 2145	0	3	1	0	1	0	0	0	0	0	0	0	0	5	
2145 - 2200	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2200 - 2215	0	4	2	0	0	0	0	0	0	0	0	0	0	6	12
2215 - 2230	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2345 - 0000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	

Session Total	0	543	239	1	17	2	0	5	2	0	0	0	0	809
Session Average	0.00	5.66	2.49	0.01	0.18	0.02	0.00	0.05	0.02	0.00	0.00	0.00	0.00	8.43
Session Percentage	0.00	67.12	29.54	0.12	2.10	0.25	0.00	0.62	0.25	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0645 - 0745	0715 - 0815	0815 - 0915	0545 - 0645	0945 - 1045	-	0545 - 0645	-	-	-	-	-	0715 - 0815
AM Peak Volume	0	67	40	1	2	1	0	4	0	0	0	0	0	102
Noon Peak Hour	-	1115 - 1215	1330 - 1430	-	1345 - 1445	1000 - 1100	-	1115 - 1215	-	-	-	-	-	1115 - 1215
Noon Peak Volume	0	30	13	0	3	1	0	1	0	0	0	0	0	43
PM Peak Hour	-	1645 - 1745	1615 - 1715	-	1630 - 1730	-	-	-	1545 - 1645	-	-	-	-	1645 - 1745
PM Peak Volume	0	54	22	0	3	0	0	0	1	0	0	0	0	76

Bi-Directional Class Count || SB WB 15min

Chattahoochee Hills, GA

Site 7

GA-70 Campbellton Redwine Rd (South),
south of Jones Ferry Rd (West)

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.549732°, -84.796396°

[Click here for Map](#)

0000 - 2400 (24h Session) (01-10-2023)

SB WB 15min

Time	Southbound (Movement 7.2)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345 - 0400	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0430 - 0445	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
0445 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
0500 - 0515	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0
0515 - 0530	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0
0530 - 0545	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0
0545 - 0600	0	3	1	0	0	0	0	0	0	0	0	0	0	4	17
0600 - 0615	0	7	0	0	0	0	0	0	1	0	0	0	0	8	0
0615 - 0630	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0
0630 - 0645	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0
0645 - 0700	0	8	1	0	0	0	0	0	0	0	0	0	0	9	40
0700 - 0715	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0
0715 - 0730	0	12	1	0	1	0	0	0	0	0	0	0	0	14	0
0730 - 0745	0	7	8	0	0	0	0	0	0	0	0	0	0	15	0
0745 - 0800	0	14	1	0	0	0	0	0	0	0	0	0	0	15	54
0800 - 0815	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0
0815 - 0830	0	11	3	0	1	0	0	0	0	0	0	0	0	15	0
0830 - 0845	0	5	1	0	0	1	0	0	0	0	0	0	0	7	0
0845 - 0900	0	7	3	0	1	0	0	0	2	0	0	0	0	13	47
0900 - 0915	0	9	3	0	0	0	0	0	1	0	0	0	0	13	0
0915 - 0930	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0
0930 - 0945	0	4	4	0	1	0	0	0	0	0	0	0	0	9	0
0945 - 1000	0	8	4	0	1	0	0	0	0	0	0	0	0	13	44
1000 - 1015	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0
1015 - 1030	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0
1030 - 1045	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0
1045 - 1100	0	6	2	0	0	0	0	0	0	0	0	0	0	8	24
1100 - 1115	0	1	3	0	0	0	0	0	0	0	0	0	0	4	0
1115 - 1130	0	1	2	0	2	1	0	0	0	0	0	0	0	6	0
1130 - 1145	0	3	5	0	0	0	0	0	0	0	0	0	0	8	0
1145 - 1200	0	4	2	0	0	0	0	0	0	0	0	0	0	6	24
1200 - 1215	0	5	7	0	0	0	0	0	0	0	0	0	0	12	0
1215 - 1230	0	6	4	0	0	0	0	0	0	0	0	0	0	10	0
1230 - 1245	0	2	2	0	1	0	0	0	0	0	0	0	0	5	0
1245 - 1300	0	2	2	0	0	0	0	0	0	0	0	0	0	4	31
1300 - 1315	0	8	3	0	0	0	0	0	0	0	0	0	0	11	0
1315 - 1330	0	13	5	0	0	0	0	0	0	0	0	0	0	18	0
1330 - 1345	1	8	1	0	0	0	0	0	0	0	0	0	0	10	0
1345 - 1400	0	5	6	0	0	0	0	0	0	0	0	0	0	11	50
1400 - 1415	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0
1415 - 1430	0	15	6	0	0	0	0	0	0	0	0	0	0	21	0
1430 - 1445	0	10	3	0	0	0	0	0	0	0	0	0	0	13	0
1445 - 1500	0	8	6	0	0	0	0	0	0	0	0	0	0	14	0
1500 - 1515	0	12	10	0	0	0	0	0	0	0	0	0	0	22	55
1515 - 1530	0	7	7	0	0	0	0	0	0	0	0	0	0	14	0
1530 - 1545	0	8	19	0	0	0	0	0	0	0	0	0	0	27	0
1545 - 1600	0	20	4	0	0	0	0	0	0	0	0	0	0	24	87
1600 - 1615	0	12	6	0	0	0	0	0	0	0	0	0	0	18	0
1615 - 1630	0	19	9	0	1	0	0	0	0	0	0	0	0	29	0
1630 - 1645	0	24	10	0	0	0	0	0	0	0	0	0	0	35	0
1645 - 1700	0	16	12	0	0	0	0	0	0	0	0	0	0	28	110
1700 - 1715	0	24	13	0	0	1	0	0	0	0	0	0	0	38	0
1715 - 1730	0	27	8	0	0	1	0	0	0	0	0	0	0	36	0
1730 - 1745	0	13	8	0	0	0	0	0	0	0	0	0	0	21	0
1745 - 1800	0	18	13	0	0	0	0	0	0	0	0	0	0	31	126
1800 - 1815	0	19	11	0	0	0	0	0	0	0	0	0	0	30	0
1815 - 1830	0	18	4	0	0	0	0	0	0	0	0	0	0	22	0
1830 - 1845	0	11	3	0	0	0	0	0	0	0	0	0	0	14	0
1845 - 1900	0	10	4	0	0	0	0	0	0	0	0	0	0	14	80
1900 - 1915	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0
1915 - 1930	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0
1930 - 1945	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0
1945 - 2000	0	6	2	0	0	0	0	0	0	0	0	0	0	8	36
2000 - 2015	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0
2015 - 2030	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0
2030 - 2045	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0
2045 - 2100	0	5	0	0	0	0	0	0	0	0	0	0	0	5	21
2100 - 2115	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
2115 - 2130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
2130 - 2145	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0
2145 - 2200	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14
2200 - 2215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
2215 - 2230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
2245 - 2300	0	2	0	0	0	0	0	0	0	0	0	0	0	2	7
2300 - 2315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
2315 - 2330	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345 - 0000	0	2	0	0	0	0	0	0	0	0	0	0	0	2	6

Session Total	1	614	251	0	10	4	0	0	4	0	0	0	0	884
Session Average	0.01	6.40	2.61	0.00	0.10	0.04	0.00	0.00	0.04	0.00	0.00	0.00	0.00	9.21
Session Percentage	0.11	69.46	28.39	0.00	1.13	0.45	0.00	0.00	0.45	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0630 - 0730	0730 - 0830	-	0800 - 0900	0745 - 0845	-	-	0815 - 0915	-	-	-	-	0730 - 0830
AM Peak Volume	0	44	13	0	2	1	0	0	3	0	0	0	0	57
Noon Peak Hour	1245 - 1345	1415 - 1515	1445 - 1545	-	1030 - 1130	1030 - 1130	-	-	-	-	-	-	-	1445 - 1545
Noon Peak Volume	1	45	42	0	2	1	0	0	0	0	0	0	0	77
PM Peak Hour	-	1630 - 1730	1615 - 1715	-	1545 - 1645	1630 - 1730	-	0	0	0	0	0	0	1630 - 1730
PM Peak Volume	0	31	44	0	2	1	0	0	0	0	0	0	0	47

Site 7
GA-70 Campbellton Redwine Rd (South),
south of Jones Ferry Rd (West)

Date
Wednesday, January 11, 2023

Weather
Mostly Cloudy
55°F

Lat/Long
33.549732°, -84.796396°

0000 - 2400 (24h Session) (01-11-2023)
S8 WB 15min

Time	Southbound (Movement 7.2)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0030 - 0045	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0045 - 0100	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0115 - 0130	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0400 - 0415	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0430 - 0445	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0515 - 0530	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
0530 - 0545	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
0545 - 0600	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0600 - 0615	0	6	1	0	0	0	0	0	0	0	0	0	0	7	17
0615 - 0630	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
0630 - 0645	0	9	4	0	0	0	0	0	0	0	0	0	0	13	
0645 - 0700	0	11	4	0	1	0	0	0	0	0	0	0	0	16	
0700 - 0715	0	6	1	0	0	0	0	0	0	0	0	0	0	7	44
0715 - 0730	0	12	5	0	0	0	0	0	0	0	0	0	0	17	
0730 - 0745	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
0745 - 0800	0	10	4	0	1	0	0	0	0	0	0	0	0	15	
0800 - 0815	0	11	3	0	1	0	0	0	0	0	0	0	0	15	10
0815 - 0830	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
0830 - 0845	0	4	1	0	1	0	0	0	0	0	0	0	0	6	
0845 - 0900	0	12	3	0	0	0	0	1	0	0	0	0	0	16	
0900 - 0915	0	4	1	0	0	0	0	0	0	0	0	0	0	5	47
0915 - 0930	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
0930 - 0945	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
0945 - 1000	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
1000 - 1015	0	1	4	0	0	0	0	0	0	0	0	0	0	5	25
1015 - 1030	0	3	3	0	0	0	0	0	1	0	0	0	0	7	
1030 - 1045	0	8	4	0	0	0	0	0	0	0	0	0	0	12	
1045 - 1100	0	8	5	0	0	0	0	0	0	0	0	0	0	13	
1100 - 1115	0	5	1	0	2	0	0	0	0	0	0	0	0	8	37
1115 - 1130	0	6	3	0	1	0	0	2	0	0	0	0	0	12	
1130 - 1145	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
1145 - 1200	0	5	5	0	0	0	0	0	0	0	0	0	0	10	
1200 - 1215	0	12	1	0	0	0	0	0	0	0	0	0	0	13	39
1215 - 1230	0	6	2	0	2	0	0	0	1	0	0	0	0	11	
1230 - 1245	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
1245 - 1300	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
1300 - 1315	0	3	1	0	0	0	0	0	0	0	0	0	0	4	29
1315 - 1330	0	6	1	0	0	0	0	1	0	0	0	0	0	8	
1330 - 1345	0	8	3	0	0	0	0	0	1	0	0	0	0	12	
1345 - 1400	0	2	3	0	0	0	0	0	0	0	0	0	0	5	
1400 - 1415	0	6	5	0	0	0	0	0	0	0	0	0	0	11	53
1415 - 1430	0	5	6	0	0	0	0	0	1	0	0	0	0	12	
1430 - 1445	0	5	9	0	0	0	0	0	0	0	0	0	0	14	
1445 - 1500	0	9	6	0	1	0	0	0	0	0	0	0	0	16	
1500 - 1515	0	5	6	0	0	0	0	0	0	0	0	0	0	11	76
1515 - 1530	0	13	5	0	0	0	0	1	0	0	0	0	0	19	
1530 - 1545	0	16	12	0	0	0	0	0	0	0	0	0	0	28	
1545 - 1600	0	9	8	0	1	0	0	0	0	0	0	0	0	18	
1600 - 1615	0	13	7	0	0	0	0	0	0	0	0	0	0	20	95
1615 - 1630	0	16	12	0	1	0	0	0	0	0	0	0	0	29	
1630 - 1645	0	11	10	0	0	0	0	0	0	0	0	0	0	21	
1645 - 1700	0	15	10	0	0	0	0	0	0	0	0	0	0	25	
1700 - 1715	0	27	7	0	0	0	0	0	1	0	0	0	0	35	118
1715 - 1730	0	11	12	0	0	0	0	0	0	0	0	0	0	23	
1730 - 1745	0	25	10	0	0	0	0	0	0	0	0	0	0	35	
1745 - 1800	0	12	12	0	1	0	0	0	0	0	0	0	0	25	
1800 - 1815	0	23	8	0	0	0	0	0	0	0	0	0	0	31	69
1815 - 1830	0	12	2	1	0	0	0	0	0	0	0	0	0	15	
1830 - 1845	0	14	2	0	1	0	0	0	0	0	0	0	0	17	
1845 - 1900	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
1900 - 1915	0	10	1	0	0	0	0	0	0	0	0	0	0	11	41
1915 - 1930	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
1930 - 1945	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
1945 - 2000	0	7	1	0	1	0	0	0	0	0	0	0	0	9	
2000 - 2015	0	5	1	0	0	0	0	0	0	0	0	0	0	6	18
2015 - 2030	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2030 - 2045	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2045 - 2100	0	3	0	0	0	0	0	0	1	0	0	0	0	4	
2100 - 2115	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14
2115 - 2130	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2130 - 2145	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
2145 - 2200	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2200 - 2215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	10
2215 - 2230	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
2230 - 2245	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2245 - 2300	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2300 - 2315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
2315 - 2330	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2345 - 0000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	

Session Total	0	551	260	1	15	0	0	4	7	0	0	0	0	838
Session Average	0.00	5.74	2.71	0.01	0.16	0.00	0.00	0.04	0.07	0.00	0.00	0.00	0.00	8.73
Session Percentage	0.00	65.75	31.03	0.12	1.79	0.00	0.00	0.48	0.84	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0715 - 0815	0630 - 0730	-	0745 - 0845	-	-	-	0800 - 0900	-	-	-	-	0715 - 0815
AM Peak Volume	0	44	14	0	3	0	0	0	1	0	0	0	0	60
Noon Peak Hour	-	1445 - 1545	1445 - 1545	-	1030 - 1130	-	-	-	1030 - 1130	1330 - 1430	-	-	-	1445 - 1545
Noon Peak Volume	0	43	29	0	3	0	0	0	2	2	0	0	0	74
PM Peak Hour	-	1645 - 1745	1715 - 1815	1730 - 1830	1530 - 1630	-	-	-	1500 - 1600	1615 - 1715	-	-	-	1645 - 1745
PM Peak Volume	0	78	42	1	2	0	0	1	1	0	0	0	0	118

Bi-Directional Class Count || Bi-Directional 15min

Chattahoochee Hills, GA



www.marrtraffic.com

Site 7

GA-70 Campbellton Redwine Rd (South),
south of Jones Ferry Rd (West)

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.549732°, -84.796396°

0000 - 2400 (24h Session) (01-10-2023)

Bi-Directional 15min

Time	Bi-Directional 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0015 - 0030	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0030 - 0045	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0045 - 0100	0	0	1	0	0	0	0	0	1	0	0	0	0	2	10
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0200 - 0215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0315 - 0330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0415 - 0430	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0445 - 0500	0	3	1	0	0	0	0	0	0	0	0	0	0	4	11
0500 - 0515	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
0515 - 0530	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
0530 - 0545	0	10	2	0	0	0	0	0	0	0	0	0	0	12	
0545 - 0600	0	11	3	0	0	0	0	0	0	0	0	0	0	14	49
0600 - 0615	0	21	2	0	1	0	0	0	1	0	0	0	0	25	
0615 - 0630	0	23	4	0	0	0	0	0	0	0	0	0	0	27	
0630 - 0645	0	29	4	0	1	0	0	0	0	0	0	0	0	34	
0645 - 0700	0	25	3	0	0	0	0	0	0	0	0	0	0	28	114
0700 - 0715	0	24	5	0	0	0	0	0	0	0	0	0	0	29	
0715 - 0730	0	25	10	0	1	1	0	0	0	0	0	0	0	37	
0730 - 0745	0	25	15	0	0	0	0	0	0	0	0	0	0	40	
0745 - 0800	0	25	10	0	0	0	0	0	0	0	0	0	0	35	141
0800 - 0815	0	22	10	0	0	0	0	0	0	0	0	0	0	32	
0815 - 0830	0	22	13	0	1	0	0	0	0	0	0	0	0	36	
0830 - 0845	0	16	8	0	0	1	0	0	0	0	0	0	0	25	
0845 - 0900	0	20	8	0	1	0	0	0	2	0	0	0	0	31	124
0900 - 0915	0	18	6	0	0	0	0	0	2	0	0	0	0	26	
0915 - 0930	0	18	6	0	1	1	0	0	0	0	0	0	0	26	
0930 - 0945	0	9	9	0	1	0	0	0	0	0	0	0	0	19	
0945 - 1000	0	13	6	0	1	0	0	0	0	0	0	0	0	20	91
1000 - 1015	0	9	6	0	1	0	0	0	0	0	0	0	0	16	
1015 - 1030	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
1030 - 1045	0	17	1	0	0	0	0	0	0	0	0	0	0	18	
1045 - 1100	0	12	4	0	0	0	0	0	0	0	0	0	0	16	60
1100 - 1115	0	7	3	0	0	1	0	0	0	0	0	0	0	11	
1115 - 1130	0	6	4	0	3	1	0	0	0	0	0	0	0	14	
1130 - 1145	0	9	6	0	0	0	0	0	0	0	0	0	0	15	
1145 - 1200	0	9	3	0	0	0	0	0	0	0	0	0	0	12	52
1200 - 1215	0	9	10	0	1	0	0	0	0	0	0	0	0	20	
1215 - 1230	0	12	6	0	0	0	0	0	0	0	0	0	0	18	
1230 - 1245	0	12	5	0	2	0	0	0	0	0	0	0	0	19	
1245 - 1300	0	7	5	0	2	0	0	0	0	0	0	0	0	14	71
1300 - 1315	0	10	5	0	0	0	0	0	1	0	0	0	0	16	
1315 - 1330	0	16	7	0	1	0	0	0	0	0	0	0	0	24	
1330 - 1345	1	11	4	0	1	0	0	0	0	0	0	0	0	17	
1345 - 1400	0	12	12	0	0	0	0	0	0	0	0	0	0	24	81
1400 - 1415	0	12	4	0	0	0	0	0	1	0	0	0	0	17	
1415 - 1430	0	19	8	0	0	0	0	0	0	0	0	0	0	27	
1430 - 1445	0	15	6	0	1	0	0	0	0	0	0	0	0	22	
1445 - 1500	0	14	7	1	0	0	0	0	0	0	0	0	0	22	88
1500 - 1515	0	19	14	0	0	0	0	0	0	0	0	0	0	33	
1515 - 1530	0	22	11	0	0	0	0	0	0	0	0	0	0	33	
1530 - 1545	0	13	20	0	1	0	0	0	0	0	0	0	0	34	
1545 - 1600	0	25	9	0	2	0	0	0	0	0	0	0	0	36	136
1600 - 1615	0	23	10	0	0	0	0	0	0	0	0	0	0	33	
1615 - 1630	0	36	15	0	1	0	0	0	0	0	0	0	0	52	
1630 - 1645	0	30	14	0	1	0	0	0	0	0	0	0	0	45	
1645 - 1700	0	26	25	0	0	0	0	0	0	0	0	0	0	51	181
1700 - 1715	0	35	16	0	0	1	0	0	0	0	0	0	0	52	
1715 - 1730	0	40	17	0	1	2	0	0	0	0	0	0	0	60	
1730 - 1745	0	26	19	0	2	0	0	0	0	0	0	0	0	47	
1745 - 1800	0	30	20	0	0	0	0	0	0	0	0	0	0	50	209
1800 - 1815	0	30	17	0	1	0	0	0	0	0	0	0	0	48	
1815 - 1830	0	27	8	0	0	0	0	0	0	0	0	0	0	35	
1830 - 1845	0	18	6	0	0	0	0	0	0	0	0	0	0	24	
1845 - 1900	0	14	7	0	0	0	0	0	0	0	0	0	0	21	128
1900 - 1915	0	13	5	0	0	0	0	0	0	0	0	0	0	18	
1915 - 1930	0	12	5	0	0	0	0	0	0	0	0	0	0	17	
1930 - 1945	0	13	4	0	0	0	0	0	0	0	0	0	0	17	
1945 - 2000	0	9	7	0	0	0	0	0	0	0	0	0	0	16	68
2000 - 2015	0	5	4	0	0	0	0	0	0	0	0	0	0	9	
2015 - 2030	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
2030 - 2045	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2045 - 2100	0	7	0	0	0	0	0	0	0	0	0	0	0	7	32
2100 - 2115	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
2115 - 2130	0	5	1	0	1	0	0	0	0	0	0	0	0	7	
2130 - 2145	0	9	2	0	1	0	0	0	0	0	0	0	0	12	
2145 - 2200	0	7	0	0	0	0	0	0	0	0	0	0	0	7	33
2200 - 2215	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2215 - 2230	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2230 - 2245	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2245 - 2300	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14
2300 - 2315	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2315 - 2330	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2330 - 2345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2345 - 0000	0	2	0	0	0	0	0	0	0	0	0	0	0	2	10

Session Total	1	1159	506	1	31	8	0	0	8	0	0	0	0	1714
Session Average	0.01	12.07	5.27	0.01	0.32	0.08	0.00	0.00	0.08	0.00	0.00	0.00	0.00	17.85
Session Percentage	0.06	67.62	29.52	0.06	1.81	0.47	0.00	0.00	0.47	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0630 - 0730	0730 - 0830	-	0915 - 1015	0830 - 0930	-	-	0815 - 0915	-	-	-	-	0715 - 0815
AM Peak Volume	0	103	48	0	4	2	0	0	4	0	0	0	0	144
Noon Peak Hour	1245 - 1345	1430 - 1530	1445 - 1545	1400 - 1500	1200 - 1300	1030 - 1130	-	-	1215 - 1315	-	-	-	-	1445 - 1545
Noon Peak Volume	1	70	52	1	5	2	0	0	1	0	0	0	0	122
PM Peak Hour	-	1630 - 1730	1645 - 1745	-	1530 - 1630	1630 - 1730	-	-	-	-	-	-	-	1645 - 1745
PM Peak Volume	0	331	77	0	4	3	0	0	0	0	0	0	0	210

Site 7
GA-70 Campbellton Redwine Rd (South),
south of Jones Ferry Rd (West)

Date
Wednesday, January 11, 2023

Weather
Mostly Cloudy
55°F

0000 - 2400 (24h Session) (01-11-2023)
Bi-Directional 15min

Lat/Long
33.549732°, -84.796396°

Time	Bi-Directional 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	2	1	0	0	0	0	0	0	0	0	0	0	3	10
0015 - 0030	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0030 - 0045	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0045 - 0100	0	0	2	0	0	0	0	0	1	0	0	0	0	3	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0115 - 0130	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0315 - 0330	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0400 - 0415	0	2	1	0	0	0	0	0	0	0	0	0	0	3	20
0415 - 0430	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0430 - 0445	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
0445 - 0500	0	4	0	0	0	0	0	0	0	0	0	0	0	10	
0500 - 0515	0	0	1	0	0	0	0	0	0	0	0	0	0	1	50
0515 - 0530	0	9	6	0	0	0	0	0	0	0	0	0	0	15	
0530 - 0545	0	10	8	0	0	0	0	0	0	0	0	0	0	18	
0545 - 0600	0	9	5	0	0	0	0	2	0	0	0	0	0	16	
0600 - 0615	0	19	3	0	0	0	0	0	0	0	0	0	0	22	128
0615 - 0630	0	20	10	0	1	0	0	1	0	0	0	0	0	32	
0630 - 0645	0	21	12	0	1	0	0	1	0	0	0	0	0	35	
0645 - 0700	0	30	8	0	1	0	0	0	0	0	0	0	0	39	
0700 - 0715	0	14	4	0	0	0	0	0	0	0	0	0	0	18	143
0715 - 0730	0	29	16	0	0	0	0	0	0	0	0	0	0	45	
0730 - 0745	0	34	10	0	0	0	0	0	0	0	0	0	0	44	
0745 - 0800	0	20	15	0	1	0	0	0	0	0	0	0	0	36	
0800 - 0815	0	22	13	0	2	0	0	0	0	0	0	0	0	37	119
0815 - 0830	0	20	11	0	0	0	0	0	0	0	0	0	0	31	
0830 - 0845	0	16	7	0	1	0	0	0	0	0	0	0	0	24	
0845 - 0900	0	20	6	0	0	0	0	0	1	0	0	0	0	27	
0900 - 0915	0	5	6	1	0	0	0	0	0	0	0	0	0	12	60
0915 - 0930	0	17	7	0	0	0	0	0	0	0	0	0	0	24	
0930 - 0945	0	8	5	0	0	0	0	0	0	0	0	0	0	13	
0945 - 1000	0	6	4	0	1	0	0	0	0	0	0	0	0	11	
1000 - 1015	0	9	6	0	0	0	0	0	0	0	0	0	0	15	66
1015 - 1030	0	7	5	0	0	0	0	0	1	0	0	0	0	13	
1030 - 1045	0	13	4	0	0	1	0	0	0	0	0	0	0	18	
1045 - 1100	0	10	10	0	0	0	0	0	0	0	0	0	0	20	
1100 - 1115	0	13	2	0	2	0	0	0	0	0	0	0	0	17	74
1115 - 1130	0	14	7	0	1	0	0	2	0	0	0	0	0	24	
1130 - 1145	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
1145 - 1200	0	9	7	0	2	0	0	0	0	0	0	0	0	18	
1200 - 1215	0	22	5	0	0	0	0	1	0	0	0	0	0	28	75
1215 - 1230	0	11	6	0	2	0	0	0	1	0	0	0	0	20	
1230 - 1245	0	8	4	0	0	1	0	0	0	0	0	0	0	13	
1245 - 1300	0	10	4	0	0	0	0	0	0	0	0	0	0	14	
1300 - 1315	0	7	3	0	1	0	0	0	0	0	0	0	0	11	63
1315 - 1330	0	14	2	0	0	0	0	1	0	0	0	0	0	17	
1330 - 1345	0	16	8	0	0	0	0	0	1	0	0	0	0	25	
1345 - 1400	0	5	5	0	0	0	0	0	0	0	0	0	0	10	
1400 - 1415	0	16	8	0	2	0	0	0	0	0	0	0	0	26	92
1415 - 1430	0	12	9	0	0	0	0	0	1	0	0	0	0	22	
1430 - 1445	0	9	13	0	1	0	0	0	0	0	0	0	0	23	
1445 - 1500	0	14	6	0	1	0	0	0	0	0	0	0	0	21	
1500 - 1515	0	17	9	0	0	0	0	0	0	0	0	0	0	26	120
1515 - 1530	0	17	9	0	0	0	0	1	0	0	0	0	0	27	
1530 - 1545	0	24	17	0	0	0	0	0	0	0	0	0	0	41	
1545 - 1600	0	15	9	0	2	0	0	0	0	0	0	0	0	26	
1600 - 1615	0	28	10	0	0	0	0	0	0	0	0	0	0	38	160
1615 - 1630	0	27	18	0	1	0	0	0	0	0	0	0	0	46	
1630 - 1645	0	21	14	0	0	0	0	0	1	0	0	0	0	36	
1645 - 1700	0	24	15	0	1	0	0	0	0	0	0	0	0	40	
1700 - 1715	0	37	14	0	1	0	0	0	1	0	0	0	0	53	191
1715 - 1730	0	29	15	0	1	0	0	0	0	0	0	0	0	45	
1730 - 1745	0	42	14	0	0	0	0	0	0	0	0	0	0	56	
1745 - 1800	0	18	18	0	1	0	0	0	0	0	0	0	0	37	
1800 - 1815	0	26	9	0	0	0	0	0	0	0	0	0	0	35	100
1815 - 1830	0	20	4	1	0	0	0	0	0	0	0	0	0	25	
1830 - 1845	0	22	4	0	1	0	0	0	0	0	0	0	0	27	
1845 - 1900	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
1900 - 1915	0	18	2	0	0	0	0	0	0	0	0	0	0	20	73
1915 - 1930	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
1930 - 1945	0	16	3	0	1	0	0	0	0	0	0	0	0	20	
1945 - 2000	0	12	3	0	1	0	0	0	0	0	0	0	0	16	
2000 - 2015	0	9	1	0	0	0	0	0	0	0	0	0	0	10	35
2015 - 2030	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
2030 - 2045	0	8	0	0	1	0	0	0	0	0	0	0	0	9	
2045 - 2100	0	6	2	0	0	0	0	0	1	0	0	0	0	9	
2100 - 2115	0	5	1	0	0	0	0	0	0	0	0	0	0	6	29
2115 - 2130	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2130 - 2145	0	8	2	0	1	0	0	0	0	0	0	0	0	11	
2145 - 2200	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
2200 - 2215	0	5	2	0	0	0	0	0	0	0	0	0	0	7	22
2215 - 2230	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
2230 - 2245	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2245 - 2300	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2300 - 2315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6
2315 - 2330	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2345 - 0000	0	2	0	0	0	0	0	0	0	0	0	0	0	2	

Session Total	0	1094	499	2	32	2	0	9	9	0	0	0	0	1647
Session Average	0.00	11.40	5.20	0.02	0.33	0.02	0.00	0.09	0.09	0.00	0.00	0.00	0.00	17.16
Session Percentage	0.00	66.42	30.30	0.12	1.94	0.12	0.00	0.55	0.55	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0645 - 0745	0715 - 0815	0815 - 0915	0745 - 0845	0945 - 1045	-	0545 - 0645	0800 - 0900	-	-	-	-	0715 - 0815
AM Peak Volume	0	107	54	1	4	1	0	4	1	0	0	0	0	162
Noon Peak Hour	-	1445 - 1545	1445 - 1545	-	1100 - 1200	1000 - 1100	-	1115 - 1215	1330 - 1430	-	-	-	-	1445 - 1545
Noon Peak Volume	0	72	41	0	5	1	0	3	2	0	0	0	0	115
PM Peak Hour	-	1645 - 1745	1615 - 1715	1730 - 1830	1530 - 1630	-	-	1500 - 1600	1615 - 1715	-	-	-	-	1645 - 1745
PM Peak Volume	0	132	61	1	3	0	0	1	2	0	0	0	0	194

Bi-Directional Class Count || NB EB Average 15min

Chattahoochee Hills, GA



www.marrtraffic.com

Site 7

GA-70 Campbellton Redwine Rd (South),
south of Jones Ferry Rd (West)

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.549732°, -84.796396°

0000 - 2400 (Weekday 24h Session) (All Dates)

NB EB Average 15min

Time	NB EB Average 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0015 - 0030	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0030 - 0045	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0045 - 0100	0	0	1	0	0	0	0	0	1	0	0	0	0	2	6
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	1	1	0	0	0	0	0	0	0	0	0	0	1	2
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0315 - 0330	0	2	1	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0415 - 0430	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0445 - 0500	0	3	4	0	0	0	0	0	0	0	0	0	0	6	11
0500 - 0515	0	2	2	0	0	0	0	0	0	0	0	0	0	3	
0515 - 0530	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
0530 - 0545	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
0545 - 0600	0	7	3	0	0	0	0	1	0	0	0	0	0	11	33
0600 - 0615	0	14	2	0	1	0	0	0	0	0	0	0	0	16	
0615 - 0630	0	16	5	0	1	0	0	1	0	0	0	0	0	22	
0630 - 0645	0	14	6	1	0	0	0	1	0	0	0	0	0	21	
0645 - 0700	0	18	3	0	0	0	0	0	0	0	0	0	0	21	79
0700 - 0715	0	11	4	0	0	0	0	0	0	0	0	0	0	15	
0715 - 0730	0	15	10	0	0	1	0	0	0	0	0	0	0	26	
0730 - 0745	0	21	8	0	0	0	0	0	0	0	0	0	0	28	
0745 - 0800	0	11	10	0	0	0	0	0	0	0	0	0	0	21	89
0800 - 0815	0	11	10	0	1	0	0	0	0	0	0	0	0	21	
0815 - 0830	0	11	10	0	0	0	0	0	0	0	0	0	0	21	
0830 - 0845	0	12	7	0	0	0	0	0	0	0	0	0	0	18	
0845 - 0900	0	11	4	0	0	0	0	0	0	0	0	0	0	15	75
0900 - 0915	0	5	4	1	0	0	0	0	1	0	0	0	0	10	
0915 - 0930	0	9	5	0	1	1	0	0	0	0	0	0	0	15	
0930 - 0945	0	5	4	0	0	0	0	0	0	0	0	0	0	9	
0945 - 1000	0	5	2	0	1	0	0	0	0	0	0	0	0	7	41
1000 - 1015	0	7	4	0	1	0	0	0	0	0	0	0	0	11	
1015 - 1030	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
1030 - 1045	0	7	1	0	0	1	0	0	0	0	0	0	0	8	
1045 - 1100	0	4	4	0	0	0	0	0	0	0	0	0	0	8	33
1100 - 1115	0	7	1	0	0	1	0	0	0	0	0	0	0	8	
1115 - 1130	0	7	3	0	1	0	0	0	0	0	0	0	0	10	
1130 - 1145	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
1145 - 1200	0	5	2	0	1	0	0	0	0	0	0	0	0	7	33
1200 - 1215	0	7	4	0	1	0	0	1	0	0	0	0	0	12	
1215 - 1230	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
1230 - 1245	0	7	3	0	1	1	0	0	0	0	0	0	0	10	
1245 - 1300	0	5	2	0	1	0	0	0	0	0	0	0	0	8	38
1300 - 1315	0	3	2	0	1	0	0	0	1	0	0	0	0	6	
1315 - 1330	0	6	2	0	1	0	0	0	0	0	0	0	0	8	
1330 - 1345	0	6	4	0	1	0	0	0	0	0	0	0	0	10	
1345 - 1400	0	5	4	0	0	0	0	0	0	0	0	0	0	9	33
1400 - 1415	0	9	3	0	1	0	0	0	1	0	0	0	0	13	
1415 - 1430	0	6	3	0	0	0	0	0	0	0	0	0	0	8	
1430 - 1445	0	5	4	0	1	0	0	0	0	0	0	0	0	9	
1445 - 1500	0	6	1	0	0	0	0	0	0	0	0	0	0	7	36
1500 - 1515	0	10	4	0	0	0	0	0	0	0	0	0	0	13	
1515 - 1530	0	10	4	0	0	0	0	0	0	0	0	0	0	14	
1530 - 1545	0	7	3	0	1	0	0	0	0	0	0	0	0	10	
1545 - 1600	0	6	3	0	2	0	0	0	0	0	0	0	0	10	47
1600 - 1615	0	13	4	0	0	0	0	0	0	0	0	0	0	17	
1615 - 1630	0	14	6	0	0	0	0	0	0	0	0	0	0	20	
1630 - 1645	0	8	4	0	0	0	0	0	1	0	0	0	0	13	
1645 - 1700	0	9	9	0	1	0	0	0	0	0	0	0	0	19	68
1700 - 1715	0	11	5	0	1	0	0	0	0	0	0	0	0	16	
1715 - 1730	0	16	6	0	1	1	0	0	0	0	0	0	0	23	
1730 - 1745	0	15	8	0	1	0	0	0	0	0	0	0	0	24	
1745 - 1800	0	9	7	0	0	0	0	0	0	0	0	0	0	16	78
1800 - 1815	0	7	4	0	1	0	0	0	0	0	0	0	0	11	
1815 - 1830	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
1830 - 1845	0	8	3	0	0	0	0	0	0	0	0	0	0	10	
1845 - 1900	0	5	2	0	0	0	0	0	0	0	0	0	0	7	40
1900 - 1915	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
1915 - 1930	0	8	3	0	0	0	0	0	0	0	0	0	0	10	
1930 - 1945	0	5	2	0	1	0	0	0	0	0	0	0	0	7	
1945 - 2000	0	4	4	0	0	0	0	0	0	0	0	0	0	8	32
2000 - 2015	0	3	2	0	0	0	0	0	0	0	0	0	0	4	
2015 - 2030	0	2	1	0	0	0	0	0	0	0	0	0	0	2	
2030 - 2045	0	3	1	0	1	0	0	0	0	0	0	0	0	5	
2045 - 2100	0	3	1	0	0	0	0	0	0	0	0	0	0	4	14
2100 - 2115	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2115 - 2130	0	4	1	0	1	0	0	0	0	0	0	0	0	5	
2130 - 2145	0	4	1	0	1	0	0	0	0	0	0	0	0	6	
2145 - 2200	0	3	1	0	0	0	0	0	0	0	0	0	0	3	17
2200 - 2215	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2215 - 2230	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2230 - 2245	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2245 - 2300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	10
2300 - 2315	0	1	1	0	0	0	0	0	0	0	0	0	0	1	
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2345 - 0000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3

Session Total	0	544	247	1	19	3	0	3	3	0	0	0	0	820
Session Average	0.00	5.67	2.57	0.01	0.20	0.03	0.00	0.03	0.03	0.00	0.00	0.00	0.00	8.54
Session Percentage	0.00	66.38	30.14	0.12	2.32	0.37	0.00	0.31	0.37	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0645 - 0745	0715 - 0815	0815 - 0915	0545 - 0645	0630 - 0730	-	0545 - 0645	0815 - 0915	-	-	-	-	0715 - 0815
AM Peak Volume	0	65	37	1	2	1	0	2	1	0	0	0	0	95
Noon Peak Hour	-	1445 - 1545	1330 - 1430	1400 - 1500	1230 - 1330	1015 - 1115	-	1115 - 1215	1215 - 1315	-	-	-	-	1445 - 1545
Noon Peak Volume	0	31	13	1	3	1	0	1	1	0	0	0	0	43
PM Peak Hour	-	1645 - 1745	1645 - 1745	-	1645 - 1745	1630 - 1730	-	-	1545 - 1645	-	-	-	-	1645 - 1745
PM Peak Volume	0	51	28	0	3	1	0	0	1	0	0	0	0	82

Bi-Directional Class Count || SB WB Average 15min

Chattahoochee Hills, GA



www.marrtraffic.com

Site 7

GA-70 Campbellton Redwine Rd (South),
south of Jones Ferry Rd (West)

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.549732°, -84.796396°

0000 - 2400 (Weekday 24h Session) (All Dates)

SB WB Average 15min

Time	SB WB Average 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0030 - 0045	0	1	1	0	0	0	0	0	0	0	0	0	0	1	
0045 - 0100	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115 - 0130	0	1	1	0	0	0	0	0	0	0	0	0	0	1	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
0400 - 0415	0	1	1	0	0	0	0	0	0	0	0	0	0	1	
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0430 - 0445	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0445 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
0500 - 0515	0	2	1	0	0	0	0	0	0	0	0	0	0	2	
0515 - 0530	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0530 - 0545	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
0545 - 0600	0	3	1	0	0	0	0	0	0	0	0	0	0	4	17
0600 - 0615	0	7	1	0	0	0	0	0	1	0	0	0	0	8	
0615 - 0630	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0630 - 0645	0	12	3	0	0	0	0	0	0	0	0	0	0	14	
0645 - 0700	0	10	3	0	1	0	0	0	0	0	0	0	0	13	42
0700 - 0715	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
0715 - 0730	0	12	3	0	1	0	0	0	0	0	0	0	0	16	
0730 - 0745	0	9	5	0	0	0	0	0	0	0	0	0	0	14	
0745 - 0800	0	12	3	0	1	0	0	0	0	0	0	0	0	15	53
0800 - 0815	0	11	2	0	1	0	0	0	0	0	0	0	0	14	
0815 - 0830	0	10	2	0	1	0	0	0	0	0	0	0	0	13	
0830 - 0845	0	5	1	0	1	0	0	0	0	0	0	0	0	7	
0845 - 0900	0	10	3	0	1	0	0	0	2	0	0	0	0	15	47
0900 - 0915	0	7	2	0	0	0	0	0	1	0	0	0	0	9	
0915 - 0930	0	9	2	0	0	0	0	0	0	0	0	0	0	10	
0930 - 0945	0	4	3	0	1	0	0	0	0	0	0	0	0	7	
0945 - 1000	0	5	3	0	1	0	0	0	0	0	0	0	0	9	35
1000 - 1015	0	2	3	0	0	0	0	0	0	0	0	0	0	5	
1015 - 1030	0	3	2	0	0	0	0	0	1	0	0	0	0	6	
1030 - 1045	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
1045 - 1100	0	7	4	0	0	0	0	0	0	0	0	0	0	11	31
1100 - 1115	0	3	2	0	1	0	0	0	0	0	0	0	0	6	
1115 - 1130	0	4	3	0	2	1	0	1	0	0	0	0	0	9	
1130 - 1145	0	4	4	0	0	0	0	0	0	0	0	0	0	8	
1145 - 1200	0	5	4	0	0	0	0	0	0	0	0	0	0	8	31
1200 - 1215	0	9	4	0	0	0	0	0	0	0	0	0	0	13	
1215 - 1230	0	6	3	0	1	0	0	0	1	0	0	0	0	11	
1230 - 1245	0	4	2	0	1	0	0	0	0	0	0	0	0	6	
1245 - 1300	0	4	3	0	0	0	0	0	0	0	0	0	0	6	35
1300 - 1315	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
1315 - 1330	0	10	3	0	0	0	0	1	0	0	0	0	0	13	
1330 - 1345	1	8	2	0	0	0	0	0	1	0	0	0	0	11	
1345 - 1400	0	4	5	0	0	0	0	0	0	0	0	0	0	8	40
1400 - 1415	0	6	4	0	0	0	0	0	0	0	0	0	0	9	
1415 - 1430	0	10	6	0	0	0	0	0	1	0	0	0	0	17	
1430 - 1445	0	8	6	0	0	0	0	0	0	0	0	0	0	14	
1445 - 1500	0	9	6	0	1	0	0	0	0	0	0	0	0	15	54
1500 - 1515	0	9	8	0	0	0	0	0	0	0	0	0	0	17	
1515 - 1530	0	10	6	0	0	0	0	1	0	0	0	0	0	17	
1530 - 1545	0	12	16	0	0	0	0	0	0	0	0	0	0	28	
1545 - 1600	0	15	6	0	1	0	0	0	0	0	0	0	0	21	82
1600 - 1615	0	13	7	0	0	0	0	0	0	0	0	0	0	19	
1615 - 1630	0	18	11	0	1	0	0	0	0	0	0	0	0	29	
1630 - 1645	0	18	10	0	1	0	0	0	0	0	0	0	0	28	
1645 - 1700	0	16	11	0	0	0	0	0	0	0	0	0	0	27	103
1700 - 1715	0	26	10	0	0	1	0	0	1	0	0	0	0	37	
1715 - 1730	0	19	10	0	0	1	0	0	0	0	0	0	0	30	
1730 - 1745	0	19	9	0	0	0	0	0	0	0	0	0	0	28	
1745 - 1800	0	15	13	0	1	0	0	0	0	0	0	0	0	28	122
1800 - 1815	0	21	10	0	0	0	0	0	0	0	0	0	0	31	
1815 - 1830	0	15	3	1	0	0	0	0	0	0	0	0	0	19	
1830 - 1845	0	13	3	0	1	0	0	0	0	0	0	0	0	16	
1845 - 1900	0	8	3	0	0	0	0	0	0	0	0	0	0	10	
1900 - 1915	0	10	2	0	0	0	0	0	0	0	0	0	0	11	75
1915 - 1930	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
1930 - 1945	0	10	2	0	0	0	0	0	0	0	0	0	0	12	
1945 - 2000	0	7	2	0	1	0	0	0	0	0	0	0	0	9	39
2000 - 2015	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
2015 - 2030	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2030 - 2045	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
2045 - 2100	0	4	0	0	0	0	0	0	1	0	0	0	0	5	20
2100 - 2115	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2115 - 2130	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2130 - 2145	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
2145 - 2200	0	4	1	0	0	0	0	0	0	0	0	0	0	4	14
2200 - 2215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2215 - 2230	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2230 - 2245	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2245 - 2300	0	2	1	0	0	0	0	0	0	0	0	0	0	3	9
2300 - 2315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2315 - 2330	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2345 - 0000	0	2	0	0	0	0	0	0	0	0	0	0	0	2	6

Session Total	1	583	256	1	13	2	0	2	6	0	0	0	9	0	861
Session Average	0.01	6.07	2.66	0.01	0.13	0.02	0.00	0.02	0.06	0.00	0.00	0.00	0.00	0.00	8.97
Session Percentage	0.06	67.65	29.67	0.06	1.45	0.23	0.00	0.23	0.64	0.00	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0715 - 0815	0715 - 0815	-	0745 - 0845	0745 - 0845	-	-	0815 - 0915	-	-	-	-	-	0715 - 0815
AM Peak Volume	0	44	13	0	2	1	0	0	2	0	0	0	0	0	58
Noon Peak Hour	1245 - 1345	1445 - 1545	1445 - 1545	-	1030 - 1130	1030 - 1130	-	1030 - 1130	1330 - 1430	-	-	-	-	-	1445 - 1545
Noon Peak Volume	1	39	36	0	3	1	0	1	1	0	0	0	0	0	76
PM Peak Hour	-	1645 - 1745	1615 - 1715	1730 - 1830	1545 - 1645	1630 - 1730	-	1500 - 1600	1615 - 1715	-	-	-	-	-	1700 - 1800
PM Peak Volume	0	79	42	1	2	1	0	1	1	0	0	0	0	0	123

Chattahoochee Hills, GA



Weather
Partly Cloudy
49°F

NB EB 15min

[illegible]

Site 8
Jones Ferry Rd (West),
west of GA-70 Campbellton Redwine Rd (North)

Date
Wednesday, January 11, 2023

Weather
Mostly Cloudy
55°F

Lat/Long
33.551826°, -84.796884°

0000 - 2400 (24h Session) (01-11-2023)
NB EB 15min

Time	Eastbound (Movement 8.1)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0600 - 0615	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900 - 0915	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0915 - 0930	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1030 - 1045	0	0	0	0	1	1	0	0	0	0	0	0	0	2	
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1130 - 1145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1145 - 1200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1215 - 1230	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1445 - 1500	0	0	1	0	1	0	0	0	0	0	0	0	0	2	
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1545 - 1600	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1615 - 1630	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1630 - 1645	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
1645 - 1700	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1745 - 1800	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1800 - 1815	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2045 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115 - 2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2130 - 2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Session Total	0	9	7	0	3	1	0	0	1	0	0	0	0	21
Session Average	0.00	0.09	0.07	0.00	0.03	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.22
Session Percentage	0.00	42.86	33.33	0.00	14.29	4.76	0.00	0.00	4.76	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0830 - 0930	0645 - 0745	-	0945 - 1045	0945 - 1045	-	-	0515 - 0615	-	-	-	-	0515 - 0615
AM Peak Volume	0	2	1	0	1	1	0	0	1	0	0	0	0	2

Noon Peak Hour	-	1100 - 1200	1400 - 1500	-	1000 - 1100	1000 - 1100	-	-	-	-	-	-	-	1130 - 1230
Noon Peak Volume	0	2	1	0	1	1	0	0	0	0	0	0	0	3

PM Peak Hour	-</

Bi-Directional Class Count || SB WB 15min

Chattahoochee Hills, GA

Site 8
Jones Ferry Rd (West),
west of GA-70 Campbellton Redwine Rd (North)**Date**
Tuesday, January 10, 2023**Weather**
Partly Cloudy
49°F**Lat/Long**
33.551826°, -84.796884°[Click here for Map](#)**0000 - 2400 (24h Session) (01-10-2023)**

SB WB 15min

Time	Westbound (Movement 8.2)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0815 - 0830	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1115	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
1115 - 1130	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
1130 - 1145	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1200 - 1215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
1215 - 1230	0	0	2	0	0	0	0	0	0	0	0	0	0	2	2
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1415	0	0	1	0	1	0	0	0	0	0	0	0	0	2	2
1415 - 1430	0	0	1	0	2	0	0	0	0	0	0	0	0	3	3
1430 - 1445	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1515	1	0	0	0	0	0	0	0	0	0	0	0	0	1	6
1515 - 1530	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
1630 - 1645	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
1645 - 1700	0	1	0	0	0	0	0	0	0	0	0	0	0	2	4
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
1730 - 1745	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115 - 2130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
2130 - 2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Session Total	1	13	9	0	3	1	0	0	1	0	0	0	0	28
Session Average	0.01	0.14	0.09	0.00	0.03	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.29
Session Percentage	3.57	46.43	32.14	0.00	10.71	3.57	0.00	0.00	3.57	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0715 - 0815	0730 - 0830	-	-	-	-	-	-	-	-	-	-	0730 - 0830
AM Peak Volume	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Noon Peak Hour	1415 - 1515	1200 - 1300	1130 - 1230	-	1330 - 1430	1015 - 1115	-	-	-	-	-	-	-	1345 - 1445
Noon Peak Volume	1	2	3	0	3	1	0	0	0	0	0	0	0	6
PM Peak Hour	1500 - 1600	1600 - 1700	1730 - 1830	-	-	-	-	-	1600 - 1700	-	-	-	-	1600 - 1700
PM Peak Volume	1	3	2	0	0	0	0	0	1	0	0	0	0	4

Site 8
Jones Ferry Rd (West),
west of GA-70 Campbellton Redwine Rd (North)

Date
Wednesday, January 11, 2023

Weather
Mostly Cloudy
55°F

Lat/Long
33.551826°, -84.796884°

0000 - 2400 (24h Session) (01-11-2023)
S8 WB 15min

Time	Westbound (Movement 8.2)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800 - 0815	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1030 - 1045	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1130 - 1145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1145 - 1200	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1215 - 1230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1230 - 1245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1430 - 1445	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1530 - 1545	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600 - 1615	0	1	1	0	0	0	0	0	0	0	0	0	0	2	3
1615 - 1630	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1730 - 1745	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1815 - 1830	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1830 - 1845	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2045 - 2100	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115 - 2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2130 - 2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Session Total	0	12	4	0	1	1	0	0	0	0	0	0	0	18
Session Average	0.00	0.13	0.04	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19
Session Percentage	0.00	66.67	22.22	0.00	5.56	5.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0745 - 0845	-	-	-	0945 - 1045	-	-	-	-	-	-	-	0745 - 0845
AM Peak Volume	0	2	0	0	0	1	0	0	0	0	0	0	0	2

Noon Peak Hour	-	1130 - 1230	1345 - 1445	-	1100 - 1200	1000 - 1100	-	-	-	-	-	-	-	1130 - 1230
Noon Peak Volume	0	2	1	0	1	1	0	0	0	0	0	0	0	3

PM Peak Hour	-	1530 - 1630	1515 - 1615

Bi-Directional Class Count || Bi-Directional 15min

Chattahoochee Hills, GA

Site 8
Jones Ferry Rd (West),
west of GA-70 Campbellton Redwine Rd (North)**Date**
Tuesday, January 10, 2023**Weather**
Partly Cloudy
49°F**Lat/Long**
33.551826°, -84.796884°**0000 - 2400 (24h Session) (01-10-2023)**

Bi-Directional 15min

Time	Bi-Directional 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0615	0	1	0	0	0	0	0	0	1	0	0	0	0	2	2
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0815 - 0830	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 0915	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	2	0	0	0	0	0	0	0	0	0	0	2	2
1100 - 1115	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
1115 - 1130	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
1130 - 1145	0	0	2	0	0	0	0	0	0	0	0	0	0	2	2
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1215	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2
1215 - 1230	0	0	2	0	0	0	0	0	0	0	0	0	0	2	2
1230 - 1245	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
1245 - 1300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
1300 - 1315	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1415	0	0	1	0	1	0	0	0	0	0	0	0	0	2	2
1415 - 1430	0	1	1	0	3	0	0	0	0	0	0	0	0	5	5
1430 - 1445	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
1445 - 1500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
1500 - 1515	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
1515 - 1530	1	2	0	0	0	0	0	0	0	0	0	0	0	3	3
1530 - 1545	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
1630 - 1645	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2
1645 - 1700	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2
1730 - 1745	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
1745 - 1800	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	1	2	0	0	0	0	0	0	0	0	0	0	3	3
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115 - 2130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
2130 - 2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Session Total	2	25	19	0	5	2	0	0	2	0	0	0	0	55
Session Average	0.02	0.26	0.20	0.00	0.05	0.02	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.57
Session Percentage	3.64	45.45	34.55	0.00	9.09	3.64	0.00	0.00	3.64	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0515 - 0615	0730 - 0830	-	-	-	-	-	0515 - 0615	-	-	-	-	0515 - 0615
AM Peak Volume	0	1	1	0	0	0	0	0	1	0	0	0	0	2
Noon Peak Hour	1430 - 1530	1430 - 1530	1045 - 1145	-	1330 - 1430	1015 - 1115	-	-	-	-	-	-	-	1400 - 1500
Noon Peak Volume	2	5	5	0	4	2	0	0	0	0	0	0	0	10
PM Peak Hour	1500 - 1600	1600 - 1700	1730 - 1830	-	-	-	-	-	1600 - 1700	-	-	-	-	1600 - 1700
PM Peak Volume	2	4	3	0	0	0	0	0	1	0	0	0	0	6

Site 8
Jones Ferry Rd (West),
west of GA-70 Campbellton Redwine Rd (North)

Date
Wednesday, January 11, 2023

Weather
Mostly Cloudy
55°F

Lat/Long
33.551826°, -84.796884°

0000 - 2400 (24h Session) (01-11-2023)
Bi-Directional 15min

Time	Bi-Directional 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0600 - 0615	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800 - 0815	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900 - 0915	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
0915 - 0930	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1030 - 1045	0	0	0	0	1	2	0	0	0	0	0	0	0	3	
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1130 - 1145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1145 - 1200	0	1	0	0	1	0	0	0	0	0	0	0	0	2	
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1215 - 1230	0	1	0	0	1	0	0	0	0	0	0	0	0	2	
1230 - 1245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1430 - 1445	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1445 - 1500	0	0	1	0	1	0	0	0	0	0	0	0	0	2	
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1530 - 1545	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1545 - 1600	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1600 - 1615	0	1	1	0	0	0	0	0	0	0	0	0	0	2	8
1615 - 1630	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1630 - 1645	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
1645 - 1700	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1730 - 1745	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1745 - 1800	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1800 - 1815	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
1815 - 1830	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1830 - 1845	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2045 - 2100	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115 - 2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2130 - 2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Session Total	0	21	11	0	4	2	0	0	1	0	0	0	0	39
Session Average	0.00	0.22	0.11	0.00	0.04	0.02	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.41
Session Percentage	0.00	53.85	28.21	0.00	10.26	5.13	0.00	0.00	2.56	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0830 - 0930	0645 - 0745	-	0945 - 1045	0945 - 1045	-	-	0515 - 0615	-	-	-	-	0830 - 0930
AM Peak Volume	0	3	1	0	1	2	0	0	1	0	0	0	0	3

Noon Peak Hour	-	1130 - 1230	1400 - 1500	-	1130 - 1230	1000 - 1100	-	-	-	-	-	-	-	1130 - 1230
Noon Peak Volume	0	4	2	0	2	2	0	0	0	0	0	0	0	6

PM Peak Hour

Bi-Directional Class Count || NB EB Average 15min

Chattahoochee Hills, GA



Site 8
Jones Ferry Rd (West),
west of GA-70 Campbellton Redwine Rd (North)

Date
Tuesday, January 10, 2023

Weather
Partly Cloudy
49°F

Lat/Long
33.551826°, -84.796884°

0000 - 2400 (Weekday 24h Session) (All Dates)

NB EB Average 15min

Time	NB EB Average 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545 - 0600	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0600 - 0615	0	1	0	0	0	0	0	0	1	0	0	0	0	2	2
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 0915	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0915 - 0930	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1
1045 - 1100	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
1100 - 1115	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
1145 - 1200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
1200 - 1215	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
1215 - 1230	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
1230 - 1245	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1315	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1
1430 - 1445	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
1445 - 1500	0	1	1	0	0	0	0	0	0	0	0	0	0	2	3
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1
1530 - 1545	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
1545 - 1600	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2
1630 - 1645	0	0	2	0	0	0	0	0	0	0	0	0	0	2	2
1645 - 1700	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	2	1	0	0	0	0	0	0	0	0	0	0	2	3
1800 - 1815	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
1815 - 1830	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115 - 2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130 - 2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Session Total	1	11	9	0	3	1	0	0	1	0	0	0	0	24
Session Average	0.01	0.11	0.09	0.00	0.03	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.25
Session Percentage	2.08	43.75	35.42	0.00	10.42	4.17	0.00	0.00	4.17	0.00	0.00	0.00	0.00	0.61
AM Peak Hour	-	0830 - 0930	0645 - 0745	-	0945 - 1045	0945 - 1045	-	-	0515 - 0615	-	-	-	-	0515 - 0615
AM Peak Volume	0	2	1	0	1	1	0	0	1	0	0	0	0	2
Noon Peak Hour	1430 - 1530	1400 - 1500	1045 - 1145	-	1145 - 1245	1015 - 1115	-	-	-	-	-	-	-	1400 - 1500
Noon Peak Volume	1	2	2	0	1	1	0	0	0	0	0	0	0	3
PM Peak Hour	1500 - 1600	1715 - 1815	1545 - 1645	-	-	-	-	-	-	-	-	-	-	1545 - 1645
PM Peak Volume	1	0	0	0	0	0	0	0	0	0	0	0	0	1

Bi-Directional Class Count || SB WB Average 15min

Chattahoochee Hills, GA



www.marrtraffic.com

Site 8

Jones Ferry Rd (West),
west of GA-70 Campbellton Redwine Rd (North)

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.551826°, -84.796884°

0000 - 2400 (Weekday 24h Session) (All Dates)

SB WB Average 15min

Time	SB WB Average 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0815 - 0830	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
0830 - 0845	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1100 - 1115	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
1115 - 1130	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
1130 - 1145	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
1145 - 1200	0	0	0	0	1	0	0	0	0	0	0	0	0	1	3
1200 - 1215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
1215 - 1230	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2
1230 - 1245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
1245 - 1300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1415	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1
1415 - 1430	0	0	1	0	1	0	0	0	0	0	0	0	0	2	2
1430 - 1445	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1500 - 1515	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
1515 - 1530	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
1530 - 1545	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1600 - 1615	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
1615 - 1630	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
1630 - 1645	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
1645 - 1700	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
1730 - 1745	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2
1830 - 1845	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
1845 - 1900	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115 - 2130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
2130 - 2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Session Total	1	13	7	0	2	1	0	0	1	0	0	0	0	23
Session Average	0.01	0.13	0.07	0.00	0.02	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.24
Session Percentage	2.17	54.35	28.26	0.00	8.70	4.35	0.00	0.00	2.17	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0745 - 0845	0730 - 0830	-	-	0945 - 1045	-	-	-	-	-	-	-	0745 - 0845
AM Peak Volume	0	2	1	0	0	1	0	0	0	0	0	0	0	2
Noon Peak Hour	1415 - 1515	1200 - 1300	1130 - 1230	-	1330 - 1430	1015 - 1115	-	-	-	-	-	-	-	1130 - 1230
Noon Peak Volume	1	2	2	0	2	1	0	0	0	0	0	0	0	4
PM Peak Hour	1500 - 1600	1530 - 1630	1730 - 1830	-	-	-	-	-	1600 - 1700	-	-	-	-	1600 - 1700
PM Peak Volume	0	3	0	0	0	0	0	0	0	0	0	0	0	0

Bi-Directional Class Count || NB EB 15min

Chattahoochee Hills, GA

Site 9

GA-705 Fulton Pkwy (West),
west of Cochran Mill Rd (North)

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.566946°, -84.711097°


[Click here for Map](#)

0000 - 2400 (24h Session) (01-10-2023)

NB EB 15min

Time	Eastbound (Movement 9.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0015 - 0030	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0030 - 0045	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0130 - 0145	0	3	0	0	2	0	0	0	0	0	0	0	0	5	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	9
0200 - 0215	0	3	1	0	2	1	0	0	0	0	0	0	0	7	
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0245 - 0300	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16
0300 - 0315	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0315 - 0330	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0330 - 0345	0	5	0	0	1	0	0	0	0	0	0	0	0	6	
0345 - 0400	0	9	2	0	0	0	0	0	0	0	0	0	0	11	28
0400 - 0415	0	9	0	0	1	0	0	0	0	0	0	0	0	10	
0415 - 0430	0	15	0	0	0	0	0	0	0	0	0	0	0	15	
0430 - 0445	0	20	1	0	0	0	0	0	3	0	0	0	0	24	
0445 - 0500	0	26	0	0	0	0	0	0	0	0	0	0	0	26	75
0500 - 0515	0	37	3	0	0	0	0	0	1	0	0	0	0	41	
0515 - 0530	0	64	2	0	0	0	0	0	0	0	0	0	0	66	
0530 - 0545	0	51	5	0	0	0	0	0	0	0	0	0	0	56	
0545 - 0600	0	45	4	0	1	0	0	0	0	0	0	0	0	50	213
0600 - 0615	0	63	16	0	2	0	0	0	0	0	0	0	0	81	
0615 - 0630	0	90	27	1	2	12	0	0	1	0	0	0	0	121	
0630 - 0645	0	93	18	0	3	0	0	0	5	0	0	0	0	119	
0645 - 0700	0	87	17	0	3	0	0	0	0	0	0	0	0	107	428
0700 - 0715	0	79	19	0	5	0	0	0	1	0	0	0	0	104	
0715 - 0730	0	61	28	0	4	0	0	0	3	0	0	0	0	96	
0730 - 0745	0	80	20	0	5	0	0	0	0	0	0	0	0	105	
0745 - 0800	0	82	27	0	1	2	0	1	4	0	0	0	0	117	422
0800 - 0815	0	59	26	0	1	1	0	2	1	0	0	0	0	90	
0815 - 0830	0	49	28	0	8	1	0	1	0	0	0	0	0	87	
0830 - 0845	0	48	34	0	3	1	0	0	4	0	0	0	0	90	
0845 - 0900	0	58	21	0	2	1	0	1	3	0	0	0	0	86	353
0900 - 0915	0	35	19	0	1	0	0	1	4	0	0	0	0	60	
0915 - 0930	0	35	22	0	1	1	0	0	1	0	0	0	0	60	
0930 - 0945	0	15	19	0	0	0	0	1	1	0	0	0	0	36	
0945 - 1000	0	30	13	0	2	1	0	0	0	0	0	0	0	46	202
1000 - 1015	0	16	11	0	0	1	0	0	0	0	0	0	0	28	
1015 - 1030	0	26	13	0	2	1	0	0	1	0	0	0	0	43	
1030 - 1045	0	27	15	0	1	1	0	0	1	0	0	0	0	45	
1045 - 1100	0	33	10	0	1	0	0	0	2	0	0	0	0	46	162
1100 - 1115	0	17	7	0	0	2	0	1	1	0	0	0	0	28	
1115 - 1130	0	20	13	0	3	1	0	0	2	0	0	0	0	39	
1130 - 1145	0	14	13	0	4	0	0	0	1	0	0	0	0	32	
1145 - 1200	0	15	6	0	1	1	0	0	0	0	0	0	0	23	122
1200 - 1215	0	24	4	0	1	2	0	0	2	0	0	0	0	33	
1215 - 1230	0	15	13	0	3	1	0	0	0	0	0	0	0	32	
1230 - 1245	0	19	7	0	3	0	0	0	1	0	0	0	0	30	
1245 - 1300	0	15	5	0	5	1	0	0	0	0	0	0	0	26	121
1300 - 1315	0	16	9	0	0	0	0	0	4	0	0	0	0	29	
1315 - 1330	0	20	8	0	2	1	0	2	1	0	0	0	0	34	
1330 - 1345	0	29	11	0	2	0	0	1	3	0	0	0	0	46	
1345 - 1400	0	14	4	0	3	0	0	0	0	0	0	0	0	21	130
1400 - 1415	0	16	4	0	1	0	0	0	1	0	0	0	0	22	
1415 - 1430	0	25	4	0	1	0	0	0	1	0	0	0	0	31	
1430 - 1445	0	20	7	0	2	1	0	0	0	0	0	0	0	30	
1445 - 1500	0	19	8	0	2	0	0	0	0	0	0	0	0	29	112
1500 - 1515	0	17	8	0	2	0	0	0	1	0	0	0	0	28	
1515 - 1530	1	25	10	0	2	0	0	0	1	0	0	0	0	39	
1530 - 1545	0	20	5	0	4	0	0	0	0	0	0	0	0	29	
1545 - 1600	0	24	11	0	4	0	0	0	0	0	0	0	0	39	135
1600 - 1615	0	22	5	0	1	1	0	0	1	0	0	0	0	30	
1615 - 1630	0	19	10	0	1	0	0	1	0	0	0	0	0	31	
1630 - 1645	0	17	10	0	0	0	0	0	1	0	0	0	0	28	
1645 - 1700	0	23	9	0	0	0	0	0	2	1	0	0	0	35	124
1700 - 1715	0	24	8	0	2	0	0	1	1	0	0	0	0	36	
1715 - 1730	0	35	14	0	1	1	0	0	1	0	0	0	0	52	
1730 - 1745	0	19	13	0	1	0	0	0	2	0	0	0	0	35	
1745 - 1800	0	30	6	0	3	0	0	0	3	0	0	0	0	42	165
1800 - 1815	0	25	5	0	1	0	0	0	1	0	0	0	0	32	
1815 - 1830	0	17	4	0	0	0	0	0	0	0	0	0	0	21	
1830 - 1845	0	21	6	0	3	0	0	0	0	0	0	0	0	30	
1845 - 1900	0	15	3	0	1	0	0	0	1	0	0	0	0	20	103
1900 - 1915	0	17	2	0	2	0	0	0	1	0	0	0	0	22	
1915 - 1930	0	20	3	0	0	0	0	0	0	0	0	0	0	23	
1930 - 1945	0	19	5	0	0	0	0	0	1	0	0	0	0	25	
1945 - 2000	0	13	2	0	0	0	0	0	0	0	0	0	0	15	85
2000 - 2015	0	17	3	0	1	0	0	0	1	0	0	0	0	22	
2015 - 2030	0	10	2	0	0	0	0	0	0	0	0	0	0	12	
2030 - 2045	0	8	2	0	1	0	0	0	0	0	0	0	0	11	
2045 - 2100	0	13	3	0	0	1	0	0	0	0	0	0	0	17	62
2100 - 2115	0	10	1	0	0	0	0	0	1	0	0	0	0	13	
2115 - 2130	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2130 - 2145	0	6	1	0	1	0	0	0	0	0	0	0	0	8	
2145 - 2200	0	5	1	0	0	0	0	0	0	0	0	0	0	6	36
2200 - 2215	0	4	0	0	1	0	0	0	0	0	0	0	0	5	
2215 - 2230	0	1	0	0	1	0	0	0	0	0	0	0	0	2	
2230 - 2245	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
2245 - 2300	0	2	0	0	1	0	0	0	1	0	0	0	0	4	17
2300 - 2315	0	0	0	0	1	0	0	0	1	0	0	0	0	2	
2315 - 2330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2330 - 2345	0	6	2	0	1	0	0	0	0	0	0	0	0	9	
2345 - 0000	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16

Session Total	1	2208	703	1	124	25	0	14	73	1	0	0	0	3150
Session Average	0.01	23.00	7.32	0.01	1.29	0.26	0.00	0.15	0.76	0.01	0.00	0.00	0.00	32.81
Session Percentage	0.03	70.10	22.32	0.03	3.94	0.79	0.00	0.44	2.32	0.03	0.00	0.00	0.00	
AM Peak Hour	-	0615 - 0715	0745 - 0845	0530 - 0630	0645 - 0745	0745 - 0845	-	0730 - 0830	0830 - 0930	-	-	-	-	0615 - 0715
AM Peak Volume	0	349	115	1	17	5	0	4	12	0	0	0	0	451
Noon Peak Hour	1430 - 1530	1015 - 1115	1000 - 1100	-	1200 - 1300	1015 - 1115	-	1245 - 1345	1245 - 1345	-	-	-	-	1000 - 1100
Noon Peak Volume	1	103	49	0	12	4	0	3	8	0	0	0	0	162
PM Peak Hour	1500 - 1600	1715 - 1815	1645 - 1745	-	1500 - 1600	1515 - 1615	-	1615 - 1715	1700 - 1800	1600 - 1700	-	-	-	1700 - 1800
PM Peak Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	15

Site 9
GA-70 S Fulton Pkwy (West),
west of Cochran Mill Rd (North)

Date
Wednesday, January 11, 2023

Weather
Mostly Cloudy
55°F

Lat/Long
33.566946°, -84.711097°

0000 - 2400 (24h Session) (01-11-2023)
NB EB 15min

Time	Eastbound (Movement 9.1)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	3	0	0	0	0	0	0	1	0	0	0	0	4	9
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0045 - 0100	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	2	0	0	1	0	0	0	0	0	0	0	0	3	
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	8
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0245 - 0300	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0300 - 0315	0	2	0	0	1	0	0	0	1	0	0	0	0	4	8
0315 - 0330	0	7	0	0	1	0	0	0	0	0	0	0	0	8	
0330 - 0345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	10	0	0	3	0	0	0	2	0	0	0	0	15	
0400 - 0415	0	10	1	0	1	0	0	0	0	0	0	0	0	12	85
0415 - 0430	0	14	1	0	1	0	0	0	0	0	0	0	0	16	
0430 - 0445	0	23	2	0	0	0	0	0	0	0	0	0	0	25	
0445 - 0500	0	28	2	0	1	0	0	0	1	0	0	0	0	32	
0500 - 0515	0	43	4	0	1	0	0	0	0	0	0	0	0	48	65
0515 - 0530	0	57	5	0	2	0	0	0	1	0	0	0	0	65	
0530 - 0545	0	56	6	0	2	0	0	0	0	0	0	0	0	64	
0545 - 0600	0	66	9	0	1	0	0	0	2	0	0	0	0	78	
0600 - 0615	0	75	15	0	3	1	0	0	3	0	0	0	0	97	397
0615 - 0630	0	76	17	1	1	0	0	0	1	0	0	0	0	96	
0630 - 0645	0	76	18	0	5	0	0	0	1	0	0	0	0	100	
0645 - 0700	0	79	21	0	3	0	0	0	1	0	0	0	0	104	
0700 - 0715	0	84	21	0	3	0	0	0	2	0	0	0	0	110	94
0715 - 0730	0	69	23	0	2	0	0	0	0	0	0	0	0	94	
0730 - 0745	0	79	36	0	5	1	0	0	1	0	0	0	0	122	
0745 - 0800	0	83	37	0	1	3	0	1	0	0	0	0	0	125	
0800 - 0815	0	59	21	0	7	0	0	0	1	0	0	0	0	88	306
0815 - 0830	0	36	32	0	2	2	0	1	3	0	0	0	0	76	
0830 - 0845	0	45	22	0	3	0	0	2	0	0	0	0	0	72	
0845 - 0900	0	49	10	0	4	2	0	1	4	0	0	0	0	70	
0900 - 0915	0	23	18	1	6	3	0	1	2	0	0	0	0	54	64
0915 - 0930	0	36	21	0	3	1	0	1	2	0	0	0	0	64	
0930 - 0945	0	17	8	0	1	0	0	0	1	0	0	0	0	27	
0945 - 1000	0	22	13	0	0	0	0	1	1	0	0	0	0	37	
1000 - 1015	0	13	12	0	0	0	0	1	4	0	0	0	0	30	117
1015 - 1030	0	21	18	0	1	1	0	0	2	0	0	0	0	43	
1030 - 1045	0	13	9	0	0	0	0	0	1	0	0	0	0	23	
1045 - 1100	0	8	7	0	0	1	0	1	4	0	0	0	0	21	
1100 - 1115	0	14	7	0	2	0	0	0	1	0	0	0	0	24	25
1115 - 1130	0	12	7	0	2	0	0	0	4	0	0	0	0	25	
1130 - 1145	0	22	6	0	1	0	0	0	0	0	0	0	0	29	
1145 - 1200	0	19	9	0	0	0	0	1	2	0	0	0	0	31	
1200 - 1215	0	8	10	1	2	2	0	0	1	0	0	0	0	24	127
1215 - 1230	0	24	15	0	2	0	0	0	1	0	0	0	0	42	
1230 - 1245	0	16	8	0	2	0	0	0	0	0	0	0	0	26	
1245 - 1300	0	25	6	0	2	0	0	1	1	0	0	0	0	35	
1300 - 1315	0	22	13	0	2	0	0	1	0	0	0	0	0	38	35
1315 - 1330	0	14	13	0	2	0	0	0	4	2	0	0	0	35	
1330 - 1345	0	9	11	0	0	0	0	0	1	0	0	0	0	21	
1345 - 1400	0	22	4	0	3	0	0	0	0	0	0	0	0	29	
1400 - 1415	0	15	11	0	3	1	0	0	0	0	0	0	0	30	138
1415 - 1430	0	25	4	0	2	0	0	0	1	0	0	0	0	32	
1430 - 1445	0	25	5	0	2	0	0	1	1	0	0	0	0	34	
1445 - 1500	0	27	12	0	1	2	0	0	0	0	0	0	0	42	
1500 - 1515	0	18	6	0	0	0	0	0	3	0	0	0	0	27	137
1515 - 1530	0	24	8	0	0	0	0	0	1	0	0	0	0	33	
1530 - 1545	0	23	13	0	3	0	0	0	2	0	0	0	0	41	
1545 - 1600	0	21	10	0	1	0	0	3	1	0	0	0	0	36	
1600 - 1615	0	21	7	0	1	3	0	2	1	0	0	0	0	35	141
1615 - 1630	0	18	12	1	0	0	0	1	0	0	0	0	0	32	
1630 - 1645	0	25	6	0	0	0	0	1	1	0	0	0	0	33	
1645 - 1700	0	21	15	0	3	1	0	1	0	0	0	0	0	41	
1700 - 1715	0	26	9	0	1	0	0	0	1	0	0	0	0	37	163
1715 - 1730	0	33	11	0	0	0	0	0	0	0	0	0	0	44	
1730 - 1745	0	37	10	0	2	0	0	1	0	0	0	0	0	50	
1745 - 1800	0	17	12	0	2	0	0	1	0	0	0	0	0	32	
1800 - 1815	0	22	7	0	3	0	0	0	0	0	0	0	0	32	125
1815 - 1830	0	23	6	0	6	0	0	0	1	0	0	0	0	36	
1830 - 1845	0	10	3	0	0	0	0	0	2	0	0	0	0	15	
1845 - 1900	0	28	7	0	6	0	0	0	1	0	0	0	0	42	
1900 - 1915	0	18	4	0	2	0	0	0	0	0	0	0	0	24	88
1915 - 1930	0	18	6	0	2	0	0	0	1	0	0	0	0	27	
1930 - 1945	0	14	8	0	1	0	0	0	0	0	0	0	0	23	
1945 - 2000	0	10	2	0	1	0	0	1	0	0	0	0	0	14	
2000 - 2015	0	10	1	0	1	0	0	0	0	0	0	0	0	12	46
2015 - 2030	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
2030 - 2045	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
2045 - 2100	0	10	1	0	2	0	0	0	0	0	0	0	0	13	
2100 - 2115	0	7	1	0	1	0	0	0	0	0	0	0	0	9	40
2115 - 2130	0	6	1	0	1	0	0	0	0	0	0	0	0	8	
2130 - 2145	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
2145 - 2200	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
2200 - 2215	0	6	1	0	0	0	0	0	0	0	0	0	0	7	21
2215 - 2230	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
2230 - 2245	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2245 - 2300	0	3	0	0	0	1	0	0	1	0	0	0	0	5	
2300 - 2315	0	3	0	0	1	0	0	0	0	0	0	0	0	4	13
2315 - 2330	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2345 - 0000	0	3	1	0	0	0	0	0	1	0	0	0	0	5	

Session Total	0	2124	728	4	133	25	0	29	74	0	0	0	0	3117
Session Average	0.00	22.13	7.58	0.04	1.39	0.26	0.00	0.30	0.77	0.00	0.00	0.00	0.00	32.47
Session Percentage	0.00	68.14	23.36	0.13	4.27	0.80	0.00	0.93	2.37	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0615 - 0715	0730 - 0830	0530 - 0630	0800 - 0900	0815 - 0915	-	0815 - 0915	0815 - 0915	-	-	-	-	0700 - 0800
AM Peak Volume	0	315	126	1	16	7	0	5	9	0	0	0	0	451
Noon Peak Hour	-	1415 - 1515	1000 - 1100	1115 - 1215	1345 - 1445	1400 - 1500	-	1230 - 1330	1200 - 1100	-	-	-	-	1445 - 1545
Noon Peak Volume	0	95	46	11	10	3	0	6	11	0	0	0	0	143
PM Peak Hour	-	1645 - 1745	1645 - 1745	1530 - 1630	1800 - 1900	1600 - 1700	-	1545 - 1645	1500 - 1600	-	-	-	-	1645 - 1745
PM Peak Volume	0	117	45	1	15	4	0	7	7	0	0	0	0	172

Bi-Directional Class Count || SB WB 15min

Chattahoochee Hills, GA

Site 9

GA-705 Fulton Pkwy (West),
west of Cochran Mill Rd (North)

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.566946°, -84.711097°


[Click here for Map](#)

0000 - 2400 (24h Session) (01-10-2023)

SB WB 15min

Time	Westbound (Movement 9.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0015 - 0030	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0030 - 0045	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0045 - 0100	0	4	0	0	0	0	0	0	0	0	0	0	0	4	19
0100 - 0115	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0115 - 0130	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	1	0	0	0	1	0	0	0	0	0	0	0	2	15
0200 - 0215	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0215 - 0230	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0245 - 0300	0	0	1	0	0	0	0	0	0	0	0	0	0	1	10
0300 - 0315	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0315 - 0330	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0330 - 0345	0	5	0	0	1	0	0	0	0	0	0	0	0	6	
0345 - 0400	0	6	0	0	0	0	0	0	0	0	0	0	0	6	21
0400 - 0415	0	3	1	0	0	0	0	0	1	0	0	0	0	5	
0415 - 0430	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0430 - 0445	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
0445 - 0500	0	4	0	0	1	0	0	0	0	0	0	0	0	5	13
0500 - 0515	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0515 - 0530	0	12	0	0	2	0	0	0	0	0	0	0	0	14	
0530 - 0545	0	8	0	0	1	0	0	0	0	0	0	0	0	9	
0545 - 0600	0	7	0	0	2	0	0	0	1	0	0	0	0	10	38
0600 - 0615	0	15	3	0	0	2	0	0	0	0	0	0	0	20	
0615 - 0630	0	16	4	0	0	1	0	0	1	0	0	0	0	22	
0630 - 0645	0	17	3	3	0	0	0	0	2	0	0	0	0	25	
0645 - 0700	0	15	3	0	0	0	0	0	3	0	0	0	0	21	88
0700 - 0715	0	13	3	0	1	0	0	0	1	0	0	0	0	18	
0715 - 0730	0	17	8	0	1	1	0	0	1	0	0	0	0	28	
0730 - 0745	0	18	11	0	1	0	0	0	1	0	0	0	0	31	
0745 - 0800	0	17	5	0	1	0	0	0	0	0	0	0	0	23	100
0800 - 0815	0	22	10	0	1	0	0	1	3	0	0	0	0	37	
0815 - 0830	0	14	6	0	3	1	0	0	0	0	0	0	0	24	
0830 - 0845	0	20	7	0	2	1	0	2	1	0	0	0	0	33	
0845 - 0900	0	18	9	0	1	0	0	0	1	0	0	0	0	29	123
0900 - 0915	0	11	6	0	1	1	0	0	1	0	0	0	0	20	
0915 - 0930	0	21	5	0	3	0	0	1	2	0	0	0	0	32	
0930 - 0945	0	13	10	0	0	0	0	2	1	0	0	0	0	26	
0945 - 1000	0	17	8	0	0	2	0	0	1	0	0	0	0	28	106
1000 - 1015	0	10	7	0	0	0	0	0	4	0	0	0	0	21	
1015 - 1030	0	18	5	0	0	0	0	0	3	0	0	0	0	26	
1030 - 1045	0	15	9	0	7	1	0	0	3	0	0	0	0	35	
1045 - 1100	0	16	2	0	3	0	0	0	3	0	0	0	0	24	106
1100 - 1115	0	17	8	0	2	1	0	2	0	0	0	0	0	30	
1115 - 1130	0	12	10	0	2	2	0	0	2	0	0	0	0	28	
1130 - 1145	0	14	11	0	2	3	0	1	0	0	0	0	0	31	
1145 - 1200	0	24	9	0	2	1	0	1	3	0	0	0	0	40	129
1200 - 1215	0	16	10	0	0	0	0	1	2	0	0	0	0	29	
1215 - 1230	0	18	12	0	1	0	0	0	2	0	0	0	0	33	
1230 - 1245	0	17	10	1	2	1	0	0	1	2	0	0	0	34	
1245 - 1300	0	14	7	0	0	1	0	0	3	0	0	0	0	25	121
1300 - 1315	0	20	14	0	5	1	0	0	2	1	0	0	0	43	
1315 - 1330	0	28	11	0	4	1	0	1	1	0	0	0	0	46	
1330 - 1345	1	24	15	0	2	2	0	1	2	0	0	0	0	47	
1345 - 1400	0	16	13	0	2	3	0	2	2	0	0	0	0	38	174
1400 - 1415	0	30	13	0	1	1	0	1	2	0	0	0	0	48	
1415 - 1430	0	29	21	0	3	1	0	1	2	0	0	0	0	57	
1430 - 1445	0	40	23	0	4	0	0	0	1	0	0	0	0	68	
1445 - 1500	0	43	23	0	0	0	0	0	0	0	0	0	0	66	239
1500 - 1515	0	35	21	0	4	1	0	1	1	0	0	0	0	63	
1515 - 1530	0	44	27	1	0	1	0	1	0	0	0	0	0	74	
1530 - 1545	0	51	38	0	2	0	0	0	0	0	0	0	0	91	
1545 - 1600	1	68	36	0	3	1	0	0	2	1	0	0	0	112	340
1600 - 1615	0	79	44	0	5	1	0	1	1	0	0	0	0	131	
1615 - 1630	0	83	40	0	6	0	0	0	2	0	0	0	0	131	
1630 - 1645	0	82	43	0	6	0	0	0	1	0	0	0	0	132	
1645 - 1700	0	80	40	0	7	0	0	1	2	0	0	0	0	130	524
1700 - 1715	0	81	40	0	3	2	0	1	4	0	0	0	0	131	
1715 - 1730	0	77	41	0	6	0	0	0	2	0	1	0	0	127	
1730 - 1745	0	67	46	0	4	2	0	0	0	0	1	0	0	120	
1745 - 1800	0	76	35	0	3	0	0	0	1	0	0	0	0	115	493
1800 - 1815	0	59	29	0	7	0	0	0	3	0	0	0	0	98	
1815 - 1830	0	70	31	0	0	0	0	0	1	0	0	0	0	102	
1830 - 1845	0	42	18	0	1	0	0	0	0	0	0	0	0	61	
1845 - 1900	0	39	14	0	1	0	0	0	0	0	0	0	0	54	315
1900 - 1915	0	23	12	0	0	1	0	0	1	0	0	0	0	37	
1915 - 1930	0	22	5	0	3	0	0	0	0	0	0	0	0	30	
1930 - 1945	0	19	5	0	2	0	0	0	1	0	0	0	0	27	
1945 - 2000	0	18	9	0	0	0	0	0	1	0	0	0	0	28	122
2000 - 2015	0	16	4	0	2	0	0	0	0	0	0	0	0	22	
2015 - 2030	0	20	5	0	0	0	0	0	0	0	0	0	0	25	
2030 - 2045	0	17	3	0	0	0	0	0	0	0	0	0	0	20	
2045 - 2100	0	10	6	0	1	0	0	0	0	0	0	0	0	17	84
2100 - 2115	0	15	3	0	0	0	0	0	0	0	0	0	0	18	
2115 - 2130	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
2130 - 2145	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
2145 - 2200	0	7	1	0	0	0	0	0	0	0	0	0	0	8	50
2200 - 2215	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
2215 - 2230	0	10	4	0	0	0	0	0	0	0	0	0	0	14	
2230 - 2245	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
2245 - 2300	0	12	4	1	0	0	0	0	1	0	0	0	0	18	48
2300 - 2315	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
2315 - 2330	0	9	2	0	0	0	0	0	1	0	0	0	0	12	
2330 - 2345	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
2345 - 0000	0	8	1	0	0	0	0	0	0	0	0	0	0	9	38

Session Total	2	2068	959	6	130	38	0	23	86	2	2	0	0	3316
Session Average	0.02	21.54	9.99	0.06	1.35	0.40	0.00	0.24	0.90	0.02	0.02	0.00	0.00	34.54
Session Percentage	0.06	62.36	28.92	0.18	3.92	1.15	0.00	0.69	2.59	0.06	0.06	0.00	0.00	
AM Peak Hour	-	0715 - 0815	0715 - 0815	0545 - 0645	0745 - 0845	0530 - 0630	-	0745 - 0845	0945 - 1045	-	-	-	-	0800 - 0900
AM Peak Volume	0	74	34	3	7	3	0	3	11	0	0	0	0	123
Noon Peak Hour	1245 - 1345	1445 - 1545	1445 - 1545	1145 - 1245	1030 - 1130	1100 - 1200	-	1315 - 1415	1000 - 1100	1215 - 1315	-	-	-	1445 - 1545
Noon Peak Volume	1	173	109	1	14	7	0	5	13	1	0	0	0	294
PM Peak Hour	1500 - 1600	1615 - 1715	1600 - 1700	1500 - 1600	1600 - 1700	1645 - 1745	-	1500 - 1600	1615 - 1715	1500 - 1600	1645 - 1745	-	-	1600 - 1700
PM Peak Volume	1	326	167	1	24	4	0	2	16	1	0	0	0	624

Site 9
GA-70 S Fulton Pkwy (West),
west of Cochran Mill Rd (North)

Date
Wednesday, January 11, 2023

Weather
Mostly Cloudy
55°F

Lat/Long
33.566946°, -84.711097°

0000 - 2400 (24h Session) (01-11-2023)
S8 WB 15min

Time	Westbound (Movement 9.2)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	6	0	0	0	0	0	0	0	0	0	0	0	6	19
0015 - 0030	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0045 - 0100	0	2	0	0	1	0	0	0	0	0	0	0	0	3	
0100 - 0115	0	4	0	0	1	0	0	0	0	0	0	0	0	5	22
0115 - 0130	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0130 - 0145	0	5	0	0	0	0	0	0	1	0	0	0	0	6	
0145 - 0200	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	9
0215 - 0230	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	1	0	0	0	0	0	0	1	0	0	0	0	2	
0300 - 0315	0	1	1	0	0	0	0	0	0	0	0	0	0	2	15
0315 - 0330	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0330 - 0345	0	6	0	0	0	0	0	0	1	0	0	0	0	7	
0345 - 0400	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
0415 - 0430	0	6	0	0	0	0	0	0	1	0	0	0	0	7	
0430 - 0445	0	7	1	0	0	0	0	0	1	0	0	0	0	9	
0445 - 0500	0	3	0	0	1	0	0	0	2	0	0	0	0	6	
0500 - 0515	0	4	1	0	0	0	0	0	3	0	0	0	0	8	42
0515 - 0530	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
0530 - 0545	0	11	1	0	1	0	0	0	1	0	0	0	0	14	
0545 - 0600	0	7	1	0	1	0	0	0	2	0	0	0	0	11	
0600 - 0615	0	7	2	0	1	0	0	0	1	0	0	0	0	11	74
0615 - 0630	0	11	3	0	0	0	0	0	2	0	0	0	0	16	
0630 - 0645	0	14	5	0	1	0	0	0	3	0	0	0	0	23	
0645 - 0700	0	16	4	0	0	0	0	0	4	0	0	0	0	24	
0700 - 0715	0	15	3	0	2	0	0	0	1	0	0	0	0	19	106
0715 - 0730	0	16	8	0	3	0	0	1	1	0	0	0	0	29	
0730 - 0745	0	19	6	0	1	1	0	2	1	0	0	0	0	30	
0745 - 0800	0	19	6	0	2	0	0	1	0	0	0	0	0	28	
0800 - 0815	0	21	10	0	2	0	0	1	0	0	0	0	0	34	143
0815 - 0830	0	28	9	0	1	0	0	1	2	0	0	0	0	41	
0830 - 0845	0	23	11	0	4	1	1	2	1	0	0	0	0	43	
0845 - 0900	0	12	8	0	2	0	0	1	2	0	0	0	0	25	
0900 - 0915	0	21	8	0	1	0	0	0	1	0	0	0	0	31	102
0915 - 0930	0	14	10	0	3	0	0	0	0	0	0	0	0	27	
0930 - 0945	0	9	7	0	1	1	0	1	0	0	0	0	0	19	
0945 - 1000	0	11	8	0	2	0	0	1	3	0	0	0	0	25	
1000 - 1015	0	7	4	0	1	0	0	0	0	0	0	0	0	12	110
1015 - 1030	0	16	12	0	2	1	2	0	1	1	0	0	0	35	
1030 - 1045	0	11	14	0	6	0	1	0	6	0	0	0	0	38	
1045 - 1100	0	9	12	0	1	0	1	0	2	0	0	0	0	25	
1100 - 1115	0	12	4	0	0	1	0	0	3	0	0	0	0	20	89
1115 - 1130	0	9	7	0	2	0	1	0	0	0	0	0	0	19	
1130 - 1145	0	11	13	0	0	0	0	0	0	0	0	0	0	24	
1145 - 1200	0	12	11	0	1	0	0	0	2	0	0	0	0	26	
1200 - 1215	0	21	12	0	1	1	0	0	0	0	0	0	0	35	125
1215 - 1230	0	14	5	0	3	1	0	1	2	0	0	0	0	26	
1230 - 1245	0	20	5	0	2	0	0	0	1	0	0	0	0	28	
1245 - 1300	0	21	7	1	1	3	0	2	1	0	0	0	0	36	
1300 - 1315	0	16	13	0	1	0	0	1	1	0	0	0	0	32	150
1315 - 1330	0	24	10	0	1	1	1	0	0	0	0	0	0	37	
1330 - 1345	0	22	19	0	1	1	0	2	1	0	0	0	0	46	
1345 - 1400	0	23	9	0	0	0	0	2	1	0	0	0	0	35	
1400 - 1415	0	36	19	0	1	1	0	0	3	0	0	0	0	60	239
1415 - 1430	0	30	15	0	0	1	0	1	5	0	0	0	0	52	
1430 - 1445	0	31	21	0	3	1	0	0	5	0	0	0	0	61	
1445 - 1500	0	41	23	0	1	1	0	0	0	0	0	0	0	66	
1500 - 1515	0	38	24	0	3	2	0	0	4	0	0	0	0	71	375
1515 - 1530	0	39	38	1	2	1	0	0	2	0	0	0	0	83	
1530 - 1545	2	54	30	0	9	2	0	1	0	1	0	0	0	99	
1545 - 1600	0	65	43	0	6	2	0	3	2	1	0	0	0	122	
1600 - 1615	2	54	40	0	5	0	0	0	2	0	0	0	0	103	477
1615 - 1630	0	90	33	0	5	1	0	0	0	0	0	0	0	129	
1630 - 1645	0	57	48	0	2	0	0	0	1	0	0	0	0	108	
1645 - 1700	1	86	42	0	5	0	0	1	2	0	0	0	0	137	
1700 - 1715	0	70	45	0	7	0	0	0	5	0	0	0	0	127	526
1715 - 1730	0	94	40	0	4	10	1	4	1	0	0	0	0	141	
1730 - 1745	0	77	46	0	9	0	0	0	2	0	0	0	0	134	
1745 - 1800	0	86	33	0	4	0	0	0	1	0	0	0	0	124	
1800 - 1815	0	52	27	0	3	0	0	0	0	0	0	0	0	82	285
1815 - 1830	0	63	21	0	4	0	0	0	4	0	0	0	0	92	
1830 - 1845	0	41	12	0	2	0	0	0	3	0	0	0	0	58	
1845 - 1900	0	38	13	0	1	0	0	0	1	0	0	0	0	53	
1900 - 1915	0	37	13	0	1	0	0	0	0	0	0	0	0	51	130
1915 - 1930	0	27	11	0	2	0	0	0	3	0	0	0	0	43	
1930 - 1945	0	14	8	0	0	0	0	0	0	0	0	0	0	22	
1945 - 2000	0	10	4	0	0	0	0	0	0	0	0	0	0	14	
2000 - 2015	0	19	9	0	0	0	0	0	0	0	0	0	0	28	92
2015 - 2030	0	20	7	0	0	0	0	0	3	0	0	0	0	30	
2030 - 2045	0	12	5	0	1	1	0	0	0	0	0	0	0	19	
2045 - 2100	0	11	4	0	0	0	0	0	0	0	0	0	0	15	
2100 - 2115	0	9	5	0	1	0	0	0	0	0	0	0	0	15	46
2115 - 2130	0	10	4	0	0	0	0	0	0	0	0	0	0	14	
2130 - 2145	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
2145 - 2200	0	6	3	0	1	0	0	0	0	0	0	0	0	10	
2200 - 2215	0	5	3	0	0	0	0	0	1	0	0	0	0	9	41
2215 - 2230	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
2230 - 2245	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2245 - 2300	0	12	4	0	0	0	0	0	0	0	0	0	0	16	
2300 - 2315	0	5	2	0	0	0	0	0	0	0	0	0	0	7	39
2315 - 2330	0	9	2	0	0	0	0	0	1	0	0	0	0	12	
2330 - 2345	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
2345 - 0000	0	8	3	0	0	0	0	0	0	0	0	0	0	11	

Session Total	5	1986	980	2	136	25	8	26	107	3	0	0	0	3278
Session Average	0.05	20.69	10.21	0.02	1.42	0.26	0.08	0.27	1.11	0.03	0.00	0.00	0.00	34.15
Session Percentage	0.15	60.59	29.90	0.06	4.15	0.76	0.24	0.79	3.26	0.09	0.00	0.00	0.00	

AM Peak Hour	-	0745-0845	0800-0900	-	0945-1045	0930-1030	0945-1045	0715-0815	0600-0700	0930-1030	-	-	-	0745-0845
AM Peak Volume	0	91	38	0	11	2	3	5	10	1	0	0	0	146
Noon Peak Hour	1445-1545	1445-1545	1445-1545	1200-1300	1445-1545	1445-1545	1000-1100	1245-1345	1345-1445	1000-1100	-	-	-	1445-1545
Noon Peak Volume	2	172	115	1	15	6	4	5	14	1	0	0	0	319
PM Peak Hour	1515-1615	1645-1745	1630-1730	1500-1600	1530-1630	1500-1600	1630-1730	1500-1600	1645-1745	1500-1600	-	-	-	1645-1745
PM Peak Volume	4	327	175	1	25	7	1	4	10	2	0	0	0	539

Bi-Directional Class Count || Bi-Directional 15min

Chattahoochee Hills, GA

Site 9

GA-705 Fulton Pkwy (West),
west of Cochran Mill Rd (North)

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.566946°, -84.711097°

0000 - 2400 (24h Session) (01-10-2023)

Bi-Directional 15min

Time	Bi-Directional 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	8	2	0	0	0	0	0	0	0	0	0	0	10	33
0015 - 0030	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
0030 - 0045	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0045 - 0100	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0100 - 0115	0	3	0	0	0	0	0	0	0	0	0	0	0	3	24
0115 - 0130	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
0130 - 0145	0	5	0	0	2	0	0	0	0	0	0	0	0	7	
0145 - 0200	0	2	0	0	0	1	0	0	0	0	0	0	0	3	
0200 - 0215	0	7	1	0	2	1	0	0	0	0	0	0	0	11	26
0215 - 0230	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0230 - 0245	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0245 - 0300	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0300 - 0315	0	8	1	0	0	0	0	0	0	0	0	0	0	9	49
0315 - 0330	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
0330 - 0345	0	10	0	0	2	0	0	0	0	0	0	0	0	12	
0345 - 0400	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
0400 - 0415	0	12	1	0	1	0	0	0	1	0	0	0	0	15	88
0415 - 0430	0	17	0	0	0	0	0	0	0	0	0	0	0	17	
0430 - 0445	0	20	1	0	0	0	0	0	4	0	0	0	0	25	
0445 - 0500	0	30	0	0	1	0	0	0	0	0	0	0	0	31	
0500 - 0515	0	41	4	0	0	0	0	0	1	0	0	0	0	46	251
0515 - 0530	0	76	2	0	2	0	0	0	0	0	0	0	0	80	
0530 - 0545	0	59	5	0	1	0	0	0	0	0	0	0	0	65	
0545 - 0600	0	52	4	0	3	0	0	0	1	0	0	0	0	60	
0600 - 0615	0	78	19	0	2	2	0	0	0	0	0	0	0	101	516
0615 - 0630	0	106	31	1	2	1	0	1	1	0	0	0	0	143	
0630 - 0645	0	110	21	3	3	0	0	0	7	0	0	0	0	144	
0645 - 0700	0	102	20	0	3	0	0	0	3	0	0	0	0	128	
0700 - 0715	0	92	22	0	6	0	0	0	2	0	0	0	0	122	522
0715 - 0730	0	78	36	0	5	1	0	0	4	0	0	0	0	124	
0730 - 0745	0	98	31	0	6	0	0	0	1	0	0	0	0	136	
0745 - 0800	0	99	32	0	2	2	0	1	4	0	0	0	0	140	
0800 - 0815	0	81	36	0	2	1	0	3	4	0	0	0	0	127	476
0815 - 0830	0	63	34	0	11	2	0	1	0	0	0	0	0	111	
0830 - 0845	0	68	41	0	5	2	0	2	5	0	0	0	0	123	
0845 - 0900	0	76	30	0	3	1	0	1	4	0	0	0	0	115	
0900 - 0915	0	46	25	0	2	1	0	1	5	0	0	0	0	80	308
0915 - 0930	0	56	27	0	4	1	0	1	3	0	0	0	0	92	
0930 - 0945	0	28	29	0	0	0	0	3	2	0	0	0	0	62	
0945 - 1000	0	47	21	0	2	3	0	0	1	0	0	0	0	74	
1000 - 1015	0	26	18	0	0	1	0	0	4	0	0	0	0	49	268
1015 - 1030	0	44	18	0	2	1	0	0	4	0	0	0	0	69	
1030 - 1045	0	42	24	0	8	2	0	0	4	0	0	0	0	80	
1045 - 1100	0	49	12	0	4	0	0	0	5	0	0	0	0	70	
1100 - 1115	0	34	15	0	2	3	0	3	1	0	0	0	0	58	251
1115 - 1130	0	32	23	0	5	3	0	0	4	0	0	0	0	67	
1130 - 1145	0	28	24	0	6	3	0	1	1	0	0	0	0	63	
1145 - 1200	0	39	15	0	3	2	0	1	3	0	0	0	0	63	
1200 - 1215	0	40	14	0	1	2	0	1	4	0	0	0	0	62	242
1215 - 1230	0	33	25	0	4	1	0	0	2	0	0	0	0	65	
1230 - 1245	0	36	17	1	5	1	0	1	3	0	0	0	0	64	
1245 - 1300	0	29	12	0	5	2	0	0	3	0	0	0	0	51	
1300 - 1315	0	36	23	0	5	1	0	0	6	1	0	0	0	72	304
1315 - 1330	0	48	19	0	6	2	0	3	2	0	0	0	0	80	
1330 - 1345	1	53	26	0	4	2	0	2	5	0	0	0	0	93	
1345 - 1400	0	30	17	0	5	3	0	2	2	0	0	0	0	59	
1400 - 1415	0	46	17	0	2	1	0	1	3	0	0	0	0	70	351
1415 - 1430	0	54	25	0	4	1	0	1	3	0	0	0	0	88	
1430 - 1445	0	60	30	0	6	1	0	0	1	0	0	0	0	98	
1445 - 1500	0	62	31	0	2	0	0	0	0	0	0	0	0	95	
1500 - 1515	0	52	29	0	6	1	0	1	2	0	0	0	0	91	475
1515 - 1530	1	69	37	1	2	1	0	1	1	0	0	0	0	113	
1530 - 1545	0	71	43	0	6	0	0	0	0	0	0	0	0	120	
1545 - 1600	1	92	47	0	7	1	0	0	2	1	0	0	0	151	
1600 - 1615	0	101	49	0	6	2	0	1	2	0	0	0	0	161	648
1615 - 1630	0	102	50	0	7	0	0	1	2	0	0	0	0	162	
1630 - 1645	0	99	53	0	6	0	0	0	2	0	0	0	0	160	
1645 - 1700	0	103	49	0	7	1	0	1	4	1	0	0	0	165	
1700 - 1715	0	105	48	0	5	2	0	2	5	0	0	0	0	167	658
1715 - 1730	0	112	55	0	7	1	0	0	3	0	1	0	0	179	
1730 - 1745	0	86	59	0	5	2	0	0	2	0	1	0	0	155	
1745 - 1800	0	106	41	0	6	0	0	0	4	0	0	0	0	157	
1800 - 1815	0	84	34	0	8	0	0	0	4	0	0	0	0	130	418
1815 - 1830	0	87	35	0	0	0	0	0	1	0	0	0	0	123	
1830 - 1845	0	63	24	0	4	0	0	0	0	0	0	0	0	91	
1845 - 1900	0	54	17	0	2	0	0	0	1	0	0	0	0	74	
1900 - 1915	0	40	14	0	2	1	0	0	2	0	0	0	0	59	207
1915 - 1930	0	42	8	0	3	0	0	0	0	0	0	0	0	53	
1930 - 1945	0	38	10	0	2	0	0	0	2	0	0	0	0	52	
1945 - 2000	0	31	11	0	0	0	0	0	1	0	0	0	0	43	
2000 - 2015	0	33	7	0	3	0	0	0	1	0	0	0	0	44	146
2015 - 2030	0	30	7	0	0	0	0	0	0	0	0	0	0	37	
2030 - 2045	0	25	5	0	1	0	0	0	0	0	0	0	0	31	
2045 - 2100	0	23	9	0	1	1	0	0	0	0	0	0	0	34	
2100 - 2115	0	25	4	0	0	0	0	0	0	0	0	0	0	31	86
2115 - 2130	0	14	5	0	0	0	0	0	0	0	0	0	0	19	
2130 - 2145	0	17	4	0	1	0	0	0	0	0	0	0	0	22	
2145 - 2200	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
2200 - 2215	0	12	2	0	1	0	0	0	0	0	0	0	0	15	65
2215 - 2230	0	11	4	0	1	0	0	0	0	0	0	0	0	16	
2230 - 2245	0	10	2	0	0	0	0	0	0	0	0	0	0	12	
2245 - 2300	0	14	4	1	1	0	0	0	2	0	0	0	0	22	
2300 - 2315	0	5	2	0	1	0	0	0	1	0	0	0	0	9	19
2315 - 2330	0	11	2	0	0	0	0	0	1	0	0	0	0	14	
2330 - 2345	0	14	4	0	1	0	0	0	0	0	0	0	0	19	
2345 - 0000	0	11	1	0	0	0	0	0	0	0	0	0	0	12	

Session Total	3	4276	1662	7	254	63	0	37	159	3	2	0	0	6466
Session Average	0.03	44.54	17.31	0.07	2.65	0.66	0.00	0.39	1.66	0.03	0.02	0.00	0.00	67.35
Session Percentage	0.05	66.13	25.70	0.11	3.93	0.97	0.00	0.57	2.46	0.05	0.03	0.00	0.00	
AM Peak Hour	-	0615 - 0715	0745 - 0845	0545 - 0645	0730 - 0830	0745 - 0845	-	0745 - 0845	0830 - 0930	-	-	-	-	0615 - 0715
AM Peak Volume	0	430	143	4	21	7	0	7	17	0	0	0	0	537
Noon Peak Hour	1245 - 1345	1445 - 1545	1445 - 1545	1145 - 1245	1230 - 1330	1100 - 1200	-	1315 - 1415	1000 - 1100	1215 - 1315	-	-	-	1445 - 1545
Noon Peak Volume	1	254	140	1	21	11	0	8	17	1	0	0	0	419
PM Peak Hour	1500 - 1600	1630 - 1730	1645 - 1745	1500 - 1600	1530 - 1630	1645 - 1745	-	1615 - 1715	1630 - 1730	1500 - 1600	1645 - 1745	-	-	1630 - 1730
PM Peak Volume	2	419	211	1	26	15	0	4	14	1	0	0	0	671

Site 9
GA-70 S Fulton Pkwy (West),
west of Cochran Mill Rd (North)

Date
Wednesday, January 11, 2023

Weather
Mostly Cloudy
55°F

Lat/Long
33.566946°, -84.711097°

0000 - 2400 (24h Session) (01-11-2023)
Bi-Directional 15min

Time	Bi-Directional 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	9	0	0	0	0	0	0	1	0	0	0	0	10	28
0015 - 0030	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
0030 - 0045	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0045 - 0100	0	5	0	0	1	0	0	0	0	0	0	0	0	6	
0100 - 0115	0	4	0	0	1	0	0	0	0	0	0	0	0	5	29
0115 - 0130	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
0130 - 0145	0	7	0	0	0	0	0	0	1	0	0	0	0	8	
0145 - 0200	0	6	0	0	1	0	0	0	0	0	0	0	0	7	
0200 - 0215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	17
0215 - 0230	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0245 - 0300	0	4	0	0	0	0	0	0	1	0	0	0	0	5	
0300 - 0315	0	3	1	1	0	1	0	0	1	1	0	0	0	6	44
0315 - 0330	0	10	0	0	1	0	0	0	0	0	0	0	0	11	
0330 - 0345	0	8	0	0	0	0	0	0	1	0	0	0	0	9	
0345 - 0400	0	13	0	0	3	0	0	0	2	0	0	0	0	18	
0400 - 0415	0	10	1	0	1	0	0	0	0	0	0	0	0	12	107
0415 - 0430	0	20	1	0	1	0	0	0	1	0	0	0	0	23	
0430 - 0445	0	30	3	0	0	0	0	0	1	0	0	0	0	34	
0445 - 0500	0	31	2	0	2	0	0	0	3	0	0	0	0	38	
0500 - 0515	0	47	5	0	1	0	0	0	3	0	0	0	0	56	297
0515 - 0530	0	65	6	0	2	0	0	0	1	0	0	0	0	74	
0530 - 0545	0	67	7	0	3	0	0	0	1	0	0	0	0	78	
0545 - 0600	0	73	10	0	2	0	0	0	4	0	0	0	0	89	
0600 - 0615	0	82	17	0	4	1	0	0	4	0	0	0	0	108	471
0615 - 0630	0	87	20	1	1	0	0	0	3	0	0	0	0	112	
0630 - 0645	0	90	23	0	6	0	0	0	4	0	0	0	0	123	
0645 - 0700	0	95	25	0	3	0	0	0	5	0	0	0	0	128	
0700 - 0715	0	97	24	0	5	0	0	0	3	0	0	0	0	129	557
0715 - 0730	0	85	31	0	5	0	0	1	1	0	0	0	0	123	
0730 - 0745	0	98	42	0	6	2	0	2	2	0	0	0	0	152	
0745 - 0800	0	102	43	0	3	3	0	2	0	0	0	0	0	153	
0800 - 0815	0	80	31	0	9	0	0	1	1	0	0	0	0	122	449
0815 - 0830	0	64	41	0	3	2	0	2	5	0	0	0	0	117	
0830 - 0845	0	68	33	0	7	1	1	4	1	0	0	0	0	115	
0845 - 0900	0	61	18	0	6	2	0	2	6	0	0	0	0	95	
0900 - 0915	0	44	26	1	7	3	0	1	3	0	0	0	0	85	284
0915 - 0930	0	50	31	0	6	1	0	1	2	0	0	0	0	91	
0930 - 0945	0	26	15	0	2	1	0	1	1	0	0	0	0	46	
0945 - 1000	0	33	21	0	2	0	0	2	4	0	0	0	0	62	
1000 - 1015	0	20	16	0	1	0	0	1	4	0	0	0	0	42	227
1015 - 1030	0	37	30	0	3	2	2	0	3	1	0	0	0	78	
1030 - 1045	0	24	23	0	6	0	1	0	7	0	0	0	0	61	
1045 - 1100	0	17	19	0	1	1	1	1	6	0	0	0	0	46	
1100 - 1115	0	26	11	0	2	1	0	0	4	0	0	0	0	44	198
1115 - 1130	0	21	14	0	4	0	1	0	4	0	0	0	0	44	
1130 - 1145	0	33	19	0	1	0	0	0	0	0	0	0	0	53	
1145 - 1200	0	31	20	0	1	0	0	1	4	0	0	0	0	57	
1200 - 1215	0	29	22	1	3	3	0	0	1	0	0	0	0	59	252
1215 - 1230	0	38	20	0	5	1	0	1	3	0	0	0	0	68	
1230 - 1245	0	36	13	0	4	0	0	0	1	0	0	0	0	54	
1245 - 1300	0	46	13	1	3	3	0	3	2	0	0	0	0	71	
1300 - 1315	0	38	26	0	3	0	0	2	1	0	0	0	0	70	273
1315 - 1330	0	38	23	0	3	1	1	4	2	0	0	0	0	72	
1330 - 1345	0	31	30	0	1	1	0	2	2	0	0	0	0	67	
1345 - 1400	0	45	13	0	3	0	0	2	1	0	0	0	0	64	
1400 - 1415	0	51	30	0	4	2	0	0	3	0	0	0	0	90	377
1415 - 1430	0	55	19	0	2	1	0	1	6	0	0	0	0	84	
1430 - 1445	0	56	26	0	5	1	0	1	6	0	0	0	0	95	
1445 - 1500	0	68	35	0	2	3	0	0	0	0	0	0	0	108	
1500 - 1515	0	56	30	0	3	2	0	0	7	0	0	0	0	98	512
1515 - 1530	0	63	46	1	2	1	0	0	3	0	0	0	0	116	
1530 - 1545	2	77	43	0	12	2	0	1	2	1	0	0	0	140	
1545 - 1600	0	86	53	0	7	2	0	6	3	1	0	0	0	158	
1600 - 1615	2	75	47	0	6	3	0	2	3	0	0	0	0	138	618
1615 - 1630	0	108	45	1	5	1	0	1	0	0	0	0	0	161	
1630 - 1645	0	82	54	0	2	0	0	1	2	0	0	0	0	141	
1645 - 1700	1	107	57	0	8	1	0	2	2	0	0	0	0	178	
1700 - 1715	0	96	54	0	8	0	0	0	6	0	0	0	0	164	689
1715 - 1730	0	127	51	0	4	0	1	1	1	0	0	0	0	185	
1730 - 1745	0	114	56	0	11	0	0	1	2	0	0	0	0	184	
1745 - 1800	0	103	45	0	6	0	0	1	1	0	0	0	0	156	
1800 - 1815	0	74	34	0	6	0	0	0	0	0	0	0	0	114	410
1815 - 1830	0	86	27	0	10	0	0	0	5	0	0	0	0	128	
1830 - 1845	0	51	15	0	2	0	0	0	5	0	0	0	0	73	
1845 - 1900	0	66	20	0	7	0	0	0	2	0	0	0	0	95	
1900 - 1915	0	55	17	0	3	0	0	0	0	0	0	0	0	75	218
1915 - 1930	0	45	17	0	4	0	0	0	4	0	0	0	0	70	
1930 - 1945	0	28	16	0	1	0	0	0	0	0	0	0	0	45	
1945 - 2000	0	20	6	0	1	0	0	1	0	0	0	0	0	28	
2000 - 2015	0	29	10	0	1	0	0	0	0	0	0	0	0	40	138
2015 - 2030	0	29	9	0	0	0	0	0	3	0	0	0	0	41	
2030 - 2045	0	21	6	0	1	1	0	0	0	0	0	0	0	29	
2045 - 2100	0	21	5	0	2	0	0	0	0	0	0	0	0	28	
2100 - 2115	0	16	6	0	2	0	0	0	0	0	0	0	0	24	86
2115 - 2130	0	16	5	0	1	0	0	0	0	0	0	0	0	22	
2130 - 2145	0	16	4	0	0	0	0	0	0	0	0	0	0	20	
2145 - 2200	0	15	4	0	1	0	0	0	0	0	0	0	0	20	
2200 - 2215	0	11	4	0	0	0	0	0	1	0	0	0	0	16	62
2215 - 2230	0	12	6	0	0	0	0	0	0	0	0	0	0	18	
2230 - 2245	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
2245 - 2300	0	15	4	0	0	1	0	0	1	0	0	0	0	21	
2300 - 2315	0	8	2	0	1	0	0	0	0	0	0	0	0	11	52
2315 - 2330	0	11	3	0	0	0	0	0	1	0	0	0	0	15	
2330 - 2345	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
2345 - 0000	0	11	4	0	0	0	0	0	1	0	0	0	0	16	

Session Total	5	4110	1708	6	269	50	8	55	181	3	0	0	0	6395
Session Average	0.05	42.81	17.79	0.06	2.80	0.52	0.08	0.57	1.89	0.03	0.00	0.00	0.00	66.61
Session Percentage	0.08	64.27	26.71	0.09	4.21	0.78	0.13	0.86	2.83	0.05	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0730 - 0830	0530 - 0630	0830 - 0930	0815 - 0915	0945 - 1045	0745 - 0845	0945 - 1045	0930 - 1030	-	-	-	0700 - 0800
AM Peak Volume	0	382	157	1	26	8	3	9	18	1	0	0	0	557
Noon Peak Hour	1445 - 1545	1445 - 1545	1445 - 1545	1200 - 1300	1445 - 1545	1445 - 1545	1000 - 1100	1245 - 1345	1030 - 1130	1000 - 1100	-	-	-	1445 - 1545
Noon Peak Volume	2	264	154	2	19	8	4	11	21	1	0	0	0	462
PM Peak Hour	1515 - 1615	1645 - 1745	1645 - 1745	1500 - 1600	1730 - 1830	1515 - 1615	1630 - 1730	1530 - 1630	1500 - 1600	1500 - 1600	-	-	-	1645 - 1745
PM Peak Volume	4	444	218	1	33	8	1	10	15	2	0	0	0	711

Bi-Directional Class Count || NB EB Average 15min

Chattahoochee Hills, GA



www.marrtraffic.com

Site 9

GA-705 Fulton Pkwy (West),
west of Cochran Mill Rd (North)

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.566946°, -84.711097°

0000 - 2400 (Weekday 24h Session) (All Dates)

NB EB Average 15min

Time	NB EB Average 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	4	1	0	0	0	0	0	1	0	0	0	0	5	
0015 - 0030	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0030 - 0045	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0045 - 0100	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0130 - 0145	0	3	0	0	1	0	0	0	0	0	0	0	0	4	
0145 - 0200	0	2	0	0	1	0	0	0	0	0	0	0	0	2	8
0200 - 0215	0	2	1	0	1	1	0	0	0	0	0	0	0	4	
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0245 - 0300	0	3	0	0	0	0	0	0	0	0	0	0	0	3	12
0300 - 0315	0	3	1	0	1	0	0	0	1	0	0	0	0	4	
0315 - 0330	0	7	0	0	1	0	0	0	0	0	0	0	0	8	
0330 - 0345	0	4	0	0	1	0	0	0	0	0	0	0	0	4	
0345 - 0400	0	10	1	0	2	0	0	0	1	0	0	0	0	13	29
0400 - 0415	0	10	1	0	1	0	0	0	0	0	0	0	0	11	
0415 - 0430	0	15	1	0	1	0	0	0	0	0	0	0	0	16	
0430 - 0445	0	22	2	0	0	0	0	0	2	0	0	0	0	25	
0445 - 0500	0	27	1	0	1	0	0	0	1	0	0	0	0	29	80
0500 - 0515	0	40	4	0	1	0	0	0	1	0	0	0	0	45	
0515 - 0530	0	61	4	0	1	0	0	0	1	0	0	0	0	66	
0530 - 0545	0	54	6	0	1	0	0	0	0	0	0	0	0	60	
0545 - 0600	0	56	7	0	1	0	0	0	1	0	0	0	0	64	234
0600 - 0615	0	69	16	0	3	1	0	0	2	0	0	0	0	89	
0615 - 0630	0	83	22	1	2	0	0	0	1	0	0	0	0	109	
0630 - 0645	0	85	18	0	4	0	0	0	3	0	0	0	0	110	
0645 - 0700	0	83	19	0	3	0	0	0	1	0	0	0	0	106	413
0700 - 0715	0	82	20	0	4	0	0	0	2	0	0	0	0	107	
0715 - 0730	0	65	26	0	3	0	0	0	2	0	0	0	0	95	
0730 - 0745	0	80	28	0	5	1	0	0	1	0	0	0	0	114	
0745 - 0800	0	83	32	0	1	3	0	1	2	0	0	0	0	121	437
0800 - 0815	0	59	24	0	4	1	0	1	1	0	0	0	0	89	
0815 - 0830	0	43	30	0	5	2	0	1	2	0	0	0	0	82	
0830 - 0845	0	47	28	0	3	1	0	1	2	0	0	0	0	81	
0845 - 0900	0	54	16	0	3	2	0	1	4	0	0	0	0	78	330
0900 - 0915	0	29	19	1	4	2	0	1	3	0	0	0	0	57	
0915 - 0930	0	36	22	0	2	1	0	1	2	0	0	0	0	62	
0930 - 0945	0	16	14	0	1	0	0	1	1	0	0	0	0	32	
0945 - 1000	0	26	13	0	1	1	0	1	1	0	0	0	0	42	192
1000 - 1015	0	15	12	0	0	1	0	1	2	0	0	0	0	29	
1015 - 1030	0	24	16	0	2	1	0	0	2	0	0	0	0	43	
1030 - 1045	0	20	12	0	1	1	0	0	1	0	0	0	0	34	
1045 - 1100	0	21	9	0	1	1	0	1	3	0	0	0	0	34	140
1100 - 1115	0	16	7	0	1	1	0	1	1	0	0	0	0	26	
1115 - 1130	0	16	10	0	3	1	0	0	3	0	0	0	0	32	
1130 - 1145	0	18	10	0	3	0	0	0	1	0	0	0	0	31	
1145 - 1200	0	17	8	0	1	1	0	1	1	0	0	0	0	27	116
1200 - 1215	0	16	7	1	2	2	0	0	2	0	0	0	0	29	
1215 - 1230	0	20	14	0	3	1	0	0	1	0	0	0	0	37	
1230 - 1245	0	18	8	0	3	0	0	0	1	0	0	0	0	28	
1245 - 1300	0	20	6	0	4	1	0	1	1	0	0	0	0	31	124
1300 - 1315	0	19	11	0	1	0	0	1	2	0	0	0	0	34	
1315 - 1330	0	17	11	0	2	1	0	3	2	0	0	0	0	35	
1330 - 1345	0	19	11	0	1	0	0	1	2	0	0	0	0	34	
1345 - 1400	0	18	4	0	3	0	0	0	0	0	0	0	0	25	127
1400 - 1415	0	16	8	0	2	1	0	0	1	0	0	0	0	26	
1415 - 1430	0	25	4	0	2	0	0	0	1	0	0	0	0	32	
1430 - 1445	0	23	6	0	2	1	0	0	1	0	0	0	0	32	
1445 - 1500	0	23	10	0	2	1	0	0	0	0	0	0	0	36	125
1500 - 1515	0	18	7	0	1	0	0	0	2	0	0	0	0	28	
1515 - 1530	1	25	9	0	1	0	0	0	1	0	0	0	0	36	
1530 - 1545	0	22	9	0	4	0	0	0	1	0	0	0	0	35	
1545 - 1600	0	23	11	0	3	0	0	2	1	0	0	0	0	38	136
1600 - 1615	0	22	6	0	1	2	0	1	1	0	0	0	0	33	
1615 - 1630	0	19	11	1	1	0	0	1	0	0	0	0	0	32	
1630 - 1645	0	21	8	0	0	0	0	1	1	0	0	0	0	31	
1645 - 1700	0	22	12	0	1	1	0	1	1	0	0	0	0	38	133
1700 - 1715	0	25	9	0	2	0	0	1	1	0	0	0	0	37	
1715 - 1730	0	34	13	0	1	1	0	0	1	0	0	0	0	48	
1730 - 1745	0	28	12	0	2	0	0	1	1	0	0	0	0	43	
1745 - 1800	0	24	9	0	3	0	0	1	2	0	0	0	0	37	164
1800 - 1815	0	24	6	0	2	0	0	0	1	0	0	0	0	32	
1815 - 1830	0	20	5	0	3	0	0	0	1	0	0	0	0	29	
1830 - 1845	0	16	5	0	2	0	0	0	1	0	0	0	0	23	
1845 - 1900	0	22	5	0	4	0	0	0	1	0	0	0	0	31	114
1900 - 1915	0	18	3	0	2	0	0	0	1	0	0	0	0	23	
1915 - 1930	0	19	5	0	1	0	0	0	1	0	0	0	0	25	
1930 - 1945	0	17	7	0	1	0	0	0	1	0	0	0	0	24	
1945 - 2000	0	12	2	0	1	0	0	1	0	0	0	0	0	15	87
2000 - 2015	0	14	2	0	1	0	0	0	1	0	0	0	0	17	
2015 - 2030	0	10	2	0	0	0	0	0	0	0	0	0	0	12	
2030 - 2045	0	9	2	0	1	0	0	0	0	0	0	0	0	11	
2045 - 2100	0	12	2	0	1	1	0	0	0	0	0	0	0	15	54
2100 - 2115	0	9	1	0	1	0	0	0	0	0	0	0	0	11	
2115 - 2130	0	7	2	0	1	0	0	0	0	0	0	0	0	9	
2130 - 2145	0	9	2	0	1	0	0	0	0	0	0	0	0	11	
2145 - 2200	0	7	1	0	0	0	0	0	0	0	0	0	0	8	38
2200 - 2215	0	5	1	0	1	0	0	0	0	0	0	0	0	6	
2215 - 2230	0	3	2	0	1	0	0	0	0	0	0	0	0	5	
2230 - 2245	0	4	1	0	0	0	0	0	0	0	0	0	0	4	
2245 - 2300	0	3	0	0	1	1	0	0	1	0	0	0	0	5	19
2300 - 2315	0	2	0	0	1	0	0	0	1	0	0	0	0	3	
2315 - 2330	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2330 - 2345	0	4	1	0	1	0	0	0	0	0	0	0	0	5	
2345 - 0000	0	3	1	0	0	0	0	0	1	0	0	0	0	4	15

Session Total	1	2166	716	3	129	25	0	22	74	1	0	0	0	3134
Session Average	0.01	22.56	7.45	0.03	1.34	0.26	0.00	0.22	0.77	0.01	0.00	0.00	0.00	32.64
Session Percentage	0.02	69.12	22.83	0.08	4.10	0.80	0.00	0.69	2.35	0.02	0.00	0.00	0.00	
AM Peak Hour	-	0615 - 0715	0730 - 0830	0530 - 0630	0645 - 0745	0730 - 0830	-	0745 - 0845	0815 - 0915	-	-	-	-	0700 - 0800
AM Peak Volume	0	332	114	1	15	5	0	4	10	0	0	0	0	437
Noon Peak Hour	1430 - 1530	1415 - 1515	1000 - 1100	1115 - 1215	1200 - 1300	1015 - 1115	-	1245 - 1345	1030 - 1130	-	-	-	-	1000 - 1100
Noon Peak Volume	1	88	48	1	10	3	0	5	8	0	0	0	0	140
PM Peak Hour	1500 - 1600	1700 - 1800	1645 - 1745	1530 - 1630	1800 - 1900	1600 - 1700	-	1545 - 1645	1500 - 1600	1600 - 1700	-	-	-	1645 - 1745
PM Peak Volume	17	17	25	17	17	17	0	17	17	17	0	0	0	175

Bi-Directional Class Count || SB WB Average 15min

Chattahoochee Hills, GA



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Site 9

GA-705 Fulton Pkwy (West),
west of Cochran Mill Rd (North)

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.566946°, -84.711097°

0000 - 2400 (Weekday 24h Session) (All Dates)

SB WB Average 15min

Time	SB WB Average 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	5	1	0	0	0	0	0	0	0	0	0	0	6	6
0015 - 0030	0	8	1	0	0	0	0	0	0	0	0	0	0	8	8
0030 - 0045	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
0045 - 0100	0	3	0	0	1	0	0	0	0	0	0	0	0	4	19
0100 - 0115	0	3	0	0	1	0	0	0	0	0	0	0	0	4	4
0115 - 0130	0	8	0	0	0	0	0	0	0	0	0	0	0	8	8
0130 - 0145	0	4	0	0	0	0	0	0	1	0	0	0	0	4	4
0145 - 0200	0	3	0	0	0	1	0	0	0	0	0	0	0	3	19
0200 - 0215	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
0215 - 0230	0	5	0	0	0	0	0	0	0	0	0	0	0	5	5
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0245 - 0300	0	1	1	0	0	0	0	0	1	0	0	0	0	2	10
0300 - 0315	0	3	1	0	0	0	0	0	0	0	0	0	0	4	4
0315 - 0330	0	4	0	0	0	0	0	0	0	0	0	0	0	4	4
0330 - 0345	0	6	0	0	1	0	0	0	1	0	0	0	0	7	7
0345 - 0400	0	5	0	0	0	0	0	0	0	0	0	0	0	5	18
0400 - 0415	0	2	1	0	0	0	0	0	1	0	0	0	0	3	3
0415 - 0430	0	4	0	0	0	0	0	0	1	0	0	0	0	5	5
0430 - 0445	0	4	1	0	0	0	0	0	1	0	0	0	0	5	5
0445 - 0500	0	4	0	0	1	0	0	0	1	0	0	0	0	6	18
0500 - 0515	0	4	1	0	0	0	0	0	2	0	0	0	0	7	7
0515 - 0530	0	10	1	0	1	0	0	0	0	0	0	0	0	12	12
0530 - 0545	0	10	1	0	1	0	0	0	1	0	0	0	0	12	12
0545 - 0600	0	7	1	0	2	0	0	0	2	0	0	0	0	11	40
0600 - 0615	0	11	3	0	1	1	0	0	1	0	0	0	0	16	16
0615 - 0630	0	14	4	0	0	1	0	0	1	0	0	0	0	19	19
0630 - 0645	0	16	4	2	1	0	0	0	3	0	0	0	0	24	24
0645 - 0700	0	16	4	0	0	0	0	0	4	0	0	0	0	23	81
0700 - 0715	0	13	3	0	2	0	0	0	1	0	0	0	0	19	19
0715 - 0730	0	17	8	0	2	1	0	1	1	0	0	0	0	29	29
0730 - 0745	0	19	9	0	1	1	0	1	1	0	0	0	0	31	31
0745 - 0800	0	18	6	0	2	0	0	1	0	0	0	0	0	26	103
0800 - 0815	0	22	10	0	2	0	0	1	2	0	0	0	0	36	36
0815 - 0830	0	21	8	0	2	1	0	1	1	0	0	0	0	33	33
0830 - 0845	0	22	9	0	3	1	1	2	1	0	0	0	0	38	38
0845 - 0900	0	15	9	0	2	0	0	1	2	0	0	0	0	27	133
0900 - 0915	0	16	7	0	1	1	0	0	1	0	0	0	0	26	26
0915 - 0930	0	18	8	0	3	0	0	1	1	0	0	0	0	30	30
0930 - 0945	0	11	9	0	1	1	0	2	1	0	0	0	0	23	23
0945 - 1000	0	14	8	0	1	1	0	1	2	0	0	0	0	27	104
1000 - 1015	0	9	6	0	1	0	0	0	2	0	0	0	0	17	17
1015 - 1030	0	17	9	0	1	1	1	0	2	1	0	0	0	31	31
1030 - 1045	0	13	12	0	7	1	1	0	5	0	0	0	0	37	37
1045 - 1100	0	13	7	0	2	0	1	0	3	0	0	0	0	25	108
1100 - 1115	0	15	6	0	1	1	0	1	2	0	0	0	0	25	25
1115 - 1130	0	11	9	0	2	1	1	0	1	0	0	0	0	24	24
1130 - 1145	0	13	12	0	1	2	0	1	0	0	0	0	0	28	28
1145 - 1200	0	18	10	0	2	1	0	1	3	0	0	0	0	33	109
1200 - 1215	0	19	11	0	1	1	0	1	1	0	0	0	0	32	32
1215 - 1230	0	16	9	0	2	1	0	1	2	0	0	0	0	30	30
1230 - 1245	0	19	8	1	2	1	0	1	2	0	0	0	0	31	31
1245 - 1300	0	18	7	1	1	2	0	1	2	0	0	0	0	31	123
1300 - 1315	0	18	14	0	3	1	0	1	2	1	0	0	0	38	38
1315 - 1330	0	26	11	0	3	1	1	1	1	0	0	0	0	42	42
1330 - 1345	1	23	17	0	2	2	0	2	2	0	0	0	0	47	47
1345 - 1400	0	20	11	0	1	2	0	2	2	0	0	0	0	37	162
1400 - 1415	0	33	16	0	1	1	0	1	3	0	0	0	0	54	54
1415 - 1430	0	30	18	0	2	1	0	1	4	0	0	0	0	55	55
1430 - 1445	0	36	22	0	4	1	0	0	3	0	0	0	0	65	65
1445 - 1500	0	42	23	0	1	1	0	0	0	0	0	0	0	66	239
1500 - 1515	0	37	23	0	4	2	0	1	3	0	0	0	0	67	67
1515 - 1530	0	42	33	1	1	1	0	1	1	0	0	0	0	79	79
1530 - 1545	1	53	34	0	6	1	0	1	0	1	0	0	0	95	95
1545 - 1600	1	67	40	0	5	2	0	2	2	1	0	0	0	117	358
1600 - 1615	1	67	42	0	5	1	0	1	2	0	0	0	0	117	117
1615 - 1630	0	87	37	0	6	1	0	0	1	0	0	0	0	130	130
1630 - 1645	0	70	46	0	4	0	0	0	1	0	0	0	0	120	120
1645 - 1700	1	83	41	0	6	0	0	1	2	0	0	0	0	134	134
1700 - 1715	0	76	43	0	5	1	0	1	5	0	0	0	0	129	129
1715 - 1730	0	86	41	0	5	0	1	1	2	0	1	0	0	134	134
1730 - 1745	0	72	46	0	7	1	0	0	1	0	1	0	0	127	127
1745 - 1800	0	81	34	0	4	0	0	0	1	0	0	0	0	120	510
1800 - 1815	0	56	28	0	5	0	0	0	2	0	0	0	0	90	90
1815 - 1830	0	67	26	0	2	0	0	0	3	0	0	0	0	97	97
1830 - 1845	0	42	15	0	2	0	0	0	2	0	0	0	0	60	60
1845 - 1900	0	39	14	0	1	0	0	0	1	0	0	0	0	54	54
1900 - 1915	0	30	13	0	1	1	0	0	1	0	0	0	0	44	44
1915 - 1930	0	25	8	0	3	0	0	0	2	0	0	0	0	37	37
1930 - 1945	0	17	7	0	1	0	0	0	1	0	0	0	0	25	25
1945 - 2000	0	14	7	0	0	0	0	0	1	0	0	0	0	21	126
2000 - 2015	0	18	7	0	1	0	0	0	0	0	0	0	0	25	25
2015 - 2030	0	20	6	0	0	0	0	0	2	0	0	0	0	28	28
2030 - 2045	0	15	4	0	1	1	0	0	0	0	0	0	0	20	20
2045 - 2100	0	11	5	0	1	0	0	0	0	0	0	0	0	16	16
2100 - 2115	0	12	4	0	1	0	0	0	0	0	0	0	0	17	17
2115 - 2130	0	9	4	0	0	0	0	0	0	0	0	0	0	12	12
2130 - 2145	0	8	3	0	0	0	0	0	0	0	0	0	0	11	11
2145 - 2200	0	7	2	0	1	0	0	0	0	0	0	0	0	9	48
2200 - 2215	0	7	3	0	0	0	0	0	1	0	0	0	0	10	10
2215 - 2230	0	9	4	0	0	0	0	0	0	0	0	0	0	13	13
2230 - 2245	0	5	1	0	0	0	0	0	0	0	0	0	0	6	6
2245 - 2300	0	12	4	1	0	0	0	0	1	0	0	0	0	17	17
2300 - 2315	0	5	2	0	0	0	0	0	0	0	0	0	0	7	7
2315 - 2330	0	9	2	0	0	0	0	0	1	0	0	0	0	12	12
2330 - 2345	0	7	3	0	0	0	0	0	0	0	0	0	0	10	10
2345 - 0000	0	8	2	0	0	0	0	0	0	0	0	0	0	10	39

Session Total	4	2027	970	4	133	32	4	25	97	3	1	0	0	3297
Session Average	0.04	21.11	10.10	0.04	1.39	0.33	0.04	0.26	1.01	0.03	0.01	0.00	0.00	34.34
Session Percentage	0.11	61.48	29.41	0.12	4.03	0.96	0.12	0.74	2.93	0.08	0.03	0.00	0.00	
AM Peak Hour	-	0745 - 0845	0800 - 0900	0545 - 0645	0945 - 1045	0815 - 0915	0945 - 1045	0745 - 0845	0945 - 1045	0930 - 1030	-	-	-	0800 - 0900
AM Peak Volume	0	82	35	2	9	2	2	4	11	1	0	0	0	133
Noon Peak Hour	1445 - 1545	1445 - 1545	1445 - 1545	1200 - 1300	1200 - 1130	1245 - 1345	1000 - 1100	1330 - 1430	1000 - 1100	1000 - 1100	-	-	-	1445 - 1545
Noon Peak Volume	1	173	112	1	10	5	2	15	11	1	0	0	0	307
PM Peak Hour	1515 - 1615	1645 - 1745	1645 - 1745	1500 - 1600	1645 - 1745	1500 - 1600	1630 - 1730	1500 - 1600	1630 - 1730	1500 - 1600	1645 - 1745	-	-	1645 - 1745
PM Peak Volume	370	524	370	154	524	154	370	524	370	524	0	0	0	

Bi-Directional Class Count || NB EB 15min

Chattahoochee Hills, GA

Site 10

Cochran Mill Rd (South),
south of GA-70 S Fulton Pkwy (West)

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.566008°, -84.708212°

[Click here for Map](#)

0000 - 2400 (24h Session) (01-10-2023)

NB EB 15min

Time	Northbound (Movement 10.1)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0315 - 0330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	5
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0445 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
0500 - 0515	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0515 - 0530	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0530 - 0545	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0545 - 0600	0	2	2	0	0	0	0	0	0	0	0	0	0	4	12
0600 - 0615	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0615 - 0630	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0630 - 0645	0	2	1	0	3	0	0	0	0	0	0	0	0	6	
0645 - 0700	0	3	1	0	0	0	0	3	0	0	0	0	0	7	22
0700 - 0715	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0715 - 0730	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
0730 - 0745	0	6	5	0	0	0	0	0	0	0	0	0	0	11	
0745 - 0800	0	20	2	0	0	1	0	0	0	0	0	0	0	23	51
0800 - 0815	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
0815 - 0830	0	10	2	0	0	0	0	0	0	0	0	0	0	12	
0830 - 0845	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
0845 - 0900	0	8	1	0	2	0	0	0	0	0	0	0	0	11	48
0900 - 0915	0	4	4	0	1	0	0	0	0	0	0	0	0	9	
0915 - 0930	0	4	4	0	2	0	0	0	0	0	0	0	0	10	
0930 - 0945	0	5	2	0	0	0	0	1	0	0	0	0	0	8	
0945 - 1000	0	7	2	0	0	1	0	0	0	0	0	0	0	10	37
1000 - 1015	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
1015 - 1030	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
1030 - 1045	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
1045 - 1100	0	3	0	0	1	0	0	0	0	0	0	0	0	4	26
1100 - 1115	0	4	0	0	1	0	0	0	0	0	0	0	0	5	
1115 - 1130	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
1130 - 1145	0	5	1	0	0	1	0	0	0	0	0	0	0	7	
1145 - 1200	0	10	3	1	2	0	0	0	0	0	0	0	0	16	35
1200 - 1215	0	8	4	0	0	0	0	0	0	0	0	0	0	12	
1215 - 1230	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
1230 - 1245	0	6	5	0	0	0	0	0	0	0	0	0	0	11	
1245 - 1300	0	8	5	0	0	0	0	0	0	0	0	0	0	13	44
1300 - 1315	0	7	5	0	1	0	0	0	0	0	0	0	0	13	
1315 - 1330	0	14	4	0	1	0	0	0	0	0	0	0	0	19	
1330 - 1345	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
1345 - 1400	0	6	5	0	1	0	0	1	0	0	0	0	0	13	53
1400 - 1415	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
1415 - 1430	0	8	9	0	0	0	0	1	0	0	0	0	0	18	
1430 - 1445	0	7	5	0	1	0	0	0	0	0	0	0	0	13	
1445 - 1500	0	8	7	0	1	0	0	0	0	0	0	0	0	16	61
1500 - 1515	0	8	6	1	0	0	0	0	0	0	0	0	0	15	
1515 - 1530	0	15	8	0	1	0	0	0	0	0	0	0	0	24	
1530 - 1545	0	11	12	0	1	0	0	0	0	0	0	0	0	24	
1545 - 1600	0	23	8	0	0	0	0	0	0	0	0	0	0	31	94
1600 - 1615	0	17	3	0	1	0	0	1	0	0	0	0	0	22	
1615 - 1630	0	22	5	0	2	1	0	0	0	0	0	0	0	30	
1630 - 1645	0	21	7	1	1	1	0	0	0	0	0	0	0	31	
1645 - 1700	0	16	8	0	1	0	0	0	0	0	0	0	0	25	108
1700 - 1715	0	21	6	0	1	0	0	0	0	0	0	0	0	28	
1715 - 1730	0	14	8	0	3	0	0	0	0	0	0	0	0	25	
1730 - 1745	0	20	9	0	1	0	0	0	0	0	0	0	0	30	
1745 - 1800	0	17	6	0	3	0	0	0	0	0	0	0	0	26	109
1800 - 1815	0	6	5	0	3	0	0	0	0	0	0	0	0	14	
1815 - 1830	0	15	4	1	1	0	0	0	0	0	0	0	0	21	
1830 - 1845	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
1845 - 1900	0	8	2	0	1	0	0	0	0	0	0	0	0	11	60
1900 - 1915	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
1915 - 1930	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
1930 - 1945	0	4	3	0	1	0	0	0	0	0	0	0	0	8	
1945 - 2000	0	6	1	0	0	0	0	0	0	0	0	0	0	7	27
2000 - 2015	0	6	5	0	0	0	0	0	0	0	0	0	0	11	
2015 - 2030	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2030 - 2045	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2045 - 2100	0	2	1	0	0	0	0	0	0	0	0	0	0	3	22
2100 - 2115	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
2115 - 2130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2130 - 2145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2145 - 2200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14
2200 - 2215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2215 - 2230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2245 - 2300	0	1	1	0	0	0	0	0	0	0	0	0	0	2	4
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2315 - 2330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2345 - 0000	0	1	1	0	0	0	0	0	0	0	0	0	0	2	4

Session Total	0	564	227	4	38	5	0	7	0	0	0	0	0	845
Session Average	0.00	5.88	2.36	0.04	0.40	0.05	0.00	0.07	0.00	0.00	0.00	0.00	0.00	8.80
Session Percentage	0.00	66.75	26.86	0.47	4.50	0.59	0.00	0.83	0.00	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0745 - 0845	0715 - 0815	-	0830 - 0930	0700 - 0800	-	0600 - 0700	-	-	-	-	-	0715 - 0815
AM Peak Volume	0	51	13	0	5	1	0	3	0	0	0	0	0	63
Noon Peak Hour	-	1445 - 1545	1445 - 1545	1100 - 1200	1100 - 1200	1045 - 1145	-	1330 - 1430	-	-	-	-	-	1445 - 1545
Noon Peak Volume	0	42	33	1	3	1	0	2	0	0	0	0	0	79
PM Peak Hour	-	1545 - 1645	1500 - 1600	1500 - 1600	1715 - 1815	1545 - 1645	-	1515 - 1615	-	-	-	-	-	1545 - 1645

Site 10
Cochran Mill Rd (South),
south of GA-70 S Fulton Pkwy (West)

Date
Wednesday, January 11, 2023

Weather
Mostly Cloudy
55°F

0000 - 2400 (24h Session) (01-11-2023)
NB EB 15min

Lat/Long
33.566008°, -84.708212°

Time	Northbound (Movement 10.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
0315 - 0330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0515 - 0530	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0530 - 0545	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0545 - 0600	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0600 - 0615	0	4	0	0	0	0	0	0	0	0	0	0	0	4	29
0615 - 0630	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0630 - 0645	0	10	3	0	0	0	0	0	1	0	0	0	0	14	
0645 - 0700	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0700 - 0715	0	5	0	0	0	0	0	0	0	0	0	0	0	5	54
0715 - 0730	0	3	3	0	1	0	0	0	1	0	0	0	0	8	
0730 - 0745	0	15	3	0	0	0	0	0	0	0	0	0	0	18	
0745 - 0800	0	19	3	0	0	0	0	1	0	0	0	0	0	23	
0800 - 0815	0	11	7	0	0	0	0	1	0	0	0	0	0	19	53
0815 - 0830	0	7	4	0	1	0	0	1	0	0	0	0	0	13	
0830 - 0845	0	9	1	0	0	0	0	1	0	0	0	0	0	11	
0845 - 0900	0	8	1	0	0	0	0	0	1	0	0	0	0	10	
0900 - 0915	0	4	2	0	0	0	0	0	0	0	0	0	0	6	34
0915 - 0930	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
0930 - 0945	0	2	2	0	2	0	0	0	0	0	0	0	0	6	
0945 - 1000	0	7	4	0	4	0	0	0	0	0	0	0	0	15	
1000 - 1015	0	7	0	0	2	0	0	0	0	0	0	0	0	9	46
1015 - 1030	0	8	3	0	1	0	0	0	0	0	0	0	0	12	
1030 - 1045	0	8	6	0	0	0	0	0	0	0	0	0	0	14	
1045 - 1100	0	4	5	0	2	0	0	0	0	0	0	0	0	11	
1100 - 1115	0	3	4	0	0	0	0	0	0	0	0	0	0	7	32
1115 - 1130	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
1130 - 1145	0	5	4	0	0	0	0	0	0	0	0	0	0	9	
1145 - 1200	0	5	1	0	0	0	0	1	0	0	0	0	0	7	
1200 - 1215	0	8	4	0	0	0	0	0	0	0	0	0	0	12	39
1215 - 1230	0	8	1	0	1	0	0	0	0	0	0	0	0	10	
1230 - 1245	0	6	3	0	0	0	0	0	1	0	0	0	0	10	
1245 - 1300	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
1300 - 1315	0	5	4	0	0	0	0	0	0	0	0	0	0	10	38
1315 - 1330	0	6	4	0	0	1	0	0	0	0	0	0	0	11	
1330 - 1345	0	3	3	0	0	0	0	0	0	0	0	0	0	6	
1345 - 1400	0	7	4	0	0	0	0	0	0	0	0	0	0	11	
1400 - 1415	0	12	2	0	1	0	0	0	0	0	0	0	0	15	61
1415 - 1430	0	9	5	0	0	0	0	0	0	0	0	0	0	14	
1430 - 1445	0	9	6	0	1	0	0	1	0	0	0	0	0	17	
1445 - 1500	0	8	6	1	0	0	0	0	0	0	0	0	0	15	
1500 - 1515	0	8	5	0	0	0	0	0	0	0	0	0	0	13	92
1515 - 1530	0	13	11	0	1	1	0	0	0	0	0	0	0	26	
1530 - 1545	0	15	12	0	2	0	0	0	0	0	0	0	0	29	
1545 - 1600	0	14	10	0	0	0	0	0	0	0	0	0	0	24	
1600 - 1615	1	18	9	0	0	0	0	0	0	0	0	0	0	28	99
1615 - 1630	0	17	9	0	4	0	0	0	0	0	0	0	0	30	
1630 - 1645	0	12	6	2	2	0	0	0	0	0	0	0	0	22	
1645 - 1700	0	11	6	0	0	0	0	2	0	0	0	0	0	19	
1700 - 1715	0	19	13	1	0	0	0	0	0	0	0	0	0	33	115
1715 - 1730	0	17	5	1	0	0	0	0	0	0	0	0	0	23	
1730 - 1745	0	12	14	1	0	0	0	0	0	0	0	0	0	27	
1745 - 1800	0	23	9	0	0	0	0	0	0	0	0	0	0	32	
1800 - 1815	0	11	3	0	0	0	0	0	0	0	0	0	0	14	54
1815 - 1830	0	12	5	0	1	0	0	0	0	0	0	0	0	18	
1830 - 1845	0	10	2	0	0	0	0	0	0	0	0	0	0	12	
1845 - 1900	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
1900 - 1915	0	3	4	0	0	0	0	0	0	0	0	0	0	7	32
1915 - 1930	0	8	3	0	1	0	0	0	0	0	0	0	0	12	
1930 - 1945	0	7	5	0	0	0	0	0	0	0	0	0	0	12	
1945 - 2000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2000 - 2015	0	4	2	0	0	0	0	0	0	0	0	0	0	6	21
2015 - 2030	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
2030 - 2045	0	3	0	0	1	0	0	0	0	0	0	0	0	4	
2045 - 2100	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
2100 - 2115	0	4	0	0	0	0	0	0	0	0	0	0	0	4	5
2115 - 2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2130 - 2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2145 - 2200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2200 - 2215	0	3	1	0	0	0	0	0	0	0	0	0	0	4	7
2215 - 2230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2245 - 2300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2330 - 2345	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2345 - 0000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	

Session Total	1	543	244	5	29	3	0	8	4	0	0	0	0	837
Session Average	0.01	5.66	2.54	0.05	0.30	0.03	0.00	0.08	0.04	0.00	0.00	0.00	0.00	8.72
Session Percentage	0.12	64.87	29.15	0.60	3.46	0.36	0.00	0.96	0.48	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0730 - 0830	0730 - 0830	-	0930 - 1030	-	-	0745 - 0845	0630 - 0730	-	-	-	-	0730 - 0830
AM Peak Volume	0	52	17	0	9	0	0	4	2	0	0	0	0	73

Noon Peak Hour	-	1445 - 1545	1445 - 1545	1400 - 1500	1000 - 1100	1230 - 1330	-	1100 - 1200	1145 - 1245	-	-	-	-	1445 - 1545
Noon Peak Volume	0	44	34	1	5	2	0	1	1	0	0	0	0	83

Bi-Directional Class Count || SB WB 15min

Chattahoochee Hills, GA

Site 10

Cochran Mill Rd (South),
south of GA-70 S Fulton Pkwy (West)

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.566008°, -84.708212°

[Click here for Map](#)

0000 - 2400 (24h Session) (01-10-2023)

SB WB 15min

Time	Southbound (Movement 10.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0015 - 0030	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	4	0	0	0	0	0	0	0	0	0	0	0	4	6
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	1	0	0	0	0	0	0	1	0	0	0	0	2	
0445 - 0500	0	4	0	0	0	0	0	0	0	0	0	0	0	4	8
0500 - 0515	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0515 - 0530	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0530 - 0545	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
0545 - 0600	0	6	1	0	0	0	0	0	0	0	0	0	0	7	28
0600 - 0615	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0615 - 0630	0	17	3	0	0	0	0	0	0	0	0	0	0	20	
0630 - 0645	0	12	3	0	1	0	0	0	0	0	0	0	0	16	
0645 - 0700	0	13	4	1	0	0	0	0	0	0	0	0	0	18	62
0700 - 0715	0	18	0	0	0	0	0	0	0	0	0	0	0	18	
0715 - 0730	0	16	3	0	0	0	0	0	1	0	0	0	0	20	
0730 - 0745	0	16	8	0	0	1	0	0	0	0	0	0	0	25	
0745 - 0800	0	19	9	0	0	3	0	0	1	0	0	0	0	32	95
0800 - 0815	0	24	8	0	0	1	0	0	0	0	0	0	0	33	
0815 - 0830	0	7	3	0	2	1	0	0	0	0	0	0	0	13	
0830 - 0845	0	6	10	0	4	0	0	0	1	0	0	0	0	21	
0845 - 0900	0	7	4	0	1	1	0	0	0	0	0	0	0	13	80
0900 - 0915	0	6	5	0	0	0	0	0	0	0	0	0	0	11	
0915 - 0930	0	5	4	0	1	0	0	0	0	0	0	0	0	10	
0930 - 0945	0	5	1	0	0	0	0	0	1	0	0	0	0	7	
0945 - 1000	0	5	3	0	0	0	0	0	0	0	0	0	0	8	36
1000 - 1015	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
1015 - 1030	0	7	4	0	0	1	0	0	0	0	0	0	0	12	
1030 - 1045	0	9	4	0	1	0	0	0	0	0	0	0	0	14	
1045 - 1100	0	6	8	0	0	0	0	0	0	0	0	0	0	14	52
1100 - 1115	0	3	5	0	1	0	0	0	0	0	0	0	0	9	
1115 - 1130	0	8	4	0	0	0	0	0	0	0	0	0	0	12	
1130 - 1145	0	1	4	0	1	0	0	0	0	0	0	0	0	6	
1145 - 1200	0	5	2	0	0	0	0	0	0	0	0	0	0	7	34
1200 - 1215	0	8	3	0	1	0	0	0	0	0	0	0	0	12	
1215 - 1230	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
1230 - 1245	0	8	3	0	3	0	0	0	0	0	0	0	0	14	
1245 - 1300	0	4	1	0	2	0	0	1	0	0	0	0	0	8	44
1300 - 1315	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
1315 - 1330	0	5	2	0	1	0	0	0	0	0	0	0	0	8	
1330 - 1345	0	7	5	1	1	0	0	1	0	0	0	0	0	15	
1345 - 1400	0	4	4	0	1	0	0	0	0	0	0	0	0	9	42
1400 - 1415	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
1415 - 1430	0	8	1	0	0	0	0	1	0	0	0	0	0	10	
1430 - 1445	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
1445 - 1500	0	5	2	0	2	0	0	0	0	0	0	0	0	9	37
1500 - 1515	0	11	8	0	0	0	0	0	0	0	0	0	0	19	
1515 - 1530	0	13	5	0	0	0	0	0	0	0	0	0	0	18	
1530 - 1545	0	11	3	0	1	0	0	0	0	0	0	0	0	15	
1545 - 1600	0	10	5	0	1	0	0	0	0	0	0	0	0	16	68
1600 - 1615	0	12	6	0	0	0	0	0	0	0	0	0	0	18	
1615 - 1630	0	9	3	0	1	0	0	0	0	0	0	0	0	13	
1630 - 1645	0	8	6	0	0	0	0	0	0	0	0	0	0	14	
1645 - 1700	0	12	3	0	1	0	0	0	0	0	0	0	0	16	61
1700 - 1715	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
1715 - 1730	0	15	6	0	1	0	0	0	0	0	0	0	0	22	
1730 - 1745	0	17	5	0	0	0	0	0	0	0	0	0	0	22	
1745 - 1800	0	18	3	0	1	0	0	0	0	0	0	0	0	22	77
1800 - 1815	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
1815 - 1830	0	8	3	0	1	0	0	0	0	0	0	0	0	12	
1830 - 1845	0	6	4	0	0	0	0	0	0	0	0	0	0	10	
1845 - 1900	0	4	1	0	1	0	0	0	0	0	0	0	0	6	43
1900 - 1915	0	7	0	0	1	0	0	0	0	0	0	0	0	8	
1915 - 1930	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1930 - 1945	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
1945 - 2000	0	6	1	0	0	0	0	0	0	0	0	0	0	7	20
2000 - 2015	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
2015 - 2030	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2030 - 2045	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2045 - 2100	0	3	2	0	0	0	0	0	0	0	0	0	0	5	20
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2115 - 2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2130 - 2145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2145 - 2200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
2200 - 2215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2245 - 2300	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
2300 - 2315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2315 - 2330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2345 - 0000	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5

Session Total	0	569	213	3	31	8	0	3	5	0	0	0	0	832
Session Average	0.00	5.93	2.22	0.03	0.32	0.08	0.00	0.03	0.05	0.00	0.00	0.00	0.00	8.67
Session Percentage	0.00	68.39	25.60	0.36	3.73	0.96	0.00	0.36	0.60	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0715 - 0815	0745 - 0845	0600 - 0700	0800 - 0900	0730 - 0830	-	-	0700 - 0800	-	-	-	-	0715 - 0815
AM Peak Volume	0	75	30	1	7	6	0	0	2	0	0	0	0	110
Noon Peak Hour	-	1445 - 1545	1015 - 1115	1245 - 1345	1200 - 1300	1000 - 1100	-	1245 - 1345	-	-	-	-	-	1445 - 1545
Noon Peak Volume	0	40	21	1	6	1	0	2	0	0	0	0	0	61
PM Peak Hour	-	1715 - 1815	1500 - 1600	1600 - 1700	1530 - 1630	-	-	-	-	-	-	-	-	1715 - 1815
PM Peak Volume	0	52	21	1	3	0	0	0	0	0	0	0	0	81

Site 10
Cochran Mill Rd (South),
south of GA-70 S Fulton Pkwy (West)

Date
Wednesday, January 11, 2023

Weather
Mostly Cloudy
55°F

0000 - 2400 (24h Session) (01-11-2023)
S8 WB 15min

Lat/Long
33.566008° -84.708212°

Time	Southbound (Movement 10.2)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	2	0	0	0	0	0	0	0	0	0	0	0	2	5
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	1	0	0	1	0	0	0	0	0	0	0	0	2	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0400 - 0415	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
0415 - 0430	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0445 - 0500	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0500 - 0515	0	5	0	0	0	0	0	0	0	0	0	0	0	5	9
0515 - 0530	0	7	1	0	1	0	0	0	0	0	0	0	0	9	
0530 - 0545	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0545 - 0600	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
0600 - 0615	0	9	2	0	0	0	0	0	0	0	0	0	0	11	19
0615 - 0630	0	15	3	1	0	0	0	0	0	0	0	0	0	19	
0630 - 0645	0	9	3	0	1	0	0	0	0	0	0	0	0	13	
0645 - 0700	0	13	2	1	0	0	0	0	0	0	0	0	0	16	
0700 - 0715	0	6	9	0	1	0	0	0	0	0	0	0	0	16	19
0715 - 0730	0	12	7	0	0	0	0	0	0	0	0	0	0	19	
0730 - 0745	0	14	10	0	0	0	0	1	0	0	0	0	0	25	
0745 - 0800	0	17	10	0	0	1	0	1	0	0	0	0	0	29	
0800 - 0815	0	19	6	0	3	0	0	0	0	0	0	0	0	28	14
0815 - 0830	0	6	5	0	2	1	0	0	0	0	0	0	0	14	
0830 - 0845	0	5	7	0	1	0	0	0	0	0	0	0	0	13	
0845 - 0900	0	9	4	0	5	0	0	0	0	0	0	0	0	18	
0900 - 0915	0	8	2	0	0	1	0	0	0	0	0	0	0	12	15
0915 - 0930	0	7	7	0	1	0	0	0	0	0	0	0	0	15	
0930 - 0945	0	3	3	0	0	2	0	0	0	0	0	0	0	8	
0945 - 1000	0	8	6	0	0	0	0	0	0	0	0	0	0	14	
1000 - 1015	0	7	0	0	3	0	0	0	0	0	0	0	0	10	20
1015 - 1030	0	4	14	0	2	0	0	0	0	0	0	0	0	20	
1030 - 1045	0	11	4	0	1	0	0	0	1	0	0	0	0	17	
1045 - 1100	0	1	2	0	0	1	0	1	0	0	0	0	0	5	
1100 - 1115	0	7	4	0	0	0	0	0	0	0	0	0	0	11	13
1115 - 1130	0	4	4	0	0	0	0	0	0	0	0	0	0	8	
1130 - 1145	0	8	3	0	1	1	0	0	0	0	0	0	0	13	
1145 - 1200	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
1200 - 1215	0	3	3	0	0	0	0	0	0	0	0	0	0	6	12
1215 - 1230	0	8	2	0	1	0	0	0	1	0	0	0	0	12	
1230 - 1245	0	6	3	0	1	0	0	0	0	0	0	0	0	10	
1245 - 1300	0	8	2	0	0	0	0	1	0	0	0	0	0	11	
1300 - 1315	0	7	1	0	0	0	0	0	0	0	0	0	0	8	13
1315 - 1330	0	4	4	0	0	0	0	0	0	0	0	0	0	8	
1330 - 1345	0	6	7	0	0	0	0	0	0	0	0	0	0	13	
1345 - 1400	0	5	2	1	2	0	0	0	0	0	0	0	0	10	
1400 - 1415	0	7	4	0	0	0	0	0	0	0	0	0	0	11	11
1415 - 1430	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
1430 - 1445	0	6	3	0	1	0	0	0	0	0	0	0	0	10	
1445 - 1500	0	10	3	0	0	1	0	0	0	0	0	0	0	14	
1500 - 1515	0	6	2	0	0	0	0	0	0	0	0	0	0	8	17
1515 - 1530	0	8	4	0	0	0	0	0	0	0	0	0	0	12	
1530 - 1545	0	13	3	0	1	0	0	0	0	0	0	0	0	17	
1545 - 1600	0	12	4	0	1	0	0	0	0	0	0	0	0	17	
1600 - 1615	0	15	3	0	0	1	0	0	0	0	0	0	0	19	22
1615 - 1630	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
1630 - 1645	0	15	6	0	0	0	0	0	0	0	0	0	0	21	
1645 - 1700	0	15	7	0	0	0	0	0	0	0	0	0	0	22	
1700 - 1715	0	11	6	0	0	0	0	0	0	0	0	0	0	17	18
1715 - 1730	0	12	2	1	1	0	0	0	0	0	0	0	0	16	
1730 - 1745	0	10	8	0	0	0	0	0	0	0	0	0	0	18	
1745 - 1800	0	10	4	0	0	0	0	0	0	0	0	0	0	14	
1800 - 1815	0	10	6	0	1	0	0	0	0	0	0	0	0	17	10
1815 - 1830	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
1830 - 1845	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
1845 - 1900	0	6	2	0	1	0	0	0	0	0	0	0	0	9	
1900 - 1915	0	5	0	0	0	0	0	0	0	0	0	0	0	5	4
1915 - 1930	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
1930 - 1945	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
1945 - 2000	0	3	0	0	0	0	0	1	0	0	0	0	0	4	
2000 - 2015	0	1	1	0	0	0	0	0	0	0	0	0	0	2	3
2015 - 2030	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2030 - 2045	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2045 - 2100	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2100 - 2115	0	2	0	0	0	0	0	0	0	0	0	0	0	2	3
2115 - 2130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2130 - 2145	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2145 - 2200	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2200 - 2215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4
2215 - 2230	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2315 - 2330	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2345 - 0000	0	3	0	0	0	0	0	0	0	0	0	0	0	3	

Session Total	0	545	228	3	33	9	0	7	2	0	0	0	0	827
Session Average	0.00	5.68	2.38	0.03	0.34	0.09	0.00	0.07	0.02	0.00	0.00	0.00	0.00	8.61
Session Percentage	0.00	65.90	27.57	0.36	3.99	1.09	0.00	0.85	0.24	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0715 - 0815	0700 - 0800	0600 - 0700	0800 - 0900	0845 - 0945	-	0700 - 0800	0945 - 1045	-	-	-	-	0715 - 0815
AM Peak Volume	0	62	36	2	11	3	0	2	1	0	0	0	0	101
Noon Peak Hour	-	1445 - 1545	1015 - 1115	1300 - 1400	1000 - 1100	1045 - 1145	-	1000 - 1100	1000 - 1100	-	-	-	-	1015 - 1115
Noon Peak Volume	0	37	24	1	6	2	0	1	1	0	0	0	0	53
PM Peak Hour	-	1600 - 1700	1645 - 1745	-	1500 - 1600	1515 - 1615	-	1630 - 1730	-	-	-	-	-	1630 - 1730
PM Peak Volume	0	53	23	0	2	1	0	1	0	0	0	0	0	76

Bi-Directional Class Count || Bi-Directional 15min

Chattahoochee Hills, GA

Site 10

Cochran Mill Rd (South),
south of GA-70 S Fulton Pkwy (West)

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.566008°, -84.708212°

0000 - 2400 (24h Session) (01-10-2023)

Bi-Directional 15min

Time	Bi-Directional 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	2	0	0	0	0	0	0	0	0	0	0	0	2	8
0015 - 0030	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	11
0315 - 0330	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	2	11
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	3	0	0	0	0	0	0	1	0	0	0	0	4	
0445 - 0500	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0500 - 0515	0	5	1	0	0	0	0	0	0	0	0	0	0	6	40
0515 - 0530	0	10	2	0	0	0	0	0	0	0	0	0	0	12	
0530 - 0545	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
0545 - 0600	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
0600 - 0615	0	10	3	0	0	0	0	0	0	0	0	0	0	13	84
0615 - 0630	0	21	3	0	0	0	0	0	0	0	0	0	0	24	
0630 - 0645	0	14	4	0	4	0	0	0	0	0	0	0	0	22	
0645 - 0700	0	16	5	1	0	0	0	3	0	0	0	0	0	25	
0700 - 0715	0	20	1	0	0	0	0	0	0	0	0	0	0	21	146
0715 - 0730	0	27	6	0	0	0	0	0	1	0	0	0	0	34	
0730 - 0745	0	22	13	0	0	1	0	0	0	0	13	0	0	36	
0745 - 0800	0	39	11	0	0	4	0	0	1	0	0	0	0	55	
0800 - 0815	0	36	11	0	0	1	0	0	0	0	0	0	0	48	128
0815 - 0830	0	17	5	0	2	1	0	0	0	0	0	0	0	25	
0830 - 0845	0	15	11	0	4	0	0	0	1	0	0	0	0	31	
0845 - 0900	0	15	5	0	3	1	0	0	0	0	0	0	0	24	
0900 - 0915	0	10	9	0	1	0	0	0	0	0	0	0	0	20	73
0915 - 0930	0	9	8	0	3	0	0	0	0	0	0	0	0	20	
0930 - 0945	0	10	3	0	0	0	0	1	1	0	0	0	0	15	
0945 - 1000	0	12	5	0	0	1	0	0	0	0	0	0	0	18	
1000 - 1015	0	9	6	0	0	0	0	0	0	0	0	0	0	15	78
1015 - 1030	0	15	6	0	0	1	0	0	0	0	0	0	0	22	
1030 - 1045	0	16	6	0	1	0	0	0	0	0	0	0	0	23	
1045 - 1100	0	9	8	0	1	0	0	0	0	0	0	0	0	18	
1100 - 1115	0	7	5	0	2	0	0	0	0	0	0	0	0	14	69
1115 - 1130	0	12	7	0	0	0	0	0	0	0	0	0	0	19	
1130 - 1145	0	6	5	0	1	1	0	0	0	0	0	0	0	13	
1145 - 1200	0	15	5	1	2	0	0	0	0	0	0	0	0	23	
1200 - 1215	0	16	7	0	1	0	0	0	0	0	0	0	0	24	88
1215 - 1230	0	15	3	0	0	0	0	0	0	0	0	0	0	18	
1230 - 1245	0	14	8	0	3	0	0	0	0	0	0	0	0	25	
1245 - 1300	0	12	6	0	2	0	0	1	0	0	0	0	0	21	
1300 - 1315	0	15	7	0	1	0	0	0	0	0	0	0	0	23	95
1315 - 1330	0	19	6	0	2	0	0	0	0	0	0	0	0	27	
1330 - 1345	0	12	8	1	1	0	0	1	0	0	0	0	0	23	
1345 - 1400	0	10	9	0	2	0	0	1	0	0	0	0	0	22	
1400 - 1415	0	15	6	0	0	0	0	0	0	0	0	0	0	21	98
1415 - 1430	0	16	10	0	0	0	0	2	0	0	0	0	0	28	
1430 - 1445	0	15	8	0	1	0	0	0	0	0	0	0	0	24	
1445 - 1500	0	13	9	0	3	0	0	0	0	0	0	0	0	25	
1500 - 1515	0	19	14	1	0	0	0	0	0	0	0	0	0	34	162
1515 - 1530	0	28	13	0	1	0	0	0	0	0	0	0	0	42	
1530 - 1545	0	22	15	0	2	0	0	0	0	0	0	0	0	39	
1545 - 1600	0	33	13	0	1	0	0	0	0	0	0	0	0	47	
1600 - 1615	0	29	9	0	1	0	0	1	0	0	0	0	0	40	169
1615 - 1630	0	31	8	0	3	1	0	0	0	0	0	0	0	43	
1630 - 1645	0	29	13	1	1	0	0	0	0	0	0	0	0	45	
1645 - 1700	0	28	11	0	1	0	0	0	0	0	0	0	0	41	
1700 - 1715	0	30	8	0	1	0	0	0	0	0	0	0	0	39	186
1715 - 1730	0	29	14	0	4	0	0	0	0	0	0	0	0	47	
1730 - 1745	0	37	14	0	1	0	0	0	0	0	0	0	0	52	
1745 - 1800	0	35	9	0	4	0	0	0	0	0	0	0	0	48	
1800 - 1815	0	18	8	0	3	0	0	0	0	0	0	0	0	29	103
1815 - 1830	0	23	7	1	2	0	0	0	0	0	0	0	0	33	
1830 - 1845	0	18	6	0	0	0	0	0	0	0	0	0	0	24	
1845 - 1900	0	12	3	0	2	0	0	0	0	0	0	0	0	17	
1900 - 1915	0	11	1	0	1	0	0	0	0	0	0	0	0	13	47
1915 - 1930	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
1930 - 1945	0	8	3	0	1	0	0	0	0	0	0	0	0	12	
1945 - 2000	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
2000 - 2015	0	11	7	0	0	0	0	0	0	0	0	0	0	18	42
2015 - 2030	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
2030 - 2045	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
2045 - 2100	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
2100 - 2115	0	6	3	0	0	0	0	0	0	0	0	0	0	9	16
2115 - 2130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2130 - 2145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2145 - 2200	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2200 - 2215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	7
2215 - 2230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2245 - 2300	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
2300 - 2315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	9
2315 - 2330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2330 - 2345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2345 - 0000	0	1	2	0	0	0	0	0	0	0	0	0	0	3	

Session Total	0	1133	440	7	69	13	0	10	5	0	0	0	0	1677
Session Average	0.00	11.80	4.58	0.07	0.72	0.14	0.00	0.10	0.05	0.00	0.00	0.00	0.00	17.47
Session Percentage	0.00	67.56	26.24	0.42	4.11	0.78	0.00	0.60	0.30	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0715 - 0815	0715 - 0815	0600 - 0700	0830 - 0930	0730 - 0830	-	0600 - 0700	0700 - 0800	-	-	-	-	0715 - 0815
AM Peak Volume	0	124	41	1	11	7	0	3	2	0	0	0	0	173
Noon Peak Hour	-	1445 - 1545	1445 - 1545	1100 - 1200	1230 - 1330	1000 - 1100	-	1330 - 1430	-	-	-	-	-	1445 - 1545
Noon Peak Volume	0	82	51	1	8	1	0	4	0	0	0	0	0	140
PM Peak Hour	-	1700 - 1800	1500 - 1600	1600 - 1700	1715 - 1815	1545 - 1645	-	1515 - 1615	-	-	-	-	-	1700 - 1800
PM Peak Volume	0	331	55	2	32	1	0	1	0	0	0	0	0	386

Site 10
Cochran Mill Rd (South),
south of GA-70 S Fulton Pkwy (West)

Date
Wednesday, January 11, 2023

Weather
Mostly Cloudy
55°F

0000 - 2400 (24h Session) (01-11-2023)
Bi-Directional 15min

Lat/Long
33.566008° -84.708212°

Time	Bi-Directional 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	3	0	0	0	0	0	0	0	0	0	0	0	3	8
0015 - 0030	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	2	0	0	1	0	0	0	0	0	0	0	0	3	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	7
0315 - 0330	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0400 - 0415	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14
0415 - 0430	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0430 - 0445	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0445 - 0500	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0500 - 0515	0	5	0	0	0	0	0	0	0	0	0	0	0	5	44
0515 - 0530	0	9	1	0	1	0	0	0	0	0	0	0	0	11	
0530 - 0545	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
0545 - 0600	0	14	2	0	0	0	0	0	0	0	0	0	0	16	
0600 - 0615	0	13	2	0	0	0	0	0	0	0	0	0	0	15	88
0615 - 0630	0	18	3	1	0	0	0	0	0	0	0	0	0	22	
0630 - 0645	0	19	6	0	1	0	0	0	1	0	0	0	0	27	
0645 - 0700	0	20	3	1	0	0	0	0	0	0	0	0	0	24	
0700 - 0715	0	11	9	0	1	0	0	0	0	0	0	0	0	21	143
0715 - 0730	0	15	10	0	1	0	0	0	1	0	0	0	0	27	
0730 - 0745	0	29	13	0	0	0	0	1	0	0	0	0	0	43	
0745 - 0800	0	36	13	0	0	1	0	2	0	0	0	0	0	52	
0800 - 0815	0	30	13	0	3	0	0	1	0	0	0	0	0	47	126
0815 - 0830	0	13	9	0	3	1	0	1	0	0	0	0	0	27	
0830 - 0845	0	14	8	0	1	0	0	1	0	0	0	0	0	24	
0845 - 0900	0	17	5	0	5	0	0	0	1	0	0	0	0	28	
0900 - 0915	0	12	4	0	0	1	0	0	1	0	0	0	0	18	83
0915 - 0930	0	12	9	0	1	0	0	0	0	0	0	0	0	22	
0930 - 0945	0	5	5	0	2	2	0	0	0	0	0	0	0	14	
0945 - 1000	0	15	10	0	4	0	0	0	0	0	0	0	0	29	
1000 - 1015	0	14	0	0	5	0	0	0	0	0	0	0	0	19	98
1015 - 1030	0	12	17	0	3	0	0	0	0	0	0	0	0	32	
1030 - 1045	0	19	10	0	1	0	0	0	1	0	0	0	0	31	
1045 - 1100	0	5	7	0	2	1	0	1	0	0	0	0	0	16	
1100 - 1115	0	10	8	0	0	0	0	0	0	0	0	0	0	18	75
1115 - 1130	0	11	6	0	0	0	0	0	0	0	0	0	0	17	
1130 - 1145	0	13	7	0	1	1	0	0	0	0	0	0	0	22	
1145 - 1200	0	13	4	0	0	0	0	1	0	0	0	0	0	18	
1200 - 1215	0	11	7	0	0	0	0	0	0	0	0	0	0	18	78
1215 - 1230	0	16	3	0	2	0	0	0	1	0	0	0	0	22	
1230 - 1245	0	12	6	0	1	0	0	0	1	0	0	0	0	20	
1245 - 1300	0	14	3	0	0	0	0	1	0	0	0	0	0	18	
1300 - 1315	0	12	5	0	0	1	0	0	0	0	0	0	0	18	77
1315 - 1330	0	10	8	0	0	1	0	0	0	0	0	0	0	19	
1330 - 1345	0	9	10	0	0	0	0	0	0	0	0	0	0	19	
1345 - 1400	0	12	6	1	2	0	0	0	0	0	0	0	0	21	
1400 - 1415	0	19	6	0	1	0	0	0	0	0	0	0	0	26	107
1415 - 1430	0	19	6	0	0	0	0	0	0	0	0	0	0	25	
1430 - 1445	0	15	9	0	2	0	0	1	0	0	0	0	0	27	
1445 - 1500	0	18	9	1	0	1	0	0	0	0	0	0	0	29	
1500 - 1515	0	14	7	0	0	0	0	0	0	0	0	0	0	21	146
1515 - 1530	0	21	15	0	0	1	1	0	0	0	0	0	0	38	
1530 - 1545	0	28	15	0	3	0	0	0	0	0	0	0	0	46	
1545 - 1600	0	26	14	0	1	0	0	0	0	0	0	0	0	41	
1600 - 1615	1	33	12	0	0	1	0	0	0	0	0	0	0	47	172
1615 - 1630	0	25	12	0	4	0	0	0	0	0	0	0	0	41	
1630 - 1645	0	27	12	2	2	0	0	0	0	0	0	0	0	43	
1645 - 1700	0	26	13	0	0	0	0	2	0	0	0	0	0	41	
1700 - 1715	0	30	19	0	1	0	0	0	0	0	0	0	0	50	180
1715 - 1730	0	29	7	1	1	0	0	0	0	0	0	0	0	39	
1730 - 1745	0	22	22	1	0	0	0	0	0	0	0	0	0	45	
1745 - 1800	0	33	13	0	0	0	0	0	0	0	0	0	0	46	
1800 - 1815	0	21	9	0	1	0	0	0	0	0	0	0	0	31	97
1815 - 1830	0	20	7	0	1	0	0	0	0	0	0	0	0	28	
1830 - 1845	0	17	2	0	0	0	0	0	0	0	0	0	0	19	
1845 - 1900	0	14	4	0	1	0	0	0	0	0	0	0	0	19	
1900 - 1915	0	8	4	0	0	0	0	0	0	0	0	0	0	12	51
1915 - 1930	0	12	4	0	1	0	0	0	0	0	0	0	0	17	
1930 - 1945	0	12	5	0	0	0	0	0	0	0	0	0	0	17	
1945 - 2000	0	4	0	0	0	0	0	1	0	0	0	0	0	5	
2000 - 2015	0	5	3	0	0	0	0	0	0	0	0	0	0	8	32
2015 - 2030	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2030 - 2045	0	5	1	0	1	0	0	0	0	0	0	0	0	7	
2045 - 2100	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
2100 - 2115	0	6	0	0	0	0	0	0	0	0	0	0	0	6	15
2115 - 2130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2130 - 2145	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2145 - 2200	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2200 - 2215	0	4	1	0	0	0	0	0	0	0	0	0	0	5	12
2215 - 2230	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2245 - 2300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
2315 - 2330	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2330 - 2345	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2345 - 0000	0	4	0	0	0	0	0	0	0	0	0	0	0	4	

Session Total	1	1088	472	8	62	12	0	15	6	0	0	0	0	1664
Session Average	0.01	11.33	4.92	0.08	0.65	0.13	0.00	0.16	0.06	0.00	0.00	0.00	0.00	17.33
Session Percentage	0.06	65.38	28.37	0.48	3.73	0.72	0.00	0.90	0.36	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0715 - 0815	0715 - 0815	0600 - 0700	0930 - 1030	0845 - 0945	-	0730 - 0830	0630 - 0730	-	-	-	-	0715 - 0815
AM Peak Volume	0	110	49	2	14	3	0	5	2	0	0	0	0	169
Noon Peak Hour	-	1445 - 1545	1445 - 1545	1300 - 1400	1000 - 1100	1045 - 1145	-	1000 - 1100	1145 - 1245	-	-	-	-	1445 - 1545
Noon Peak Volume	0	81	46	1	11	2	0	1	2	0	0	0	0	134
PM Peak Hour	1515 - 1615	1700 - 1800	1645 - 1745	1630 - 1730	1530 - 1630	1515 - 1615	-	1630 - 1730	-	-	-	-	-	1700 - 1800
PM Peak Volume	1	114	61	3	8	2	0	3	0	0	0	0	0	180

Bi-Directional Class Count || NB EB Average 15min

Chattahoochee Hills, GA



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Site 10

Cochran Mill Rd (South),
south of GA-70 S Fulton Pkwy (West)

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.566008°, -84.708212°

0000 - 2400 (Weekday 24h Session) (All Dates)

NB EB Average 15min

Time	NB EB Average 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0315 - 0330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	5
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	2	0	0	0	0	0	0	0	0	0	0	0	2	3
0500 - 0515	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0515 - 0530	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0530 - 0545	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0545 - 0600	0	2	1	0	0	0	0	0	0	0	0	0	0	3	11
0600 - 0615	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0615 - 0630	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0630 - 0645	0	6	2	0	2	0	0	0	1	0	0	0	0	10	
0645 - 0700	0	5	1	0	0	0	0	2	0	0	0	0	0	8	26
0700 - 0715	0	4	1	0	0	0	0	0	0	0	0	0	0	4	
0715 - 0730	0	7	3	0	1	0	0	0	1	0	0	0	0	11	
0730 - 0745	0	11	4	0	0	0	0	0	0	0	0	0	0	15	
0745 - 0800	0	20	3	0	0	1	0	1	0	0	0	0	0	23	53
0800 - 0815	0	12	5	0	0	0	0	1	0	0	0	0	0	17	
0815 - 0830	0	9	3	0	1	0	0	1	0	0	0	0	0	13	
0830 - 0845	0	9	1	0	0	0	0	1	0	0	0	0	0	11	
0845 - 0900	0	8	1	0	1	0	0	0	1	0	0	0	0	11	51
0900 - 0915	0	4	3	0	1	0	0	0	0	0	0	0	0	8	
0915 - 0930	0	5	3	0	1	0	0	0	0	0	0	0	0	9	
0930 - 0945	0	4	2	0	1	0	0	1	0	0	0	0	0	7	
0945 - 1000	0	7	3	0	2	1	0	0	0	0	0	0	0	13	36
1000 - 1015	0	4	2	0	1	0	0	0	0	0	0	0	0	6	
1015 - 1030	0	8	3	0	1	0	0	0	0	0	0	0	0	11	
1030 - 1045	0	8	4	0	0	0	0	0	0	0	0	0	0	12	
1045 - 1100	0	4	3	0	2	0	0	0	0	0	0	0	0	8	36
1100 - 1115	0	4	2	0	1	0	0	0	0	0	0	0	0	6	
1115 - 1130	0	6	3	0	0	0	0	0	0	0	0	0	0	8	
1130 - 1145	0	5	3	0	0	1	0	0	0	0	0	0	0	8	
1145 - 1200	0	8	2	1	1	0	0	1	0	0	0	0	0	12	34
1200 - 1215	0	8	4	0	0	0	0	0	0	0	0	0	0	12	
1215 - 1230	0	7	2	0	1	0	0	0	0	0	0	0	0	9	
1230 - 1245	0	6	4	0	0	0	0	0	0	1	0	0	0	11	
1245 - 1300	0	7	3	0	0	0	0	0	0	0	0	0	0	10	42
1300 - 1315	0	6	5	0	1	1	0	0	0	0	0	0	0	12	
1315 - 1330	0	10	4	0	1	1	0	0	0	0	0	0	0	15	
1330 - 1345	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
1345 - 1400	0	7	5	0	1	0	0	1	0	0	0	0	0	12	46
1400 - 1415	0	12	3	0	1	0	0	0	0	0	0	0	0	15	
1415 - 1430	0	9	7	0	0	0	0	1	0	0	0	0	0	16	
1430 - 1445	0	8	6	0	1	0	0	0	0	0	0	0	0	15	
1445 - 1500	0	8	7	1	0	0	0	0	0	0	0	0	0	16	61
1500 - 1515	0	8	6	1	0	0	0	0	0	0	0	0	0	14	
1515 - 1530	0	14	10	0	1	1	0	0	0	0	0	0	0	25	
1530 - 1545	0	13	12	0	2	0	0	0	0	0	0	0	0	27	
1545 - 1600	0	19	9	0	0	0	0	0	0	0	0	0	0	28	93
1600 - 1615	1	18	6	0	1	0	0	1	0	0	0	0	0	25	
1615 - 1630	0	20	7	0	3	1	0	0	0	0	0	0	0	30	
1630 - 1645	0	17	7	2	2	1	0	0	0	0	0	0	0	27	
1645 - 1700	0	14	7	0	0	0	0	1	0	0	0	0	0	22	104
1700 - 1715	0	20	10	0	1	0	0	0	0	0	0	0	0	31	
1715 - 1730	0	16	7	1	2	0	0	0	0	0	0	0	0	24	
1730 - 1745	0	16	12	1	1	0	0	0	0	0	0	0	0	29	
1745 - 1800	0	20	8	0	2	0	0	0	0	0	0	0	0	29	112
1800 - 1815	0	9	4	0	2	0	0	0	0	0	0	0	0	14	
1815 - 1830	0	14	5	1	1	0	0	0	0	0	0	0	0	20	
1830 - 1845	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
1845 - 1900	0	8	2	0	1	0	0	0	0	0	0	0	0	11	57
1900 - 1915	0	4	3	0	0	0	0	0	0	0	0	0	0	6	
1915 - 1930	0	7	2	0	1	0	0	0	0	0	0	0	0	10	
1930 - 1945	0	6	4	0	1	0	0	0	0	0	0	0	0	10	
1945 - 2000	0	4	1	0	0	0	0	0	0	0	0	0	0	4	30
2000 - 2015	0	5	4	0	0	0	0	0	0	0	0	0	0	9	
2015 - 2030	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2030 - 2045	0	3	1	0	1	0	0	0	0	0	0	0	0	4	
2045 - 2100	0	3	2	0	0	0	0	0	0	0	0	0	0	4	22
2100 - 2115	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
2115 - 2130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2130 - 2145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2145 - 2200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	10
2200 - 2215	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2215 - 2230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2245 - 2300	0	1	1	0	0	0	0	0	0	0	0	0	0	2	6
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2315 - 2330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2330 - 2345	0	3	1	0	0	0	0	0	0	0	0	0	0	3	
2345 - 0000	0	1	1	0	0	0	0	0	0	0	0	0	0	2	5

Session Total	1	554	236	5	34	4	0	8	2	0	0	0	0	841
Session Average	0.01	5.77	2.45	0.05	0.35	0.04	0.00	0.08	0.02	0.00	0.00	0.00	0.00	8.76
Session Percentage	0.06	65.81	28.00	0.54	3.98	0.48	0.00	0.89	0.24	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0730 - 0830	0715 - 0815	-	0915 - 1015	0700 - 0800	-	0745 - 0845	0630 - 0730	-	-	-	-	0730 - 0830
AM Peak Volume	0	50	15	0	5	1	0	2	1	0	0	0	0	67
Noon Peak Hour	-	1445 - 1545	1445 - 1545	1415 - 1515	1000 - 1100	1230 - 1330	-	1345 - 1445	1145 - 1245	-	-	-	-	1445 - 1545
Noon Peak Volume	0	43	34	1	3	1	0	2	1	0	0	0	0	81
PM Peak Hour	1515 - 1615	1545 - 1645	1515 - 1615	1630 - 1730	1615 - 1715	1545 - 1645	-	1600 - 1700	-	-	-	-	-	1700 - 1800
PM Peak Volume	72	37	2	6	6	8	0	2	0	0	0	0	0	112

Bi-Directional Class Count || SB WB Average 15min

Chattahoochee Hills, GA



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Site 10

Cochran Mill Rd (South),
south of GA-70 S Fulton Pkwy (West)

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.566008°, -84.708212°

0000 - 2400 (Weekday 24h Session) (All Dates)

SB WB Average 15min

Time	SB WB Average 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0015 - 0030	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0045 - 0100	0	1	0	0	1	0	0	0	0	0	0	0	0	1	5
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	3	0	0	0	0	0	0	0	0	0	0	0	3	5
0400 - 0415	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0415 - 0430	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0430 - 0445	0	2	0	0	0	0	0	0	1	0	0	0	0	3	
0445 - 0500	0	3	0	0	0	0	0	0	0	0	0	0	0	3	10
0500 - 0515	0	5	1	0	0	0	0	0	0	0	0	0	0	5	
0515 - 0530	0	7	1	0	1	0	0	0	0	0	0	0	0	8	
0530 - 0545	0	7	2	0	0	0	0	0	0	0	0	0	0	8	
0545 - 0600	0	9	2	0	0	0	0	0	0	0	0	0	0	11	32
0600 - 0615	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
0615 - 0630	0	16	3	1	0	0	0	0	0	0	0	0	0	20	
0630 - 0645	0	11	3	0	1	0	0	0	0	0	0	0	0	15	
0645 - 0700	0	13	3	1	0	0	0	0	0	0	0	0	0	17	61
0700 - 0715	0	12	5	0	1	0	0	0	0	0	0	0	0	17	
0715 - 0730	0	14	5	0	0	0	0	0	1	0	0	0	0	20	
0730 - 0745	0	15	9	0	0	1	0	1	0	0	0	0	0	25	
0745 - 0800	0	18	10	0	0	2	0	1	1	0	0	0	0	31	92
0800 - 0815	0	22	7	0	2	1	0	0	0	0	0	0	0	31	
0815 - 0830	0	7	4	0	2	1	0	0	0	0	0	0	0	14	
0830 - 0845	0	6	9	0	3	0	0	0	1	0	0	0	0	17	
0845 - 0900	0	8	4	0	3	1	0	0	0	0	0	0	0	16	77
0900 - 0915	0	7	4	0	0	1	0	1	0	0	0	0	0	12	
0915 - 0930	0	6	6	0	1	0	0	0	0	0	0	0	0	13	
0930 - 0945	0	4	2	0	0	1	0	0	1	0	0	0	0	8	
0945 - 1000	0	7	5	0	0	0	0	0	0	0	0	0	0	11	43
1000 - 1015	0	8	2	0	2	0	0	0	0	0	0	0	0	11	
1015 - 1030	0	6	9	0	1	1	0	0	0	0	0	0	0	16	
1030 - 1045	0	10	4	0	1	0	0	0	1	0	0	0	0	16	
1045 - 1100	0	4	5	0	0	1	0	1	0	0	0	0	0	10	52
1100 - 1115	0	5	5	0	1	0	0	0	0	0	0	0	0	10	
1115 - 1130	0	6	4	0	0	0	0	0	0	0	0	0	0	10	
1130 - 1145	0	5	4	0	1	1	0	0	0	0	0	0	0	10	
1145 - 1200	0	7	3	0	0	0	0	0	0	0	0	0	0	9	39
1200 - 1215	0	6	3	0	1	0	0	0	0	0	0	0	0	9	
1215 - 1230	0	9	2	0	1	0	0	0	1	0	0	0	0	11	
1230 - 1245	0	7	3	0	2	0	0	0	0	0	0	0	0	12	
1245 - 1300	0	6	2	0	1	0	0	1	0	0	0	0	0	10	42
1300 - 1315	0	8	2	0	0	0	0	0	0	0	0	0	0	9	
1315 - 1330	0	5	3	0	1	0	0	0	0	0	0	0	0	8	
1330 - 1345	0	7	6	1	1	0	0	1	0	0	0	0	0	14	
1345 - 1400	0	5	3	1	2	0	0	0	0	0	0	0	0	10	41
1400 - 1415	0	6	4	0	0	0	0	0	0	0	0	0	0	9	
1415 - 1430	0	9	1	0	0	0	0	1	0	0	0	0	0	11	
1430 - 1445	0	7	3	0	1	0	0	0	0	0	0	0	0	11	
1445 - 1500	0	8	3	0	1	1	0	0	0	0	0	0	0	12	42
1500 - 1515	0	9	5	0	0	0	0	0	0	0	0	0	0	14	
1515 - 1530	0	11	5	0	0	0	0	0	0	0	0	0	0	15	
1530 - 1545	0	12	3	0	1	0	0	0	0	0	0	0	0	16	
1545 - 1600	0	11	5	0	1	0	0	0	0	0	0	0	0	17	61
1600 - 1615	0	14	5	0	0	1	0	0	0	0	0	0	0	19	
1615 - 1630	0	9	3	0	1	0	0	0	0	0	0	0	0	12	
1630 - 1645	0	12	6	0	0	0	0	0	0	0	0	0	0	18	
1645 - 1700	0	14	5	0	1	0	0	0	0	0	0	0	0	19	67
1700 - 1715	0	10	4	0	0	0	0	0	0	0	0	0	0	14	
1715 - 1730	0	14	4	0	1	0	0	1	0	0	0	0	0	19	
1730 - 1745	0	14	7	0	0	0	0	0	0	0	0	0	0	20	
1745 - 1800	0	14	4	0	1	0	0	0	0	0	0	0	0	18	71
1800 - 1815	0	11	5	0	1	0	0	0	0	0	0	0	0	16	
1815 - 1830	0	8	3	0	1	0	0	0	0	0	0	0	0	11	
1830 - 1845	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
1845 - 1900	0	5	2	0	1	0	0	0	0	0	0	0	0	8	43
1900 - 1915	0	6	0	0	1	0	0	0	0	0	0	0	0	7	
1915 - 1930	0	3	1	0	0	0	0	0	0	0	0	0	0	3	
1930 - 1945	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
1945 - 2000	0	5	1	0	0	0	0	1	0	0	0	0	0	6	20
2000 - 2015	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
2015 - 2030	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2030 - 2045	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2045 - 2100	0	3	1	0	0	0	0	0	0	0	0	0	0	4	16
2100 - 2115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2115 - 2130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2130 - 2145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2145 - 2200	0	2	1	0	0	0	0	0	0	0	0	0	0	2	6
2200 - 2215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2215 - 2230	0	2	1	0	0	0	0	0	0	0	0	0	0	2	
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2245 - 2300	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
2300 - 2315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2315 - 2330	0	1	1	0	0	0	0	0	0	0	0	0	0	1	
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2345 - 0000	0	2	1	0	0	0	0	0	0	0	0	0	0	2	5

Session Total	0	557	221	3	32	9	0	5	4	0	0	0	0	830
Session Average	0.00	5.80	2.30	0.03	0.33	0.09	0.00	0.05	0.04	0.00	0.00	0.00	0.00	8.64
Session Percentage	0.00	67.15	26.58	0.36	3.86	1.02	0.00	0.60	0.42	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0715 - 0815	0715 - 0815	0600 - 0700	0800 - 0900	0730 - 0830	-	0700 - 0800	0700 - 0800	-	-	-	-	0715 - 0815
AM Peak Volume	0	69	31	2	9	4	0	1	1	0	0	0	0	106
Noon Peak Hour	-	1445 - 1545	1015 - 1115	1300 - 1400	1200 - 1300	1000 - 1100	-	1245 - 1345	1000 - 1100	-	-	-	-	1445 - 1545
Noon Peak Volume	0	39	23	1	4	1	0	2	1	0	0	0	0	56
PM Peak Hour	-	1715 - 1815	1645 - 1745	1600 - 1700	1530 - 1630	1515 - 1615	-	1630 - 1730	-	-	-	-	-	1715 - 1815
PM Peak Volume	0	70	30	1	1	0	0	0	0	0	0	0	0	71

Bi-Directional Class Count || NB EB 15min

Chattahoochee Hills, GA

Site 11
Rico Rd (South),
south of GA-70 S Fulton Pkwy (West)**Date**
Tuesday, January 10, 2023**Weather**
Partly Cloudy
49°F**Lat/Long**
33.560763°, -84.767220°[Click here for Map](#)**0000 - 2400 (24h Session) (01-10-2023)**
NB EB 15min

Time	Northbound (Movement 11.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0315 - 0330	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
0500 - 0515	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
0515 - 0530	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0600 - 0615	0	1	2	0	0	0	0	0	0	0	0	0	0	3	28
0615 - 0630	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
0630 - 0645	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
0645 - 0700	0	7	4	0	0	0	1	0	0	0	0	0	0	12	
0700 - 0715	0	8	3	0	0	0	0	0	0	0	0	0	0	11	36
0715 - 0730	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0730 - 0745	0	8	1	0	0	0	0	0	1	0	0	0	0	10	
0745 - 0800	0	4	3	0	1	0	0	0	0	0	0	0	0	8	
0800 - 0815	0	8	2	0	0	0	0	0	0	0	0	0	0	10	40
0815 - 0830	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
0830 - 0845	0	8	4	0	0	0	0	0	0	0	0	0	0	12	
0845 - 0900	0	2	4	0	0	0	0	0	0	0	0	0	0	6	
0900 - 0915	0	8	1	0	0	0	0	0	0	0	0	0	0	9	28
0915 - 0930	0	3	3	0	0	0	0	0	0	0	0	0	0	6	
0930 - 0945	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
0945 - 1000	0	1	3	0	0	0	0	0	0	0	0	0	0	4	
1000 - 1015	0	6	2	0	0	0	0	0	0	0	0	0	0	8	32
1015 - 1030	0	2	4	0	0	0	0	0	0	0	0	0	0	6	
1030 - 1045	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
1045 - 1100	0	6	2	0	1	0	0	0	0	0	0	0	0	9	
1100 - 1115	0	7	3	0	0	0	0	0	0	0	0	0	0	10	36
1115 - 1130	0	4	5	0	0	1	0	0	0	0	0	0	0	10	
1130 - 1145	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
1145 - 1200	0	6	6	0	0	0	0	0	0	0	0	0	0	12	
1200 - 1215	0	7	4	0	0	0	0	0	0	0	0	0	0	11	34
1215 - 1230	0	2	2	0	2	0	0	0	0	0	0	0	0	6	
1230 - 1245	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
1245 - 1300	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
1300 - 1315	0	7	1	0	0	0	0	0	0	0	0	0	0	8	40
1315 - 1330	0	1	7	0	2	0	0	0	0	0	0	0	0	10	
1330 - 1345	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
1345 - 1400	0	8	3	0	1	0	0	0	0	0	0	0	0	12	
1400 - 1415	0	11	3	0	1	0	0	0	0	0	0	0	0	15	65
1415 - 1430	0	9	4	0	0	0	0	0	0	0	0	0	0	13	
1430 - 1445	0	13	6	0	0	0	0	0	0	0	0	0	0	19	
1445 - 1500	0	9	8	0	1	0	0	0	0	0	0	0	0	18	
1500 - 1515	0	6	8	0	0	0	0	0	0	0	0	0	0	14	65
1515 - 1530	0	16	9	0	0	0	0	0	0	0	0	0	0	25	
1530 - 1545	0	8	4	0	0	0	0	1	0	0	0	0	0	13	
1545 - 1600	0	6	5	0	2	0	0	0	0	0	0	0	0	13	
1600 - 1615	1	18	8	0	0	0	0	0	0	0	0	0	0	27	100
1615 - 1630	0	14	9	0	1	0	0	1	0	0	0	0	0	25	
1630 - 1645	0	18	13	0	0	0	0	0	0	0	0	0	0	31	
1645 - 1700	0	10	7	0	0	0	0	0	0	0	0	0	0	17	
1700 - 1715	0	16	7	0	0	0	0	0	0	0	0	0	0	23	99
1715 - 1730	0	23	6	0	0	0	0	0	0	0	0	0	0	29	
1730 - 1745	0	17	10	0	0	0	0	0	0	0	0	0	0	27	
1745 - 1800	0	10	10	0	0	0	0	0	0	0	0	0	0	20	
1800 - 1815	0	16	10	0	0	0	0	0	0	0	0	0	0	26	73
1815 - 1830	0	15	4	0	0	0	0	0	0	0	0	0	0	19	
1830 - 1845	0	10	5	0	0	0	0	0	0	0	0	0	0	15	
1845 - 1900	0	5	8	0	0	0	0	0	0	0	0	0	0	13	
1900 - 1915	0	9	2	0	0	0	0	0	0	0	0	0	0	11	29
1915 - 1930	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
1930 - 1945	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
1945 - 2000	0	3	1	0	1	0	0	0	0	0	0	0	0	5	
2000 - 2015	0	1	1	0	0	0	0	0	0	0	0	0	0	2	8
2015 - 2030	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2030 - 2045	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2045 - 2100	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2100 - 2115	0	6	1	0	0	0	0	0	0	0	0	0	0	7	18
2115 - 2130	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2130 - 2145	0	2	1	0	1	0	0	0	0	0	0	0	0	4	
2145 - 2200	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2200 - 2215	0	1	0	0	1	0	0	0	0	0	0	0	0	2	7
2215 - 2230	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
2230 - 2245	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2315 - 2330	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2330 - 2345	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2345 - 0000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	7

Session Total	1	488	254	0	15	1	1	2	1	0	0	0	0	763
Session Average	0.01	5.08	2.65	0.00	0.16	0.01	0.01	0.02	0.01	0.00	0.00	0.00	0.00	7.95
Session Percentage	0.13	63.96	33.29	0.00	1.97	0.13	0.13	0.26	0.13	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0730 - 0830	0830 - 0930	-	0700 - 0800	-	0600 - 0700	-	0645 - 0745	-	-	-	-	0745 - 0845
AM Peak Volume	0	31	12	0	1	0	1	0	1	0	0	0	0	42
Noon Peak Hour	-	1430 - 1530	1430 - 1530	-	1315 - 1415	1030 - 1130	-	1445 - 1545	-	-	-	-	-	1430 - 1530
Noon Peak Volume	0	44	31	0	4	11	0	1	0	0	0	0	0	76
PM Peak Hour	1515 - 1615	1630 - 1730	1600 - 1700	-	1530 - 1630	-	-	1530 - 1630	-	-	-	-	-	1715 - 1815
PM Peak Volume	1	67	37	0	3	0	0	2	0	0	0	0	0	102

Site 11
Rico Rd (South),
south of GA-70 S Fulton Pkwy (West)

Date
Wednesday, January 11, 2023

Weather
Mostly Cloudy
55°F

Lat/Long
33.560763°, -84.767220°

0000 - 2400 (24h Session) (01-11-2023)
NB EB 15min

Time	Northbound (Movement 11.1)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4
0015 - 0030	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0515 - 0530	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0530 - 0545	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0545 - 0600	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0600 - 0615	0	6	0	0	0	0	0	0	0	0	0	0	0	6	27
0615 - 0630	1	5	1	0	0	0	0	0	0	0	0	0	0	7	
0630 - 0645	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
0645 - 0700	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0700 - 0715	0	5	0	0	0	0	0	0	0	0	0	0	0	5	11
0715 - 0730	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
0730 - 0745	0	9	2	0	0	0	0	1	0	0	0	0	0	12	
0745 - 0800	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
0800 - 0815	0	10	4	0	0	0	0	0	1	0	0	0	0	15	59
0815 - 0830	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
0830 - 0845	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
0845 - 0900	0	11	1	0	0	0	0	0	1	0	0	0	0	13	
0900 - 0915	0	5	7	0	0	0	0	0	0	0	0	0	0	12	8
0915 - 0930	0	5	2	0	1	0	0	0	0	0	0	0	0	8	
0930 - 0945	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0945 - 1000	0	6	5	0	0	0	0	0	0	0	0	0	0	11	
1000 - 1015	0	8	2	0	0	0	0	0	0	0	0	0	0	10	34
1015 - 1030	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
1030 - 1045	0	3	1	0	1	0	0	0	0	0	0	0	0	5	
1045 - 1100	0	5	2	0	1	0	0	0	0	0	0	0	0	8	
1100 - 1115	0	3	3	0	0	0	0	0	0	0	0	0	0	6	26
1115 - 1130	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
1130 - 1145	0	5	3	0	1	0	0	0	0	0	0	0	0	9	
1145 - 1200	0	2	5	0	1	0	0	0	0	0	0	0	0	8	
1200 - 1215	0	5	3	0	0	0	0	0	0	0	0	0	0	8	31
1215 - 1230	0	3	4	0	1	0	0	0	0	0	0	0	0	8	
1230 - 1245	0	2	7	0	0	0	0	0	1	0	0	0	0	10	
1245 - 1300	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
1300 - 1315	0	5	3	0	0	0	0	0	0	0	0	0	0	8	10
1315 - 1330	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
1330 - 1345	0	8	0	0	1	0	0	1	0	0	0	0	0	10	
1345 - 1400	0	6	4	0	1	0	0	0	0	0	0	0	0	11	
1400 - 1415	0	4	1	0	2	0	0	0	0	0	0	0	0	7	49
1415 - 1430	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
1430 - 1445	0	13	4	0	0	0	0	0	0	0	0	0	0	17	
1445 - 1500	0	12	2	0	1	0	0	0	0	0	0	0	0	15	
1500 - 1515	0	7	9	0	0	0	0	0	0	0	0	0	0	16	75
1515 - 1530	0	18	10	0	1	0	0	0	0	0	0	0	0	29	
1530 - 1545	0	9	4	0	0	0	0	0	0	0	0	0	0	13	
1545 - 1600	0	14	3	0	0	0	0	0	0	0	0	0	0	17	
1600 - 1615	0	16	13	0	0	0	0	0	0	0	0	0	0	29	112
1615 - 1630	0	17	9	0	0	0	0	0	0	0	0	0	0	26	
1630 - 1645	0	15	7	0	2	0	0	0	0	0	0	0	0	24	
1645 - 1700	0	22	10	0	1	0	0	0	0	0	0	0	0	33	
1700 - 1715	0	18	6	0	0	0	0	0	0	0	0	0	0	24	20
1715 - 1730	0	10	5	0	0	0	0	0	0	0	0	0	0	15	
1730 - 1745	0	12	8	0	0	0	0	0	0	0	0	0	0	20	
1745 - 1800	0	9	9	0	0	0	0	0	0	0	0	0	0	18	
1800 - 1815	0	13	5	0	1	0	0	0	0	0	0	0	0	19	59
1815 - 1830	0	14	3	0	1	0	0	0	0	0	0	0	0	18	
1830 - 1845	0	9	5	0	1	0	0	0	0	0	0	0	0	15	
1845 - 1900	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
1900 - 1915	0	3	4	0	1	0	0	0	0	0	0	0	0	8	26
1915 - 1930	0	3	5	0	0	0	0	0	0	0	0	0	0	8	
1930 - 1945	0	3	3	0	0	0	0	0	0	0	0	0	0	6	
1945 - 2000	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
2000 - 2015	0	1	3	0	0	0	0	0	0	0	0	0	0	4	21
2015 - 2030	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
2030 - 2045	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2045 - 2100	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2100 - 2115	0	5	4	0	0	0	0	0	0	0	0	0	0	9	21
2115 - 2130	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
2130 - 2145	0	1	4	0	0	0	0	0	0	0	0	0	0	5	
2145 - 2200	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2200 - 2215	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
2215 - 2230	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2230 - 2245	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2245 - 2300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2345 - 0000	0	1	1	0	0	0	0	0	0	0	0	0	0	2	

Session Total	1	498	236	0	20	0	0	2	3	0	0	0	0	760
Session Average	0.01	5.19	2.46	0.00	0.21	0.00	0.00	0.02	0.03	0.00	0.00	0.00	0.00	7.92
Session Percentage	0.13	65.53	31.05	0.00	2.63	0.00	0.00	0.26	0.39	0.00	0.00	0.00	0.00	

AM Peak Hour	0530 - 0630	0800 - 0900	0900 - 1000	-	0830 - 0930	-	-	0645 - 0745	0800 - 0900	-	-	-	-	0800 - 0900
AM Peak Volume	1	48	16	0	1	0	0	1	2	0	0	0	0	59
Noon Peak Hour	-	1430 - 1530	1430 - 1530	-	1315 - 1415	-	-	1245 - 1345	1145 - 1245	-	-	-	-	1430 - 1530
Noon Peak Volume	0	50	25	0	4	0	0	1	1	0	0	0	0	77
PM Peak Hour	-	1615 - 1715	1600 - 1700	-	1600 - 1700	-	-	-	-	-	-	-	-	1600 - 1700
PM Peak Volume	0	72	39	0	3	0	0	0	0	0	0	0	0	112

Bi-Directional Class Count || SB WB 15min

Chattahoochee Hills, GA

Site 11

Rico Rd (South),
south of GA-70 S Fulton Pkwy (West)

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.560763°, -84.767220°


[Click here for Map](#)

0000 - 2400 (24h Session) (01-10-2023)

SB WB 15min

Time	Southbound (Movement 11.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0015 - 0030	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415 - 0430	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0430 - 0445	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
0500 - 0515	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
0515 - 0530	0	1	3	0	0	0	0	0	0	0	0	0	0	4	
0530 - 0545	0	1	4	0	0	0	0	0	0	0	0	0	0	5	
0545 - 0600	0	1	2	0	0	0	0	0	0	0	0	0	0	3	16
0600 - 0615	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
0615 - 0630	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
0630 - 0645	0	12	4	0	0	0	0	0	0	0	0	0	0	16	
0645 - 0700	0	7	4	0	0	0	0	0	0	0	0	0	0	11	42
0700 - 0715	0	16	1	0	0	0	0	0	0	0	0	0	0	17	
0715 - 0730	0	19	9	0	0	0	0	0	0	0	0	0	0	28	
0730 - 0745	0	14	6	0	0	1	0	0	0	0	0	0	0	21	
0745 - 0800	0	9	12	0	0	0	0	0	0	0	0	0	0	21	87
0800 - 0815	0	9	6	0	0	0	0	0	0	0	0	0	0	15	
0815 - 0830	0	10	5	0	0	0	0	0	0	0	0	0	0	15	
0830 - 0845	0	17	9	0	1	0	0	0	0	0	0	0	0	27	
0845 - 0900	0	11	6	0	0	0	0	0	0	0	0	0	0	17	74
0900 - 0915	0	8	5	0	0	0	0	0	0	0	0	0	0	13	
0915 - 0930	0	9	1	0	1	0	0	0	0	0	0	0	0	11	
0930 - 0945	0	4	2	0	0	0	1	0	0	0	0	0	0	7	
0945 - 1000	0	6	4	0	0	0	0	0	0	0	0	0	0	10	41
1000 - 1015	0	3	2	0	1	0	0	0	0	0	0	0	0	6	
1015 - 1030	0	8	3	0	1	0	0	0	0	0	0	0	0	12	
1030 - 1045	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
1045 - 1100	0	3	2	0	0	0	0	0	0	0	0	0	0	5	36
1100 - 1115	0	4	4	0	0	1	0	0	0	0	0	0	0	9	
1115 - 1130	0	5	4	0	0	0	0	0	0	0	0	0	0	9	
1130 - 1145	0	2	7	0	0	0	0	0	0	0	0	0	0	9	
1145 - 1200	0	6	2	0	0	1	0	0	0	0	0	0	0	9	36
1200 - 1215	0	10	4	0	0	0	0	0	0	0	0	0	0	14	
1215 - 1230	0	4	5	0	0	0	0	0	0	0	0	0	0	9	
1230 - 1245	0	5	3	0	1	0	0	0	0	0	0	0	0	9	
1245 - 1300	0	3	2	0	0	0	0	0	0	0	0	0	0	5	37
1300 - 1315	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
1315 - 1330	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1330 - 1345	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
1345 - 1400	0	3	5	0	0	0	0	0	0	0	0	0	0	8	35
1400 - 1415	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
1415 - 1430	0	2	5	0	1	0	0	0	0	0	0	0	0	8	
1430 - 1445	0	10	4	0	0	0	0	0	0	0	0	0	0	14	
1445 - 1500	0	12	1	0	0	0	0	0	0	0	0	0	0	13	42
1500 - 1515	0	7	4	0	0	0	0	0	0	0	0	0	0	11	
1515 - 1530	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
1530 - 1545	0	8	3	0	1	0	0	1	0	0	0	0	0	13	
1545 - 1600	0	10	1	0	0	0	0	0	0	0	0	0	0	11	45
1600 - 1615	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
1615 - 1630	0	2	6	0	0	0	0	0	0	0	0	0	0	8	
1630 - 1645	0	7	2	0	1	0	0	0	0	0	0	0	0	10	
1645 - 1700	0	7	3	0	0	0	0	0	0	0	0	0	0	10	39
1700 - 1715	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
1715 - 1730	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
1730 - 1745	0	12	3	0	0	1	0	0	0	0	0	0	0	16	
1745 - 1800	0	7	4	0	0	0	0	0	0	0	0	0	0	11	46
1800 - 1815	0	16	2	0	0	0	0	0	0	0	0	0	0	18	
1815 - 1830	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
1830 - 1845	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
1845 - 1900	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
1900 - 1915	0	7	1	0	0	0	0	0	0	0	0	0	0	8	44
1915 - 1930	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
1930 - 1945	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
1945 - 2000	0	7	2	0	0	0	0	0	0	0	0	0	0	9	29
2000 - 2015	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
2015 - 2030	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2030 - 2045	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2045 - 2100	0	1	1	0	0	0	0	0	0	0	0	0	0	2	14
2100 - 2115	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2115 - 2130	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2130 - 2145	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2145 - 2200	0	4	1	0	0	0	0	0	0	0	0	0	0	5	13
2200 - 2215	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2245 - 2300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
2300 - 2315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Session Total	0	461	217	0	8	4	1	1	0	0	0	0	0	692
Session Average	0.00	4.80	2.26	0.00	0.08	0.04	0.01	0.01	0.00	0.00	0.00	0.00	0.00	7.21
Session Percentage	0.00	66.62	31.36	0.00	1.16	0.58	0.14	0.14	0.00	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0700 - 0800	0715 - 0815	-	0830 - 0930	0645 - 0745	0845 - 0945	-	-	-	-	-	-	0700 - 0800
AM Peak Volume	0	58	33	0	2	1	1	0	0	0	0	0	0	87
Noon Peak Hour	-	1430 - 1530	1130 - 1230	-	1000 - 1100	1100 - 1200	-	1445 - 1545	-	-	-	-	-	1430 - 1530
Noon Peak Volume	0	37	18	0	2	2	0	1	0	0	0	0	0	48
PM Peak Hour	-	1715 - 1815	1600 - 1700	-	1500 - 1600	1645 - 1745	-	1500 - 1600	-	-	-	-	-	1715 - 1815
PM Peak Volume	0	33	13	0	0	0	0	0	0	0	0	0	0	58

Site 11
Rico Rd (South),
south of GA-70 S Fulton Pkwy (West)

Date
Wednesday, January 11, 2023

Weather
Mostly Cloudy
55°F

0000 - 2400 (24h Session) (01-11-2023)
S8 WB 15min

Lat/Long
33.560763°, -84.767220°

Time	Southbound (Movement 11.2)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0500 - 0515	0	5	1	0	0	0	0	0	0	0	0	0	0	6	19
0515 - 0530	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
0530 - 0545	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0545 - 0600	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0600 - 0615	0	8	0	0	0	0	0	0	0	0	0	0	0	8	48
0615 - 0630	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
0630 - 0645	0	11	5	0	0	0	0	0	0	0	0	0	0	16	
0645 - 0700	0	9	4	0	0	0	0	0	0	0	0	0	0	13	
0700 - 0715	0	9	8	0	1	0	0	0	0	0	0	0	0	18	82
0715 - 0730	0	14	8	0	0	0	0	0	0	0	0	0	0	22	
0730 - 0745	0	21	5	0	0	0	0	0	0	0	0	0	0	26	
0745 - 0800	0	10	6	0	0	0	0	0	0	0	0	0	0	16	
0800 - 0815	0	9	9	0	0	0	0	0	0	0	0	0	0	18	61
0815 - 0830	0	10	5	0	0	0	0	0	0	0	0	0	0	15	
0830 - 0845	0	10	2	0	3	0	0	0	0	0	0	0	0	15	
0845 - 0900	0	7	3	0	3	0	0	0	0	0	0	0	0	13	
0900 - 0915	0	5	6	0	1	0	0	0	0	0	0	0	0	12	42
0915 - 0930	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
0930 - 0945	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
0945 - 1000	0	5	3	0	1	0	0	0	0	0	0	0	0	9	
1000 - 1015	0	4	5	0	0	0	0	0	0	0	0	0	0	9	45
1015 - 1030	0	9	8	0	1	0	0	0	0	0	0	0	0	18	
1030 - 1045	0	4	5	0	0	0	0	0	0	0	0	0	0	9	
1045 - 1100	0	5	4	0	0	0	0	0	0	0	0	0	0	9	
1100 - 1115	0	0	4	0	0	0	0	0	0	0	0	0	0	4	43
1115 - 1130	0	10	4	0	0	0	0	0	1	0	0	0	0	15	
1130 - 1145	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
1145 - 1200	0	9	4	0	1	0	0	0	0	0	0	0	0	14	
1200 - 1215	0	8	1	0	1	0	0	0	0	0	0	0	0	10	26
1215 - 1230	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
1230 - 1245	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
1245 - 1300	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
1300 - 1315	0	4	1	0	0	0	0	0	0	0	0	0	0	5	33
1315 - 1330	0	8	2	0	1	0	0	0	0	0	0	0	0	11	
1330 - 1345	0	2	4	0	0	0	0	0	0	0	0	0	0	6	
1345 - 1400	0	7	3	0	0	0	0	1	0	0	0	0	0	11	
1400 - 1415	1	8	3	0	0	0	0	0	0	0	0	0	0	12	49
1415 - 1430	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
1430 - 1445	0	4	5	0	0	0	0	0	0	0	0	0	0	9	
1445 - 1500	0	15	4	0	1	0	0	0	0	0	0	0	0	20	
1500 - 1515	0	1	4	0	1	0	0	0	0	0	0	0	0	6	38
1515 - 1530	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
1530 - 1545	1	9	1	0	0	0	0	0	0	0	0	0	0	11	
1545 - 1600	0	10	2	0	0	0	0	0	0	0	0	0	0	12	
1600 - 1615	1	10	2	0	0	0	0	0	0	0	0	0	0	13	41
1615 - 1630	0	5	4	0	0	0	0	0	0	0	0	0	0	9	
1630 - 1645	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
1645 - 1700	0	6	2	1	0	0	0	0	0	0	0	0	0	9	
1700 - 1715	0	10	4	0	1	0	0	0	0	0	0	0	0	15	56
1715 - 1730	0	14	2	0	0	0	0	0	0	0	0	0	0	16	
1730 - 1745	0	6	0	0	0	0	0	1	0	0	0	0	0	7	
1745 - 1800	0	16	2	0	0	0	0	0	0	0	0	0	0	18	
1800 - 1815	0	9	2	0	0	0	0	0	0	0	0	0	0	11	31
1815 - 1830	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
1830 - 1845	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
1845 - 1900	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
1900 - 1915	0	3	2	0	0	0	0	0	0	0	0	0	0	5	21
1915 - 1930	0	3	3	0	0	0	0	0	0	0	0	0	0	6	
1930 - 1945	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
1945 - 2000	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
2000 - 2015	0	4	5	0	0	0	0	0	0	0	0	0	0	9	26
2015 - 2030	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2030 - 2045	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2045 - 2100	0	2	1	0	1	0	0	0	0	0	0	0	0	4	
2100 - 2115	0	5	3	0	0	0	0	0	0	0	0	0	0	8	14
2115 - 2130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2130 - 2145	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
2145 - 2200	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2200 - 2215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
2215 - 2230	0	0	2	0	1	0	0	0	0	0	0	0	0	3	
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2315 - 2330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Session Total	3	464	200	1	18	0	0	2	1	0	0	0	0	689
Session Average	0.03	4.83	2.08	0.01	0.39	0.00	0.00	0.02	0.01	0.00	0.00	0.00	0.00	7.18
Session Percentage	0.44	67.34	29.03	0.15	2.61	0.00	0.00	0.29	0.15	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0715 - 0815	-	0815 - 0915	-	-	-	-	-	-	-	-	0700 - 0800
AM Peak Volume	0	54	28	0	7	0	0	0	0	0	0	0	0	82
Noon Peak Hour	1315 - 1415	1115 - 1215	1000 - 1100	-	1115 - 1215	-	-	1300 - 1400	1030 - 1130	-	-	-	-	1115 - 1215
Noon Peak Volume	1	34	22	0	2	0	0	1	1	0	0	0	0	49
PM Peak Hour	1515 - 1615	1700 - 1800	1615 - 1715	1600 - 1700	1500 - 1600	-	-	1645 - 1745	-	-	-	-	-	1700 - 1800
PM Peak Volume	2	46	12	1	1	0	0	1	0	0	0	0	0	56

Bi-Directional Class Count || Bi-Directional 15min

Chattahoochee Hills, GA

Site 11
 Rico Rd (South),
 south of GA-70 S Fulton Pkwy (West)

Date
 Tuesday, January 10, 2023

Weather
 Partly Cloudy
 49°F

Lat/Long
 33.560763°, -84.767220°

0000 - 2400 (24h Session) (01-10-2023)
 Bi-Directional 15min

Time	Bi-Directional 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	2	0	0	0	0	0	0	0	0	0	0	0	2	6
0015 - 0030	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0315 - 0330	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	2	
0430 - 0445	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
0500 - 0515	0	2	3	0	0	0	0	0	0	0	0	0	0	5	21
0515 - 0530	0	2	4	0	0	0	0	0	0	0	0	0	0	6	
0530 - 0545	0	1	4	0	0	0	0	0	0	0	0	0	0	5	
0545 - 0600	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
0600 - 0615	0	8	5	0	0	0	0	0	0	0	0	0	0	13	70
0615 - 0630	0	10	4	0	0	0	0	0	0	0	0	0	0	14	
0630 - 0645	0	14	6	0	0	0	0	0	0	0	0	0	0	20	
0645 - 0700	0	14	8	0	0	0	1	0	0	0	0	0	0	23	
0700 - 0715	0	24	4	0	0	0	0	0	0	0	0	0	0	28	123
0715 - 0730	0	25	10	0	0	0	0	0	0	0	0	0	0	35	
0730 - 0745	0	22	7	0	0	1	0	0	1	0	0	0	0	31	
0745 - 0800	0	13	15	0	1	0	0	0	0	0	0	0	0	29	
0800 - 0815	0	17	8	0	0	0	0	0	0	0	0	0	0	25	114
0815 - 0830	0	21	6	0	0	0	0	0	0	0	0	0	0	27	
0830 - 0845	0	25	13	0	1	0	0	0	0	0	0	0	0	39	
0845 - 0900	0	13	10	0	0	0	0	0	0	0	0	0	0	23	
0900 - 0915	0	16	6	0	0	0	0	0	0	0	0	0	0	22	69
0915 - 0930	0	12	4	0	1	0	0	0	0	0	0	0	0	17	
0930 - 0945	0	10	5	0	0	0	1	0	0	0	0	0	0	16	
0945 - 1000	0	7	7	0	0	0	0	0	0	0	0	0	0	14	
1000 - 1015	0	9	4	0	1	0	0	0	0	0	0	0	0	14	68
1015 - 1030	0	10	7	0	1	0	0	0	0	0	0	0	0	18	
1030 - 1045	0	18	4	0	0	0	0	0	0	0	0	0	0	22	
1045 - 1100	0	9	4	0	1	0	0	0	0	0	0	0	0	14	
1100 - 1115	0	11	7	0	0	1	0	0	0	0	0	0	0	19	72
1115 - 1130	0	9	9	0	0	1	0	0	0	0	0	0	0	19	
1130 - 1145	0	4	9	0	0	0	0	0	0	0	0	0	0	13	
1145 - 1200	0	12	8	0	0	1	0	0	0	0	0	0	0	21	
1200 - 1215	0	17	8	0	0	0	0	0	0	0	0	0	0	25	71
1215 - 1230	0	6	7	0	2	0	0	0	0	0	0	0	0	15	
1230 - 1245	0	13	6	0	1	0	0	0	0	0	0	0	0	20	
1245 - 1300	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
1300 - 1315	0	15	3	0	0	0	0	0	0	0	0	0	0	18	75
1315 - 1330	0	3	8	0	2	0	0	0	0	0	0	0	0	13	
1330 - 1345	0	18	6	0	0	0	0	0	0	0	0	0	0	24	
1345 - 1400	0	11	8	0	1	0	0	0	0	0	0	0	0	20	
1400 - 1415	0	15	6	0	1	0	0	0	0	0	0	0	0	22	107
1415 - 1430	0	11	9	0	1	0	0	0	0	0	0	0	0	21	
1430 - 1445	0	23	10	0	0	0	0	0	0	0	0	0	0	33	
1445 - 1500	0	21	9	0	1	0	0	0	0	0	0	0	0	31	
1500 - 1515	0	13	12	0	0	0	0	0	0	0	0	0	0	25	110
1515 - 1530	0	24	11	0	0	0	0	0	0	0	0	0	0	35	
1530 - 1545	0	16	7	0	1	0	0	2	0	0	0	0	0	26	
1545 - 1600	0	16	6	0	2	0	0	0	0	0	0	0	0	24	
1600 - 1615	1	27	10	0	0	0	0	0	0	0	0	0	0	38	139
1615 - 1630	0	16	15	0	1	0	0	1	0	0	0	0	0	33	
1630 - 1645	0	25	15	0	1	0	0	0	0	0	0	0	0	41	
1645 - 1700	0	17	10	0	0	0	0	0	0	0	0	0	0	27	
1700 - 1715	0	22	7	0	0	0	0	0	0	0	0	0	0	29	145
1715 - 1730	0	33	9	0	0	0	0	0	0	0	0	0	0	42	
1730 - 1745	0	29	13	0	0	1	0	0	0	0	0	0	0	43	
1745 - 1800	0	17	14	0	0	0	0	0	0	0	0	0	0	31	
1800 - 1815	0	32	12	0	0	0	0	0	0	0	0	0	0	44	117
1815 - 1830	0	21	7	0	0	0	0	0	0	0	0	0	0	28	
1830 - 1845	0	15	7	0	0	0	0	0	0	0	0	0	0	22	
1845 - 1900	0	12	11	0	0	0	0	0	0	0	0	0	0	23	
1900 - 1915	0	16	3	0	0	0	0	0	0	0	0	0	0	19	58
1915 - 1930	0	7	4	0	0	0	0	0	0	0	0	0	0	11	
1930 - 1945	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
1945 - 2000	0	10	3	0	1	0	0	0	0	0	0	0	0	14	
2000 - 2015	0	6	2	0	0	0	0	0	0	0	0	0	0	8	22
2015 - 2030	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2030 - 2045	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2045 - 2100	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2100 - 2115	0	8	2	0	0	0	0	0	0	0	0	0	0	10	31
2115 - 2130	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
2130 - 2145	0	4	2	0	1	0	0	0	0	0	0	0	0	7	
2145 - 2200	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
2200 - 2215	0	1	1	0	1	0	0	0	0	0	0	0	0	3	9
2215 - 2230	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
2230 - 2245	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2245 - 2300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2300 - 2315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	4
2315 - 2330	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2330 - 2345	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2345 - 0000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	

Session Total	1	949	471	0	23	5	2	3	1	0	0	0	0	1455
Session Average	0.01	9.89	4.91	0.00	0.24	0.05	0.02	0.03	0.01	0.00	0.00	0.00	0.00	15.16
Session Percentage	0.07	65.22	32.37	0.00	1.58	0.34	0.14	0.21	0.07	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0645 - 0745	0745 - 0845	-	0745 - 0845	0645 - 0745	0600 - 0700	-	0645 - 0745	-	-	-	-	0700 - 0800
AM Peak Volume	-	85	42	0	2	1	1	0	1	0	0	0	0	123
Noon Peak Hour	-	1430 - 1530	1430 - 1530	-	1315 - 1415	1100 - 1200	-	1445 - 1545	-	-	-	-	-	1430 - 1530
Noon Peak Volume	-	81	42	0	4	3	0	2	0	0	0	0	0	124
PM Peak Hour	1515 - 1615	1715 - 1815	1600 - 1700	-	1530 - 1630	1645 - 1745	-	1530 - 1630	-	-	-	-	-	1715 - 1815
PM Peak Volume	150	150	150	0	0	0	0	0	0	0	0	0	0	150

Site 11
Rico Rd (South),
south of GA-70 S Fulton Pkwy (West)

Date
Wednesday, January 11, 2023

Weather
Mostly Cloudy
55°F

0000 - 2400 (24h Session) (01-11-2023)
Bi-Directional 15min

Lat/Long
33.560763°, -84.767220°

Time	Bi-Directional 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
0015 - 0030	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0315 - 0330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	1	0	0	1	0	0	0	0	0	0	0	0	2	
0500 - 0515	0	5	1	0	0	0	0	0	0	0	0	0	0	6	32
0515 - 0530	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
0530 - 0545	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0545 - 0600	0	10	2	0	0	0	0	0	0	0	0	0	0	12	
0600 - 0615	0	14	0	0	0	0	0	0	0	0	0	0	0	14	75
0615 - 0630	1	13	4	0	0	0	0	0	0	0	0	0	0	18	
0630 - 0645	0	18	7	0	0	0	0	0	0	0	0	0	0	25	
0645 - 0700	0	14	4	0	0	0	0	0	0	0	0	0	0	18	
0700 - 0715	0	14	8	0	1	0	0	0	0	0	0	0	0	23	117
0715 - 0730	0	25	8	0	0	0	0	0	0	0	0	0	0	33	
0730 - 0745	0	30	7	0	0	0	0	1	0	0	0	0	0	38	
0745 - 0800	0	14	9	0	0	0	0	0	0	0	0	0	0	23	
0800 - 0815	0	19	13	0	0	0	0	0	1	0	0	0	0	33	120
0815 - 0830	0	22	7	0	0	0	0	0	0	0	0	0	0	29	
0830 - 0845	0	25	4	0	3	0	0	0	0	0	0	0	0	32	
0845 - 0900	0	18	4	0	3	0	0	0	1	0	0	0	0	26	
0900 - 0915	0	10	13	0	1	0	0	0	0	0	0	0	0	24	81
0915 - 0930	0	10	5	0	1	0	0	0	0	0	0	0	0	16	
0930 - 0945	0	17	4	0	0	0	0	0	0	0	0	0	0	21	
0945 - 1000	0	11	8	0	1	0	0	0	0	0	0	0	0	20	
1000 - 1015	0	12	7	0	0	0	0	0	0	0	0	0	0	19	79
1015 - 1030	0	17	11	0	1	0	0	0	0	0	0	0	0	29	
1030 - 1045	0	7	6	0	1	0	0	0	0	0	0	0	0	14	
1045 - 1100	0	10	6	0	1	0	0	0	0	0	0	0	0	17	
1100 - 1115	0	3	7	0	0	0	0	0	0	0	0	0	0	10	69
1115 - 1130	0	11	6	0	0	0	0	0	1	0	0	0	0	18	
1130 - 1145	0	12	6	0	1	0	0	0	0	0	0	0	0	19	
1145 - 1200	0	11	9	0	2	0	0	0	0	0	0	0	0	22	
1200 - 1215	0	13	4	0	1	0	0	0	0	0	0	0	0	18	57
1215 - 1230	0	6	5	0	1	0	0	0	0	0	0	0	0	12	
1230 - 1245	0	6	8	0	0	0	0	0	1	0	0	0	0	15	
1245 - 1300	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
1300 - 1315	0	9	4	0	0	0	0	0	0	0	0	0	0	13	71
1315 - 1330	0	15	4	0	1	0	0	0	0	0	0	0	0	20	
1330 - 1345	0	10	4	0	1	0	0	1	0	0	0	0	0	16	
1345 - 1400	0	13	7	0	1	0	0	1	0	0	0	0	0	22	
1400 - 1415	1	12	4	0	2	0	0	0	0	0	0	0	0	19	98
1415 - 1430	0	12	6	0	0	0	0	0	0	0	0	0	0	18	
1430 - 1445	0	17	9	0	0	0	0	0	0	0	0	0	0	26	
1445 - 1500	0	27	6	0	2	0	0	0	0	0	0	0	0	35	
1500 - 1515	0	8	13	0	1	0	0	0	0	0	0	0	0	22	113
1515 - 1530	0	25	12	0	1	0	0	0	0	0	0	0	0	38	
1530 - 1545	1	18	5	0	0	0	0	0	0	0	0	0	0	24	
1545 - 1600	0	24	5	0	0	0	0	0	0	0	0	0	0	29	
1600 - 1615	1	26	15	0	0	0	0	0	0	0	0	0	0	42	153
1615 - 1630	0	22	13	0	0	0	0	0	0	0	0	0	0	35	
1630 - 1645	0	23	9	0	2	0	0	0	0	0	0	0	0	34	
1645 - 1700	0	28	12	1	1	0	0	0	0	0	0	0	0	42	
1700 - 1715	0	28	10	0	1	0	0	0	0	0	0	0	0	39	133
1715 - 1730	0	24	7	0	0	0	0	0	0	0	0	0	0	31	
1730 - 1745	0	18	8	0	0	0	0	1	0	0	0	0	0	27	
1745 - 1800	0	25	11	0	0	0	0	0	0	0	0	0	0	36	
1800 - 1815	0	22	7	0	1	0	0	0	0	0	0	0	0	30	90
1815 - 1830	0	21	4	0	1	0	0	0	0	0	0	0	0	26	
1830 - 1845	0	13	5	0	1	0	0	0	0	0	0	0	0	19	
1845 - 1900	0	10	5	0	0	0	0	0	0	0	0	0	0	15	
1900 - 1915	0	6	6	0	1	0	0	0	0	0	0	0	0	13	47
1915 - 1930	0	6	8	0	0	0	0	0	0	0	0	0	0	14	
1930 - 1945	0	7	5	0	0	0	0	0	0	0	0	0	0	12	
1945 - 2000	0	4	4	0	0	0	0	0	0	0	0	0	0	8	
2000 - 2015	0	5	8	0	0	0	0	0	0	0	0	0	0	13	47
2015 - 2030	0	15	5	0	0	0	0	0	0	0	0	0	0	20	
2030 - 2045	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
2045 - 2100	0	4	1	0	1	0	0	0	0	0	0	0	0	6	
2100 - 2115	0	10	7	0	0	0	0	0	0	0	0	0	0	17	35
2115 - 2130	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
2130 - 2145	0	3	6	0	0	0	0	0	0	0	0	0	0	9	
2145 - 2200	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
2200 - 2215	0	1	1	0	0	0	0	0	0	0	0	0	0	2	10
2215 - 2230	0	1	3	0	1	0	0	0	0	0	0	0	0	5	
2230 - 2245	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2245 - 2300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
2315 - 2330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2345 - 0000	0	1	1	0	0	0	0	0	0	0	0	0	0	2	

Session Total	4	962	436	1	38	0	0	4	4	0	0	0	0	1449
Session Average	0.04	10.02	4.54	0.01	0.40	0.00	0.00	0.04	0.04	0.00	0.00	0.00	0.00	15.09
Session Percentage	0.28	66.39	30.09	0.07	2.62	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.00	

AM Peak Hour	0530 - 0630	0715 - 0815	0715 - 0815	-	0830 - 0930	-	-	0645 - 0745	0800 - 0900	-	-	-	-	0715 - 0815
AM Peak Volume	1	88	37	0	8	0	0	1	2	0	0	0	0	127
Noon Peak Hour	1315 - 1415	1445 - 1545	1430 - 1530	-	1130 - 1230	-	-	1300 - 1400	1030 - 1130	-	-	-	-	14

Bi-Directional Class Count || NB EB Average 15min

Chattahoochee Hills, GA



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Site 11
Rico Rd (South),
south of GA-70 S Fulton Pkwy (West)

Date
Tuesday, January 10, 2023

Weather
Partly Cloudy
49°F

Lat/Long
33.560763°, -84.767220°

0000 - 2400 (Weekday 24h Session) (All Dates)

NB EB Average 15min

Time	NB EB Average 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0015 - 0030	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	1	1	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	1	1	0	1	0	0	0	0	0	0	0	0	3	4
0500 - 0515	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0515 - 0530	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0530 - 0545	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0545 - 0600	0	4	1	0	0	0	0	0	0	0	0	0	0	4	9
0600 - 0615	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0615 - 0630	1	6	2	0	0	0	0	0	0	0	0	0	0	8	
0630 - 0645	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
0645 - 0700	0	6	2	0	0	0	1	0	0	0	0	0	0	9	28
0700 - 0715	0	7	2	0	0	0	0	0	0	0	0	0	0	8	
0715 - 0730	0	9	1	0	0	0	0	0	0	0	0	0	0	9	
0730 - 0745	0	9	2	0	0	0	0	1	1	0	0	0	0	11	
0745 - 0800	0	4	3	0	1	0	0	0	0	0	0	0	0	8	36
0800 - 0815	0	9	3	0	0	0	0	0	1	0	0	0	0	13	
0815 - 0830	0	12	2	0	0	0	0	0	0	0	0	0	0	13	
0830 - 0845	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
0845 - 0900	0	7	3	0	0	0	0	0	1	0	0	0	0	10	50
0900 - 0915	0	7	4	0	0	0	0	0	0	0	0	0	0	11	
0915 - 0930	0	4	3	0	1	0	0	0	0	0	0	0	0	7	
0930 - 0945	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
0945 - 1000	0	4	4	0	0	0	0	0	0	0	0	0	0	8	34
1000 - 1015	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
1015 - 1030	0	5	4	0	0	0	0	0	0	0	0	0	0	9	
1030 - 1045	0	6	1	0	1	0	0	0	0	0	0	0	0	7	
1045 - 1100	0	6	2	0	1	0	0	0	0	0	0	0	0	9	33
1100 - 1115	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
1115 - 1130	0	3	4	0	0	1	0	0	0	0	0	0	0	7	
1130 - 1145	0	4	3	0	1	0	0	0	0	0	0	0	0	7	
1145 - 1200	0	4	6	0	1	0	0	0	0	0	0	0	0	10	31
1200 - 1215	0	6	4	0	0	0	0	0	0	0	0	0	0	10	
1215 - 1230	0	3	3	0	2	0	0	0	0	0	0	0	0	7	
1230 - 1245	0	5	0	0	0	0	0	0	1	0	0	0	0	11	
1245 - 1300	0	4	2	0	0	0	0	0	0	0	0	0	0	6	33
1300 - 1315	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
1315 - 1330	0	4	5	0	1	0	0	0	0	0	0	0	0	10	
1330 - 1345	0	8	2	0	1	0	0	1	0	0	0	0	0	10	
1345 - 1400	0	7	4	0	1	0	0	0	0	0	0	0	0	12	39
1400 - 1415	0	8	2	0	2	0	0	0	0	0	0	0	0	11	
1415 - 1430	0	8	4	0	0	0	0	0	0	0	0	0	0	12	
1430 - 1445	0	13	5	0	0	0	0	0	0	0	0	0	0	18	
1445 - 1500	0	11	5	0	1	0	0	0	0	0	0	0	0	17	57
1500 - 1515	0	7	9	0	0	0	0	0	0	0	0	0	0	15	
1515 - 1530	0	17	10	0	1	0	0	0	0	0	0	0	0	27	
1530 - 1545	0	9	4	0	0	0	0	1	0	0	0	0	0	13	
1545 - 1600	0	10	4	0	1	0	0	0	0	0	0	0	0	15	70
1600 - 1615	1	17	11	0	0	0	0	0	0	0	0	0	0	28	
1615 - 1630	0	16	9	0	1	0	0	1	0	0	0	0	0	26	
1630 - 1645	0	17	10	0	1	0	0	0	0	0	0	0	0	28	
1645 - 1700	0	16	9	0	1	0	0	0	0	0	0	0	0	25	106
1700 - 1715	0	17	7	0	0	0	0	0	0	0	0	0	0	24	
1715 - 1730	0	17	6	0	0	0	0	0	0	0	0	0	0	22	
1730 - 1745	0	15	9	0	0	0	0	0	0	0	0	0	0	24	
1745 - 1800	0	10	10	0	0	0	0	0	0	0	0	0	0	19	88
1800 - 1815	0	15	8	0	1	0	0	0	0	0	0	0	0	23	
1815 - 1830	0	15	4	0	1	0	0	0	0	0	0	0	0	19	
1830 - 1845	0	10	5	0	1	0	0	0	0	0	0	0	0	15	
1845 - 1900	0	5	6	0	0	0	0	0	0	0	0	0	0	10	66
1900 - 1915	0	6	3	0	1	0	0	0	0	0	0	0	0	10	
1915 - 1930	0	3	3	0	0	0	0	0	0	0	0	0	0	6	
1930 - 1945	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
1945 - 2000	0	3	2	0	1	0	0	0	0	0	0	0	0	5	28
2000 - 2015	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
2015 - 2030	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
2030 - 2045	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2045 - 2100	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15
2100 - 2115	0	6	3	0	0	0	0	0	0	0	0	0	0	8	
2115 - 2130	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
2130 - 2145	0	2	3	0	1	0	0	0	0	0	0	0	0	5	
2145 - 2200	0	2	1	0	0	0	0	0	0	0	0	0	0	3	20
2200 - 2215	0	1	1	0	1	0	0	0	0	0	0	0	0	2	
2215 - 2230	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
2230 - 2245	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2245 - 2300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2315 - 2330	0	1	1	0	0	0	0	0	0	0	0	0	0	1	
2330 - 2345	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2345 - 0000	0	1	1	0	0	0	0	0	0	0	0	0	0	2	5

Session Total	1	493	245	0	18	1	1	2	2	0	0	0	0	762
Session Average	0.01	5.14	2.55	0.00	0.18	0.01	0.01	0.02	0.02	0.00	0.00	0.00	0.00	7.93
Session Percentage	0.13	64.74	32.17	0.00	2.30	0.07	0.07	0.26	0.26	0.00	0.00	0.00	0.00	
AM Peak Hour	0530 - 0630	0800 - 0900	0900 - 1000	-	0700 - 0800	-	0600 - 0700	0645 - 0745	0715 - 0815	-	-	-	-	0800 - 0900
AM Peak Volume	1	39	13	0	1	0	1	1	1	0	0	0	0	50
Noon Peak Hour	-	1430 - 1530	1430 - 1530	-	1315 - 1415	1030 - 1130	-	1245 - 1345	1145 - 1245	-	-	-	-	1430 - 1530
Noon Peak Volume	0	47	28	0	4	1	0	1	1	0	0	0	0	77
PM Peak Hour	1515 - 1615	1630 - 1730	1600 - 1700	-	1545 - 1645	-	-	1530 - 1630	-	-	-	-	-	1600 - 1700
PM Peak Volume	1	66	38	0	0	0	0	0	0	0	0	0	0	105

Bi-Directional Class Count || SB WB Average 15min

Chattahoochee Hills, GA



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Site 11
Rico Rd (South),
south of GA-70 S Fulton Pkwy (West)

Date
Tuesday, January 10, 2023

Weather
Partly Cloudy
49°F

Lat/Long
33.560763°, -84.767220°

0000 - 2400 (Weekday 24h Session) (All Dates)

SB WB Average 15min

Time	SB WB Average 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	2	1	0	0	0	0	0	0	0	0	0	0	2	3
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415 - 0430	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0430 - 0445	0	1	1	0	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
0500 - 0515	0	4	2	0	0	0	0	0	0	0	0	0	0	5	
0515 - 0530	0	3	3	0	0	0	0	0	0	0	0	0	0	5	
0530 - 0545	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
0545 - 0600	0	3	2	0	0	0	0	0	0	0	0	0	0	5	18
0600 - 0615	0	8	2	0	0	0	0	0	0	0	0	0	0	9	
0615 - 0630	0	6	3	0	0	0	0	0	0	0	0	0	0	8	
0630 - 0645	0	12	5	0	0	0	0	0	0	0	0	0	0	16	
0645 - 0700	0	8	4	0	0	0	0	0	0	0	0	0	0	12	45
0700 - 0715	0	13	5	0	1	0	0	0	0	0	0	0	0	18	
0715 - 0730	0	17	9	0	0	0	0	0	0	0	0	0	0	25	
0730 - 0745	0	18	6	0	0	1	0	0	0	0	0	0	0	24	
0745 - 0800	0	10	9	0	0	0	0	0	0	0	0	0	0	19	85
0800 - 0815	0	9	8	0	0	0	0	0	0	0	0	0	0	17	
0815 - 0830	0	10	5	0	0	0	0	0	0	0	0	0	0	15	
0830 - 0845	0	14	6	0	2	0	0	0	0	0	0	0	0	21	
0845 - 0900	0	9	5	0	2	0	0	0	0	0	0	0	0	15	68
0900 - 0915	0	7	6	0	1	0	0	0	0	0	0	0	0	13	
0915 - 0930	0	7	2	0	1	0	0	0	0	0	0	0	0	10	
0930 - 0945	0	8	2	0	0	0	1	0	0	0	0	0	0	10	
0945 - 1000	0	6	4	0	1	0	0	0	0	0	0	0	0	10	42
1000 - 1015	0	4	4	0	1	0	0	0	0	0	0	0	0	8	
1015 - 1030	0	9	6	0	1	0	0	0	0	0	0	0	0	15	
1030 - 1045	0	7	4	0	0	0	0	0	0	0	0	0	0	11	
1045 - 1100	0	4	3	0	0	0	0	0	0	0	0	0	0	7	41
1100 - 1115	0	2	4	0	0	1	0	0	0	0	0	0	0	7	
1115 - 1130	0	8	4	0	0	0	0	0	1	0	0	0	0	12	
1130 - 1145	0	5	5	0	0	0	0	0	0	0	0	0	0	10	
1145 - 1200	0	8	3	0	1	1	0	0	0	0	0	0	0	12	40
1200 - 1215	0	9	3	0	1	0	0	0	0	0	0	0	0	12	
1215 - 1230	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
1230 - 1245	0	5	2	0	1	0	0	0	0	0	0	0	0	7	
1245 - 1300	0	5	2	0	0	0	0	0	0	0	0	0	0	6	32
1300 - 1315	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
1315 - 1330	0	5	2	0	1	0	0	0	0	0	0	0	0	7	
1330 - 1345	0	7	4	0	0	0	0	0	0	0	0	0	0	10	
1345 - 1400	0	5	4	0	0	0	0	1	0	0	0	0	0	10	34
1400 - 1415	1	6	3	0	0	0	0	0	0	0	0	0	0	10	
1415 - 1430	0	4	4	0	1	0	0	0	0	0	0	0	0	8	
1430 - 1445	0	7	5	0	0	0	0	0	0	0	0	0	0	12	
1445 - 1500	0	14	3	0	1	0	0	0	0	0	0	0	0	17	46
1500 - 1515	0	4	4	0	1	0	0	0	0	0	0	0	0	9	
1515 - 1530	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
1530 - 1545	1	9	2	0	1	0	0	1	0	0	0	0	0	12	
1545 - 1600	0	10	2	0	0	0	0	0	0	0	0	0	0	12	42
1600 - 1615	1	10	2	0	0	0	0	0	0	0	0	0	0	12	
1615 - 1630	0	4	5	0	0	0	0	0	0	0	0	0	0	9	
1630 - 1645	0	8	2	0	1	0	0	0	0	0	0	0	0	10	
1645 - 1700	0	7	3	0	0	0	0	0	0	0	0	0	0	10	40
1700 - 1715	0	8	2	0	1	0	0	0	0	0	0	0	0	11	
1715 - 1730	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
1730 - 1745	0	9	2	0	0	1	0	1	0	0	0	0	0	12	
1745 - 1800	0	12	3	0	0	0	0	0	0	0	0	0	0	15	51
1800 - 1815	0	13	2	0	0	0	0	0	0	0	0	0	0	15	
1815 - 1830	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
1830 - 1845	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
1845 - 1900	0	7	3	0	0	0	0	0	0	0	0	0	0	9	38
1900 - 1915	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
1915 - 1930	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
1930 - 1945	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
1945 - 2000	0	5	2	0	0	0	0	0	0	0	0	0	0	7	25
2000 - 2015	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
2015 - 2030	0	5	2	0	0	0	0	0	0	0	0	0	0	6	
2030 - 2045	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2045 - 2100	0	2	1	0	1	0	0	0	0	0	0	0	0	3	20
2100 - 2115	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
2115 - 2130	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2130 - 2145	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
2145 - 2200	0	2	1	0	0	0	0	0	0	0	0	0	0	3	14
2200 - 2215	0	1	1	0	0	0	0	0	0	0	0	0	0	1	
2215 - 2230	0	0	1	0	1	0	0	0	0	0	0	0	0	2	
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2245 - 2300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4
2300 - 2315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2315 - 2330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Session Total	2	463	209	1	13	2	1	2	1	0	0	0	0	691
Session Average	0.02	4.82	2.17	0.01	0.14	0.02	0.01	0.02	0.01	0.00	0.00	0.00	0.00	7.19
Session Percentage	0.22	66.98	30.20	0.07	1.88	0.29	0.07	0.22	0.07	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0700 - 0800	0715 - 0815	-	0830 - 0930	0645 - 0745	0845 - 0945	-	-	-	-	-	-	0700 - 0800
AM Peak Volume	0	56	31	0	5	1	1	0	0	0	0	0	0	85
Noon Peak Hour	1315 - 1415	1445 - 1545	1015 - 1115	-	1000 - 1100	1100 - 1200	-	1300 - 1400	1030 - 1130	-	-	-	-	1445 - 1545
Noon Peak Volume	1	34	17	0	2	1	0	1	1	0	0	0	0	47
PM Peak Hour	1515 - 1615	1715 - 1815	1600 - 1700	1600 - 1700	1500 - 1600	1645 - 1745	-	1500 - 1600	-	-	-	-	-	1715 - 1815
PM Peak Volume	1	45	12	1	1	1	0	1	0	0	0	0	0	55

Chattahoochee Hills, GA



Weather
Partly Cloudy
49°F

0000 - 2400 (24h Session) (01-10-2023)
NB EB 15min

[illegible]

Site 12
Hutchesons Ferry Rd (East),
east of GA-70 Campbellton Redwine Rd (South)

Date
Wednesday, January 11, 2023

Weather
Mostly Cloudy
55°F

Lat/Long
33.512841°, -84.812181°

0000 - 2400 (24h Session) (01-11-2023)
NB EB 15min

Time	Eastbound (Movement 12.1)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500 - 0515	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
0515 - 0530	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0530 - 0545	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0545 - 0600	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0600 - 0615	0	4	1	0	0	0	0	0	0	0	0	0	0	5	20
0615 - 0630	0	2	3	0	0	0	0	0	0	0	0	0	0	5	
0630 - 0645	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0645 - 0700	0	4	4	0	0	0	0	0	0	0	0	0	0	8	
0700 - 0715	0	3	0	0	0	0	0	0	0	0	0	0	0	3	6
0715 - 0730	0	4	1	0	1	0	0	0	0	0	0	0	0	6	
0730 - 0745	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0745 - 0800	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0800 - 0815	0	2	2	0	0	0	0	0	0	0	0	0	0	4	18
0815 - 0830	0	1	2	0	0	0	0	1	0	0	0	0	0	4	
0830 - 0845	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0845 - 0900	0	1	5	0	0	0	0	0	0	0	0	0	0	6	
0900 - 0915	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
0915 - 0930	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0930 - 0945	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000 - 1015	0	1	2	0	0	0	0	0	0	0	0	0	0	3	9
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1030 - 1045	0	1	3	0	0	0	0	0	0	0	0	0	0	4	
1045 - 1100	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1100 - 1115	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
1115 - 1130	0	1	0	0	0	1	0	0	0	0	0	0	0	2	
1130 - 1145	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1145 - 1200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1200 - 1215	0	0	0	0	1	0	0	0	0	0	0	0	0	1	5
1215 - 1230	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1245 - 1300	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1315 - 1330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1330 - 1345	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
1345 - 1400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1400 - 1415	0	3	1	0	0	0	0	0	0	0	0	0	0	4	11
1415 - 1430	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
1430 - 1445	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
1445 - 1500	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1500 - 1515	0	0	2	0	0	0	0	0	0	0	0	0	0	2	12
1515 - 1530	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1530 - 1545	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
1545 - 1600	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
1600 - 1615	0	1	0	0	0	0	0	0	0	0	0	0	0	1	19
1615 - 1630	0	3	2	0	0	1	0	0	0	0	0	0	0	6	
1630 - 1645	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
1645 - 1700	0	4	3	0	1	0	0	0	0	0	0	0	0	8	
1700 - 1715	0	1	2	0	0	0	0	0	0	0	0	0	0	3	11
1715 - 1730	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
1730 - 1745	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1745 - 1800	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1800 - 1815	0	0	1	0	0	0	0	0	0	0	0	0	0	1	9
1815 - 1830	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1830 - 1845	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1845 - 1900	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1900 - 1915	0	1	1	0	0	0	0	0	0	0	0	0	0	2	9
1915 - 1930	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
1930 - 1945	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
1945 - 2000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2015 - 2030	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2045 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2115 - 2130	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2130 - 2145	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Session Total	0	85	74	0	3	2	0	1	0	0	0	0	0	165
Session Average	0.00	0.89	0.77	0.00	0.03	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.00	1.72
Session Percentage	0.00	51.52	44.85	0.00	1.82	1.21	0.00	0.61	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0800 - 0900	-	0630 - 0730	-	-	0730 - 0830	-	-	-	-	-	0600 - 0700
AM Peak Volume	0	14	10	0	1	0	0	1	0	0	0	0	0	20
Noon Peak Hour	-	1315 - 1415	1445 - 1545	-	1115 - 1215	1030 - 1130	-	-	-	-	-	-	-	1400 - 1500
Noon Peak Volume	0	7	7	0	1	1	0	0	0	0	0	0	0	11
PM Peak Hour	-	1600 - 1700	1615 - 1715	-	1600 - 1700	1530 - 1630	-	-	-	-	-	-	-	1615 - 1715
PM Peak Volume	0	10	9	0	1	1	0	0	0	0	0	0	0	21

Bi-Directional Class Count || SB WB 15min

Chattahoochee Hills, GA

Site 12

Hutchensons Ferry Rd (East),
east of GA-70 Campbellton Redwine Rd (South)

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.512841°, -84.812181°

[Click here for Map](#)

0000 - 2400 (24h Session) (01-10-2023)

SB WB 15min

Time	Westbound (Movement 12.2)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515 - 0530	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
0530 - 0545	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0600 - 0615	0	0	1	1	0	0	0	0	0	0	0	0	0	2	2
0615 - 0630	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
0630 - 0645	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
0645 - 0700	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
0700 - 0715	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2
0715 - 0730	0	2	2	0	0	0	0	0	0	0	0	0	0	4	4
0730 - 0745	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
0745 - 0800	0	3	2	0	0	0	0	0	0	0	0	0	0	5	14
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	1	3	0	1	0	0	0	0	0	0	0	0	5	5
0830 - 0845	0	3	2	0	0	0	0	0	0	0	0	0	0	5	5
0845 - 0900	0	1	1	0	0	0	0	0	0	0	0	0	0	2	12
0900 - 0915	0	2	1	0	0	0	0	0	0	0	0	0	0	3	3
0915 - 0930	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
0930 - 0945	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
0945 - 1000	0	2	0	0	0	0	0	0	0	0	0	0	0	2	8
1000 - 1015	0	1	0	0	1	0	0	0	0	0	0	0	0	2	2
1015 - 1030	0	3	1	0	1	0	0	0	0	0	0	0	0	5	5
1030 - 1045	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
1045 - 1100	0	0	1	0	1	1	0	0	0	0	0	0	0	3	13
1100 - 1115	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
1115 - 1130	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2
1130 - 1145	0	1	2	0	0	0	0	0	0	0	0	0	0	3	3
1145 - 1200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	8
1200 - 1215	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2
1215 - 1230	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	1	0	0	1	0	0	0	0	0	0	0	0	2	6
1300 - 1315	1	0	2	0	0	0	0	0	0	0	0	0	0	3	3
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	2	1	0	0	0	0	0	0	0	0	0	0	3	3
1345 - 1400	0	1	1	0	0	0	0	0	0	0	0	0	0	2	8
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
1445 - 1500	0	0	4	0	0	0	0	0	0	0	0	0	0	5	5
1500 - 1515	0	3	0	0	1	0	0	0	0	0	0	0	0	4	4
1515 - 1530	0	4	3	0	0	0	0	0	0	0	0	0	0	7	7
1530 - 1545	0	1	4	0	0	0	0	0	0	0	0	0	0	5	5
1545 - 1600	0	4	1	0	0	0	0	0	0	0	0	0	0	5	21
1600 - 1615	0	2	2	0	0	0	0	0	0	0	0	0	0	4	4
1615 - 1630	0	0	6	0	0	0	0	0	0	0	0	0	0	6	6
1630 - 1645	0	0	4	0	0	1	0	0	0	0	0	0	0	5	5
1645 - 1700	0	3	1	0	0	0	0	0	0	0	0	0	0	4	4
1700 - 1715	0	8	3	0	0	0	0	0	0	0	0	0	0	11	19
1715 - 1730	0	3	9	0	0	0	0	0	0	0	0	0	0	12	12
1730 - 1745	0	2	3	0	0	0	0	0	0	0	0	0	0	5	5
1745 - 1800	0	0	3	0	0	0	0	0	0	0	0	0	0	3	31
1800 - 1815	0	2	2	0	0	0	0	0	0	0	0	0	0	4	4
1815 - 1830	1	2	1	0	0	0	0	0	0	0	0	0	0	4	4
1830 - 1845	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
1845 - 1900	0	2	2	0	0	0	0	0	0	0	0	0	0	4	4
1900 - 1915	0	1	1	0	0	0	0	0	0	0	0	0	0	2	13
1915 - 1930	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
1930 - 1945	0	2	1	0	0	0	0	0	0	0	0	0	0	3	3
1945 - 2000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	7
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
2100 - 2115	0	2	1	0	0	0	0	0	0	0	0	0	0	3	3
2115 - 2130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
2130 - 2145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
2200 - 2215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
2215 - 2230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
2245 - 2300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Session Total	2	96	79	2	8	2	0	0	0	0	0	0	0	0	189
Session Average	0.02	1.00	0.82	0.02	0.08	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.97
Session Percentage	1.06	50.79	41.80	1.06	4.23	1.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0700 - 0800	0745 - 0845	0515 - 0615	0915 - 1015	-	-	-	-	-	-	-	-	-	0745 - 0845
AM Peak Volume	0	9	7	1	2	0	0	0	0	0	0	0	0	0	15
Noon Peak Hour	1215 - 1315	1430 - 1530	1445 - 1545	1400 - 1500	1000 - 1100	1000 - 1100	-	-	-	-	-	-	-	-	1445 - 1545
Noon Peak Volume	1	8	11	1	3	1	0	0	0	0	0	0	0	0	21
PM Peak Hour	1730 - 1830	1645 - 1745	1700 - 1800	-	1500 - 1600	1545 - 1645	-	-	-	-	-	-	-	-	1630 - 1730
PM Peak Volume	1	13	18	0	0	0	0	0	0	0	0	0	0	0	33

Site 12
Hutchesons Ferry Rd (East),
east of GA-70 Campbellton Redwine Rd (South)

Date
Wednesday, January 11, 2023

Weather
Mostly Cloudy
55°F

Lat/Long
33.512841°, -84.812181°

0000 - 2400 (24h Session) (01-11-2023)
S8 WB 15min

Time	Westbound (Movement 12.2)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0315 - 0330	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500 - 0515	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
0515 - 0530	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0530 - 0545	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600 - 0615	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3
0615 - 0630	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0645 - 0700	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0700 - 0715	0	1	1	0	0	0	0	0	0	0	0	0	0	2	7
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0745 - 0800	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
0800 - 0815	0	5	0	0	0	0	0	0	0	0	0	0	0	5	12
0815 - 0830	0	1	3	0	1	0	0	0	0	0	0	0	0	5	
0830 - 0845	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0845 - 0900	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0900 - 0915	0	2	1	0	0	0	0	1	0	0	0	0	0	4	7
0915 - 0930	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0930 - 0945	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0945 - 1000	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
1000 - 1015	0	1	1	0	0	0	0	0	0	0	0	0	0	2	8
1015 - 1030	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1030 - 1045	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1045 - 1100	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1100 - 1115	0	2	1	0	0	0	0	0	0	0	0	0	0	3	7
1115 - 1130	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1130 - 1145	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200 - 1215	0	0	2	0	1	0	0	0	0	0	0	0	0	3	12
1215 - 1230	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
1230 - 1245	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
1245 - 1300	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
1300 - 1315	0	1	1	0	0	0	0	0	0	0	0	0	0	2	6
1315 - 1330	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1345 - 1400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
1415 - 1430	0	1	3	0	0	0	0	0	0	0	0	0	0	4	
1430 - 1445	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1445 - 1500	0	2	1	1	0	1	0	0	0	0	0	0	0	5	
1500 - 1515	0	2	1	0	0	0	0	0	0	0	0	0	0	3	22
1515 - 1530	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
1530 - 1545	0	1	3	0	0	0	0	0	0	0	0	0	0	4	
1545 - 1600	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
1600 - 1615	0	2	2	0	0	0	0	0	0	0	0	0	0	4	17
1615 - 1630	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
1630 - 1645	1	2	0	0	0	0	0	0	0	0	0	0	0	3	
1645 - 1700	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
1700 - 1715	0	6	4	0	0	0	0	0	0	0	0	0	0	10	27
1715 - 1730	0	3	3	0	0	0	0	0	0	0	0	0	0	6	
1730 - 1745	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
1745 - 1800	0	2	6	0	0	0	0	0	0	0	0	0	0	8	
1800 - 1815	0	0	3	0	0	0	0	0	0	0	0	0	0	3	8
1815 - 1830	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1830 - 1845	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1845 - 1900	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
1900 - 1915	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4
1915 - 1930	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1945 - 2000	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2000 - 2015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
2015 - 2030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2030 - 2045	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2045 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2115 - 2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2130 - 2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2145 - 2200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2200 - 2215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2315 - 2330	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Session Total	1	81	73	2	2	2	0	1	0	0	0	0	0	162
Session Average	0.01	0.84	0.76	0.02	0.02	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.00	1.69
Session Percentage	0.62	50.00	45.06	1.23	1.23	1.23	0.00	0.62	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0730 - 0830	0730 - 0830	0515 - 0615	0730 - 0830	0900 - 1000	-	0815 - 0915	-	-	-	-	-	0730 - 0830
AM Peak Volume	0	8	6	1	1	1	0	1	0	0	0	0	0	15
Noon Peak Hour	-	1430 - 1530	1200 - 1300	1400 - 1500	1115 - 1215	1400 - 1500	-	-	-	-	-	-	-	1445 - 1545
Noon Peak Volume	0	11	8	1	1	1	0	0	0	0	0	0	0	20
PM Peak Hour	1545 - 1645	1630 - 1730	1700 - 1800	-	-	-	-	-	-	-	-	-	-	1700 - 1800
PM Peak Volume	1	16	15	0	0	0	0	0	0	0	0	0	0	27

Chattahoochee Hills, GA



Weather
Partly Cloudy
49°F

0000 - 2400 (24h Session) (01-10-2023)
Bi-Directional 15min

Session Total	2	197	146	2	11	4	0	1	0	0	0	0	363
Session Average	0.02	2.05	1.52	0.02	0.11	0.04	0.00	0.01	0.00	0.00	0.00	0.00	3.78
Session Percentage	0.55	54.27	40.22	0.55	3.03	1.10	0.00	0.28	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0700 - 0800	0615 - 0715	0515 - 0615	0930 - 1030	0815 - 0915	-	0730 - 0830	-	-	-	-	0745 - 0845
AM Peak Volume	0	22			5	1	0	1	0	-	0	0	37
Noon Peak Hour	1215 - 1315	1445 - 1545	1445 - 1545	1400 - 1500	1000 - 1100	1000 - 1100	-	-	-	-	-	-	1445 - 1545
Noon Peak Volume	1	15	18	15	5	2	0	0	0	0	0	0	35
PM Peak Hour	1730 - 1830	1630 - 1730	1700 - 1800	-	1500 - 1600	1545 - 1645	-	-	-	-	-	-	1630 - 1730
PM Peak Volume	23	22	22	0	1	1	0	0	0	0	0	0	51

Site 12
Hutchesons Ferry Rd (East),
east of GA-70 Campbellton Redwine Rd (South)

Date
Wednesday, January 11, 2023

Weather
Mostly Cloudy
55°F

Lat/Long
33.512841°, -84.812181°

0000 - 2400 (24h Session) (01-11-2023)
Bi-Directional 15min

Time	Bi-Directional 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0315 - 0330	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500 - 0515	0	1	1	0	0	0	0	0	0	0	0	0	0	2	3
0515 - 0530	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0530 - 0545	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0545 - 0600	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0600 - 0615	0	4	1	1	0	0	0	0	0	0	0	0	0	6	23
0615 - 0630	0	3	3	0	0	0	0	0	0	0	0	0	0	6	
0630 - 0645	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0645 - 0700	0	5	4	0	0	0	0	0	0	0	0	0	0	9	
0700 - 0715	0	4	1	0	0	0	0	0	0	0	0	0	0	5	6
0715 - 0730	0	4	1	0	1	0	0	0	0	0	0	0	0	6	
0730 - 0745	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0745 - 0800	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
0800 - 0815	0	7	2	0	0	0	0	0	0	0	0	0	0	9	30
0815 - 0830	0	2	5	0	1	0	0	1	0	0	0	0	0	9	
0830 - 0845	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0845 - 0900	0	2	5	0	0	0	0	0	0	0	0	0	0	7	
0900 - 0915	0	2	2	0	0	0	0	1	0	0	0	0	0	5	4
0915 - 0930	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
0930 - 0945	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0945 - 1000	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
1000 - 1015	0	2	3	0	0	0	0	0	0	0	0	0	0	5	17
1015 - 1030	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1030 - 1045	0	1	4	0	0	0	0	0	0	0	0	0	0	5	
1045 - 1100	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
1100 - 1115	0	2	2	0	0	0	0	0	0	0	0	0	0	4	12
1115 - 1130	0	2	1	0	0	1	0	0	0	0	0	0	0	4	
1130 - 1145	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
1145 - 1200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1200 - 1215	0	0	2	0	2	0	0	0	0	0	0	0	0	4	17
1215 - 1230	0	0	4	0	0	0	0	0	0	0	0	0	0	4	
1230 - 1245	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
1245 - 1300	0	3	4	0	0	0	0	0	0	0	0	0	0	7	
1300 - 1315	0	1	1	0	0	0	0	0	0	0	0	0	0	2	12
1315 - 1330	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
1330 - 1345	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
1345 - 1400	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
1400 - 1415	0	3	1	0	0	0	0	0	0	0	0	0	0	4	21
1415 - 1430	0	1	5	0	0	0	0	0	0	0	0	0	0	6	
1430 - 1445	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
1445 - 1500	0	3	2	1	0	1	0	0	0	0	0	0	0	7	
1500 - 1515	0	2	3	0	0	0	0	0	0	0	0	0	0	5	34
1515 - 1530	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
1530 - 1545	0	1	6	0	0	0	0	0	0	0	0	0	0	7	
1545 - 1600	0	8	4	0	0	0	0	0	0	0	0	0	0	12	
1600 - 1615	0	3	2	0	0	0	0	0	0	0	0	0	0	5	36
1615 - 1630	0	4	4	0	0	1	0	0	0	0	0	0	0	9	
1630 - 1645	1	4	2	0	0	0	0	0	0	0	0	0	0	7	
1645 - 1700	0	9	5	0	1	0	0	0	0	0	0	0	0	15	
1700 - 1715	0	7	6	0	0	0	0	0	0	0	0	0	0	13	38
1715 - 1730	0	6	4	0	0	0	0	0	0	0	0	0	0	10	
1730 - 1745	0	2	3	0	0	0	0	0	0	0	0	0	0	5	
1745 - 1800	0	3	7	0	0	0	0	0	0	0	0	0	0	10	
1800 - 1815	0	0	4	0	0	0	0	0	0	0	0	0	0	4	17
1815 - 1830	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
1830 - 1845	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
1845 - 1900	0	3	3	0	0	0	0	0	0	0	0	0	0	6	
1900 - 1915	0	2	1	0	0	0	0	0	0	0	0	0	0	3	13
1915 - 1930	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
1930 - 1945	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
1945 - 2000	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2000 - 2015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
2015 - 2030	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2030 - 2045	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2045 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2115 - 2130	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2130 - 2145	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2145 - 2200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2200 - 2215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2315 - 2330	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Session Total	1	166	147	2	5	4	0	2	0	0	0	0	0	327
Session Average	0.01	1.73	1.53	0.02	0.05	0.04	0.00	0.02	0.00	0.00	0.00	0.00	0.00	3.41
Session Percentage	0.31	50.76	44.95	0.61	1.53	1.22	0.00	0.61	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0715 - 0815	0800 - 0900	0515 - 0615	0630 - 0730	0900 - 1000	-	0815 - 0915	-	-	-	-	-	0745 - 0845
AM Peak Volume	0	20	13	1	1	1	0	2	0	0	0	0	0	32
Noon Peak Hour	-	1430 - 1530	1445 - 1545	1400 - 1500	1115 - 1215	1030 - 1130	-	-	-	-	-	-	-	1445 - 1545
Noon Peak Volume	0	16	14	1	2	1	0	0	0	0	0	0	0	29
PM Peak Hour	1545 - 1645	1630 - 1730	1700 - 1800	-	1600 - 1700	1530 - 1630	-	-	-	-	-	-	-	1630 - 1730
PM Peak Volume	1	26	20	0	1	1	0	0	0	0	0	0	0	45

Bi-Directional Class Count || NB EB Average 15min

Chattahoochee Hills, GA



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Site 12

Hutchisons Ferry Rd (East),
east of GA-70 Campbellton Redwine Rd (South)

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.512841°, -84.812181°

0000 - 2400 (Weekday 24h Session) (All Dates)

NB EB Average 15min

Time	NB EB Average 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	1	1	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
0500 - 0515	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0515 - 0530	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0530 - 0545	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0545 - 0600	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
0600 - 0615	0	3	1	0	0	0	0	0	0	0	0	0	0	3	
0615 - 0630	0	4	5	0	0	0	0	0	0	0	0	0	0	9	
0630 - 0645	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
0645 - 0700	0	3	3	0	0	0	0	0	0	0	0	0	0	5	20
0700 - 0715	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0715 - 0730	0	3	2	0	1	0	0	0	0	0	0	0	0	5	
0730 - 0745	0	2	1	0	0	0	0	0	0	0	0	0	0	2	
0745 - 0800	0	7	2	0	0	0	0	0	0	0	0	0	0	9	19
0800 - 0815	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0815 - 0830	0	2	3	0	0	0	0	0	0	0	0	0	0	5	
0830 - 0845	0	3	1	0	0	0	0	0	0	0	0	0	0	3	
0845 - 0900	0	2	4	0	0	0	0	0	0	0	0	0	0	6	17
0900 - 0915	0	1	1	0	0	1	0	0	0	0	0	0	0	3	
0915 - 0930	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0930 - 0945	0	1	1	0	0	0	0	0	0	0	0	0	0	1	
0945 - 1000	0	1	1	0	1	0	0	0	0	0	0	0	0	2	7
1000 - 1015	0	1	1	0	1	0	0	0	0	0	0	0	0	2	
1015 - 1030	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
1030 - 1045	0	1	2	0	0	1	0	0	0	0	0	0	0	4	
1045 - 1100	0	1	2	0	0	0	0	0	0	0	0	0	0	3	9
1100 - 1115	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1115 - 1130	0	2	0	0	0	1	0	0	0	0	0	0	0	2	
1130 - 1145	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1145 - 1200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
1200 - 1215	0	0	1	0	1	0	0	0	0	0	0	0	0	1	
1215 - 1230	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
1230 - 1245	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1245 - 1300	0	1	2	0	0	0	0	0	0	0	0	0	0	3	7
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1315 - 1330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1330 - 1345	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1345 - 1400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	5
1400 - 1415	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
1415 - 1430	0	2	2	0	0	0	0	0	0	0	0	0	0	3	
1430 - 1445	0	2	2	0	0	0	0	0	0	0	0	0	0	3	
1445 - 1500	0	2	1	0	0	0	0	0	0	0	0	0	0	3	13
1500 - 1515	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1515 - 1530	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
1530 - 1545	0	1	3	0	0	0	0	0	0	0	0	0	0	4	
1545 - 1600	0	3	2	0	0	0	0	0	0	0	0	0	0	5	14
1600 - 1615	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1615 - 1630	0	2	2	0	0	1	0	0	0	0	0	0	0	4	
1630 - 1645	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
1645 - 1700	0	4	3	0	0	0	0	0	0	0	0	0	0	7	16
1700 - 1715	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
1715 - 1730	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
1730 - 1745	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1745 - 1800	0	2	2	0	0	0	0	0	0	0	0	0	0	4	13
1800 - 1815	0	1	1	0	0	0	0	0	0	0	0	0	0	1	
1815 - 1830	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1830 - 1845	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1845 - 1900	0	1	1	0	0	0	0	0	0	0	0	0	0	2	8
1900 - 1915	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
1915 - 1930	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1930 - 1945	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1945 - 2000	0	1	1	0	0	0	0	0	0	0	0	0	0	2	8
2000 - 2015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2015 - 2030	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2030 - 2045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2045 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2115 - 2130	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2130 - 2145	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2245 - 2300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Session Total	0	93	71	0	3	2	0	1	0	0	0	0	0	0	170
Session Average	0.00	0.97	0.73	0.00	0.03	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	1.77
Session Percentage	0.00	54.87	41.59	0.00	1.77	1.18	0.00	0.59	0.00	0.00	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0700 - 0800	0615 - 0715	-	0930 - 1030	0815 - 0915	-	0730 - 0830	-	-	-	-	-	-	0615 - 0715
AM Peak Volume	0	14	10	0	2	1	0	1	0	0	0	0	0	0	21
Noon Peak Hour	-	1400 - 1500	1445 - 1545	-	1000 - 1100	1030 - 1130	-	-	-	-	-	-	-	-	1400 - 1500
Noon Peak Volume	0	8	7	0	1	1	0	0	0	0	0	0	0	0	13
PM Peak Hour	-	1630 - 1730	1500 - 1600	-	1600 - 1700	1530 - 1630	-	-	-	-	-	-	-	-	1630 - 1730
PM Peak Volume	0	13	9	0	0	0	0	0	0	0	0	0	0	0	19

Bi-Directional Class Count || SB WB Average 15min

Chattahoochee Hills, GA



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Site 12

Hutchensons Ferry Rd (East),
east of GA-70 Campbellton Redwine Rd (South)

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.512841°, -84.812181°

0000 - 2400 (Weekday 24h Session) (All Dates)

SB WB Average 15min

Time	SB WB Average 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0500 - 0515	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0515 - 0530	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0530 - 0545	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0600 - 0615	0	0	1	1	0	0	0	0	0	0	0	0	0	2	
0615 - 0630	0	1	1	0	0	0	0	0	0	0	0	0	0	1	
0630 - 0645	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0645 - 0700	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4
0700 - 0715	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0715 - 0730	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0730 - 0745	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0745 - 0800	0	2	2	0	0	0	0	0	0	0	0	0	0	4	11
0800 - 0815	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0815 - 0830	0	1	3	0	1	0	0	0	0	0	0	0	0	5	
0830 - 0845	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0845 - 0900	0	1	1	0	0	0	0	0	0	0	0	0	0	2	12
0900 - 0915	0	2	1	0	0	0	0	1	0	0	0	0	0	4	
0915 - 0930	0	0	1	0	1	0	0	0	0	0	0	0	0	1	
0930 - 0945	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0945 - 1000	0	1	0	0	0	1	0	0	0	0	0	0	0	2	8
1000 - 1015	0	1	1	0	1	0	0	0	0	0	0	0	0	2	
1015 - 1030	0	3	1	0	1	0	0	0	0	0	0	0	0	4	
1030 - 1045	0	2	1	0	0	0	0	0	0	0	0	0	0	2	
1045 - 1100	0	1	1	0	1	1	0	0	0	0	0	0	0	3	11
1100 - 1115	0	1	1	0	1	0	0	0	0	0	0	0	0	2	
1115 - 1130	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1130 - 1145	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
1145 - 1200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	8
1200 - 1215	0	1	2	0	1	0	0	0	0	0	0	0	0	3	
1215 - 1230	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
1230 - 1245	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1245 - 1300	0	2	1	0	1	0	0	0	0	0	0	0	0	3	9
1300 - 1315	1	1	2	0	0	0	0	0	0	0	0	0	0	3	
1315 - 1330	0	1	1	0	0	0	0	0	0	0	0	0	0	1	
1330 - 1345	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1345 - 1400	0	2	1	0	0	0	0	0	0	0	0	0	0	2	7
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1415 - 1430	0	1	2	0	0	0	0	0	0	0	0	0	0	2	
1430 - 1445	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1445 - 1500	0	1	3	1	0	1	0	0	0	0	0	0	0	5	8
1500 - 1515	0	3	1	0	1	0	0	0	0	0	0	0	0	4	
1515 - 1530	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
1530 - 1545	0	1	4	0	0	0	0	0	0	0	0	0	0	5	
1545 - 1600	0	5	2	0	0	0	0	0	0	0	0	0	0	6	22
1600 - 1615	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
1615 - 1630	0	1	4	0	0	0	0	0	0	0	0	0	0	5	
1630 - 1645	1	1	2	0	0	1	0	0	0	0	0	0	0	4	
1645 - 1700	0	4	2	0	0	0	0	0	0	0	0	0	0	6	18
1700 - 1715	0	7	4	0	0	0	0	0	0	0	0	0	0	11	
1715 - 1730	0	3	6	0	0	0	0	0	0	0	0	0	0	9	
1730 - 1745	0	2	3	0	0	0	0	0	0	0	0	0	0	4	
1745 - 1800	0	1	5	0	0	0	0	0	0	0	0	0	0	6	29
1800 - 1815	0	1	3	0	0	0	0	0	0	0	0	0	0	4	
1815 - 1830	1	1	1	0	0	0	0	0	0	0	0	0	0	3	
1830 - 1845	0	1	1	0	0	0	0	0	0	0	0	0	0	1	
1845 - 1900	0	2	2	0	0	0	0	0	0	0	0	0	0	4	11
1900 - 1915	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1915 - 1930	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1930 - 1945	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1945 - 2000	0	1	1	0	0	0	0	0	0	0	0	0	0	1	6
2000 - 2015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2015 - 2030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2030 - 2045	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2045 - 2100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
2100 - 2115	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2115 - 2130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2130 - 2145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2145 - 2200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4
2200 - 2215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2215 - 2230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2230 - 2245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2245 - 2300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2315 - 2330	0	1	1	0	0	0	0	0	0	0	0	0	0	1	
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Session Total	2	89	76	2	5	2	0	1	0	0	0	0	0	176
Session Average	0.02	0.92	0.79	0.02	0.05	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.00	1.83
Session Percentage	0.85	50.43	43.30	1.14	2.85	1.14	0.00	0.28	0.00	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0715 - 0815	0745 - 0845	0515 - 0615	0730 - 0830	0900 - 1000	-	0815 - 0915	-	-	-	-	-	0745 - 0845
AM Peak Volume	0	8	6	1	1	1	0	1	0	0	0	0	0	15
Noon Peak Hour	1215 - 1315	1430 - 1530	1445 - 1545	1400 - 1500	1000 - 1100	1000 - 1100	-	-	-	-	-	-	-	1445 - 1545
Noon Peak Volume	1	10	9	1	2	1	0	0	0	0	0	0	0	21
PM Peak Hour	1545 - 1645	1645 - 1745	1700 - 1800	-	1500 - 1600	1545 - 1645	-	-	-	-	-	-	-	1630 - 1730
PM Peak Volume	1	16	17	0	0	0	0	0	0	0	0	0	0	23

Bi-Directional Class Count || NB EB 15min

Chattahoochee Hills, GA

Site 13

Capps Ferry Rd,
south of GA-166 Duncan Memorial Hwy (West)

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.614426°, -84.829505°

[Click here for Map](#)

0000 - 2400 (24h Session) (01-10-2023)

NB EB 15min

Time	Northbound (Movement 13.1)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	8	0	0	0	0	0	0	0	0	0	0	0	8	21
0015 - 0030	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0030 - 0045	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0045 - 0100	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0100 - 0115	0	1	0	0	0	0	0	0	1	0	0	0	0	2	14
0115 - 0130	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
0130 - 0145	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0145 - 0200	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0200 - 0215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	10
0215 - 0230	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0245 - 0300	0	2	0	0	1	0	0	0	0	0	0	0	0	3	
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	19
0315 - 0330	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
0330 - 0345	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
0345 - 0400	0	9	1	0	0	0	0	0	1	0	0	0	0	11	
0400 - 0415	0	5	0	0	0	0	0	0	0	0	0	0	0	5	20
0415 - 0430	0	2	1	0	0	0	0	0	2	0	0	0	0	5	
0430 - 0445	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0445 - 0500	0	7	0	0	0	0	0	0	1	0	0	0	0	8	
0500 - 0515	0	4	2	0	1	0	0	0	0	0	0	0	0	7	51
0515 - 0530	0	4	9	0	0	0	0	0	0	0	0	0	0	13	
0530 - 0545	0	8	5	0	0	1	0	1	0	0	0	0	0	15	
0545 - 0600	0	12	3	0	0	0	0	1	0	0	0	0	0	16	
0600 - 0615	0	9	4	0	0	1	0	0	1	0	0	0	0	15	116
0615 - 0630	0	17	7	0	0	0	0	0	0	0	0	0	0	24	
0630 - 0645	0	21	12	0	1	3	0	2	2	0	0	0	0	41	
0645 - 0700	0	19	14	1	1	0	0	0	1	0	0	0	0	36	
0700 - 0715	0	33	13	0	0	1	0	0	0	0	0	0	0	47	197
0715 - 0730	0	37	11	1	3	0	0	0	0	0	0	0	0	52	
0730 - 0745	0	26	10	0	1	2	0	2	0	0	0	0	0	41	
0745 - 0800	0	40	15	0	0	0	0	0	2	0	0	0	0	57	
0800 - 0815	0	23	8	0	1	2	0	1	1	0	0	0	0	36	175
0815 - 0830	0	34	15	1	0	0	0	0	1	0	0	0	0	51	
0830 - 0845	0	27	9	2	2	2	0	0	0	0	0	0	0	42	
0845 - 0900	0	32	10	0	3	1	0	0	0	0	0	0	0	46	
0900 - 0915	0	20	16	0	1	2	0	0	1	0	0	0	0	40	164
0915 - 0930	0	24	7	0	4	1	0	1	1	0	0	0	0	38	
0930 - 0945	0	21	17	0	1	2	0	0	1	0	0	0	0	42	
0945 - 1000	0	23	14	0	0	3	0	3	1	0	0	0	0	44	
1000 - 1015	0	24	14	0	0	2	0	0	5	0	0	0	0	45	161
1015 - 1030	0	21	12	0	1	0	0	0	2	0	0	0	0	36	
1030 - 1045	0	19	10	0	1	3	0	0	3	0	0	0	0	35	
1045 - 1100	0	25	9	0	4	2	0	1	4	0	0	0	0	45	
1100 - 1115	0	12	9	0	3	1	0	2	1	0	0	0	0	28	135
1115 - 1130	0	27	2	0	1	0	0	0	0	0	0	0	0	30	
1130 - 1145	0	23	13	0	1	2	0	0	3	0	0	0	0	42	
1145 - 1200	0	12	12	0	4	4	0	1	2	0	0	0	0	35	
1200 - 1215	0	33	12	0	2	1	0	0	4	0	0	0	0	52	192
1215 - 1230	0	23	14	0	0	1	0	1	1	0	0	0	0	40	
1230 - 1245	0	29	18	1	3	0	0	0	3	0	0	0	0	54	
1245 - 1300	0	27	13	0	2	2	0	0	2	0	0	0	0	46	
1300 - 1315	0	25	12	0	3	3	0	0	2	0	0	0	0	45	188
1315 - 1330	0	19	13	0	1	1	0	0	3	0	0	0	0	37	
1330 - 1345	0	27	14	1	2	1	0	0	2	1	0	0	0	48	
1345 - 1400	1	36	14	0	2	4	0	0	1	0	0	0	0	58	
1400 - 1415	0	37	17	0	2	3	1	1	4	0	0	0	0	65	242
1415 - 1430	0	37	19	0	0	1	0	0	1	0	0	0	0	58	
1430 - 1445	0	28	18	1	2	1	0	0	1	0	0	0	0	52	
1445 - 1500	0	37	24	0	4	0	0	0	2	0	0	0	0	67	
1500 - 1515	0	35	32	0	6	1	0	2	0	0	0	0	0	76	332
1515 - 1530	0	53	20	0	2	3	0	0	2	0	0	0	0	80	
1530 - 1545	0	51	31	1	2	1	0	0	0	0	0	0	0	86	
1545 - 1600	0	38	48	1	1	1	0	0	1	0	0	0	0	90	
1600 - 1615	2	52	24	0	4	1	0	0	1	1	0	0	0	85	367
1615 - 1630	0	64	26	0	5	1	0	1	2	0	0	0	0	99	
1630 - 1645	0	47	34	0	6	0	0	0	2	0	0	0	0	89	
1645 - 1700	0	57	32	0	5	0	0	0	0	0	0	0	0	94	
1700 - 1715	0	49	25	1	3	1	0	1	2	0	0	0	0	82	355
1715 - 1730	0	55	23	0	3	0	0	0	3	0	1	0	0	85	
1730 - 1745	0	54	31	0	3	2	0	0	2	0	0	0	0	92	
1745 - 1800	0	61	32	0	2	0	0	0	0	0	1	0	0	96	
1800 - 1815	0	64	24	0	1	0	0	0	2	0	0	0	0	91	326
1815 - 1830	0	47	26	0	6	0	0	0	2	0	0	0	0	81	
1830 - 1845	0	61	23	0	0	0	0	0	1	0	0	0	0	85	
1845 - 1900	0	43	25	0	0	1	0	0	0	0	0	0	0	69	
1900 - 1915	0	32	18	0	2	1	0	0	0	0	0	0	0	53	167
1915 - 1930	2	29	12	0	1	0	0	0	2	0	0	0	0	46	
1930 - 1945	0	26	10	0	0	0	0	0	1	0	0	0	0	37	
1945 - 2000	0	20	9	0	1	1	0	0	0	0	0	0	0	31	
2000 - 2015	0	17	6	0	0	0	0	0	1	0	0	0	0	24	96
2015 - 2030	0	9	8	0	1	0	0	0	0	0	0	0	0	18	
2030 - 2045	0	21	7	0	0	0	0	0	0	0	0	0	0	28	
2045 - 2100	0	22	3	0	1	0	0	0	0	0	0	0	0	26	
2100 - 2115	0	18	9	0	0	0	0	0	0	0	0	0	0	27	80
2115 - 2130	0	13	4	0	0	0	0	0	0	0	0	0	0	17	
2130 - 2145	0	20	5	0	0	0	0	0	0	0	0	0	0	25	
2145 - 2200	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
2200 - 2215	0	6	3	0	0	0	0	0	0	0	0	0	0	9	51
2215 - 2230	0	13	4	0	0	0	0	0	0	0	0	0	0	17	
2230 - 2245	0	10	3	0	1	0	0	0	0	0	0	0	0	14	
2245 - 2300	0	6	5	0	0	0	0	0	0	0	0	0	0	11	
2300 - 2315	0	5	4	0	0	0	0	0	0	0	0	0	0	9	37
2315 - 2330	0	8	3	0	0	0	0	0	1	0	0	0	0	12	
2330 - 2345	0	11	1	0	0	0	0	0	1	0	0	0	0	13	
2345 - 0000	0	3	0	0	0	0	0	0	0	0	0	0	0	3	

Session Total	5	2150	1054	11	114	67	1	21	89	2	2	0	0	3516
Session Average	0.05	22.40	10.98	0.11	11.19	0.70	0.01	0.22	0.93	0.02	0.02	0.00	0.00	36.63
Session Percentage	0.14	61.15	29.98	0.31	3.24	1.91	0.03	0.60	2.53	0.06	0.06	0.00	0.00	
AM Peak Hour	-	0700 - 0800	0930 - 1030	0745 - 0845	0830 - 0930	0900 - 1000	-	-	0900 - 1000	0945 - 1045	-	-	-	0700 - 0800
AM Peak Volume	-	136	57	3	10	8	-	-	4	0	-	0	0	197
Noon Peak Hour	1300 - 1400	1445 - 1545	1445 - 1545	1145 - 1245	1430 - 1530	1300 - 1400	1315 - 1415	1015 - 1115	1000 - 1100	1245 - 1345	-	-	-	1445 - 1545
Noon Peak Volume	1	176	107	1	14	9	1	3	13	1	0	0	0	309
PM Peak Hour	1515 - 1615	1715 - 1815	1545 - 1645	1500 - 1600	1600 - 1700	1500 - 1600	-	1600 - 1700	1630 - 1730	1515 - 1615	1700 - 1800	-	-	1600 - 1700
PM Peak Volume	2	234	132	2	20	5	0	2	7	1	2	0	0	367

Site 13
Capps Ferry Rd,
south of GA-166 Duncan Memorial Hwy (West)

Date
Wednesday, January 11, 2023

Weather
Mostly Cloudy
55°F

Lat/Long
33.614426°, -84.829505°

0000 - 2400 (24h Session) (01-11-2023)
NB EB 15min

Time	Northbound (Movement 13.1)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	10	2	0	0	0	0	0	0	0	0	0	0	12	28
0015 - 0030	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0030 - 0045	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
0045 - 0100	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0100 - 0115	0	6	1	0	0	1	0	0	0	0	0	0	0	8	20
0115 - 0130	0	3	3	0	1	0	0	0	0	0	0	0	0	7	
0130 - 0145	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	9
0215 - 0230	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0230 - 0245	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0245 - 0300	0	1	0	0	1	0	0	0	0	0	0	0	0	2	
0300 - 0315	0	1	2	0	0	0	0	0	0	0	0	0	0	3	16
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0345 - 0400	0	7	1	0	0	0	0	0	1	0	0	0	0	9	
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	2	27
0415 - 0430	0	2	1	0	0	0	0	0	1	0	0	0	0	4	
0430 - 0445	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
0445 - 0500	0	5	0	0	0	0	0	0	2	0	0	0	0	12	
0500 - 0515	0	8	3	0	0	1	0	0	0	0	0	0	0	12	64
0515 - 0530	0	8	4	0	0	1	0	1	2	0	0	0	0	16	
0530 - 0545	0	9	5	0	1	0	0	0	0	0	0	0	0	15	
0545 - 0600	0	12	8	0	1	0	0	0	0	0	0	0	0	21	
0600 - 0615	0	9	8	0	0	1	0	1	2	0	0	0	0	21	136
0615 - 0630	0	22	10	0	0	1	0	0	1	0	0	0	0	34	
0630 - 0645	0	19	14	0	0	0	0	0	3	1	0	0	0	37	
0645 - 0700	0	30	10	1	0	0	0	0	2	0	0	0	0	44	
0700 - 0715	0	20	11	0	2	0	0	1	1	0	0	0	0	35	195
0715 - 0730	0	33	12	1	1	2	0	2	0	0	0	0	0	51	
0730 - 0745	0	38	15	0	0	2	0	0	2	0	0	0	0	57	
0745 - 0800	0	34	14	0	1	1	0	2	0	0	0	0	0	52	
0800 - 0815	0	31	4	0	0	3	0	1	0	0	0	0	0	39	200
0815 - 0830	0	36	15	1	0	4	0	1	2	0	0	0	0	59	
0830 - 0845	0	38	19	0	0	2	0	1	1	0	0	0	0	61	
0845 - 0900	0	25	11	0	4	0	0	0	1	0	0	0	0	41	
0900 - 0915	0	16	15	0	2	1	0	1	2	0	0	0	0	37	155
0915 - 0930	0	23	15	0	3	2	0	0	1	0	0	0	0	44	
0930 - 0945	0	27	15	0	1	0	0	0	0	0	0	0	0	43	
0945 - 1000	0	17	9	0	1	3	0	1	0	0	0	0	0	31	
1000 - 1015	0	19	10	0	2	0	0	1	1	0	0	0	0	33	140
1015 - 1030	0	17	6	0	1	3	0	1	1	1	0	0	0	30	
1030 - 1045	0	18	2	0	7	0	0	0	1	0	0	0	0	28	
1045 - 1100	0	27	10	0	5	1	0	1	5	0	0	0	0	49	
1100 - 1115	0	12	16	0	0	2	0	1	1	0	0	0	0	32	140
1115 - 1130	0	18	7	0	0	3	0	0	3	0	0	0	0	31	
1130 - 1145	0	21	13	0	1	1	0	1	0	0	0	0	0	37	
1145 - 1200	0	24	14	0	2	0	0	0	0	0	0	0	0	40	
1200 - 1215	0	24	17	0	1	4	0	1	2	0	0	0	0	49	155
1215 - 1230	0	22	10	0	3	2	0	0	0	0	0	0	0	37	
1230 - 1245	0	22	12	0	1	1	0	0	3	0	0	0	0	39	
1245 - 1300	0	17	9	0	1	2	0	0	1	0	0	0	0	30	
1300 - 1315	0	20	14	0	0	4	0	0	3	0	0	0	0	40	174
1315 - 1330	0	20	14	0	2	5	0	0	1	0	0	0	0	42	
1330 - 1345	0	30	15	0	0	1	0	1	1	0	0	0	0	48	
1345 - 1400	0	24	17	0	1	2	0	0	0	0	0	0	0	44	
1400 - 1415	0	22	21	0	2	1	0	0	5	0	0	0	0	51	241
1415 - 1430	0	35	12	0	1	3	0	1	3	0	0	0	0	55	
1430 - 1445	0	32	18	1	1	1	0	0	3	0	0	0	0	56	
1445 - 1500	0	50	18	0	2	4	0	0	5	0	0	0	0	79	
1500 - 1515	0	29	32	0	2	2	0	0	1	0	0	0	0	66	315
1515 - 1530	0	42	19	0	1	3	0	0	3	0	0	0	0	68	
1530 - 1545	1	54	35	1	3	1	0	0	3	0	0	0	0	98	
1545 - 1600	0	48	23	1	7	3	0	0	1	0	0	0	0	83	
1600 - 1615	0	45	34	0	5	3	0	1	1	1	0	0	0	90	379
1615 - 1630	1	59	33	0	3	2	0	0	1	0	0	0	0	99	
1630 - 1645	0	59	35	0	2	0	0	0	0	0	0	0	0	96	
1645 - 1700	0	62	27	0	2	1	0	1	1	0	0	0	0	94	
1700 - 1715	1	54	28	1	3	1	0	2	2	0	0	0	0	92	371
1715 - 1730	0	54	31	0	4	0	1	1	1	0	0	0	0	92	
1730 - 1745	0	62	26	0	6	1	0	1	0	1	0	0	0	97	
1745 - 1800	0	52	32	0	5	0	0	0	1	0	0	0	0	90	
1800 - 1815	0	65	26	0	3	1	0	0	0	0	0	0	0	95	304
1815 - 1830	0	47	22	0	2	0	0	0	1	0	0	0	0	72	
1830 - 1845	0	50	23	0	3	0	0	1	3	0	0	0	0	80	
1845 - 1900	0	31	23	0	2	0	0	0	1	0	0	0	0	57	
1900 - 1915	0	32	22	0	1	0	0	0	1	0	0	0	0	56	168
1915 - 1930	0	28	18	0	1	0	0	1	0	0	0	0	0	48	
1930 - 1945	0	21	10	0	2	0	0	0	3	0	0	0	0	36	
1945 - 2000	0	20	8	0	0	0	0	0	0	0	0	0	0	28	
2000 - 2015	0	11	8	0	0	0	0	0	0	0	0	0	0	19	98
2015 - 2030	0	17	13	0	0	0	0	0	0	0	0	0	0	30	
2030 - 2045	0	22	4	0	2	0	0	0	0	0	0	0	0	28	
2045 - 2100	0	19	2	0	0	0	0	0	0	0	0	0	0	21	
2100 - 2115	0	16	2	0	0	0	0	0	0	0	0	0	0	18	59
2115 - 2130	0	14	4	0	0	0	0	1	0	0	0	0	0	19	
2130 - 2145	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
2145 - 2200	0	4	5	0	1	0	0	0	0	0	0	0	0	10	
2200 - 2215	0	7	4	0	0	0	0	0	0	0	0	0	0	11	43
2215 - 2230	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
2230 - 2245	0	8	4	0	0	0	0	0	0	0	0	0	0	12	
2245 - 2300	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
2300 - 2315	0	10	2	0	0	0	0	0	0	0	0	0	0	12	36
2315 - 2330	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
2330 - 2345	0	2	1	0	0	0	0	0	1	0	0	0	0	4	
2345 - 0000	0	10	1	0	0	0	0	0	0	0	0	0	0	11	

Session Total	3	2087	1059	8	113	81	1	29	88	4	0	0	0	3473
Session Average	0.03	21.74	11.03	0.08	1.18	0.84	0.01	0.30	0.92	0.04	0.00	0.00	0.00	36.18
Session Percentage	0.09	60.09	30.49	0.23	3.25	2.33	0.03	0.84	2.53	0.12	0.00	0.00	0.00	

AM Peak Hour	-	0730 - 0830	0815 - 0915	0630 - 0730	0945 - 1045	0730 - 0830	-	0700 - 0800	0600 - 0700	0545 - 0645	-	-	-	0745 - 0845
AM Peak Volume	0	139	60	2	11	10	0	5	8	1	0	0	0	211
Noon Peak Hour	1445 - 1545					1000 - 1100	1230 - 1330	-	1000 - 1100	1400 - 1500	1000 - 1100	-	-	1445 - 1545
Noon Peak Volume	1	175	104	1	15	10	0	3	16	1	0	0	0	311
PM Peak Hour	1530 - 1630	1615 - 1715	1600 - 1700	1500 - 1600	1530 - 1630	1515 - 1615	1630 - 1730	1645 - 1745	1500 - 1600	1515 - 1615	-	-	-	1615 - 1715
PM Peak Volume	2	234	129	2	18	10	1	5	8	1	0	0	0	381

Bi-Directional Class Count || SB WB 15min

Chattahoochee Hills, GA

Site 13

 Capps Ferry Rd,
 south of GA-166 Duncan Memorial Hwy (West)

Date

Tuesday, January 10, 2023

Weather

 Partly Cloudy
 49°F

Lat/Long

33.614426°, -84.829505°


[Click here for Map](#)

0000 - 2400 (24h Session) (01-10-2023)

SB WB 15min

Time	Southbound (Movement 13.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0015 - 0030	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0030 - 0045	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0045 - 0100	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12
0100 - 0115	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
0115 - 0130	0	3	0	0	0	1	0	0	0	0	0	0	0	4	
0130 - 0145	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	2	0	0	1	0	0	1	0	0	0	0	0	4	11
0200 - 0215	0	3	3	0	0	0	0	0	0	0	0	0	0	6	
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
0245 - 0300	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15
0300 - 0315	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0315 - 0330	0	2	2	0	1	0	0	0	0	0	0	0	0	5	
0330 - 0345	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0345 - 0400	0	9	3	0	0	1	0	0	0	0	0	0	0	13	30
0400 - 0415	0	7	6	0	0	0	0	0	0	0	0	0	0	13	
0415 - 0430	0	11	5	0	0	0	0	0	1	0	0	0	0	17	
0430 - 0445	0	19	9	0	0	0	0	0	1	0	0	0	0	29	
0445 - 0500	0	11	9	0	0	0	0	1	0	0	0	0	0	21	80
0500 - 0515	0	30	12	0	0	0	0	0	0	0	0	0	0	42	
0515 - 0530	0	34	20	0	1	1	0	0	0	0	0	0	0	56	
0530 - 0545	0	27	13	0	0	0	0	0	0	0	0	0	0	40	
0545 - 0600	0	34	25	0	1	2	0	0	0	0	0	0	0	62	200
0600 - 0615	0	43	30	0	1	1	0	1	0	0	0	0	0	76	
0615 - 0630	0	68	46	0	2	1	0	2	1	0	0	0	0	120	
0630 - 0645	0	78	34	2	2	0	0	0	1	0	0	0	0	117	
0645 - 0700	0	65	29	0	0	0	0	0	1	0	0	0	0	95	408
0700 - 0715	0	71	28	3	2	0	0	0	1	0	0	0	0	105	
0715 - 0730	0	84	28	1	1	3	0	0	2	0	0	0	0	119	
0730 - 0745	0	69	23	0	1	4	0	0	3	0	0	0	0	100	
0745 - 0800	0	77	35	0	2	1	0	2	1	0	0	0	0	118	442
0800 - 0815	0	66	28	0	4	1	0	0	0	0	0	0	0	99	
0815 - 0830	0	68	31	1	9	2	0	0	0	2	0	0	0	113	
0830 - 0845	0	56	34	0	3	3	0	1	4	0	0	0	0	101	
0845 - 0900	0	47	25	0	2	2	0	1	6	0	0	0	0	83	396
0900 - 0915	0	33	20	0	4	1	0	1	1	0	0	0	0	60	
0915 - 0930	0	36	21	0	1	1	0	1	1	0	0	0	0	61	
0930 - 0945	0	31	18	0	5	4	0	1	0	0	0	0	0	59	
0945 - 1000	0	25	16	0	1	2	0	0	0	0	0	0	0	44	224
1000 - 1015	0	24	13	0	1	1	0	0	1	0	0	0	0	40	
1015 - 1030	0	34	14	1	3	2	0	0	1	0	0	0	0	55	
1030 - 1045	0	27	11	0	0	2	0	0	2	0	0	0	0	42	
1045 - 1100	0	26	14	0	2	4	0	1	1	0	0	0	0	48	185
1100 - 1115	0	19	15	0	2	1	0	0	1	0	0	0	0	38	
1115 - 1130	0	26	21	0	3	0	0	0	1	0	0	0	0	51	
1130 - 1145	0	22	12	0	1	2	0	0	0	0	0	0	0	37	
1145 - 1200	0	19	10	0	2	1	0	0	0	0	0	0	0	32	158
1200 - 1215	0	39	4	0	3	4	0	0	2	0	0	0	0	52	
1215 - 1230	0	17	9	0	1	0	0	0	0	0	0	0	0	27	
1230 - 1245	0	28	8	0	3	1	0	0	1	0	0	0	0	41	
1245 - 1300	0	24	3	0	1	3	0	0	3	0	0	0	0	34	154
1300 - 1315	0	35	4	0	0	1	0	0	4	0	0	0	0	44	
1315 - 1330	0	32	9	0	2	1	0	0	2	0	0	0	0	46	
1330 - 1345	0	31	8	0	2	0	0	0	2	0	0	0	0	43	
1345 - 1400	0	23	12	0	1	2	0	0	0	0	0	0	0	38	171
1400 - 1415	0	23	13	0	1	1	0	0	1	0	0	0	0	39	
1415 - 1430	0	29	6	2	2	2	0	0	0	0	0	0	0	41	
1430 - 1445	0	33	8	0	2	0	0	0	0	0	0	0	0	43	
1445 - 1500	0	28	9	0	1	0	0	2	1	0	0	0	0	41	164
1500 - 1515	1	26	12	0	3	3	0	0	0	0	0	0	0	45	
1515 - 1530	0	28	11	0	1	1	0	0	0	0	0	0	0	41	
1530 - 1545	0	34	15	1	5	0	0	0	0	0	0	0	0	55	
1545 - 1600	0	40	6	0	0	0	0	0	1	0	0	0	0	47	188
1600 - 1615	0	30	17	0	1	1	0	0	1	0	0	0	0	50	
1615 - 1630	0	36	12	1	0	0	0	0	0	0	0	0	0	49	
1630 - 1645	0	38	12	0	2	1	0	0	3	0	0	0	0	56	
1645 - 1700	0	42	13	0	0	0	0	0	1	0	0	0	0	56	211
1700 - 1715	0	44	9	0	2	0	0	0	1	0	0	0	0	56	
1715 - 1730	0	43	15	0	0	1	0	0	1	0	0	0	0	60	
1730 - 1745	0	43	11	0	3	0	0	0	5	0	0	0	0	62	
1745 - 1800	0	39	5	0	0	0	0	0	1	0	0	0	0	45	223
1800 - 1815	0	47	9	0	0	1	0	0	1	0	0	0	0	58	
1815 - 1830	0	28	16	0	1	0	0	0	0	0	0	0	0	45	
1830 - 1845	0	33	9	0	1	0	0	0	0	0	0	0	0	43	
1845 - 1900	0	34	10	0	1	0	0	0	2	0	0	0	0	47	193
1900 - 1915	0	25	10	0	0	0	0	0	0	0	0	0	0	35	
1915 - 1930	0	27	4	0	0	0	0	0	0	0	0	0	0	31	
1930 - 1945	0	22	11	0	0	0	0	0	1	0	0	0	0	34	
1945 - 2000	0	10	4	0	2	1	0	0	0	0	0	0	0	17	117
2000 - 2015	0	23	8	0	0	0	0	0	0	0	0	0	0	31	
2015 - 2030	0	15	3	0	0	0	0	0	0	0	0	0	0	18	
2030 - 2045	0	12	6	0	0	1	0	0	0	0	0	0	0	19	
2045 - 2100	0	23	5	0	0	0	0	0	0	0	0	0	0	28	96
2100 - 2115	0	16	6	0	0	0	0	0	2	0	0	0	0	24	
2115 - 2130	0	8	4	0	0	0	0	0	0	0	0	0	0	12	
2130 - 2145	0	6	5	0	0	0	0	0	0	0	0	0	0	11	
2145 - 2200	0	6	1	0	1	0	0	0	0	0	0	0	0	8	55
2200 - 2215	0	11	0	0	1	0	0	0	0	0	0	0	0	12	
2215 - 2230	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2230 - 2245	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
2245 - 2300	0	3	1	0	1	0	0	0	1	0	0	0	0	6	34
2300 - 2315	0	4	2	0	1	0	0	0	0	0	0	0	0	6	
2315 - 2330	0	3	2	0	0	0	0	0	0	0	0	0	0	6	
2330 - 2345	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
2345 - 0000	0	2	1	0	0	0	0	0	1	0	0	0	0	4	21

Session Total	1	2497	1019	12	103	70	0	16	70	0	0	0	0	3788
Session Average	0.01	26.01	10.61	0.13	1.07	0.73	0.00	0.17	0.73	0.00	0.00	0.00	0.00	39.46
Session Percentage	0.03	65.92	26.90	0.32	2.72	1.85	0.00	0.42	1.85	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0700 - 0800	0600 - 0700	0630 - 0730	0745 - 0845	0715 - 0815	-	-	0830 - 0930	0815 - 0915	-	-	-	0700 - 0800
AM Peak Volume	0	301	139	6	18	9	0	4	13	0	0	0	0	442
Noon Peak Hour	1415 - 1515	1245 - 1345	1045 - 1145	1330 - 1430	1445 - 1545	1000 - 1100	-	1400 - 1500	1245 - 1345	-	-	-	-	1000 - 1100
Noon Peak Volume	1	122	62	2	10	9	0	2	11	0	0	0	0	185
PM Peak Hour	1500 - 1600	1645 - 1745	1600 - 1700	1530 - 1630	1500 - 1600	1500 - 1600	-	1630 - 1730	1645 - 1745	-	-	-	-	1645 - 1745
PM Peak Volume	1	372	54	16	10	4	0	7	17	0	0	0	0	334

Site 13
Capps Ferry Rd,
south of GA-166 Duncan Memorial Hwy (West)

Date
Wednesday, January 11, 2023

Weather
Mostly Cloudy
55°F

Lat/Long
33.614426°, -84.829505°

0000 - 2400 (24h Session) (01-11-2023)
S8 WB 15min

Time	Southbound (Movement 13.2)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	2	0	0	0	0	0	0	0	0	0	0	0	2	11
0015 - 0030	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
0030 - 0045	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0045 - 0100	0	1	0	0	0	0	0	0	1	0	0	0	0	2	
0100 - 0115	0	3	0	0	0	0	0	0	0	0	0	0	0	3	9
0115 - 0130	0	2	0	0	0	1	0	0	0	0	0	0	0	3	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0200 - 0215	0	3	0	0	0	0	0	0	0	0	0	0	0	3	10
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0245 - 0300	0	1	0	0	0	1	0	0	1	0	0	0	0	3	
0300 - 0315	0	6	0	0	0	0	0	0	0	0	0	0	0	6	33
0315 - 0330	0	2	0	0	1	0	0	0	0	0	0	0	0	3	
0330 - 0345	0	4	1	0	0	2	0	0	1	0	0	0	0	8	
0345 - 0400	0	10	5	0	0	0	0	0	1	0	0	0	0	16	
0400 - 0415	0	11	1	0	0	0	0	0	0	0	0	0	0	12	81
0415 - 0430	0	10	7	0	0	0	0	0	0	0	0	0	0	17	
0430 - 0445	0	10	8	0	0	0	0	0	0	0	0	0	0	18	
0445 - 0500	1	21	11	0	0	0	0	0	1	0	0	0	0	34	
0500 - 0515	0	19	15	0	0	1	0	0	1	0	0	0	0	36	240
0515 - 0530	0	40	21	0	1	1	0	0	0	0	0	0	0	63	
0530 - 0545	0	37	21	0	0	0	0	0	1	0	0	0	0	59	
0545 - 0600	0	41	36	0	2	1	1	0	1	0	0	0	0	82	
0600 - 0615	0	46	35	0	1	1	0	0	3	0	0	0	0	86	401
0615 - 0630	0	50	43	0	3	1	0	0	0	0	0	0	0	97	
0630 - 0645	0	59	46	2	0	1	0	0	2	0	0	0	0	110	
0645 - 0700	0	65	39	2	0	2	0	0	0	0	0	0	0	108	
0700 - 0715	1	65	37	0	3	0	0	0	1	0	0	0	0	107	445
0715 - 0730	0	70	30	1	0	2	0	1	0	0	0	0	0	104	
0730 - 0745	0	95	31	0	4	1	0	1	0	0	0	0	0	132	
0745 - 0800	0	72	25	0	3	1	0	0	1	0	0	0	0	102	
0800 - 0815	0	46	32	0	3	4	0	1	1	0	0	0	0	87	320
0815 - 0830	0	49	25	0	2	2	0	1	3	0	0	0	0	82	
0830 - 0845	0	49	27	0	5	1	0	3	3	0	0	0	0	88	
0845 - 0900	0	33	20	1	3	2	0	1	2	1	0	0	0	63	
0900 - 0915	0	39	19	0	5	2	0	0	2	0	0	0	0	67	187
0915 - 0930	0	21	15	0	4	1	0	0	1	0	0	0	0	42	
0930 - 0945	0	29	11	0	1	0	0	0	1	0	0	0	0	42	
0945 - 1000	0	15	12	0	1	2	0	1	5	0	0	0	0	36	
1000 - 1015	0	24	19	0	2	2	0	0	1	0	0	0	0	48	152
1015 - 1030	0	18	20	0	0	0	0	0	0	0	0	0	0	38	
1030 - 1045	0	22	7	0	2	1	0	0	2	0	0	0	0	34	
1045 - 1100	0	13	12	0	0	2	0	2	3	0	0	0	0	32	
1100 - 1115	0	21	13	0	4	1	0	0	5	0	0	0	0	44	159
1115 - 1130	0	15	13	0	0	1	1	0	1	0	0	0	0	31	
1130 - 1145	0	30	12	0	3	0	0	1	1	0	0	0	0	47	
1145 - 1200	0	18	9	0	3	4	0	0	3	0	0	0	0	37	
1200 - 1215	0	29	9	0	1	3	0	0	1	0	0	0	0	43	161
1215 - 1230	0	28	15	0	2	0	0	0	0	0	0	0	0	45	
1230 - 1245	0	23	9	0	0	1	0	0	1	0	0	0	0	34	
1245 - 1300	0	28	8	0	1	1	0	0	1	0	0	0	0	39	
1300 - 1315	0	21	18	0	1	1	0	0	2	1	0	0	0	44	169
1315 - 1330	0	26	0	0	0	6	0	0	2	0	0	0	0	50	
1330 - 1345	0	29	7	0	1	0	0	0	0	0	0	0	0	37	
1345 - 1400	0	21	14	0	1	2	0	0	0	0	0	0	0	38	
1400 - 1415	0	23	15	0	1	1	0	0	2	0	0	0	0	42	188
1415 - 1430	0	26	12	2	2	2	0	0	0	0	0	0	0	44	
1430 - 1445	0	33	15	0	1	5	0	0	0	0	0	0	0	54	
1445 - 1500	0	34	11	0	0	2	0	0	1	0	0	0	0	48	
1500 - 1515	0	24	9	0	1	1	0	0	3	0	0	0	0	38	184
1515 - 1530	0	34	10	0	4	2	0	0	2	0	0	0	0	52	
1530 - 1545	0	28	13	0	2	1	0	2	0	0	0	0	0	46	
1545 - 1600	0	31	9	1	0	3	0	3	1	0	0	0	0	48	
1600 - 1615	0	35	18	0	0	4	0	3	1	0	0	0	0	61	232
1615 - 1630	1	40	12	1	0	0	0	0	1	0	0	0	0	55	
1630 - 1645	0	34	13	0	0	0	0	0	0	0	0	0	0	47	
1645 - 1700	0	44	20	0	3	1	0	0	1	0	0	0	0	69	
1700 - 1715	0	38	17	0	0	0	0	1	0	0	0	0	0	56	218
1715 - 1730	0	31	16	0	1	0	0	2	1	0	0	0	0	51	
1730 - 1745	0	37	18	0	2	0	0	0	0	0	0	0	0	57	
1745 - 1800	0	45	7	0	2	0	0	0	0	0	0	0	0	54	
1800 - 1815	0	37	18	0	3	0	0	0	0	0	0	0	0	58	191
1815 - 1830	0	28	12	0	2	0	0	0	1	0	0	0	0	43	
1830 - 1845	0	31	11	0	5	0	0	0	1	0	0	0	0	48	
1845 - 1900	0	31	8	0	2	0	0	1	0	0	0	0	0	42	
1900 - 1915	0	32	13	0	0	0	0	0	1	0	0	0	0	46	133
1915 - 1930	0	23	13	0	1	0	0	0	0	0	0	0	0	37	
1930 - 1945	0	20	5	0	0	0	0	0	0	0	0	0	0	25	
1945 - 2000	0	16	8	0	1	0	0	0	0	0	0	0	0	25	
2000 - 2015	0	13	6	0	0	0	0	0	0	0	0	0	0	19	88
2015 - 2030	0	23	4	0	0	0	0	0	0	0	0	0	0	27	
2030 - 2045	0	13	8	0	0	0	0	0	0	0	0	0	0	21	
2045 - 2100	0	14	7	0	0	0	0	0	0	0	0	0	0	21	
2100 - 2115	0	12	2	0	1	0	0	0	0	0	0	0	0	15	58
2115 - 2130	0	16	2	0	0	0	0	0	0	0	0	0	0	18	
2130 - 2145	0	14	3	0	0	0	0	0	0	0	0	0	0	17	
2145 - 2200	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
2200 - 2215	0	5	4	0	0	0	0	0	0	0	0	0	0	9	24
2215 - 2230	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
2230 - 2245	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2245 - 2300	0	0	1	0	1	1	0	0	1	0	0	0	0	4	
2300 - 2315	0	6	1	0	0	0	0	0	0	0	0	0	0	7	21
2315 - 2330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2330 - 2345	0	6	1	0	0	0	0	0	1	0	0	0	0	8	
2345 - 0000	0	2	2	0	0	0	0	0	0	0	0	0	0	4	

Session Total	3	2302	1122	10	98	78	2	26	73	1	0	0	0	3715
Session Average	0.03	23.98	11.69	0.10	1.02	0.81	0.02	0.27	0.76	0.01	0.00	0.00	0.00	38.70
Session Percentage	0.08	61.97	30.20	0.27	2.64	2.10	0.05	0.70	1.97	0.03	0.00	0.00	0.00	

AM Peak Hour	0615 - 0715	0700 - 0800	0615 - 0715	0630 - 0730	0830 - 0930	0800 - 0900	0500 - 0600	0800 - 0900	0815 - 0915	0800 - 0900	-	-	-	0645 - 0745
AM Peak Volume	1	302	165	5	17	9	1	6	10	1	0	0	0	451</

Bi-Directional Class Count || Bi-Directional 15min

Chattahoochee Hills, GA

Site 13

Capps Ferry Rd,
south of GA-166 Duncan Memorial Hwy (West)

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.614426°, -84.829505°

0000 - 2400 (24h Session) (01-10-2023)

Bi-Directional 15min

Time	Bi-Directional 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	13	0	0	0	0	0	0	0	0	0	0	0	13	33
0015 - 0030	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0030 - 0045	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0045 - 0100	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0100 - 0115	0	1	0	0	0	1	0	0	1	0	0	0	0	3	11
0115 - 0130	0	8	2	0	0	1	0	0	0	0	0	0	0	11	
0130 - 0145	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0145 - 0200	0	3	1	0	1	0	0	1	0	0	0	0	0	6	
0200 - 0215	0	5	3	0	0	0	0	0	0	0	0	0	0	8	25
0215 - 0230	0	2	1	0	0	0	0	0	0	0	0	1	0	4	
0230 - 0245	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
0245 - 0300	0	4	0	0	1	0	0	0	0	0	0	0	0	5	
0300 - 0315	0	5	0	0	0	0	0	0	0	0	0	0	0	5	25
0315 - 0330	0	3	4	0	1	0	0	0	0	0	0	0	0	8	
0330 - 0345	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
0345 - 0400	0	18	4	0	0	1	0	0	1	0	0	0	0	24	
0400 - 0415	0	12	6	0	0	0	0	0	0	0	0	0	0	18	49
0415 - 0430	0	13	6	0	0	0	0	0	0	0	0	0	0	22	
0430 - 0445	0	21	9	0	0	0	0	0	1	0	0	0	0	31	
0445 - 0500	0	18	9	0	0	0	0	1	1	0	0	0	0	29	
0500 - 0515	0	34	14	0	1	0	0	0	0	0	0	0	0	49	251
0515 - 0530	0	38	29	0	1	1	0	0	0	0	0	0	0	69	
0530 - 0545	0	35	18	0	0	1	0	1	0	0	0	0	0	55	
0545 - 0600	0	46	28	0	1	2	0	1	0	0	0	0	0	78	
0600 - 0615	0	52	34	0	1	2	0	1	1	0	0	0	0	91	524
0615 - 0630	0	85	53	0	2	1	0	2	1	0	0	0	0	144	
0630 - 0645	0	99	46	2	3	3	0	2	3	0	0	0	0	158	
0645 - 0700	0	84	43	1	1	0	0	0	2	0	0	0	0	131	
0700 - 0715	0	104	41	3	2	1	0	0	1	0	0	0	0	152	639
0715 - 0730	0	121	39	2	4	3	0	0	2	0	0	0	0	171	
0730 - 0745	0	95	33	0	2	6	0	2	3	0	0	0	0	141	
0745 - 0800	0	117	50	0	2	1	0	2	3	0	0	0	0	175	
0800 - 0815	0	89	36	0	5	3	0	1	1	0	0	0	0	135	571
0815 - 0830	0	102	46	2	9	2	0	0	3	0	0	0	0	164	
0830 - 0845	0	83	43	2	5	5	0	1	4	0	0	0	0	143	
0845 - 0900	0	79	35	0	5	3	0	1	6	0	0	0	0	129	
0900 - 0915	0	53	36	0	5	3	0	1	2	0	0	0	0	100	388
0915 - 0930	0	60	28	0	5	2	0	2	2	0	0	0	0	99	
0930 - 0945	0	52	35	0	6	6	0	1	1	0	0	0	0	101	
0945 - 1000	0	48	30	0	1	5	0	3	1	0	0	0	0	88	
1000 - 1015	0	48	27	0	1	3	0	0	6	0	0	0	0	85	346
1015 - 1030	0	55	26	1	4	2	0	0	3	0	0	0	0	91	
1030 - 1045	0	46	21	0	1	5	0	0	4	0	0	0	0	77	
1045 - 1100	0	51	23	0	6	6	0	2	5	0	0	0	0	93	
1100 - 1115	0	31	24	0	5	2	0	2	2	0	0	0	0	66	293
1115 - 1130	0	53	23	0	4	0	0	0	1	0	0	0	0	81	
1130 - 1145	0	45	25	0	2	4	0	0	3	0	0	0	0	79	
1145 - 1200	0	31	22	0	6	5	0	1	2	0	0	0	0	67	
1200 - 1215	0	72	16	0	5	5	0	0	6	0	0	0	0	104	346
1215 - 1230	0	40	23	0	1	1	0	1	1	0	0	0	0	67	
1230 - 1245	0	57	26	1	6	1	0	0	4	0	0	0	0	95	
1245 - 1300	0	51	16	0	3	5	0	0	5	0	0	0	0	80	
1300 - 1315	0	60	16	0	3	4	0	0	6	0	0	0	0	89	359
1315 - 1330	0	51	22	0	3	2	0	0	5	0	0	0	0	83	
1330 - 1345	0	58	22	1	4	1	0	0	4	1	0	0	0	91	
1345 - 1400	1	59	26	0	3	6	0	0	1	0	0	0	0	96	
1400 - 1415	0	60	30	0	3	4	1	1	5	0	0	0	0	104	406
1415 - 1430	0	66	25	2	2	3	0	0	1	0	0	0	0	99	
1430 - 1445	0	61	26	1	4	1	0	0	2	0	0	0	0	95	
1445 - 1500	0	65	33	0	5	0	0	2	3	0	0	0	0	108	
1500 - 1515	1	61	44	0	9	4	0	0	2	0	0	0	0	121	520
1515 - 1530	0	81	31	0	3	4	0	0	2	0	0	0	0	121	
1530 - 1545	0	85	46	2	7	1	0	0	0	0	0	0	0	141	
1545 - 1600	0	78	54	1	1	1	0	0	2	0	0	0	0	137	
1600 - 1615	2	82	41	0	5	2	0	0	2	1	0	0	0	135	578
1615 - 1630	0	100	38	1	5	1	0	1	2	0	0	0	0	148	
1630 - 1645	0	85	46	0	8	1	0	0	5	0	0	0	0	145	
1645 - 1700	0	98	45	0	5	0	0	0	1	0	0	0	0	150	
1700 - 1715	0	93	34	1	5	1	0	1	3	0	0	0	0	138	578
1715 - 1730	0	98	38	0	3	1	0	1	3	0	1	0	0	145	
1730 - 1745	0	97	42	0	6	2	0	0	7	0	0	0	0	154	
1745 - 1800	0	100	37	0	2	0	0	0	1	0	1	0	0	141	
1800 - 1815	0	111	33	0	1	1	0	0	3	0	0	0	0	149	519
1815 - 1830	0	75	42	0	7	0	0	0	2	0	0	0	0	126	
1830 - 1845	0	94	32	0	1	0	0	0	1	0	0	0	0	128	
1845 - 1900	0	77	35	0	1	1	0	0	2	0	0	0	0	116	
1900 - 1915	0	57	28	0	2	1	0	0	0	0	0	0	0	88	284
1915 - 1930	2	56	16	0	1	0	0	0	2	0	0	0	0	77	
1930 - 1945	0	48	21	0	0	0	0	0	2	0	0	0	0	71	
1945 - 2000	0	30	13	0	3	2	0	0	0	0	0	0	0	48	
2000 - 2015	0	40	14	0	0	0	0	0	1	0	0	0	0	55	192
2015 - 2030	0	24	11	0	1	0	0	0	0	0	0	0	0	36	
2030 - 2045	0	33	13	0	0	1	0	0	0	0	0	0	0	47	
2045 - 2100	0	45	8	0	1	0	0	0	0	0	0	0	0	54	
2100 - 2115	0	34	15	0	0	0	0	0	2	0	0	0	0	51	135
2115 - 2130	0	21	8	0	0	0	0	0	0	0	0	0	0	29	
2130 - 2145	0	26	10	0	0	0	0	0	0	0	0	0	0	36	
2145 - 2200	0	16	2	0	1	0	0	0	0	0	0	0	0	19	
2200 - 2215	0	17	3	0	1	0	0	0	0	0	0	0	0	21	85
2215 - 2230	0	20	6	0	0	0	0	0	0	0	0	0	0	26	
2230 - 2245	0	15	5	0	1	0	0	0	0	0	0	0	0	21	
2245 - 2300	0	9	6	0	1	0	0	0	1	0	0	0	0	17	
2300 - 2315	0	9	6	0	1	0	0	0	0	0	0	0	0	15	18
2315 - 2330	0	11	5	0	1	0	0	0	1	0	0	0	0	18	
2330 - 2345	0	16	1	0	0	0	0	0	1	0	0	0	0	18	
2345 - 0000	0	5	1	0	0	0	0	0	1	0	0	0	0	7	

Session Total	6	4647	2073	23	217	137	1	37	159	2	2	0	0	7304
Session Average	0.06	48.41	21.59	0.24	2.26	1.43	0.01	0.39	1.66	0.02	0.02	0.00	0.00	76.08
Session Percentage	0.08	63.62	28.38	0.31	2.97	1.88	0.01	0.51	2.18	0.03	0.03	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0615 - 0715	0630 - 0730	0800 - 0900	0900 - 1000		0900 - 1000	0815 - 0915	15	0	-	-	-	0700 - 0800
AM Peak Volume	-	437	183	8	24	16						-	-	-	639

Noon Peak Hour	1300 - 1400	1445 - 1545	1445 - 1545	1330 - 1430	1445 - 1545	1000 - 1100	1315 - 1415	1015 - 1115	1230 - 1330	1245 - 1345	-	-	-	-	1445 - 1545
Noon Peak Volume	1	292	154	3	24	16	1	4	20	1	0	0	0	0	491

PM Peak Hour	1515 - 1615	1715 - 1815	1530 - 1630	1530 - 1630	1600 - 1700	1500 - 1600	-	1500 - 1600	1645 - 1745	1515 - 1615	1700 - 1800	-	-	-	1715 - 1815
PM Peak Volume	175	375	175	175	175	175	0	2	189	175	0	0	0	0	599

Site 13
Capps Ferry Rd,
south of GA-166 Duncan Memorial Hwy (West)

Date
Wednesday, January 11, 2023

Weather
Mostly Cloudy
55°F

Lat/Long
33.614426°, -84.829505°

0000 - 2400 (24h Session) (01-11-2023)
Bi-Directional 15min

Time	Bi-Directional 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	12	2	0	0	0	0	0	0	0	0	0	0	14	39
0015 - 0030	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
0030 - 0045	0	8	4	0	0	0	0	0	0	0	0	0	0	12	
0045 - 0100	0	3	0	0	0	0	0	0	1	0	0	0	0	4	
0100 - 0115	0	9	1	0	0	1	0	0	0	0	0	0	0	11	29
0115 - 0130	0	5	3	0	1	1	0	0	0	0	0	0	0	10	
0130 - 0145	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0145 - 0200	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0200 - 0215	0	4	0	0	0	0	0	0	0	0	0	0	0	4	19
0215 - 0230	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0230 - 0245	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0245 - 0300	0	2	0	0	1	1	0	0	0	0	0	0	0	5	
0300 - 0315	0	7	2	0	0	0	0	0	1	0	0	0	0	9	49
0315 - 0330	0	3	0	0	1	0	0	0	0	0	0	0	0	4	
0330 - 0345	0	7	1	0	0	2	0	0	1	0	0	0	0	11	
0345 - 0400	0	17	6	0	0	0	0	0	2	0	0	0	0	25	
0400 - 0415	0	13	1	0	0	0	0	0	0	0	0	0	0	14	108
0415 - 0430	0	12	8	0	0	0	0	0	1	0	0	0	0	21	
0430 - 0445	0	16	11	0	0	0	0	0	0	0	0	0	0	27	
0445 - 0500	1	26	16	0	0	0	0	0	3	0	0	0	0	46	
0500 - 0515	0	27	18	0	0	4	0	0	1	1	0	0	0	48	304
0515 - 0530	0	48	25	0	1	2	0	1	2	0	0	0	0	79	
0530 - 0545	0	46	26	0	1	0	0	0	1	0	0	0	0	74	
0545 - 0600	0	53	44	0	3	1	1	0	1	0	0	0	0	103	
0600 - 0615	0	55	43	0	1	2	0	1	5	0	0	0	0	107	537
0615 - 0630	0	72	53	0	3	2	0	0	1	0	0	0	0	131	
0630 - 0645	0	78	60	2	0	1	0	0	5	1	0	0	0	147	
0645 - 0700	0	95	49	3	1	2	0	0	2	0	0	0	0	152	
0700 - 0715	1	85	48	0	5	0	0	1	2	0	0	0	0	142	640
0715 - 0730	0	103	42	2	1	4	0	3	0	0	0	0	0	155	
0730 - 0745	0	133	46	0	4	3	0	1	2	0	0	0	0	189	
0745 - 0800	0	106	39	0	4	2	0	2	1	0	0	0	0	154	
0800 - 0815	0	77	36	0	3	7	0	2	1	0	0	0	0	126	520
0815 - 0830	0	85	40	1	2	6	0	2	5	0	0	0	0	141	
0830 - 0845	0	87	46	0	5	3	0	4	4	0	0	0	0	149	
0845 - 0900	0	58	31	1	7	2	0	1	3	1	0	0	0	104	
0900 - 0915	0	55	34	0	7	3	0	1	4	0	0	0	0	104	342
0915 - 0930	0	44	30	0	7	3	0	0	2	0	0	0	0	86	
0930 - 0945	0	56	26	0	2	0	0	0	1	0	0	0	0	85	
0945 - 1000	0	32	21	0	2	5	0	2	5	0	0	0	0	67	
1000 - 1015	0	43	29	0	4	2	0	1	2	0	0	0	0	81	292
1015 - 1030	0	35	26	0	1	3	0	1	1	1	0	0	0	68	
1030 - 1045	0	40	9	0	9	1	0	0	3	0	0	0	0	62	
1045 - 1100	0	40	22	0	5	3	0	3	8	0	0	0	0	81	
1100 - 1115	0	33	29	0	4	3	0	1	6	0	0	0	0	76	299
1115 - 1130	0	33	20	0	0	4	1	0	4	0	0	0	0	62	
1130 - 1145	0	51	25	0	4	1	0	2	1	0	0	0	0	84	
1145 - 1200	0	42	23	0	5	4	0	0	3	0	0	0	0	77	
1200 - 1215	0	53	26	0	2	7	0	1	3	0	0	0	0	92	316
1215 - 1230	0	50	25	0	5	2	0	0	0	0	0	0	0	82	
1230 - 1245	0	45	21	0	1	2	0	0	4	0	0	0	0	73	
1245 - 1300	0	45	17	0	2	3	0	0	2	0	0	0	0	69	
1300 - 1315	0	41	32	1	1	3	0	0	2	4	0	0	0	84	343
1315 - 1330	0	46	30	0	2	11	0	0	3	0	0	0	0	92	
1330 - 1345	0	59	22	0	1	1	0	1	1	0	0	0	0	85	
1345 - 1400	0	45	31	0	2	4	0	0	0	0	0	0	0	82	
1400 - 1415	0	45	36	0	3	2	0	0	7	0	0	0	0	93	429
1415 - 1430	0	61	24	2	3	5	0	1	3	0	0	0	0	99	
1430 - 1445	0	65	33	1	2	6	0	0	3	0	0	0	0	110	
1445 - 1500	0	84	29	0	2	6	0	0	6	0	0	0	0	127	
1500 - 1515	0	53	41	0	3	3	0	0	4	0	0	0	0	104	499
1515 - 1530	0	76	29	0	5	5	0	0	5	0	0	0	0	120	
1530 - 1545	1	82	48	1	5	2	0	2	3	0	0	0	0	144	
1545 - 1600	0	79	32	2	7	6	0	3	2	0	0	0	0	131	
1600 - 1615	0	80	52	0	5	7	0	4	2	1	0	0	0	151	611
1615 - 1630	2	99	45	1	3	2	0	0	2	0	0	0	0	154	
1630 - 1645	0	93	48	0	2	0	0	0	0	0	0	0	0	143	
1645 - 1700	0	106	47	0	5	2	0	1	2	0	0	0	0	163	
1700 - 1715	1	92	45	1	3	1	0	3	2	0	0	0	0	148	589
1715 - 1730	0	85	47	0	5	0	1	3	2	0	0	0	0	143	
1730 - 1745	0	99	44	0	8	1	0	1	0	1	0	0	0	154	
1745 - 1800	0	97	39	0	7	0	0	0	1	0	0	0	0	144	
1800 - 1815	0	102	44	0	6	1	0	0	0	0	0	0	0	153	495
1815 - 1830	0	75	34	0	4	0	0	0	2	0	0	0	0	115	
1830 - 1845	0	81	34	0	8	0	0	1	4	0	0	0	0	128	
1845 - 1900	0	62	31	0	4	0	0	1	1	0	0	0	0	99	
1900 - 1915	0	64	35	0	1	0	0	1	2	0	0	0	0	102	301
1915 - 1930	0	51	31	0	2	0	0	1	0	0	0	0	0	85	
1930 - 1945	0	41	15	0	2	0	0	0	3	0	0	0	0	61	
1945 - 2000	0	36	16	0	1	0	0	0	0	0	0	0	0	53	
2000 - 2015	0	24	14	0	0	0	0	0	0	0	0	0	0	38	186
2015 - 2030	0	40	17	0	0	0	0	0	0	0	0	0	0	57	
2030 - 2045	0	35	12	0	2	0	0	0	0	0	0	0	0	49	
2045 - 2100	0	33	9	0	0	0	0	0	0	0	0	0	0	42	
2100 - 2115	0	28	4	0	1	0	0	0	0	0	0	0	0	33	117
2115 - 2130	0	30	6	0	0	0	0	1	0	0	0	0	0	37	
2130 - 2145	0	25	4	0	0	0	0	0	0	0	0	0	0	29	
2145 - 2200	0	12	5	0	1	0	0	0	0	0	0	0	0	18	
2200 - 2215	0	12	8	0	0	0	0	0	0	0	0	0	0	20	67
2215 - 2230	0	18	2	0	0	0	0	0	0	0	0	0	0	20	
2230 - 2245	0	11	5	0	0	0	0	0	0	0	0	0	0	16	
2245 - 2300	0	6	2	0	1	1	0	0	1	0	0	0	0	11	
2300 - 2315	0	16	3	0	0	0	0	0	0	0	0	0	0	19	57
2315 - 2330	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
2330 - 2345	0	8	2	0	0	0	0	0	2	0	0	0	0	12	
2345 - 0000	0	12	3	0	0	0	0	0	0	0	0	0	0	15	

Session Total	6	4389	2181	18	211	159	3	55	161	5	0	0	0	7188
Session Average	0.06	45.72	22.72	0.19	2.20	1.66	0.03	0.57	1.68	0.05	0.00	0.00	0.00	74.88
Session Percentage	0.08	61.06	30.34	0.25	2.94	2.21	0.04	0.77	2.24	0.07	0.00	0.00	0.00	

AM Peak Hour	0615 - 0715	0700 - 0800	0615 - 0715	0630 - 0730	0830 - 0930	0730 - 0830	0500 - 0600	0745 - 0845	0815 - 0915	0545 - 0645	-	-	-	0700 - 0800
AM Peak Volume	1	427	210	7	26	18	1	10	16	1	0	0	0	640
Noon Peak Hour	1445 - 1545	1445 - 1545	1445 - 1545	1345 - 1445	1000 - 1100	1415 - 1515	1030 - 1130	1045 - 1145	1030 - 1130	1000 - 1100	-	-	-	1445 - 1545
Noon Peak Volume	1	295	147	3	19	20	1	6	21	1	0	0	0	495
PM Peak Hour	1530 - 1630	1615 - 1715	1600 - 1700	1530 - 1630	1715 - 1815	1515 - 1615	1630 - 1730	1515 - 1615	1500 - 1600	1515 - 1615	-	-	-	1600 - 1700
PM Peak Volume	3	390	192	4	26	20	1	9	14	1	0	0	0	611

Bi-Directional Class Count || NB EB Average 15min

Chattahoochee Hills, GA



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Site 13

Capps Ferry Rd,
south of GA-166 Duncan Memorial Hwy (West)

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.614426°, -84.829505°

0000 - 2400 (Weekday 24h Session) (All Dates)

NB EB Average 15min

Time	NB EB Average 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	9	1	0	0	0	0	0	0	0	0	0	0	10	25
0015 - 0030	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0030 - 0045	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
0045 - 0100	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0100 - 0115	0	4	1	0	0	1	0	0	1	0	0	0	0	5	17
0115 - 0130	0	4	3	0	1	0	0	0	0	0	0	0	0	7	
0130 - 0145	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0145 - 0200	0	2	1	0	0	0	0	0	0	0	0	0	0	2	
0200 - 0215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	10
0215 - 0230	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0245 - 0300	0	2	0	0	1	0	0	0	0	0	0	0	0	3	
0300 - 0315	0	1	1	0	0	0	0	0	0	0	0	0	0	2	18
0315 - 0330	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0345 - 0400	0	8	1	0	0	0	0	0	1	0	0	0	0	10	
0400 - 0415	0	4	0	0	0	0	0	0	0	0	0	0	0	4	24
0415 - 0430	0	2	1	0	0	0	0	0	2	0	0	0	0	5	
0430 - 0445	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
0445 - 0500	0	6	3	0	0	0	0	0	2	0	0	0	0	10	
0500 - 0515	0	6	3	0	1	1	0	0	0	0	0	0	0	10	58
0515 - 0530	0	6	7	0	0	1	0	1	1	0	0	0	0	15	
0530 - 0545	0	9	5	0	1	1	0	1	0	0	0	0	0	15	
0545 - 0600	0	12	6	0	1	0	0	1	0	0	0	0	0	19	
0600 - 0615	0	9	6	0	0	1	0	1	2	0	0	0	0	18	126
0615 - 0630	0	9	20	0	0	1	0	1	0	0	0	0	0	29	
0630 - 0645	0	20	13	0	1	2	0	1	3	1	0	0	0	39	
0645 - 0700	0	25	12	1	1	0	0	0	2	0	0	0	0	40	
0700 - 0715	0	27	12	0	1	1	0	1	1	0	0	0	0	41	196
0715 - 0730	0	35	12	1	2	1	0	1	0	0	0	0	0	52	
0730 - 0745	0	32	13	0	1	2	0	1	1	0	0	0	0	49	
0745 - 0800	0	37	15	0	1	1	0	1	1	0	0	0	0	55	
0800 - 0815	0	27	6	0	1	3	0	1	1	0	0	0	0	38	188
0815 - 0830	0	35	15	1	0	2	0	1	2	0	0	0	0	55	
0830 - 0845	0	33	14	1	1	2	0	1	1	0	0	0	0	52	
0845 - 0900	0	29	11	0	4	1	0	0	1	0	0	0	0	44	
0900 - 0915	0	18	16	0	2	2	0	1	2	0	0	0	0	39	160
0915 - 0930	0	24	11	0	4	2	0	1	1	0	0	0	0	41	
0930 - 0945	0	24	16	0	1	1	0	0	1	0	0	0	0	43	
0945 - 1000	0	20	12	0	1	3	0	2	1	0	0	0	0	38	
1000 - 1015	0	22	12	0	1	1	0	1	3	0	0	0	0	39	151
1015 - 1030	0	19	9	0	1	2	0	1	2	1	0	0	0	33	
1030 - 1045	0	19	6	0	4	2	0	4	2	0	0	0	0	32	
1045 - 1100	0	26	10	0	5	2	0	1	5	0	0	0	0	47	
1100 - 1115	0	12	13	0	2	2	0	2	1	0	0	0	0	30	138
1115 - 1130	0	23	5	0	1	2	0	0	2	0	0	0	0	31	
1130 - 1145	0	22	13	0	1	2	0	1	2	0	0	0	0	40	
1145 - 1200	0	18	13	0	3	2	0	1	1	0	0	0	0	38	
1200 - 1215	0	29	15	0	2	3	0	1	3	0	0	0	0	51	174
1215 - 1230	0	23	12	0	2	2	0	1	1	0	0	0	0	39	
1230 - 1245	0	26	15	1	2	1	0	1	3	0	0	0	0	47	
1245 - 1300	0	22	11	0	2	2	0	0	2	0	0	0	0	38	
1300 - 1315	0	23	13	1	2	3	0	0	3	0	0	0	0	43	181
1315 - 1330	0	20	14	0	2	3	0	0	2	0	0	0	0	40	
1330 - 1345	0	29	15	1	1	1	0	1	2	1	0	0	0	48	
1345 - 1400	1	30	16	0	2	3	0	0	1	0	0	0	0	51	
1400 - 1415	0	30	19	0	2	2	1	1	5	0	0	0	0	58	242
1415 - 1430	0	36	16	0	1	2	0	1	2	0	0	0	0	57	
1430 - 1445	0	30	18	0	2	1	0	0	3	0	0	0	0	54	
1445 - 1500	0	44	21	0	3	2	0	0	4	0	0	0	0	73	
1500 - 1515	0	32	32	0	4	2	0	1	1	0	0	0	0	71	324
1515 - 1530	0	48	20	0	2	3	0	0	3	0	0	0	0	74	
1530 - 1545	1	53	33	1	3	1	0	0	2	0	0	0	0	92	
1545 - 1600	0	43	36	1	4	2	0	0	1	0	0	0	0	87	
1600 - 1615	1	49	29	0	5	2	0	1	1	1	0	0	0	88	373
1615 - 1630	1	62	30	0	4	2	0	1	2	0	0	0	0	99	
1630 - 1645	0	53	35	0	4	0	0	0	1	0	0	0	0	93	
1645 - 1700	0	60	30	0	4	1	0	1	1	0	0	0	0	94	
1700 - 1715	1	52	27	1	3	1	0	2	2	0	0	0	0	87	363
1715 - 1730	0	55	27	0	4	0	0	1	1	2	0	1	0	89	
1730 - 1745	0	58	29	0	5	2	0	1	1	1	0	0	0	95	
1745 - 1800	0	57	32	0	4	0	0	0	1	0	1	0	0	93	
1800 - 1815	0	65	25	0	2	1	0	0	1	0	0	0	0	93	315
1815 - 1830	0	47	24	0	4	0	0	0	2	0	0	0	0	77	
1830 - 1845	0	56	23	0	2	0	0	1	2	0	0	0	0	83	
1845 - 1900	0	37	24	0	1	1	0	0	1	0	0	0	0	63	
1900 - 1915	0	32	20	0	2	1	0	0	1	0	0	0	0	55	168
1915 - 1930	1	29	15	0	1	0	0	1	1	0	0	0	0	47	
1930 - 1945	0	24	10	0	1	0	0	0	2	0	0	0	0	37	
1945 - 2000	0	20	9	0	1	1	0	0	0	0	0	0	0	30	
2000 - 2015	0	14	7	0	0	0	0	0	1	0	0	0	0	22	97
2015 - 2030	0	13	11	0	1	0	0	0	0	0	0	0	0	24	
2030 - 2045	0	22	6	0	1	0	0	0	0	0	0	0	0	28	
2045 - 2100	0	21	3	0	1	0	0	0	0	0	0	0	0	24	
2100 - 2115	0	17	6	0	0	0	0	0	0	0	0	0	0	23	70
2115 - 2130	0	14	4	0	0	0	0	1	0	0	0	0	0	18	
2130 - 2145	0	16	3	0	0	0	0	0	0	0	0	0	0	19	
2145 - 2200	0	7	3	0	1	0	0	0	0	0	0	0	0	11	
2200 - 2215	0	7	4	0	0	0	0	0	0	0	0	0	0	10	47
2215 - 2230	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
2230 - 2245	0	9	4	0	1	0	0	0	0	0	0	0	0	13	
2245 - 2300	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
2300 - 2315	0	8	3	0	0	0	0	0	0	0	0	0	0	11	37
2315 - 2330	0	7	3	0	0	0	0	0	1	0	0	0	0	11	
2330 - 2345	0	7	1	0	0	0	0	0	1	0	0	0	0	9	
2345 - 0000	0	7	1	0	0	0	0	0	0	0	0	0	0	7	

Session Total	4	2119	1057	10	114	74	1	25	89	3	1	0	0	3495
Session Average	0.04	22.07	11.01	0.10	1.18	0.77	0.01	0.26	0.92	0.03	0.01	0.00	0.00	36.40
Session Percentage	0.11	60.62	30.23	0.27	3.25	2.12	0.03	0.72	2.53	0.09	0.03	0.00	0.00	

AM Peak Hour	-	0745 - 0845	0815 - 0915	0630 - 0730	0830 - 0930	0730 - 0830	-	0715 - 0815	0945 - 1045	0545 - 0645	-	-	-	0745 - 0845
AM Peak Volume	0	132	55	2	10	7	0	7	7	1	0	0	0	199

Noon Peak Hour	1300 - 1400	1445 - 1545	1445 - 1545	1215 - 1315	1015 - 1115	1300 - 1400	1315 - 1415	1015 - 1115	1400 - 1500	1000 - 1100	-	-	-	1445 - 1545
Noon Peak Volume	1	176	106	1	11	10	1	13	13	1	0	0	0	310

PM Peak Hour	1530 - 1630	1715 - 1815	1545 - 1645	1500 - 1600	1545 - 1645	1515 - 1615	1630 - 1730	1645 - 1745	1515 - 1615	1515 - 1615	1700 - 1800	-	-	1600 - 1700
PM Peak Volume	379	379	379	379	379	379	379	379	379	379	379	0	0	379

Bi-Directional Class Count || SB WB Average 15min

Chattahoochee Hills, GA



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Site 13

Capps Ferry Rd,
south of GA-166 Duncan Memorial Hwy (West)

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.614426°, -84.829505°

0000 - 2400 (Weekday 24h Session) (All Dates)

SB WB Average 15min

Time	SB WB Average 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0015 - 0030	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0030 - 0045	0	3	1	0	0	0	0	0	0	0	0	0	0	3	
0045 - 0100	0	2	0	0	0	0	0	0	1	0	0	0	0	2	12
0100 - 0115	0	2	0	0	0	1	0	0	0	0	0	0	0	2	
0115 - 0130	0	3	0	0	0	1	0	0	0	0	0	0	0	4	
0130 - 0145	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	2	0	0	1	0	0	1	0	0	0	0	0	3	10
0200 - 0215	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0245 - 0300	0	2	0	0	0	1	0	0	1	0	0	0	0	3	13
0300 - 0315	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0315 - 0330	0	2	1	0	1	0	0	0	0	0	0	0	0	4	
0330 - 0345	0	6	1	0	0	1	0	0	1	0	0	0	0	8	
0345 - 0400	0	10	4	0	0	1	0	0	1	0	0	0	0	15	32
0400 - 0415	0	9	4	0	0	0	0	0	0	0	0	0	0	13	
0415 - 0430	0	11	6	0	0	0	0	0	1	0	0	0	0	17	
0430 - 0445	0	15	9	0	0	0	0	0	1	0	0	0	0	24	
0445 - 0500	1	16	10	0	0	0	0	1	1	0	0	0	0	28	81
0500 - 0515	0	25	14	0	0	1	0	0	1	0	0	0	0	39	
0515 - 0530	0	37	21	0	1	1	0	0	0	0	0	0	0	60	
0530 - 0545	0	32	17	0	0	0	0	0	1	0	0	0	0	50	
0545 - 0600	0	38	31	0	2	2	1	0	1	0	0	0	0	72	220
0600 - 0615	0	45	33	0	1	1	0	1	2	0	0	0	0	81	
0615 - 0630	0	59	45	0	3	1	0	1	1	0	0	0	0	109	
0630 - 0645	0	69	40	2	1	1	0	0	2	0	0	0	0	114	
0645 - 0700	0	65	34	1	0	1	0	0	1	0	0	0	0	102	405
0700 - 0715	1	68	33	2	3	0	0	0	1	0	0	0	0	106	
0715 - 0730	0	77	29	1	1	3	0	1	1	0	0	0	0	112	
0730 - 0745	0	82	27	0	3	3	0	1	2	0	0	0	0	116	
0745 - 0800	0	75	30	0	3	1	0	1	1	0	0	0	0	110	444
0800 - 0815	0	56	30	0	4	3	0	1	1	0	0	0	0	93	
0815 - 0830	0	59	28	1	6	2	0	1	3	0	0	0	0	98	
0830 - 0845	0	53	31	0	4	2	0	2	4	0	0	0	0	95	
0845 - 0900	0	40	23	1	3	2	0	1	4	1	0	0	0	73	358
0900 - 0915	0	36	20	0	5	2	0	1	2	0	0	0	0	64	
0915 - 0930	0	29	18	0	3	1	0	1	1	0	0	0	0	52	
0930 - 0945	0	30	15	0	3	2	0	1	1	0	0	0	0	51	
0945 - 1000	0	20	14	0	1	2	0	1	3	0	0	0	0	40	206
1000 - 1015	0	24	16	0	2	2	0	0	1	0	0	0	0	44	
1015 - 1030	0	26	17	1	2	1	0	0	1	0	0	0	0	47	
1030 - 1045	0	25	9	0	1	2	0	0	2	0	0	0	0	38	
1045 - 1100	0	20	13	0	1	3	0	2	2	0	0	0	0	40	169
1100 - 1115	0	20	14	0	3	1	0	0	3	0	0	0	0	41	
1115 - 1130	0	21	17	0	2	1	1	0	1	0	0	0	0	41	
1130 - 1145	0	26	12	0	2	1	0	1	1	0	0	0	0	42	
1145 - 1200	0	19	10	0	3	3	0	0	2	0	0	0	0	35	159
1200 - 1215	0	34	7	0	2	4	0	0	2	0	0	0	0	48	
1215 - 1230	0	23	12	0	2	0	0	0	0	0	0	0	0	36	
1230 - 1245	0	26	9	0	2	1	0	0	1	0	0	0	0	38	
1245 - 1300	0	26	6	0	1	2	0	0	2	0	0	0	0	37	158
1300 - 1315	0	28	11	0	1	1	0	1	3	0	0	0	0	44	
1315 - 1330	0	29	13	0	1	4	0	0	2	0	0	0	0	48	
1330 - 1345	0	30	8	0	2	0	0	0	1	0	0	0	0	40	
1345 - 1400	0	22	13	0	1	2	0	0	0	0	0	0	0	38	170
1400 - 1415	0	23	14	0	1	1	0	0	2	0	0	0	0	41	
1415 - 1430	0	28	9	2	2	2	0	0	0	0	0	0	0	43	
1430 - 1445	0	33	12	0	2	3	0	0	0	0	0	0	0	49	
1445 - 1500	0	31	10	0	1	1	0	1	1	0	0	0	0	45	176
1500 - 1515	1	25	11	0	2	2	0	0	2	0	0	0	0	42	
1515 - 1530	0	31	11	0	3	2	0	0	1	0	0	0	0	47	
1530 - 1545	0	31	14	1	4	1	0	1	0	0	0	0	0	51	
1545 - 1600	0	36	8	1	0	2	0	2	1	0	0	0	0	48	186
1600 - 1615	0	33	18	0	1	3	0	2	1	0	0	0	0	56	
1615 - 1630	1	38	12	1	0	0	0	0	1	0	0	0	0	52	
1630 - 1645	0	36	13	0	1	1	0	0	2	0	0	0	0	52	
1645 - 1700	0	43	17	0	2	1	0	0	1	0	0	0	0	63	222
1700 - 1715	0	41	13	0	1	0	0	1	1	0	0	0	0	56	
1715 - 1730	0	37	16	0	1	1	0	2	1	0	0	0	0	56	
1730 - 1745	0	40	15	0	3	0	0	0	3	0	0	0	0	60	
1745 - 1800	0	42	6	0	1	0	0	0	1	0	0	0	0	50	221
1800 - 1815	0	42	14	0	2	1	0	0	1	0	0	0	0	58	
1815 - 1830	0	28	14	0	2	0	0	0	1	0	0	0	0	44	
1830 - 1845	0	32	10	0	3	0	0	0	1	0	0	0	0	46	
1845 - 1900	0	33	9	0	2	0	0	0	1	0	0	0	0	45	
1900 - 1915	0	29	12	0	0	0	0	0	1	0	0	0	0	41	192
1915 - 1930	0	25	9	0	1	0	0	0	0	0	0	0	0	34	
1930 - 1945	0	21	8	0	0	0	0	0	1	0	0	0	0	30	
1945 - 2000	0	13	6	0	2	1	0	0	0	0	0	0	0	21	125
2000 - 2015	0	18	7	0	0	0	0	0	0	0	0	0	0	25	
2015 - 2030	0	19	4	0	0	0	0	0	0	0	0	0	0	23	
2030 - 2045	0	13	7	0	0	1	0	0	0	0	0	0	0	20	
2045 - 2100	0	19	6	0	0	0	0	0	0	0	0	0	0	25	92
2100 - 2115	0	14	4	0	1	0	0	0	1	0	0	0	0	20	
2115 - 2130	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
2130 - 2145	0	10	4	0	0	0	0	0	0	0	0	0	0	14	
2145 - 2200	0	7	1	0	1	0	0	0	0	0	0	0	0	8	57
2200 - 2215	0	8	2	0	1	0	0	0	0	0	0	0	0	11	
2215 - 2230	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
2230 - 2245	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
2245 - 2300	0	2	1	0	1	1	0	0	1	0	0	0	0	5	29
2300 - 2315	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
2315 - 2330	0	3	1	0	1	0	0	0	0	0	0	0	0	4	
2330 - 2345	0	6	1	0	0	0	0	0	1	0	0	0	0	7	
2345 - 0000	0	2	2	0	0	0	0	0	1	0	0	0	0	4	21

Session Total	2	2400	1071	11	101	74	1	21	72	1	0	0	0	3752
Session Average	0.02	24.99	11.15	0.11	1.05	0.77	0.01	0.22	0.74	0.01	0.00	0.00	0.00	39.08
Session Percentage	0.05	63.96	28.54	0.29	2.68	1.97	0.03	0.56	1.91	0.01	0.00	0.00	0.00	
AM Peak Hour	0615 - 0715	0700 - 0800	0600 - 0700	0630 - 0730	0815 - 0915	0715 - 0815	0500 - 0600	0745 - 0845	0815 - 0915	0800 - 0900	-	-	-	0700 - 0800
AM Peak Volume	1	302	151	6	17	9	1	4	12	1	0	0	0	444
Noon Peak Hour	1415 - 1515	1430 - 1530	1045 - 1145	1330 - 1430	1100 - 1200	1115 - 1215	1030 - 1130	1045 - 1145	1030 - 1130	-	-	-	-	1445 - 1545
Noon Peak Volume	1	120	56	2	9	8	10	12	8	0	0	0	0	183
PM Peak Hour	1500 - 1600	1645 - 1745	1645 - 1745	1530 - 1630	1500 - 1600	1515 - 1615	-	1515 - 1615	1645 - 1745	-	-	-	-	1645 - 1745
PM Peak Volume	50	20	20	20	20	20	0	20	20	0	0	0	0	234

Bi-Directional Class Count || NB EB 15min

Chattahoochee Hills, GA

Site 14

GA-166 Duncan Memorial Hwy (East),
east of Capps Ferry Rd

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.615090°, -84.828642°


[Click here for Map](#)

0000 - 2400 (24h Session) (01-10-2023)

NB EB 15min

Time	Eastbound (Movement 14.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
0045 - 0100	0	2	0	0	0	0	0	0	0	0	0	0	0	2	6
0100 - 0115	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0115 - 0130	0	2	0	0	0	0	0	0	1	0	0	0	0	3	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	7
0200 - 0215	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0215 - 0230	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0230 - 0245	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0245 - 0300	0	3	1	0	0	0	0	0	0	0	0	0	0	4	11
0300 - 0315	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0315 - 0330	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0330 - 0345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	1	1	0	0	0	0	0	0	0	0	0	0	2	13
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0415 - 0430	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0430 - 0445	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
0445 - 0500	0	9	5	0	0	0	0	0	0	0	0	0	0	14	31
0500 - 0515	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
0515 - 0530	0	14	3	0	0	0	0	0	0	0	0	0	0	17	
0530 - 0545	0	28	10	0	1	0	0	0	0	0	0	0	0	39	
0545 - 0600	0	21	4	1	1	0	0	0	0	0	0	0	0	27	95
0600 - 0615	0	25	10	0	0	0	0	0	0	0	0	0	0	35	
0615 - 0630	1	25	14	0	0	0	0	0	0	0	0	0	0	40	
0630 - 0645	0	31	15	0	1	2	0	0	0	0	0	0	0	49	
0645 - 0700	0	29	9	0	0	1	0	0	0	0	0	0	0	38	162
0700 - 0715	0	36	16	0	0	1	0	0	0	0	0	0	0	53	
0715 - 0730	0	54	16	0	2	0	0	0	0	0	0	0	0	72	
0730 - 0745	1	42	10	0	0	0	0	0	0	0	0	0	0	53	
0745 - 0800	0	52	11	0	1	0	0	0	0	0	0	0	0	64	242
0800 - 0815	0	20	10	0	1	1	0	1	1	0	0	0	0	34	
0815 - 0830	0	16	6	0	4	0	0	1	0	0	0	0	0	27	
0830 - 0845	0	31	8	2	0	0	0	3	1	0	0	0	0	45	
0845 - 0900	1	24	4	0	2	0	0	0	0	0	0	0	0	31	137
0900 - 0915	0	14	5	0	1	1	0	1	0	0	0	0	0	22	
0915 - 0930	0	12	8	0	3	0	0	0	1	0	0	0	0	24	
0930 - 0945	0	18	11	0	1	0	0	1	0	0	0	0	0	31	
0945 - 1000	0	10	7	0	0	0	0	0	0	0	0	0	0	17	94
1000 - 1015	0	15	5	0	1	0	0	0	1	0	0	0	0	22	
1015 - 1030	0	16	9	0	1	0	0	0	1	0	0	0	0	27	
1030 - 1045	0	10	4	0	2	0	0	0	3	0	0	0	0	19	
1045 - 1100	0	6	4	0	0	1	0	0	0	0	0	0	0	11	79
1100 - 1115	0	14	4	0	0	0	0	0	0	0	0	0	0	18	
1115 - 1130	0	13	8	0	0	0	0	0	0	0	0	0	0	21	
1130 - 1145	0	9	3	0	0	1	0	0	0	0	0	0	0	13	
1145 - 1200	0	10	5	0	0	0	0	0	2	0	0	0	0	17	69
1200 - 1215	0	11	2	0	1	1	0	0	0	0	0	0	0	15	
1215 - 1230	0	17	5	0	1	0	0	0	1	0	0	0	0	24	
1230 - 1245	0	15	6	0	1	0	0	0	0	0	0	0	0	22	
1245 - 1300	0	9	3	0	0	0	0	0	2	0	0	0	0	14	75
1300 - 1315	0	12	7	0	1	1	0	0	0	0	0	0	0	21	
1315 - 1330	0	17	5	0	1	0	0	0	0	0	0	0	0	23	
1330 - 1345	0	17	5	0	0	0	0	0	0	0	0	0	0	22	
1345 - 1400	1	19	1	0	1	0	0	0	1	0	0	0	0	23	89
1400 - 1415	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
1415 - 1430	0	15	6	0	0	0	0	0	0	0	0	0	0	21	
1430 - 1445	0	24	0	0	1	0	0	0	2	0	0	0	0	27	
1445 - 1500	0	16	0	0	1	0	0	0	0	0	0	0	0	17	82
1500 - 1515	0	15	12	3	2	2	0	1	0	0	0	0	0	35	
1515 - 1530	0	28	5	0	1	0	0	0	0	0	0	0	0	34	
1530 - 1545	0	26	4	0	1	0	0	0	2	0	0	0	0	33	
1545 - 1600	0	24	9	0	1	0	0	0	0	0	0	0	0	34	136
1600 - 1615	1	25	4	0	0	0	0	0	0	0	0	0	0	30	
1615 - 1630	0	27	3	1	0	0	0	0	0	0	0	0	0	31	
1630 - 1645	0	31	13	0	3	1	0	0	0	0	0	0	0	48	
1645 - 1700	1	24	3	0	0	0	0	0	0	0	0	0	0	29	138
1700 - 1715	0	28	5	1	0	0	0	0	0	0	0	0	0	34	
1715 - 1730	0	27	5	0	0	0	0	0	0	0	0	0	0	32	
1730 - 1745	0	28	9	0	0	1	0	0	1	0	0	0	0	39	
1745 - 1800	0	25	6	0	0	0	0	1	3	0	0	0	0	35	140
1800 - 1815	0	17	4	0	1	0	0	0	0	0	0	0	0	22	
1815 - 1830	0	24	4	0	0	0	0	0	0	0	0	0	0	28	
1830 - 1845	0	19	3	0	0	0	0	0	0	0	0	0	0	22	
1845 - 1900	0	21	4	0	2	0	0	0	0	0	0	0	0	27	
1900 - 1915	0	19	3	0	1	0	0	0	0	0	0	0	0	23	99
1915 - 1930	1	22	4	0	0	0	0	0	0	0	0	0	0	27	
1930 - 1945	0	15	4	0	0	0	0	0	0	0	0	0	0	19	
1945 - 2000	0	16	2	1	0	0	0	0	0	0	0	0	0	19	88
2000 - 2015	0	10	4	0	0	0	0	0	0	0	0	0	0	14	
2015 - 2030	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
2030 - 2045	0	13	0	0	0	0	0	0	0	0	0	0	0	13	
2045 - 2100	0	13	0	0	0	0	0	0	0	0	0	0	0	13	51
2100 - 2115	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
2115 - 2130	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
2130 - 2145	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
2145 - 2200	0	5	1	0	0	0	0	0	0	0	0	0	0	6	27
2200 - 2215	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
2215 - 2230	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2230 - 2245	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
2245 - 2300	0	1	2	0	0	0	0	0	0	0	0	0	0	3	17
2300 - 2315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2315 - 2330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2330 - 2345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2345 - 0000	0	2	0	0	0	0	0	0	0	0	0	0	0	2	7

Session Total	7	1397	394	10	42	13	0	9	23	0	0	0	0	1895
Session Average	0.07	14.55	4.10	0.10	0.44	0.14	0.00	0.09	0.24	0.00	0.00	0.00	0.00	19.74
Session Percentage	0.37	73.72	20.79	0.53	2.22	0.69	0.00	0.47	1.21	0.00	0.00	0.00	0.00	
AM Peak Hour	0530 - 0630	0700 - 0800	0630 - 0730	0745 - 0845	0800 - 0900	0615 - 0715	-	0745 - 0845	0945 - 1045	-	-	-	-	0700 - 0800
AM Peak Volume	1	184	56	2	7	3	0	5	5	0	0	0	0	242
Noon Peak Hour	1300 - 1400	1445 - 1545	1000 - 1100	1415 - 1515	1430 - 1530	1045 - 1145	-	1415 - 1515	1000 - 1100	-	-	-	-	1445 - 1545
Noon Peak Volume	1	85	22	3	2	0	1	5	5	0	0	0	0	119
PM Peak Hour	1600 - 1700	1615 - 1715	1500 - 1600	1500 - 1600	1500 - 1600	1500 - 1600	-	1500 - 1600	1700 - 1800	-	-	-	-	1545 - 1645
PM Peak Volume	3	3	3	3	3	3	0	3	3	0	0	0	0	143

Site 14
GA-166 Duncan Memorial Hwy (East),
east of Capps Ferry Rd

Date
Wednesday, January 11, 2023

Weather
Mostly Cloudy
55°F

0000 - 2400 (24h Session) (01-11-2023)
NB EB 15min

Lat/Long
33.615090°, -84.828642°

Time	Eastbound (Movement 14.1)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	2	1	0	0	0	0	0	0	0	0	0	0	3	6
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0100 - 0115	0	1	1	0	0	0	0	0	0	0	0	0	0	2	9
0115 - 0130	0	1	1	0	0	0	0	0	1	0	0	0	0	3	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	1	1	1	0	0	0	0	0	0	0	0	0	3	
0200 - 0215	0	3	0	0	0	0	0	0	0	0	0	0	0	3	12
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	3	0	0	0	0	0	0	1	0	0	0	0	4	
0245 - 0300	0	2	0	0	0	1	0	0	1	0	0	0	0	4	
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	11
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0345 - 0400	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
0400 - 0415	0	5	0	0	0	0	0	0	0	0	0	0	0	5	28
0415 - 0430	0	4	1	0	0	0	0	0	1	0	0	0	0	6	
0430 - 0445	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
0445 - 0500	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0500 - 0515	0	17	3	0	0	1	0	0	0	0	0	0	0	21	85
0515 - 0530	0	14	4	0	0	0	0	0	0	0	0	0	0	18	
0530 - 0545	0	15	11	0	0	0	0	0	0	0	0	0	0	26	
0545 - 0600	0	12	8	0	0	0	0	0	0	0	0	0	0	20	
0600 - 0615	0	26	10	1	0	0	0	0	0	0	0	0	0	37	187
0615 - 0630	1	36	11	0	1	0	0	0	0	0	0	0	0	49	
0630 - 0645	0	36	16	0	1	0	0	0	0	0	0	0	0	53	
0645 - 0700	0	35	15	0	0	0	0	0	0	0	0	0	0	48	
0700 - 0715	0	40	16	0	0	0	0	0	0	0	0	0	0	56	265
0715 - 0730	0	58	16	0	0	0	0	0	0	0	0	0	0	74	
0730 - 0745	0	55	14	0	3	0	0	1	0	0	0	0	0	73	
0745 - 0800	0	44	17	0	0	0	0	1	0	0	0	0	0	62	
0800 - 0815	0	32	6	1	1	1	0	0	1	0	0	0	0	42	164
0815 - 0830	0	23	9	0	0	4	0	1	0	0	0	0	0	37	
0830 - 0845	0	35	10	0	0	1	0	1	2	0	0	0	0	49	
0845 - 0900	0	27	8	0	1	0	0	0	0	0	0	0	0	36	
0900 - 0915	0	19	10	0	4	0	0	1	0	0	0	0	0	34	104
0915 - 0930	0	10	9	0	1	1	0	0	0	0	0	0	0	21	
0930 - 0945	0	13	13	0	4	0	0	0	0	0	0	0	0	30	
0945 - 1000	0	9	7	0	0	3	0	0	0	0	0	0	0	19	
1000 - 1015	0	11	5	0	1	0	0	0	0	0	0	0	0	17	62
1015 - 1030	0	9	7	1	1	0	0	0	0	0	0	0	0	18	
1030 - 1045	0	4	4	0	1	0	0	1	2	0	0	0	0	12	
1045 - 1100	0	3	8	0	1	2	0	0	1	0	0	0	0	15	
1100 - 1115	0	8	7	0	1	1	0	0	0	0	0	0	0	17	63
1115 - 1130	0	6	9	0	1	0	0	0	1	0	0	0	0	17	
1130 - 1145	0	12	3	0	1	1	0	0	1	0	0	0	0	18	
1145 - 1200	0	3	6	0	0	0	0	0	1	1	0	0	0	11	
1200 - 1215	0	7	6	0	0	4	0	0	0	0	0	0	0	17	82
1215 - 1230	0	14	8	0	2	0	0	0	1	0	0	0	0	25	
1230 - 1245	0	14	4	0	1	1	0	0	0	0	0	0	0	20	
1245 - 1300	0	11	5	0	2	2	0	0	0	0	0	0	0	20	
1300 - 1315	0	5	5	0	0	0	0	2	0	0	0	0	0	12	78
1315 - 1330	0	9	2	0	0	4	0	0	1	0	0	0	0	16	
1330 - 1345	0	15	5	0	0	0	0	0	1	0	0	0	0	21	
1345 - 1400	0	18	7	0	2	1	0	0	1	0	0	0	0	29	
1400 - 1415	0	13	6	0	0	1	0	0	1	0	0	0	0	21	96
1415 - 1430	0	17	4	0	1	0	0	0	1	0	0	0	0	23	
1430 - 1445	0	18	4	1	0	0	0	0	0	0	0	0	0	23	
1445 - 1500	0	18	8	0	0	3	0	0	0	0	0	0	0	29	
1500 - 1515	0	19	5	0	0	0	0	0	0	0	0	0	0	24	112
1515 - 1530	0	18	7	0	1	2	0	0	2	0	0	0	0	30	
1530 - 1545	0	23	6	0	1	0	0	0	2	0	0	0	0	32	
1545 - 1600	0	21	5	0	0	0	0	0	0	0	0	0	0	26	
1600 - 1615	0	21	6	0	1	0	0	0	0	0	0	0	0	28	122
1615 - 1630	0	25	9	1	0	1	0	0	0	0	0	0	0	36	
1630 - 1645	0	23	11	0	0	0	0	0	1	0	0	0	0	35	
1645 - 1700	1	18	4	0	0	0	0	0	0	0	0	0	0	23	
1700 - 1715	0	20	9	0	1	0	0	0	0	0	0	0	0	30	113
1715 - 1730	0	21	4	0	1	0	0	0	1	0	0	0	0	26	
1730 - 1745	0	14	6	0	2	0	0	0	1	1	0	0	0	24	
1745 - 1800	0	23	9	0	0	0	0	0	1	0	0	0	0	33	
1800 - 1815	0	25	4	0	0	0	0	0	0	0	0	0	0	29	98
1815 - 1830	0	19	5	0	1	0	0	0	1	0	0	0	0	26	
1830 - 1845	0	14	2	0	2	1	0	0	0	0	0	0	0	19	
1845 - 1900	0	16	7	0	1	0	0	0	0	0	0	0	0	24	
1900 - 1915	0	17	6	0	1	0	0	0	0	0	0	0	0	24	71
1915 - 1930	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
1930 - 1945	0	11	2	0	1	0	0	0	0	0	0	0	0	14	
1945 - 2000	0	10	6	0	0	0	0	0	0	0	0	0	0	16	
2000 - 2015	0	8	5	0	0	0	0	0	0	0	0	0	0	13	51
2015 - 2030	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
2030 - 2045	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
2045 - 2100	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
2100 - 2115	0	11	1	0	0	0	0	0	0	0	0	0	0	12	27
2115 - 2130	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
2130 - 2145	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2145 - 2200	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
2200 - 2215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	22
2215 - 2230	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
2230 - 2245	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
2245 - 2300	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
2300 - 2315	0	3	1	0	0	0	0	0	0	0	0	0	0	4	9
2315 - 2330	0	2	0	0	1	0	0	0	0	0	0	0	0	3	
2330 - 2345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Session Total	2	1279	472	6	45	36	0	8	28	1	0	0	0	1877
Session Average	0.02	13.32	4.92	0.06	0.47	0.38	0.00	0.08	0.29	0.01	0.00	0.00	0.00	19.55
Session Percentage	0.11	68.14	25.15	0.32	2.40	1.92	0.00	0.43	1.49	0.05	0.00	0.00	0.00	

AM Peak Hour	0530 - 0630	0700 - 0800	0630 - 0730	0515 - 0615	0845 - 0945	0745 - 0845	-	0815 - 0915	0745 - 0845	-	-	-	-	0700 - 0800
AM Peak Volume	1	197	63	1	10	6	0	3	4	0	0	0	0	265
Noon Peak Hour	-	1445 - 1545	1030 - 1130	1000 - 1100	1200 - 1300	1200 - 1300	-	1215 - 1315	1030 - 1130	1100 - 1200	-	-	-	1445 - 1545
Noon Peak Volume	0	78	28	1	5	7	0	2	4	1	0	0	0	115
PM Peak Hour	1600 - 1700	1530 - 1630	1615 - 1715	1530 - 1630	1815 - 1915	1500 - 1600	-	1645 - 1745	1500 - 1600	-	-	-	-	1545 - 1645
PM Peak Volume	1	90	33	1	5	2	0	1	4	0	0	0	0	125

Bi-Directional Class Count || SB WB 15min

Chattahoochee Hills, GA



www.marrtraffic.com

Site 14

GA-166 Duncan Memorial Hwy (East),
east of Capps Ferry Rd

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.615090°, -84.828642°

[Click here for Map](#)

0000 - 2400 (24h Session) (01-10-2023)

SB WB 15min

Time	Westbound (Movement 14.2)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	5	1	0	0	0	0	0	0	0	0	0	0	6	8
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0045 - 0100	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0100 - 0115	0	2	0	0	0	0	0	0	0	0	0	0	0	2	5
0115 - 0130	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	3	0	0	0	0	0	0	0	0	0	0	0	3	4
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	5
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	2	1	0	0	0	0	0	0	0	0	0	0	3	11
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0445 - 0500	0	4	0	0	1	0	0	0	0	0	0	0	0	5	
0500 - 0515	0	11	1	0	0	0	0	0	0	0	0	0	0	12	26
0515 - 0530	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0530 - 0545	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0545 - 0600	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0600 - 0615	0	11	3	0	0	0	0	0	0	0	0	0	0	14	55
0615 - 0630	0	6	3	0	1	0	0	0	0	0	0	0	0	10	
0630 - 0645	0	5	6	0	0	0	0	0	0	0	0	0	0	11	
0645 - 0700	0	14	5	1	0	0	0	0	0	0	0	0	0	20	
0700 - 0715	0	24	5	0	1	0	0	0	0	0	0	0	0	30	115
0715 - 0730	0	30	5	0	0	0	0	0	1	0	0	0	0	36	
0730 - 0745	0	16	4	0	0	0	0	0	0	0	0	0	0	20	
0745 - 0800	0	21	4	1	1	0	0	2	0	0	0	0	0	29	
0800 - 0815	0	16	8	0	0	1	0	0	2	0	0	0	0	27	134
0815 - 0830	0	22	13	1	0	0	0	0	1	0	0	0	0	37	
0830 - 0845	0	28	7	1	1	0	0	0	0	0	0	0	0	37	
0845 - 0900	0	23	8	0	1	0	0	0	1	1	0	0	0	33	
0900 - 0915	0	18	7	0	1	0	0	1	1	0	0	0	0	28	79
0915 - 0930	0	9	4	0	1	0	0	0	0	0	0	0	0	14	
0930 - 0945	0	15	7	0	1	0	0	1	0	0	0	0	0	24	
0945 - 1000	0	7	4	0	1	0	0	0	1	0	0	0	0	13	
1000 - 1015	1	19	8	0	0	0	0	0	2	0	0	0	0	30	97
1015 - 1030	0	14	5	0	0	0	0	0	1	0	0	0	0	20	
1030 - 1045	0	13	3	0	0	1	0	1	0	0	0	0	0	18	
1045 - 1100	0	8	15	0	6	0	0	0	0	0	0	0	0	29	
1100 - 1115	0	13	8	0	3	2	0	0	2	0	0	0	0	28	85
1115 - 1130	0	12	9	0	1	0	0	1	0	0	0	0	0	22	
1130 - 1145	0	10	2	1	1	1	0	0	0	0	0	0	0	15	
1145 - 1200	0	8	9	0	2	0	0	0	0	0	0	0	0	19	
1200 - 1215	0	10	2	0	0	0	0	0	2	0	0	0	0	14	74
1215 - 1230	0	12	5	0	2	0	0	0	0	0	0	0	0	19	
1230 - 1245	0	13	5	0	4	0	0	0	0	0	0	0	0	22	
1245 - 1300	0	10	6	0	1	0	0	0	2	0	0	0	0	19	
1300 - 1315	0	14	4	0	2	0	0	0	0	0	0	0	0	20	93
1315 - 1330	0	12	4	0	1	0	0	0	0	0	0	0	0	17	
1330 - 1345	0	21	6	0	0	1	0	0	0	0	0	0	0	28	
1345 - 1400	2	19	5	0	1	1	0	0	0	0	0	0	0	28	
1400 - 1415	0	14	5	0	0	0	0	0	1	0	0	0	0	20	190
1415 - 1430	0	24	5	0	0	0	0	0	0	0	0	0	0	29	
1430 - 1445	0	12	6	0	2	0	0	0	0	0	0	0	0	20	
1445 - 1500	0	17	6	0	1	0	0	0	0	0	0	0	0	24	
1500 - 1515	0	21	10	0	0	0	0	0	0	0	0	0	0	31	229
1515 - 1530	0	34	9	0	2	1	0	0	1	0	0	0	0	47	
1530 - 1545	1	39	12	0	2	0	0	2	0	0	0	0	0	56	
1545 - 1600	0	41	13	0	0	0	0	0	2	0	0	0	0	56	
1600 - 1615	0	45	11	0	1	0	0	0	0	0	0	0	0	57	268
1615 - 1630	1	37	15	0	0	0	0	0	0	0	0	0	0	53	
1630 - 1645	0	32	24	1	0	0	0	0	0	0	0	0	0	57	
1645 - 1700	0	46	16	0	0	0	0	0	0	0	0	0	0	62	
1700 - 1715	0	50	13	0	1	1	0	0	1	0	0	0	0	66	184
1715 - 1730	0	48	23	0	0	0	0	0	0	0	0	0	0	71	
1730 - 1745	0	49	19	0	0	0	0	0	0	0	0	0	0	68	
1745 - 1800	0	44	17	0	2	0	0	0	0	0	0	0	0	63	
1800 - 1815	0	38	14	0	0	1	0	0	0	0	0	0	0	53	80
1815 - 1830	0	35	17	1	1	0	0	0	0	0	0	0	0	54	
1830 - 1845	0	25	15	0	0	0	0	0	0	0	0	0	0	40	
1845 - 1900	0	23	14	0	0	0	0	0	0	0	0	0	0	37	
1900 - 1915	0	11	11	0	0	0	0	0	1	0	0	0	0	23	69
1915 - 1930	0	15	10	0	0	0	0	0	1	0	0	0	0	26	
1930 - 1945	0	11	4	0	0	0	0	0	0	0	0	0	0	15	
1945 - 2000	0	10	6	0	0	0	0	0	0	0	0	0	0	16	
2000 - 2015	0	15	6	0	0	0	0	0	0	0	0	0	0	21	45
2015 - 2030	0	13	6	0	0	0	0	0	0	0	0	0	0	19	
2030 - 2045	0	9	3	0	0	0	0	0	1	0	0	0	0	13	
2045 - 2100	0	11	4	0	1	0	0	0	0	0	0	0	0	16	
2100 - 2115	0	8	2	0	0	0	0	0	0	0	0	0	0	10	28
2115 - 2130	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
2130 - 2145	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
2145 - 2200	0	14	5	0	0	0	0	0	0	0	0	0	0	19	
2200 - 2215	0	11	3	3	0	0	0	0	0	0	0	0	0	17	14
2215 - 2230	0	5	1	1	0	0	0	0	0	0	0	0	0	7	
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2245 - 2300	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2300 - 2315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	45
2315 - 2330	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2330 - 2345	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2345 - 0000	0	3	1	0	0	0	0	0	0	0	0	0	0	4	

Session Total	5	1358	528	11	47	10	0	8	24	0	0	0	0	1991
Session Average	0.05	14.15	5.50	0.11	0.49	0.10	0.00	0.08	0.25	0.00	0.00	0.00	0.00	20.74
Session Percentage	0.25	68.21	26.52	0.55	2.36	0.50	0.00	0.40	1.21	0.00	0.00	0.00	0.00	
AM Peak Hour	0915 - 1015	0700 - 0800	0800 - 0900	0745 - 0845	0830 - 0930	0715 - 0815	-	0700 - 0800	0800 - 0900	-	-	-	-	0815 - 0915
AM Peak Volume	1	91	36	3	4	1	0	2	4	0	0	0	0	135
Noon Peak Hour	1300 - 1400	1445 - 1545	1445 - 1545	1045 - 1145	1045 - 1145	1015 - 1115	-	1030 - 1130	1200 - 1300	-	-	-	-	1445 - 1545
Noon Peak Volume	2	111	37	1	11	3	0	2	4	0	0	0	0	158
PM Peak Hour	1530 - 1630	1645 - 1745	1630 - 1730	1545 - 1645	1515 - 1615	1500 - 1600	-	1500 - 1600	1500 - 1600	-	-	-	-	1700 - 1800
PM Peak Volume	75	258	175	175	175	175	0	175	175	0	0	0	0	258

Site 14
GA-166 Duncan Memorial Hwy (East),
east of Capps Ferry Rd

Date
Wednesday, January 11, 2023

Weather
Mostly Cloudy
55°F

0000 - 2400 (24h Session) (01-11-2023)
S8 WB 15min

Lat/Long
33.615090°, -84.828642°

Time	Westbound (Movement 14.2)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	9
0015 - 0030	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0030 - 0045	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0045 - 0100	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0100 - 0115	0	2	0	0	0	0	0	0	0	0	0	0	0	2	7
0115 - 0130	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0215 - 0230	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0245 - 0300	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0300 - 0315	0	1	1	0	0	0	0	0	1	0	0	0	0	3	1
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	2	1	0	0	0	0	0	0	0	0	0	0	3	16
0415 - 0430	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0430 - 0445	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
0445 - 0500	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0500 - 0515	0	1	1	0	0	0	0	0	1	0	0	0	0	3	21
0515 - 0530	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
0530 - 0545	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0545 - 0600	0	3	1	0	1	0	0	0	0	0	0	0	0	5	
0600 - 0615	0	8	5	0	0	0	0	0	0	0	0	0	0	13	60
0615 - 0630	0	6	4	0	0	0	0	1	0	0	0	0	0	11	
0630 - 0645	0	11	5	0	0	0	0	0	0	0	0	0	0	16	
0645 - 0700	0	17	2	1	0	0	0	0	0	0	0	0	0	20	
0700 - 0715	0	17	7	0	0	0	0	0	0	0	0	0	0	24	113
0715 - 0730	0	29	7	0	0	0	0	0	0	0	0	0	0	36	
0730 - 0745	0	17	5	0	0	0	0	0	0	0	0	0	0	22	
0745 - 0800	0	19	8	1	1	0	0	1	1	0	0	0	0	31	
0800 - 0815	0	19	7	0	1	1	0	0	0	0	0	0	0	28	114
0815 - 0830	0	23	8	1	1	2	0	1	1	0	0	0	0	37	
0830 - 0845	0	18	8	1	0	0	0	0	0	0	0	0	0	27	
0845 - 0900	0	15	5	0	1	1	0	0	0	0	0	0	0	22	
0900 - 0915	0	15	7	0	2	1	0	1	3	0	0	0	0	29	88
0915 - 0930	0	12	8	0	1	1	0	0	0	0	0	0	0	22	
0930 - 0945	0	13	7	0	1	1	0	0	0	0	0	0	0	22	
0945 - 1000	0	9	3	0	1	1	0	0	1	0	0	0	0	15	
1000 - 1015	0	7	2	0	1	1	0	0	2	0	0	0	0	13	98
1015 - 1030	1	17	12	0	1	0	0	0	1	0	0	0	0	32	
1030 - 1045	0	15	5	0	0	1	0	1	0	0	0	0	0	22	
1045 - 1100	0	19	11	0	1	0	0	0	0	0	0	0	0	31	
1100 - 1115	0	6	8	0	2	1	0	0	0	0	0	0	0	17	90
1115 - 1130	0	13	4	0	0	1	0	0	2	0	0	0	0	20	
1130 - 1145	0	21	7	1	1	0	0	0	2	0	0	0	0	32	
1145 - 1200	0	12	5	0	1	3	0	0	0	0	0	0	0	21	
1200 - 1215	0	12	2	0	0	1	0	0	0	0	0	0	0	15	95
1215 - 1230	1	23	5	0	0	0	0	0	0	0	0	0	0	29	
1230 - 1245	0	12	13	0	2	1	0	0	0	0	0	0	0	28	
1245 - 1300	0	16	6	0	0	1	0	0	0	0	0	0	0	23	
1300 - 1315	0	15	4	0	3	0	0	0	0	0	0	0	0	22	86
1315 - 1330	0	18	5	0	1	4	0	0	2	0	0	0	0	30	
1330 - 1345	0	9	4	0	0	0	0	0	1	0	0	0	0	14	
1345 - 1400	0	12	5	0	1	1	0	0	1	0	0	0	0	20	
1400 - 1415	0	19	10	0	0	2	0	0	0	0	0	0	0	31	120
1415 - 1430	0	17	11	0	1	0	0	0	2	0	0	0	0	31	
1430 - 1445	0	16	2	1	0	6	0	0	0	0	0	0	0	25	
1445 - 1500	0	24	7	0	0	2	0	0	0	0	0	0	0	33	
1500 - 1515	0	24	4	0	1	0	0	0	0	0	0	0	0	29	182
1515 - 1530	0	20	12	0	1	3	0	0	1	0	0	0	0	37	
1530 - 1545	0	31	17	0	1	1	0	1	0	0	0	0	0	51	
1545 - 1600	0	37	23	0	1	2	0	2	0	0	0	0	0	65	
1600 - 1615	1	28	16	0	0	3	0	1	0	0	0	0	0	49	225
1615 - 1630	0	35	16	0	0	0	0	0	1	0	0	0	0	52	
1630 - 1645	0	50	16	1	1	1	0	0	2	0	0	0	0	71	
1645 - 1700	0	33	17	0	2	0	0	0	0	1	0	0	0	53	
1700 - 1715	0	35	20	0	1	0	0	1	0	0	0	0	0	57	272
1715 - 1730	0	46	15	0	3	1	0	0	0	0	0	0	0	65	
1730 - 1745	0	59	22	0	2	1	0	0	0	0	0	0	0	84	
1745 - 1800	0	52	13	0	1	0	0	0	0	0	0	0	0	66	
1800 - 1815	0	31	13	0	0	0	0	0	0	0	0	0	0	44	132
1815 - 1830	0	22	6	0	0	0	0	0	0	0	0	0	0	28	
1830 - 1845	0	20	11	0	1	0	0	0	0	0	0	0	0	32	
1845 - 1900	0	18	9	0	0	0	0	0	1	0	0	0	0	28	
1900 - 1915	0	16	6	0	1	0	0	0	0	0	0	0	0	23	78
1915 - 1930	0	18	5	0	0	0	0	0	0	0	0	0	0	23	
1930 - 1945	0	13	2	0	0	0	0	0	0	0	0	0	0	15	
1945 - 2000	0	10	7	0	0	0	0	0	0	0	0	0	0	17	
2000 - 2015	0	7	4	0	0	0	0	0	0	0	0	0	0	11	48
2015 - 2030	0	13	2	0	0	0	0	0	0	0	0	0	0	15	
2030 - 2045	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
2045 - 2100	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
2100 - 2115	0	4	0	0	0	0	0	0	0	0	0	0	0	4	33
2115 - 2130	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
2130 - 2145	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
2145 - 2200	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2200 - 2215	0	3	2	0	0	0	0	0	0	0	0	0	0	5	15
2215 - 2230	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2230 - 2245	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
2245 - 2300	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
2300 - 2315	0	2	1	0	0	0	0	0	0	0	0	0	0	3	16
2315 - 2330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2330 - 2345	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
2345 - 0000	0	3	0	0	0	0	0	0	0	0	0	0	0	3	

Session Total	3	1288	509	7	41	45	0	9	27	1	0	0	0	1930
Session Average	0.03	13.42	5.30	0.07	0.43	0.47	0.00	0.09	0.28	0.01	0.00	0.00	0.00	20.10
Session Percentage	0.16	66.74	26.37	0.36	2.12	2.33	0.00	0.47	1.40	0.05	0.00	0.00	0.00	

AM Peak Hour	0930 - 1030	0715 - 0815	0745 - 0845	0745 - 0845	0845 - 0945	0800 - 0900	-	0730 - 0830	0815 - 0915	-	-	-	-	0745 - 0845
AM Peak Volume	1	84	31	3	5	4	0	2	4	0	0	0	0	123
Noon Peak Hour	1000 - 1100	1445 - 1545	1445 - 1545	1045 - 1145	1230 - 1330	1430 - 1530	-	1000 - 1100	1445 - 1545	-	-	-	-	1445 - 1545
Noon Peak Volume	1	99	40	1	6	11	0	1	4	0	0	0	0	150
PM Peak Hour	1515 - 1615	1700 - 1800	1645 - 1745	1545 - 1645	1645 - 1745	1515 - 1615	-	1515 - 1615	1545 - 1645	1600 - 1700	-	-	-	1700 - 1800
PM Peak Volume	1	192	74	1	8	9	0	4	3	1	0	0	0	272

Bi-Directional Class Count || Bi-Directional 15min

Chattahoochee Hills, GA

Site 14

GA-166 Duncan Memorial Hwy (East),
east of Capps Ferry Rd

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.615090°, -84.828642°

0000 - 2400 (24h Session) (01-10-2023)

Bi-Directional 15min

Time	Bi-Directional 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	7	1	0	0	0	0	0	0	0	0	0	0	8	8
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030 - 0045	0	1	2	0	0	0	0	0	0	0	0	0	0	3	3
0045 - 0100	0	2	1	0	0	0	0	0	0	0	0	0	0	3	14
0100 - 0115	0	4	0	0	0	0	0	0	0	0	0	0	0	4	4
0115 - 0130	0	2	1	0	0	0	0	0	1	0	0	0	0	4	4
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12
0200 - 0215	0	4	1	0	0	0	0	0	0	0	0	0	0	5	5
0215 - 0230	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
0230 - 0245	0	2	1	0	0	0	0	0	0	0	0	0	0	3	3
0245 - 0300	0	3	1	0	0	0	0	0	0	0	0	0	0	4	15
0300 - 0315	0	2	1	0	0	0	0	0	0	0	0	0	0	3	3
0315 - 0330	0	7	2	0	0	0	0	0	0	0	0	0	0	9	9
0330 - 0345	0	4	0	0	0	0	0	0	0	0	0	0	0	4	4
0345 - 0400	0	1	1	0	0	0	0	0	0	0	0	0	0	2	18
0400 - 0415	0	4	1	0	0	0	0	0	0	0	0	0	0	5	5
0415 - 0430	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2
0430 - 0445	0	14	2	0	0	0	0	0	0	0	0	0	0	16	16
0445 - 0500	0	13	5	0	1	0	0	0	0	0	0	0	0	19	42
0500 - 0515	0	22	2	0	0	0	0	0	0	0	0	0	0	24	24
0515 - 0530	0	19	4	0	0	0	0	0	0	0	0	0	0	23	23
0530 - 0545	0	31	11	0	1	0	0	0	0	0	0	0	0	43	43
0545 - 0600	0	24	5	1	1	0	0	0	0	0	0	0	0	31	121
0600 - 0615	0	36	13	0	0	0	0	0	0	0	0	0	0	49	49
0615 - 0630	1	31	17	0	1	0	0	0	0	0	0	0	0	50	50
0630 - 0645	0	36	21	0	1	2	0	0	0	0	0	0	0	60	60
0645 - 0700	0	43	14	1	0	0	0	0	0	0	0	0	0	58	217
0700 - 0715	0	60	21	0	1	1	0	0	0	0	0	0	0	83	83
0715 - 0730	0	84	21	0	2	0	0	0	1	0	0	0	0	108	108
0730 - 0745	1	58	14	0	0	0	0	0	0	0	0	0	0	73	73
0745 - 0800	0	73	15	1	2	0	0	2	0	0	0	0	0	93	357
0800 - 0815	0	36	18	0	1	2	0	1	3	0	0	0	0	61	61
0815 - 0830	0	38	19	1	4	0	0	1	1	0	0	0	0	64	64
0830 - 0845	0	59	15	3	1	0	0	3	1	0	0	0	0	82	82
0845 - 0900	1	47	12	0	3	0	0	0	1	0	0	0	0	64	271
0900 - 0915	0	32	12	0	2	1	0	2	1	0	0	0	0	50	50
0915 - 0930	0	21	12	0	4	0	0	0	1	0	0	0	0	38	38
0930 - 0945	0	33	18	0	2	0	0	2	0	0	0	0	0	55	55
0945 - 1000	0	17	11	0	1	0	0	0	1	0	0	0	0	30	173
1000 - 1015	1	34	13	0	1	0	0	0	3	0	0	0	0	52	52
1015 - 1030	0	30	14	0	1	0	0	0	2	0	0	0	0	47	47
1030 - 1045	0	23	7	0	2	1	0	1	3	0	0	0	0	37	37
1045 - 1100	0	14	19	0	6	1	0	0	0	0	0	0	0	40	176
1100 - 1115	0	27	12	0	3	2	0	0	2	0	0	0	0	46	46
1115 - 1130	0	25	17	0	1	0	0	1	0	0	0	0	0	44	44
1130 - 1145	0	19	5	1	1	2	0	0	0	0	0	0	0	28	28
1145 - 1200	0	18	14	0	2	0	0	0	2	0	0	0	0	36	154
1200 - 1215	0	21	4	0	1	1	0	0	2	0	0	0	0	29	29
1215 - 1230	0	29	10	0	3	0	0	0	1	0	0	0	0	43	43
1230 - 1245	0	28	11	0	5	0	0	0	0	0	0	0	0	44	44
1245 - 1300	0	19	9	0	1	0	0	0	4	0	0	0	0	33	149
1300 - 1315	0	26	11	0	3	1	0	0	0	0	0	0	0	41	41
1315 - 1330	0	29	9	0	2	0	0	0	0	0	0	0	0	40	40
1330 - 1345	0	38	11	0	0	1	0	0	0	0	0	0	0	50	50
1345 - 1400	3	38	6	0	2	1	0	0	1	0	0	0	0	51	182
1400 - 1415	0	29	7	0	0	0	0	0	1	0	0	0	0	37	37
1415 - 1430	0	39	11	0	0	0	0	0	0	0	0	0	0	50	50
1430 - 1445	0	36	6	0	3	0	0	0	2	0	0	0	0	47	47
1445 - 1500	0	33	6	0	2	0	0	0	0	0	0	0	0	41	175
1500 - 1515	0	36	22	3	2	2	0	1	0	0	0	0	0	66	66
1515 - 1530	0	62	14	0	3	1	0	0	1	0	0	0	0	81	81
1530 - 1545	1	65	16	0	3	0	0	2	2	0	0	0	0	89	89
1545 - 1600	0	65	22	0	1	0	0	0	2	0	0	0	0	90	326
1600 - 1615	1	70	15	0	1	0	0	0	0	0	0	0	0	87	87
1615 - 1630	1	64	18	1	0	0	0	0	0	0	0	0	0	84	84
1630 - 1645	0	63	37	1	3	1	0	0	0	0	0	0	0	105	105
1645 - 1700	1	70	19	0	0	0	0	0	1	3	0	0	0	91	91
1700 - 1715	0	78	18	1	1	1	0	0	1	0	0	0	0	100	100
1715 - 1730	0	75	28	0	0	0	0	0	0	0	0	0	0	103	103
1730 - 1745	0	77	28	0	0	1	0	0	1	0	0	0	0	107	107
1745 - 1800	0	69	23	0	2	0	0	1	3	0	0	0	0	98	408
1800 - 1815	0	55	18	0	1	1	0	0	0	0	0	0	0	75	75
1815 - 1830	0	59	21	1	1	0	0	0	0	0	0	0	0	82	82
1830 - 1845	0	44	18	0	0	0	0	0	0	0	0	0	0	62	62
1845 - 1900	0	44	18	0	2	0	0	0	0	0	0	0	0	64	64
1900 - 1915	0	30	14	0	1	0	0	0	1	0	0	0	0	46	46
1915 - 1930	1	37	14	0	0	0	0	0	1	0	0	0	0	53	53
1930 - 1945	0	26	8	0	0	0	0	0	0	0	0	0	0	34	34
1945 - 2000	0	26	8	1	0	0	0	0	0	0	0	0	0	35	168
2000 - 2015	0	25	10	0	0	0	0	0	0	0	0	0	0	35	35
2015 - 2030	0	23	7	0	0	0	0	0	0	0	0	0	0	30	30
2030 - 2045	0	22	3	0	0	0	0	0	1	0	0	0	0	26	26
2045 - 2100	0	24	4	0	1	0	0	0	0	0	0	0	0	29	120
2100 - 2115	0	15	2	0	0	0	0	0	0	0	0	0	0	17	17
2115 - 2130	0	12	1	0	0	0	0	0	0	0	0	0	0	13	13
2130 - 2145	0	15	2	0	0	0	0	0	0	0	0	0	0	17	17
2145 - 2200	0	19	6	0	0	0	0	0	0	0	0	0	0	25	72
2200 - 2215	0	16	4	3	0	0	0	0	0	0	0	0	0	23	23
2215 - 2230	0	8	1	1	0	0	0	0	0	0	0	0	0	10	10
2230 - 2245	0	5	0	0	0	0	0	0	0	0	0	0	0	5	5
2245 - 2300	0	4	3	0	0	0	0	0	0	0	0	0	0	7	7
2300 - 2315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
2315 - 2330	0	6	0	0	0	0	0	0	0	0	0	0	0	6	6
2330 - 2345	0	6	1	0	0	0	0	0	0	0	0	0	0	7	7
2345 - 0000	0	5	1	0	0	0	0	0	0	0	0	0	0	6	21

Session Total	12	2755	922	21	89	23	0	17	47	0	0	0	0	3886
Session Average	0.13	28.70	9.60	0.22	0.93	0.24	0.00	0.18	0.49	0.00	0.00	0.00	0.00	40.48
Session Percentage	0.31	70.90	23.73	0.54	2.29	0.59	0.00	0.44	1.21	0.00	0.00	0.00	0.00	
AM Peak Hour	0530 - 0630	0700 - 0800	0630 - 0730	0745 - 0845	0845 - 0945	0615 - 0715	-	0745 - 0845	0945 - 1045	-	-	-	-	0700 - 0800
AM Peak Volume	1	275	77	5	11	3	0	7	9	0	0	0	0	357
Noon Peak Hour	1300 - 1400	1445 - 1545	1445 - 1545	1415 - 1515	1015 - 1115	1045 - 1145	-	1445 - 1545	1000 - 1100	-	-	-	-	1445 - 1545
Noon Peak Volume	3	196	58	3	12	5	0	3	8	0	0	0	0	277
PM Peak Hour	1530 - 1630	1645 - 1745	1630 - 1730	1615 - 1715	1500 - 1600	1500 - 1600	-	1500 - 1600	1500 - 1600	-	-	-	-	1700 - 1800
PM Peak Volume	103	103	103	103	103	103	0	103	103	0	0	0	0	103

Site 14
GA-166 Duncan Memorial Hwy (East),
east of Capps Ferry Rd

Date
Wednesday, January 11, 2023

Weather
Mostly Cloudy
55°F

Lat/Long
33.615090°, -84.828642°

0000 - 2400 (24h Session) (01-11-2023)
Bi-Directional 15min

Time	Bi-Directional 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	3	1	0	0	0	0	0	0	0	0	0	0	4	15
0015 - 0030	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0030 - 0045	0	4	1	0	0	0	0	0	0	0	0	0	0	4	
0045 - 0100	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0100 - 0115	0	3	1	0	0	0	0	0	0	0	0	0	0	4	16
0115 - 0130	0	3	2	0	0	0	0	0	1	0	0	0	0	6	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	3	1	1	0	0	0	0	0	0	0	0	0	5	
0200 - 0215	0	3	0	0	0	0	0	0	0	0	0	0	0	3	20
0215 - 0230	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0230 - 0245	0	5	0	0	0	0	0	0	1	0	0	0	0	6	
0245 - 0300	0	4	1	0	0	1	0	0	0	0	0	0	0	7	
0300 - 0315	0	2	1	0	0	0	0	0	1	0	0	0	0	4	15
0315 - 0330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0345 - 0400	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
0400 - 0415	0	7	1	0	0	0	0	0	0	0	0	0	0	8	44
0415 - 0430	0	8	1	0	0	0	0	0	1	0	0	0	0	10	
0430 - 0445	0	9	4	0	0	0	0	0	0	0	0	0	0	13	
0445 - 0500	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
0500 - 0515	0	18	4	0	0	1	0	0	1	0	0	0	0	24	106
0515 - 0530	0	21	6	0	0	0	0	0	0	0	0	0	0	27	
0530 - 0545	0	18	12	0	0	0	0	0	0	0	0	0	0	30	
0545 - 0600	0	15	9	0	1	0	0	0	0	0	0	0	0	25	
0600 - 0615	0	34	15	1	0	0	0	0	0	0	0	0	0	50	247
0615 - 0630	1	42	15	0	1	0	0	0	1	0	0	0	0	60	
0630 - 0645	0	47	21	0	1	0	0	0	0	0	0	0	0	69	
0645 - 0700	0	50	17	1	0	0	0	0	0	0	0	0	0	68	
0700 - 0715	0	57	23	0	0	0	0	0	0	0	0	0	0	80	378
0715 - 0730	0	87	23	0	0	0	0	0	0	0	0	0	0	110	
0730 - 0745	0	72	19	0	3	0	0	1	0	0	0	0	0	95	
0745 - 0800	0	63	25	1	1	0	0	1	2	0	0	0	0	93	
0800 - 0815	0	51	13	1	2	2	0	0	1	0	0	0	0	70	278
0815 - 0830	0	46	17	1	1	6	0	2	1	0	0	0	0	74	
0830 - 0845	0	53	18	1	0	1	0	1	2	0	0	0	0	76	
0845 - 0900	0	42	13	0	2	1	0	0	0	0	0	0	0	58	
0900 - 0915	0	34	17	0	6	1	0	2	3	0	0	0	0	63	192
0915 - 0930	0	22	17	0	2	2	0	0	0	0	0	0	0	43	
0930 - 0945	0	26	20	0	5	1	0	0	0	0	0	0	0	52	
0945 - 1000	0	18	10	0	1	4	0	0	1	0	0	0	0	34	
1000 - 1015	0	18	7	0	2	1	0	0	2	0	0	0	0	30	160
1015 - 1030	1	26	19	1	2	0	0	0	1	0	0	0	0	50	
1030 - 1045	0	19	9	0	1	1	0	2	2	0	0	0	0	34	
1045 - 1100	0	22	19	0	2	2	0	0	1	0	0	0	0	46	
1100 - 1115	0	14	15	0	3	2	0	0	0	0	0	0	0	34	153
1115 - 1130	0	19	13	0	1	1	0	0	3	0	0	0	0	37	
1130 - 1145	0	33	10	1	2	1	0	0	3	0	0	0	0	50	
1145 - 1200	0	15	11	0	1	3	0	0	1	1	0	0	0	32	
1200 - 1215	0	19	8	0	0	5	0	0	0	0	0	0	0	32	177
1215 - 1230	1	37	13	0	2	0	0	0	1	0	0	0	0	54	
1230 - 1245	0	26	17	0	3	2	0	0	0	0	0	0	0	48	
1245 - 1300	0	27	11	0	2	3	0	0	0	0	0	0	0	43	
1300 - 1315	0	20	9	0	3	0	0	2	0	0	0	0	0	34	164
1315 - 1330	0	27	7	0	1	8	0	0	3	0	0	0	0	46	
1330 - 1345	0	24	9	0	0	0	0	0	2	0	0	0	0	35	
1345 - 1400	0	30	12	0	3	2	0	0	2	0	0	0	0	49	
1400 - 1415	0	32	16	0	0	3	0	0	1	0	0	0	0	52	216
1415 - 1430	0	34	15	0	2	0	0	0	3	0	0	0	0	54	
1430 - 1445	0	34	6	2	0	6	0	0	0	0	0	0	0	48	
1445 - 1500	0	42	15	0	0	5	0	0	0	0	0	0	0	62	
1500 - 1515	0	43	9	0	1	0	0	0	0	0	0	0	0	53	294
1515 - 1530	0	38	19	0	2	5	0	0	3	0	0	0	0	67	
1530 - 1545	0	54	23	0	2	1	0	1	2	0	0	0	0	83	
1545 - 1600	0	58	28	0	1	2	0	2	0	0	0	0	0	91	
1600 - 1615	1	49	22	0	1	3	0	1	0	0	0	0	0	77	347
1615 - 1630	0	60	25	1	0	1	0	0	1	0	0	0	0	88	
1630 - 1645	0	73	27	1	1	1	0	0	3	0	0	0	0	106	
1645 - 1700	1	51	21	0	2	0	0	0	0	1	0	0	0	76	
1700 - 1715	0	55	29	0	2	0	0	1	0	0	0	0	0	87	385
1715 - 1730	0	67	19	0	4	1	0	0	1	0	0	0	0	91	
1730 - 1745	0	73	28	0	4	1	0	1	1	0	0	0	0	108	
1745 - 1800	0	75	22	0	1	0	0	0	1	0	0	0	0	99	
1800 - 1815	0	56	17	0	0	0	0	0	0	0	0	0	0	73	230
1815 - 1830	0	41	11	0	1	0	0	0	1	0	0	0	0	54	
1830 - 1845	0	34	13	0	3	1	0	0	0	0	0	0	0	51	
1845 - 1900	0	34	16	0	1	0	0	0	1	0	0	0	0	52	
1900 - 1915	0	33	12	0	2	0	0	0	0	0	0	0	0	47	149
1915 - 1930	0	33	7	0	0	0	0	0	0	0	0	0	0	40	
1930 - 1945	0	24	4	0	1	0	0	0	0	0	0	0	0	29	
1945 - 2000	0	20	13	0	0	0	0	0	0	0	0	0	0	33	
2000 - 2015	0	15	9	0	0	0	0	0	0	0	0	0	0	24	99
2015 - 2030	0	22	5	0	0	0	0	0	0	0	0	0	0	27	
2030 - 2045	0	26	5	0	0	0	0	0	0	0	0	0	0	31	
2045 - 2100	0	14	3	0	0	0	0	0	0	0	0	0	0	17	
2100 - 2115	0	15	1	0	0	0	0	0	0	0	0	0	0	16	60
2115 - 2130	0	18	1	0	0	0	0	0	0	0	0	0	0	19	
2130 - 2145	0	15	1	0	0	0	0	0	0	0	0	0	0	16	
2145 - 2200	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
2200 - 2215	0	5	2	0	0	0	0	0	0	0	0	0	0	7	37
2215 - 2230	0	5	4	0	0	0	0	0	0	0	0	0	0	9	
2230 - 2245	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
2245 - 2300	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
2300 - 2315	0	5	2	0	0	0	0	0	0	0	0	0	0	7	25
2315 - 2330	0	4	0	0	1	0	0	0	0	0	0	0	0	5	
2330 - 2345	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
2345 - 0000	0	3	0	0	0	0	0	0	0	0	0	0	0	3	

Session Total	5	2567	981	13	86	81	0	17	55	2	0	0	0	3807
Session Average	0.05	26.74	10.22	0.14	0.90	0.84	0.00	0.18	0.57	0.02	0.00	0.00	0.00	39.66
Session Percentage	0.13	67.43	25.77	0.34	2.26	2.13	0.00	0.45	1.44	0.05	0.00	0.00	0.00	

AM Peak Hour	0530 - 0630	0700 - 0800	0700 - 0800	0745 - 0845	0845 - 0945	0800 - 0900	-	0815 - 0915	0745 - 0845	-	-	-	-	0700 - 0800
AM Peak Volume	1	279	90	4	15	10	0	5	6	0	0	0	0	378
Noon Peak Hour	1000 - 1100	1445 - 1545	1445 - 1545	1345 - 1445	1215 - 1315	1430 - 1530	-	1000 - 1100	1315 - 1415	1100 - 1200	-	-	-	1445 - 1545
Noon Peak Volume	1	177	66	24	10	16	0	2	8	1	0	0	0	265
PM Peak Hour	1600 - 1700	1715 - 1815	1545 - 1645	1545 - 1645	1645 - 1745	1515 - 1615	-	1515 - 1615	1500 - 1600	1600 - 1700	-	-	-	1700 - 1800
PM Peak Volume	2	271	102	2	12	11	0	4	5	1	0	0	0	385

Bi-Directional Class Count || NB EB Average 15min

Chattahoochee Hills, GA



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Site 14

GA-166 Duncan Memorial Hwy (East),
east of Capps Ferry Rd

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.615090°, -84.828642°

0000 - 2400 (Weekday 24h Session) (All Dates)

NB EB Average 15min

Time	NB EB Average 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0030 - 0045	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0045 - 0100	0	2	0	0	0	0	0	0	0	0	0	0	0	2	6
0100 - 0115	0	2	1	0	0	0	0	0	0	0	0	0	0	2	
0115 - 0130	0	2	1	0	0	0	0	0	1	0	0	0	0	3	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	2	1	1	0	0	0	0	0	0	0	0	0	3	8
0200 - 0215	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	2	1	0	0	0	0	0	1	0	0	0	0	3	
0245 - 0300	0	3	1	0	0	1	0	0	1	0	0	0	0	4	12
0300 - 0315	0	1	1	0	0	0	0	0	0	0	0	0	0	1	
0315 - 0330	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0330 - 0345	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0345 - 0400	0	2	2	0	0	0	0	0	0	0	0	0	0	3	12
0400 - 0415	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0415 - 0430	0	3	1	0	0	0	0	0	1	0	0	0	0	4	
0430 - 0445	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
0445 - 0500	0	8	3	0	0	0	0	0	0	0	0	0	0	11	30
0500 - 0515	0	14	2	0	0	1	0	0	0	0	0	0	0	17	
0515 - 0530	0	14	4	0	0	0	0	0	0	0	0	0	0	18	
0530 - 0545	0	22	11	0	1	0	0	0	0	0	0	0	0	33	
0545 - 0600	0	17	6	1	1	0	0	0	0	0	0	0	0	24	90
0600 - 0615	0	26	10	1	0	0	0	0	0	0	0	0	0	36	
0615 - 0630	1	31	13	0	1	0	0	0	0	0	0	0	0	45	
0630 - 0645	0	34	16	0	1	1	0	0	0	0	0	0	0	51	
0645 - 0700	0	31	12	0	0	0	0	0	0	0	0	0	0	43	175
0700 - 0715	0	38	16	0	0	1	0	0	0	0	0	0	0	55	
0715 - 0730	0	56	16	0	1	0	0	0	0	0	0	0	0	73	
0730 - 0745	1	49	12	0	2	0	0	1	0	0	0	0	0	63	
0745 - 0800	0	48	14	0	1	0	0	0	1	0	0	0	0	63	254
0800 - 0815	0	26	8	1	1	1	0	1	1	0	0	0	0	38	
0815 - 0830	0	20	8	0	2	2	0	1	0	0	0	0	0	32	
0830 - 0845	0	33	9	1	0	1	0	2	2	0	0	0	0	47	
0845 - 0900	1	26	6	0	2	0	0	0	0	0	0	0	0	34	151
0900 - 0915	0	17	8	0	3	1	0	1	0	0	0	0	0	28	
0915 - 0930	0	11	9	0	2	1	0	0	1	0	0	0	0	23	
0930 - 0945	0	16	12	0	3	0	0	1	0	0	0	0	0	31	
0945 - 1000	0	10	7	0	0	2	0	0	0	0	0	0	0	18	99
1000 - 1015	0	13	5	0	1	0	0	0	1	0	0	0	0	20	
1015 - 1030	0	13	8	1	1	0	0	0	1	0	0	0	0	23	
1030 - 1045	0	7	4	0	2	0	0	0	1	0	0	0	0	16	
1045 - 1100	0	5	6	0	1	2	0	0	1	0	0	0	0	13	71
1100 - 1115	0	11	6	0	1	1	0	0	0	0	0	0	0	18	
1115 - 1130	0	10	9	0	1	0	0	0	1	0	0	0	0	19	
1130 - 1145	0	11	3	0	1	1	0	0	1	0	0	0	0	16	
1145 - 1200	0	7	6	0	0	0	0	0	2	1	0	0	0	14	66
1200 - 1215	0	9	4	0	1	3	0	0	0	0	0	0	0	16	
1215 - 1230	0	16	7	0	2	0	0	0	1	0	0	0	0	25	
1230 - 1245	0	15	5	0	1	1	0	0	0	0	0	0	0	21	
1245 - 1300	0	10	4	0	1	1	0	0	1	0	0	0	0	17	79
1300 - 1315	0	9	6	0	1	1	0	1	0	0	0	0	0	17	
1315 - 1330	0	13	4	0	1	2	0	0	1	0	0	0	0	20	
1330 - 1345	0	16	5	0	0	0	0	0	1	0	0	0	0	22	
1345 - 1400	1	19	4	0	2	1	0	0	1	0	0	0	0	26	84
1400 - 1415	0	14	4	0	0	1	0	0	1	0	0	0	0	19	
1415 - 1430	0	16	5	0	1	0	0	0	1	0	0	0	0	22	
1430 - 1445	0	21	2	0	1	0	0	0	1	0	0	0	0	25	
1445 - 1500	0	17	4	0	1	2	0	0	0	0	0	0	0	23	89
1500 - 1515	0	17	9	2	1	1	0	1	0	0	0	0	0	30	
1515 - 1530	0	23	6	0	1	1	0	0	1	0	0	0	0	32	
1530 - 1545	0	25	5	0	1	0	0	0	2	0	0	0	0	33	
1545 - 1600	0	23	7	0	1	0	0	0	0	0	0	0	0	30	124
1600 - 1615	1	23	5	0	1	0	0	0	0	0	0	0	0	29	
1615 - 1630	0	26	6	1	0	1	0	0	0	0	0	0	0	34	
1630 - 1645	0	27	12	0	2	1	0	0	1	0	0	0	0	42	
1645 - 1700	1	21	4	0	0	0	0	0	0	0	0	0	0	26	130
1700 - 1715	0	24	7	1	1	0	0	0	0	0	0	0	0	32	
1715 - 1730	0	24	5	0	1	0	0	0	0	0	0	0	0	29	
1730 - 1745	0	21	8	0	1	1	0	1	1	0	0	0	0	32	
1745 - 1800	0	24	8	0	0	0	0	1	2	0	0	0	0	34	127
1800 - 1815	0	21	4	0	1	0	0	0	0	0	0	0	0	26	
1815 - 1830	0	22	5	0	1	0	0	0	1	0	0	0	0	27	
1830 - 1845	0	17	3	0	1	1	0	0	0	0	0	0	0	21	
1845 - 1900	0	19	6	0	2	0	0	0	0	0	0	0	0	26	99
1900 - 1915	0	18	5	0	1	0	0	0	0	0	0	0	0	24	
1915 - 1930	1	19	3	0	0	0	0	0	0	0	0	0	0	22	
1930 - 1945	0	13	3	0	1	0	0	0	0	0	0	0	0	17	
1945 - 2000	0	13	4	1	0	0	0	0	0	0	0	0	0	18	80
2000 - 2015	0	9	5	0	0	0	0	0	0	0	0	0	0	14	
2015 - 2030	0	10	2	0	0	0	0	0	0	0	0	0	0	12	
2030 - 2045	0	14	1	0	0	0	0	0	0	0	0	0	0	15	
2045 - 2100	0	10	2	0	0	0	0	0	0	0	0	0	0	11	51
2100 - 2115	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
2115 - 2130	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
2130 - 2145	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
2145 - 2200	0	4	2	0	0	0	0	0	0	0	0	0	0	5	27
2200 - 2215	0	4	1	0	0	0	0	0	0	0	0	0	0	4	
2215 - 2230	0	4	2	0	0	0	0	0	0	0	0	0	0	5	
2230 - 2245	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
2245 - 2300	0	5	1	0	0	0	0	0	0	0	0	0	0	6	20
2300 - 2315	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2315 - 2330	0	2	0	0	1	0	0	0	0	0	0	0	0	3	
2330 - 2345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2345 - 0000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	8

Session Total	5	1338	433	8	44	25	0	9	26	1	0	0	0	1886
Session Average	0.05	13.94	4.51	0.08	0.45	0.26	0.00	0.09	0.27	0.01	0.00	0.00	0.00	19.65
Session Percentage	0.24	70.94	22.96	0.42	2.31	1.30	0.00	0.45	1.35	0.03	0.00	0.00	0.00	
AM Peak Hour	0530 - 0630	0700 - 0800	0630 - 0730	0745 - 0845	0845 - 0945	0745 - 0845	-	0815 - 0915	0945 - 1045	-	-	-	-	0700 - 0800
AM Peak Volume	1	191	60	2	9	4	0	4	4	0	0	0	0	254
Noon Peak Hour	1300 - 1400	1445 - 1545	1030 - 1130	1415 - 1515	1000 - 1100	1200 - 1300	-	1215 - 1315	1000 - 1100	1100 - 1200	-	-	-	1445 - 1545
Noon Peak Volume	1	82	24	2	4	4	0	1	4	1	0	0	0	137
PM Peak Hour	1600 - 1700	1545 - 1645	1545 - 1645	1615 - 1715	1815 - 1915	1500 - 1600	-	1700 - 1800	1730 - 1830	-	-	-	-	1545 - 1645
PM Peak Volume	30	30	30	30	30	30	0	30	30	0	0	0	0	134

Bi-Directional Class Count || SB WB Average 15min

Chattahoochee Hills, GA



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Site 14

GA-166 Duncan Memorial Hwy (East),
east of Capps Ferry Rd

Date

Tuesday, January 10, 2023

Weather

Partly Cloudy
49°F

Lat/Long

33.615090°, -84.828642°

0000 - 2400 (Weekday 24h Session) (All Dates)

SB WB Average 15min

Time	SB WB Average 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0015 - 0030	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0030 - 0045	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0045 - 0100	0	1	1	0	0	0	0	0	0	0	0	0	0	2	9
0100 - 0115	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0115 - 0130	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6
0200 - 0215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0245 - 0300	0	1	1	0	0	0	0	0	0	0	0	0	0	2	6
0300 - 0315	0	2	1	0	0	0	0	0	1	0	0	0	0	3	
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0400 - 0415	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0415 - 0430	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0430 - 0445	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0445 - 0500	0	5	0	0	1	0	0	0	0	0	0	0	0	5	14
0500 - 0515	0	6	1	0	0	0	0	0	1	0	0	0	0	8	
0515 - 0530	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0530 - 0545	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0545 - 0600	0	3	1	0	1	0	0	0	0	0	0	0	0	5	24
0600 - 0615	0	10	4	0	0	0	0	0	0	0	0	0	0	14	
0615 - 0630	0	6	4	0	1	0	0	0	1	0	0	0	0	11	
0630 - 0645	0	8	6	0	0	0	0	0	0	0	0	0	0	14	
0645 - 0700	0	16	4	1	0	0	0	0	0	0	0	0	0	20	58
0700 - 0715	0	21	6	0	1	0	0	0	0	0	0	0	0	27	
0715 - 0730	0	30	6	0	0	0	0	0	1	0	0	0	0	36	
0730 - 0745	0	17	5	0	0	0	0	0	0	0	0	0	0	21	
0745 - 0800	0	20	6	1	1	0	0	2	1	0	0	0	0	30	114
0800 - 0815	0	18	8	0	1	1	0	0	1	0	0	0	0	28	
0815 - 0830	0	23	11	1	1	1	0	0	1	0	0	0	0	37	
0830 - 0845	0	23	8	1	1	0	0	0	0	0	0	0	0	32	
0845 - 0900	0	19	7	0	1	1	0	0	1	0	0	0	0	28	124
0900 - 0915	0	17	7	0	2	1	0	1	2	0	0	0	0	29	
0915 - 0930	0	11	6	0	1	1	0	0	0	0	0	0	0	18	
0930 - 0945	0	14	7	0	1	1	0	1	0	0	0	0	0	23	
0945 - 1000	0	8	4	0	1	1	0	0	1	0	0	0	0	14	84
1000 - 1015	1	13	5	0	1	1	0	0	2	0	0	0	0	22	
1015 - 1030	1	16	9	0	1	0	0	0	1	0	0	0	0	26	
1030 - 1045	0	14	4	0	0	1	0	0	1	0	0	0	0	20	
1045 - 1100	0	14	13	0	4	0	0	0	0	0	0	0	0	30	98
1100 - 1115	0	10	8	0	3	2	0	0	1	0	0	0	0	23	
1115 - 1130	0	13	7	0	1	1	0	1	1	0	0	0	0	22	
1130 - 1145	0	16	5	1	1	1	0	0	1	0	0	0	0	24	
1145 - 1200	0	10	7	0	2	2	0	0	0	0	0	0	0	20	88
1200 - 1215	0	11	2	0	0	1	0	0	1	0	0	0	0	15	
1215 - 1230	1	18	5	0	1	0	0	0	0	0	0	0	0	24	
1230 - 1245	0	13	9	0	3	1	0	0	0	0	0	0	0	25	
1245 - 1300	0	13	6	0	1	1	0	0	1	0	0	0	0	21	85
1300 - 1315	0	15	4	0	3	0	0	0	0	0	0	0	0	21	
1315 - 1330	0	15	5	0	1	2	0	0	1	0	0	0	0	24	
1330 - 1345	0	15	5	0	0	1	0	0	1	0	0	0	0	21	
1345 - 1400	1	16	5	0	1	1	0	0	1	0	0	0	0	24	90
1400 - 1415	0	17	8	0	0	1	0	0	1	0	0	0	0	26	
1415 - 1430	0	21	8	0	1	0	0	0	1	0	0	0	0	30	
1430 - 1445	0	14	4	0	1	3	0	0	0	0	0	0	0	23	
1445 - 1500	0	21	7	0	1	1	0	0	0	0	0	0	0	29	107
1500 - 1515	0	23	7	0	1	0	0	0	0	0	0	0	0	30	
1515 - 1530	0	27	11	0	2	2	0	0	1	0	0	0	0	42	
1530 - 1545	1	35	15	0	2	1	0	2	0	0	0	0	0	54	
1545 - 1600	0	39	18	0	1	1	0	1	1	0	0	0	0	61	186
1600 - 1615	1	37	14	0	1	2	0	1	0	0	0	0	0	53	
1615 - 1630	1	36	16	0	0	0	0	0	1	0	0	0	0	53	
1630 - 1645	0	41	20	1	1	1	0	0	1	0	0	0	0	64	
1645 - 1700	0	40	17	0	1	0	0	0	0	0	0	0	0	58	227
1700 - 1715	0	43	17	0	1	1	0	1	1	0	0	0	0	62	
1715 - 1730	0	47	19	0	2	1	0	0	0	0	0	0	0	68	
1730 - 1745	0	54	21	0	1	1	0	0	0	0	0	0	0	76	
1745 - 1800	0	48	15	0	2	0	0	0	0	0	0	0	0	65	270
1800 - 1815	0	35	14	0	0	1	0	0	0	0	0	0	0	49	
1815 - 1830	0	29	12	1	1	0	0	0	0	0	0	0	0	41	
1830 - 1845	0	23	13	0	1	0	0	0	0	0	0	0	0	36	
1845 - 1900	0	21	12	0	0	0	0	0	1	0	0	0	0	33	
1900 - 1915	0	14	9	0	1	0	0	0	1	0	0	0	0	23	158
1915 - 1930	0	17	8	0	0	0	0	0	1	0	0	0	0	25	
1930 - 1945	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
1945 - 2000	0	10	7	0	0	0	0	0	0	0	0	0	0	17	79
2000 - 2015	0	11	5	0	0	0	0	0	0	0	0	0	0	16	
2015 - 2030	0	13	4	0	0	0	0	0	0	0	0	0	0	17	
2030 - 2045	0	10	3	0	0	0	0	0	1	0	0	0	0	14	
2045 - 2100	0	10	2	0	1	0	0	0	0	0	0	0	0	12	59
2100 - 2115	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
2115 - 2130	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
2130 - 2145	0	10	2	0	0	0	0	0	0	0	0	0	0	12	
2145 - 2200	0	9	3	0	0	0	0	0	0	0	0	0	0	12	39
2200 - 2215	0	7	3	2	0	0	0	0	0	0	0	0	0	11	
2215 - 2230	0	3	1	1	0	0	0	0	0	0	0	0	0	5	
2230 - 2245	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2245 - 2300	0	3	2	0	0	0	0	0	0	0	0	0	0	5	22
2300 - 2315	0	2	1	0	0	0	0	0	0	0	0	0	0	2	
2315 - 2330	0	3	2	0	0	0	0	0	0	0	0	0	0	3	
2330 - 2345	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
2345 - 0000	0	3	1	0	0	0	0	0	0	0	0	0	0	4	15

Session Total	4	1323	519	9	44	28	0	9	26	1	0	0	0	1961
Session Average	0.04	13.78	5.40	0.09	0.46	0.29	0.00	0.09	0.27	0.01	0.00	0.00	0.00	20.42
Session Percentage	0.20	67.48	26.45	0.46	2.24	1.40	0.00	0.43	1.30	0.03	0.00	0.00	0.00	
AM Peak Hour	0930 - 1030	0700 - 0800	0800 - 0900	0745 - 0845	0845 - 0945	0800 - 0900		0730 - 0830	0930 - 1030	-	-	-	-	0745 - 0845
AM Peak Volume	1	87	32	3	5	3	0	2	4	0	0	0	0	127
Noon Peak Hour	1000 - 1100	1445 - 1545	1445 - 1545	1045 - 1145	1045 - 1145	1430 - 1530		1030 - 1130	1000 - 1100	-	-	-	-	1445 - 1545
Noon Peak Volume	1	105	39	1	8	6	0	2	3	0	0	0	0	154
PM Peak Hour	1530 - 1630	1700 - 1800	1645 - 1745	1545 - 1645	1700 - 1800	1515 - 1615		1515 - 1615	1545 - 1645	1600 - 1700	-	-	-	1700 - 1800
PM Peak Volume	1	197	124	1	24	14	0	1	1	0	0	0	0	270

Appendix D
Growth Rate Summary

GDOT Historical Growth Rate														
Location	Station ID	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	5 - Year	10 - Year
Campbellton Redwine Road south of Jones Ferry Road	121-0248	1589		1478		1246		1240		1308	1446		6.27%	1.05%
South Fulton Parkway west of Cochran Mill Road	121-0249	5954	4823		4036		3311		3080		4320		12.45%	3.63%
SR 166/J Ebb Duncan Memorial Highway west of Williams Drive	097-0094	9724				7854		8825		8081			5.48%	2.34%
US 29/Main Street/Roosevelt Highway south of Church Street	121-0172	10706		11356		9285		10479		9950			3.62%	0.92%
SR 154/Cascade Palmetto Highway south of Rivertown Road	121-0366	8454	6680		6937		6137		6094		5100		6.81%	5.78%
5 & 10 Year Average													6.93%	2.74%
Average													4.84%	

Growth Rate Based on U.S Census Bureau			
Geographic Area	2010	2020	2010-2020
	Census	Census	Population % Change
Fulton County	920,581	1,066,710	1.86%

ARC Travel Demand Model Growth Rate			
Location	2020-2030	2030-2040	2020-2040
South Fulton Parkway east of Campbellton Redwine Road	2.22%	0.28%	1.15%
South Fulton Parkway west of Campbellton Redwine Road	2.83%	0.74%	1.64%
Campbellton Redwine Road south of South Fulton Parkway	4.05%	1.27%	2.42%
South Fulton Parkway east of Rico Road	2.28%	0.71%	1.38%
Rico Road south of South Fulton Parkway	2.01%	-0.13%	0.86%
SR 166 east of Capps Ferry Road	2.00%	1.49%	1.64%
SR 166 west of Capps Ferry Road	2.48%	0.86%	1.55%
Capps Ferry Road south of SR 166	2.74%	0.60%	1.53%
South Fulton Parkway east of Cochran Mill Road	2.09%	0.86%	1.37%
Cochran Mill Road south of South Fulton Parkway	5.57%	3.07%	4.02%
South Fulton Parkway east of SR 154/SR 70/Cascade Palmetto Highway	3.14%	1.13%	1.97%
South Fulton Parkway west of SR 154/SR 70/Cascade Palmetto Highway	3.41%	1.28%	2.16%
SR 154/SR 70/Cascade Palmetto Highway north of South Fulton Parkway	1.54%	1.54%	1.46%
SR 154/SR 70/Cascade Palmetto Highway south of South Fulton Parkway	1.59%	1.32%	1.38%
Rico Road north of Hutcheson Ferry	3.13%	0.21%	1.50%
Hutcheson Ferry east of Rico Road	3.81%	0.47%	1.92%
Hutcheson Ferry west of Rico Road	5.23%	0.79%	2.66%
Average	1.91%		

Growth Rate Based on Georgia Governor's Office of Planning and Budget Annual Population Projections						
Geographic Area		Average 5-Year Growth Rate From 2020-2050				
Fulton County	2020-2025	2025-2030	2030-2035	2035-2040	2040-2045	2045-2050
	2.23%	1.33%	0.98%	0.75%	0.67%	0.62%
	Average			1.10%		
	Average 10-Year Growth Rate From 2020-2050					
	2020-2030		2030-2040		2040-2050	
	1.65%		0.84%		0.64%	
	Average			1.05%		

Appendix E

Synchro Reports

Existing (2023)

Intersection						
Int Delay, s/veh	4.8					
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	222	412	18	97	177	16
Future Vol, veh/h	222	412	18	97	177	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	5	5	5	5	9	9
Mvmt Flow	267	496	22	117	213	19
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	763	0	676	515
Stage 1	-	-	-	-	515	-
Stage 2	-	-	-	-	161	-
Critical Hdwy	-	-	4.15	-	6.49	6.29
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.245	-	3.581	3.381
Pot Cap-1 Maneuver	-	-	836	-	408	546
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	851	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	836	-	397	546
Mov Cap-2 Maneuver	-	-	-	-	397	-
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	827	-
Approach	EB	WB	NW			
HCM Control Delay, s	0	1.5	22.5			
HCM LOS	C					
Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	433	-	-	836	-	
HCM Lane V/C Ratio	0.537	-	-	0.026	-	
HCM Control Delay (s)	22.5	-	-	9.4	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile O(veh)	3.1	-	-	0.1	-	

Intersection

Int Delay, s/veh 3

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔	↔		↔	↔		↔			↔	
Traffic Vol, veh/h	2	454	42	7	133	1	37	35	31	1	8	2
Future Vol, veh/h	2	454	42	7	133	1	37	35	31	1	8	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	300	-	-	300	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	6	6	6	11	11	11	1	1	1	5	5	5
Mvmt Flow	2	560	52	9	164	1	46	43	38	1	10	2

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	164	0	0	560	0	0	752	746	560	787	746	164
Stage 1	-	-	-	-	-	-	564	564	-	182	182	-
Stage 2	-	-	-	-	-	-	188	182	-	605	564	-
Critical Hdwy	4.16	-	-	4.21	-	-	7.11	6.51	6.21	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.15	5.55	-
Follow-up Hdwy	2.254	-	-	2.299	-	-	3.509	4.009	3.309	3.545	4.045	3.345
Pot Cap-1 Maneuver	1390	-	-	968	-	-	328	343	530	306	338	873
Stage 1	-	-	-	-	-	-	512	510	-	813	743	-
Stage 2	-	-	-	-	-	-	816	751	-	479	504	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1390	-	-	968	-	-	317	339	530	254	334	873
Mov Cap-2 Maneuver	-	-	-	-	-	-	317	339	-	254	334	-
Stage 1	-	-	-	-	-	-	511	509	-	811	736	-
Stage 2	-	-	-	-	-	-	795	743	-	406	503	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0	0.4	19.7	15.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	370	968	-	-	1390	-	364
HCM Lane V/C Ratio	0.344	0.009	-	-	0.002	-	0.037
HCM Control Delay (s)	19.7	8.8	0	-	7.6	0	15.3
HCM Lane LOS	C	A	A	-	A	A	C
HCM 95th %tile Q(veh)	1.5	0	-	-	0	-	0.1

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗		↕			↕	
Traffic Vol, veh/h	1	434	75	0	96	0	28	2	5	7	7	2
Future Vol, veh/h	1	434	75	0	96	0	28	2	5	7	7	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	250	-	-	250	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	5	5	5	13	13	13	4	4	4	2	2	2
Mvmt Flow	1	523	90	0	116	0	34	2	6	8	8	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	116	0	0	523	0	0	646	641	523	645	641	116
Stage 1	-	-	-	-	-	-	525	525	-	116	116	-
Stage 2	-	-	-	-	-	-	121	116	-	529	525	-
Critical Hdwy	4.15	-	-	4.23	-	-	7.14	6.54	6.24	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.317	-	-	3.536	4.036	3.336	3.518	4.018	3.318
Pot Cap-1 Maneuver	1454	-	-	990	-	-	382	390	550	385	393	936
Stage 1	-	-	-	-	-	-	532	526	-	889	800	-
Stage 2	-	-	-	-	-	-	878	796	-	533	529	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1454	-	-	990	-	-	374	390	550	379	393	936
Mov Cap-2 Maneuver	-	-	-	-	-	-	374	390	-	379	393	-
Stage 1	-	-	-	-	-	-	531	525	-	888	800	-
Stage 2	-	-	-	-	-	-	867	796	-	524	528	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			15.3			14.1		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	393	1454	-	-	990	-	-	416				
HCM Lane V/C Ratio	0.107	0.001	-	-	-	-	-	0.046				
HCM Control Delay (s)	15.3	7.5	0	-	0	-	-	14.1				
HCM Lane LOS	C	A	A	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.1				

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗		↕			↕	
Traffic Vol, veh/h	2	359	56	13	79	2	16	17	12	0	12	2
Future Vol, veh/h	2	359	56	13	79	2	16	17	12	0	12	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	275	-	-	350	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	14	14	14	5	5	5	4	4	4
Mvmt Flow	2	417	65	15	92	2	19	20	14	0	14	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	92	0	0	417	0	0	550	543	417	553	543	92
Stage 1	-	-	-	-	-	-	421	421	-	122	122	-
Stage 2	-	-	-	-	-	-	129	122	-	431	421	-
Critical Hdwy	4.15	-	-	4.24	-	-	7.15	6.55	6.25	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.14	5.54	-
Follow-up Hdwy	2.245	-	-	2.326	-	-	3.545	4.045	3.345	3.536	4.036	3.336
Pot Cap-1 Maneuver	1484	-	-	1080	-	-	441	443	629	441	444	960
Stage 1	-	-	-	-	-	-	604	584	-	877	791	-
Stage 2	-	-	-	-	-	-	868	789	-	599	585	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1484	-	-	1080	-	-	424	435	629	411	436	960
Mov Cap-2 Maneuver	-	-	-	-	-	-	424	435	-	411	436	-
Stage 1	-	-	-	-	-	-	603	583	-	875	779	-
Stage 2	-	-	-	-	-	-	838	777	-	565	584	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.2			11.7			12.3		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	586	1484	-	-	1080	-	-	509				
HCM Lane V/C Ratio	0.089	0.002	-	-	0.014	-	-	0.032				
HCM Control Delay (s)	11.7	7.4	0	-	8.4	0	-	12.3				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1				

Intersection												
Int Delay, s/veh	0.1											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	89	0	1	53	0	0	1	0	0	0	0
Future Vol, veh/h	0	89	0	1	53	0	0	1	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	110	0	1	65	0	0	1	0	0	0	0
Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	65	0	0	110	0	0	177	177	65	178	177	110
Stage 1	-	-	-	-	-	-	67	67	-	110	110	-
Stage 2	-	-	-	-	-	-	110	110	-	68	67	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1537	-	-	1480	-	-	785	717	999	784	717	943
Stage 1	-	-	-	-	-	-	943	839	-	895	804	-
Stage 2	-	-	-	-	-	-	895	804	-	942	839	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1537	-	-	1480	-	-	784	716	999	782	716	943
Mov Cap-2 Maneuver	-	-	-	-	-	-	784	716	-	782	716	-
Stage 1	-	-	-	-	-	-	943	838	-	895	804	-
Stage 2	-	-	-	-	-	-	895	804	-	940	838	-
Approach	NB			SB			SE			NW		
HCM Control Delay, s	0			0.1			10			0		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBL	NBT	NBR	NBL	NBT	NBR	SELn1	SETn1	SER	NWL	NWT	NWR
Capacity (veh/h)	1537	-	-	-	-	-	716	1480	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	0.002	0.001	-	-	-	-
HCM Control Delay (s)	0	-	-	0	10	7.4	0	-	-	-	-	-
HCM Lane LOS	A	-	-	A	B	A	A	-	-	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-	-	-	-	-

HCM 6th TWSC
8: SR 70/Campbelton Rd & Hutchesons Ferry Rd

Existing AM (2023)

01/25/2023

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	0	0	0	9	0	3	0	96	17	1	52	0
Future Vol, veh/h	0	0	0	9	0	3	0	96	17	1	52	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	11	0	4	0	122	22	1	66	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	203	212	66	201	201	133	66	0	0	144	0	0
Stage 1	68	68	-	133	133	-	-	-	-	-	-	-
Stage 2	135	144	-	68	68	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	755	685	998	757	695	916	1536	-	-	1438	-	-
Stage 1	942	838	-	870	786	-	-	-	-	-	-	-
Stage 2	868	778	-	942	838	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	751	684	998	756	694	916	1536	-	-	1438	-	-
Mov Cap-2 Maneuver	751	684	-	756	694	-	-	-	-	-	-	-
Stage 1	942	837	-	870	786	-	-	-	-	-	-	-
Stage 2	864	778	-	941	837	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			9.6			0			0.1		
HCM LOS	A			A								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1536	-	-	-	791	1438	-
HCM Lane V/C Ratio	-	-	-	-	0.019	0.001	-
HCM Control Delay (s)	0	-	-	0	9.6	7.5	0
HCM Lane LOS	A	-	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-

Intersection						
Int Delay, s/veh	14.4					
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	106	217	17	247	352	13
Future Vol, veh/h	106	217	17	247	352	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	3	3	8	8
Mvmt Flow	116	238	19	271	387	14
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	354	0	544	235
Stage 1	-	-	-	-	235	-
Stage 2	-	-	-	-	309	-
Critical Hdwy	-	-	4.13	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.227	-	3.572	3.372
Pot Cap-1 Maneuver	-	-	1199	-	490	789
Stage 1	-	-	-	-	790	-
Stage 2	-	-	-	-	731	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1199	-	481	789
Mov Cap-2 Maneuver	-	-	-	-	481	-
Stage 1	-	-	-	-	790	-
Stage 2	-	-	-	-	717	-
Approach	EB	WB		NW		
HCM Control Delay, s	0	0.5		37.2		
HCM LOS	E					
Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	492	-	-	1199	-	
HCM Lane V/C Ratio	0.815	-	-	0.016	-	
HCM Control Delay (s)	37.2	-	-	8.1	0	
HCM Lane LOS	E	-	-	A	A	
HCM 95th %tile Q(veh)	7.8	-	-	0	-	

Intersection													
Int Delay, s/veh	4.3												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations													
Traffic Vol, veh/h	5	173	36	47	546	1	51	14	19	1	46	3	
Future Vol, veh/h	5	173	36	47	546	1	51	14	19	1	46	3	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None	
Storage Length	-	-	300	-	-	300	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89	
Heavy Vehicles, %	4	4	4	6	6	6	4	4	4	2	2	2	
Mvmt Flow	6	194	40	53	613	1	57	16	21	1	52	3	
Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	613	0	0	194	0	0	953	925	194	944	925	613	
Stage 1	-	-	-	-	-	-	206	206	-	719	719	-	
Stage 2	-	-	-	-	-	-	747	719	-	225	206	-	
Critical Hdwy	4.14	-	-	4.16	-	-	7.14	6.54	6.24	7.12	6.52	6.22	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-	
Follow-up Hdwy	2.236	-	-	2.254	-	-	3.536	4.036	3.336	3.518	4.018	3.318	
Pot Cap-1 Maneuver	957	-	-	1355	-	-	237	267	842	242	269	492	
Stage 1	-	-	-	-	-	-	791	728	-	420	433	-	
Stage 2	-	-	-	-	-	-	402	430	-	778	731	-	
Platoon blocked, %		-	-		-	-							
Mov Cap-1 Maneuver	957	-	-	1355	-	-	188	249	842	213	251	492	
Mov Cap-2 Maneuver	-	-	-	-	-	-	188	249	-	213	251	-	
Stage 1	-	-	-	-	-	-	785	723	-	417	407	-	
Stage 2	-	-	-	-	-	-	328	405	-	737	726	-	
Approach	SE			NW			NE			SW			
HCM Control Delay, s	0.2			0.6			29.4			22.8			
HCM LOS							D			C			
Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1						
Capacity (veh/h)	240	1355	-	-	957	-	- 258						
HCM Lane V/C Ratio	0.393	0.039	-	-	0.006	-	- 0.218						
HCM Control Delay (s)	29.4	7.8	0	-	8.8	0	- 22.8						
HCM Lane LOS		D	A	A	-	A	A	- C					
HCM 95th %tile O(veh)		1.8	0.1	-	-	0	-	- 0.8					

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗		↕			↕	
Traffic Vol, veh/h	3	160	31	4	510	2	78	14	2	4	11	4
Future Vol, veh/h	3	160	31	4	510	2	78	14	2	4	11	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	250	-	-	250	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	6	6	6	2	2	2	2	2	2
Mvmt Flow	3	186	36	5	593	2	91	16	2	5	13	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	593	0	0	186	0	0	804	795	186	804	795	593
Stage 1	-	-	-	-	-	-	192	192	-	603	603	-
Stage 2	-	-	-	-	-	-	612	603	-	201	192	-
Critical Hdwy	4.15	-	-	4.16	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.254	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	968	-	-	1365	-	-	301	320	856	301	320	506
Stage 1	-	-	-	-	-	-	810	742	-	486	488	-
Stage 2	-	-	-	-	-	-	480	488	-	801	742	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	968	-	-	1365	-	-	287	317	856	287	317	506
Mov Cap-2 Maneuver	-	-	-	-	-	-	287	317	-	287	317	-
Stage 1	-	-	-	-	-	-	807	739	-	484	486	-
Stage 2	-	-	-	-	-	-	461	486	-	778	739	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			24.2			16.5		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	295	968	-	-	1365	-	-	336				
HCM Lane V/C Ratio	0.371	0.004	-	-	0.003	-	-	0.066				
HCM Control Delay (s)	24.2	8.7	0	-	7.6	0	-	16.5				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	1.6	0	-	-	0	-	-	0.2				

HCM 6th TWSC
4: Cochran Mill Rd & SR 70/S Fulton Pkwy

Existing PM (2023)

01/25/2023

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗		↕			↕	
Traffic Vol, veh/h	2	117	32	23	432	5	69	19	20	5	16	7
Future Vol, veh/h	2	117	32	23	432	5	69	19	20	5	16	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	275	-	-	350	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	6	6	6	7	7	7	7	7	7	2	2	2
Mvmt Flow	2	136	37	27	502	6	80	22	23	6	19	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	502	0	0	136	0	0	706	696	136	707	696	502
Stage 1	-	-	-	-	-	-	140	140	-	556	556	-
Stage 2	-	-	-	-	-	-	566	556	-	151	140	-
Critical Hdwy	4.16	-	-	4.17	-	-	7.17	6.57	6.27	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.12	5.52	-
Follow-up Hdwy	2.254	-	-	2.263	-	-	3.563	4.063	3.363	3.518	4.018	3.318
Pot Cap-1 Maneuver	1042	-	-	1418	-	-	344	359	900	350	365	569
Stage 1	-	-	-	-	-	-	851	771	-	515	513	-
Stage 2	-	-	-	-	-	-	500	505	-	851	781	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1042	-	-	1418	-	-	318	349	900	317	354	569
Mov Cap-2 Maneuver	-	-	-	-	-	-	318	349	-	317	354	-
Stage 1	-	-	-	-	-	-	849	769	-	514	499	-
Stage 2	-	-	-	-	-	-	462	491	-	804	779	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.4			18.2			13.4		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	398	1042	-	-	1418	-	-	459				
HCM Lane V/C Ratio	0.316	0.002	-	-	0.019	-	-	0.071				
HCM Control Delay (s)	18.2	8.5	0	-	7.6	0	-	13.4				
HCM Lane LOS	C	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	1.3	0	-	-	0.1	-	-	0.2				

Intersection												
Int Delay, s/veh	0.4											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	79	1	1	120	2	1	0	0	1	2	2
Future Vol, veh/h	2	79	1	1	120	2	1	0	0	1	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	84	84
Heavy Vehicles, %	4	4	4	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	94	1	1	143	2	1	0	0	1	2	2
Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	145	0	0	95	0	0	247	245	144	245	246	95
Stage 1	-	-	-	-	-	-	146	146	-	99	99	-
Stage 2	-	-	-	-	-	-	101	99	-	146	147	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1425	-	-	1499	-	-	707	657	903	709	656	962
Stage 1	-	-	-	-	-	-	857	776	-	907	813	-
Stage 2	-	-	-	-	-	-	905	813	-	857	775	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1425	-	-	1499	-	-	702	656	903	708	655	962
Mov Cap-2 Maneuver	-	-	-	-	-	-	702	656	-	708	655	-
Stage 1	-	-	-	-	-	-	856	775	-	906	812	-
Stage 2	-	-	-	-	-	-	899	812	-	856	774	-
Approach	NB			SB			SE			NW		
HCM Control Delay, s	0.2			0.1			10.1			9.7		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBL	NBT	NBR	NBL	NBT	NBR	SELn1	SETn1	SERn1	NWL	NWT	NWR
Capacity (veh/h)	1425	-	-	764	702	1499	-	-	-	-	-	-
HCM Lane V/C Ratio	0.002	-	-	0.008	0.002	0.001	-	-	-	-	-	-
HCM Control Delay (s)	7.5	0	-	9.7	10.1	7.4	0	-	-	-	-	-
HCM Lane LOS	A	A	-	A	B	A	A	-	-	-	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-	-	-	-	-

HCM 6th TWSC
8: SR 70/Campbelton Rd & Hutchesons Ferry Rd

Existing PM (2023)

01/25/2023

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	1	1	26	1	3	0	76	12	4	113	1
Future Vol, veh/h	0	1	1	26	1	3	0	76	12	4	113	1
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	2	2	2
Mvmt Flow	0	1	1	30	1	3	0	86	14	5	128	1
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	234	239	129	233	232	93	129	0	0	100	0	0
Stage 1	139	139	-	93	93	-	-	-	-	-	-	-
Stage 2	95	100	-	140	139	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	721	662	921	722	668	964	1451	-	-	1493	-	-
Stage 1	864	782	-	914	818	-	-	-	-	-	-	-
Stage 2	912	812	-	863	782	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	715	659	921	718	665	964	1451	-	-	1493	-	-
Mov Cap-2 Maneuver	715	659	-	718	665	-	-	-	-	-	-	-
Stage 1	864	779	-	914	818	-	-	-	-	-	-	-
Stage 2	908	812	-	857	779	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	9.7		10.1			0			0.3			
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1451	-	-	768	735	1493	-	-				
HCM Lane V/C Ratio	-	-	-	0.003	0.046	0.003	-	-				
HCM Control Delay (s)	0	-	-	9.7	10.1	7.4	0	-				
HCM Lane LOS	A	-	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-				

Future No-Build (2025)

Intersection						
Int Delay, s/veh	6.1					
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	240	445	19	105	191	17
Future Vol, veh/h	240	445	19	105	191	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	5	5	5	5	9	9
Mvmt Flow	289	536	23	127	230	20
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	825	0	730	557
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	173	-
Critical Hdwy	-	-	4.15	-	6.49	6.29
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.245	-	3.581	3.381
Pot Cap-1 Maneuver	-	-	792	-	379	517
Stage 1	-	-	-	-	560	-
Stage 2	-	-	-	-	841	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	792	-	367	517
Mov Cap-2 Maneuver	-	-	-	-	367	-
Stage 1	-	-	-	-	560	-
Stage 2	-	-	-	-	815	-
Approach	EB	WB		NW		
HCM Control Delay, s	0	1.5		29.1		
HCM LOS	D					
Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	392	-	-	792	-	
HCM Lane V/C Ratio	0.639	-	-	0.029	-	
HCM Control Delay (s)	29.1	-	-	9.7	0	
HCM Lane LOS	D	-	-	A	A	
HCM 95th %tile Q(veh)	4.3	-	-	0.1	-	

Intersection

Int Delay, s/veh 3.4

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔	↔		↔	↔		↔			↔	
Traffic Vol, veh/h	2	490	45	8	144	1	40	38	33	1	9	2
Future Vol, veh/h	2	490	45	8	144	1	40	38	33	1	9	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	300	-	-	300	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	6	6	6	11	11	11	1	1	1	5	5	5
Mvmt Flow	2	605	56	10	178	1	49	47	41	1	11	2

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	178	0	0	605	0	0	814	807	605	851	807	178
Stage 1	-	-	-	-	-	-	609	609	-	198	198	-
Stage 2	-	-	-	-	-	-	205	198	-	653	609	-
Critical Hdwy	4.16	-	-	4.21	-	-	7.11	6.51	6.21	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.15	5.55	-
Follow-up Hdwy	2.254	-	-	2.299	-	-	3.509	4.009	3.309	3.545	4.045	3.345
Pot Cap-1 Maneuver	1374	-	-	930	-	-	298	316	500	277	312	857
Stage 1	-	-	-	-	-	-	484	487	-	797	732	-
Stage 2	-	-	-	-	-	-	799	739	-	451	481	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1374	-	-	930	-	-	286	312	500	223	308	857
Mov Cap-2 Maneuver	-	-	-	-	-	-	286	312	-	223	308	-
Stage 1	-	-	-	-	-	-	483	486	-	795	723	-
Stage 2	-	-	-	-	-	-	775	730	-	374	480	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0	0.5	22.6	16.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	339	930	-	-	1374	-	333
HCM Lane V/C Ratio	0.404	0.011	-	-	0.002	-	0.044
HCM Control Delay (s)	22.6	8.9	0	-	7.6	0	16.3
HCM Lane LOS	C	A	A	-	A	A	C
HCM 95th %tile Q(veh)	1.9	0	-	-	0	-	0.1

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗		↕			↕	
Traffic Vol, veh/h	1	469	81	0	104	0	30	2	5	8	8	2
Future Vol, veh/h	1	469	81	0	104	0	30	2	5	8	8	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	250	-	-	250	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	5	5	5	13	13	13	4	4	4	2	2	2
Mvmt Flow	1	565	98	0	125	0	36	2	6	10	10	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	125	0	0	565	0	0	698	692	565	696	692	125
Stage 1	-	-	-	-	-	-	567	567	-	125	125	-
Stage 2	-	-	-	-	-	-	131	125	-	571	567	-
Critical Hdwy	4.15	-	-	4.23	-	-	7.14	6.54	6.24	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.317	-	-	3.536	4.036	3.336	3.518	4.018	3.318
Pot Cap-1 Maneuver	1443	-	-	954	-	-	352	365	521	356	367	926
Stage 1	-	-	-	-	-	-	505	504	-	879	792	-
Stage 2	-	-	-	-	-	-	868	789	-	506	507	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1443	-	-	954	-	-	344	365	521	350	367	926
Mov Cap-2 Maneuver	-	-	-	-	-	-	344	365	-	350	367	-
Stage 1	-	-	-	-	-	-	504	503	-	878	792	-
Stage 2	-	-	-	-	-	-	855	789	-	497	506	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			16.3			14.9		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	362	1443	-	-	954	-	-	384				
HCM Lane V/C Ratio	0.123	0.001	-	-	-	-	-	0.056				
HCM Control Delay (s)	16.3	7.5	0	-	0	-	-	14.9				
HCM Lane LOS	C	A	A	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.4	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	2	388	60	14	85	2	17	18	13	0	13	2
Future Vol, veh/h	2	388	60	14	85	2	17	18	13	0	13	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	275	-	-	350	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	14	14	14	5	5	5	4	4	4
Mvmt Flow	2	451	70	16	99	2	20	21	15	0	15	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	99	0	0	451	0	0	594	586	451	597	586	99
Stage 1	-	-	-	-	-	-	455	455	-	131	131	-
Stage 2	-	-	-	-	-	-	139	131	-	466	455	-
Critical Hdwy	4.15	-	-	4.24	-	-	7.15	6.55	6.25	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.14	5.54	-
Follow-up Hdwy	2.245	-	-	2.326	-	-	3.545	4.045	3.345	3.536	4.036	3.336
Pot Cap-1 Maneuver	1475	-	-	1049	-	-	412	418	602	412	420	951
Stage 1	-	-	-	-	-	-	579	564	-	868	784	-
Stage 2	-	-	-	-	-	-	857	782	-	573	565	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1475	-	-	1049	-	-	394	410	602	381	412	951
Mov Cap-2 Maneuver	-	-	-	-	-	-	394	410	-	381	412	-
Stage 1	-	-	-	-	-	-	578	563	-	866	771	-
Stage 2	-	-	-	-	-	-	825	769	-	537	564	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.2			12.3			12.9		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	551	1475	-	-	1049	-	-	475				
HCM Lane V/C Ratio	0.101	0.002	-	-	0.016	-	-	0.037				
HCM Control Delay (s)	12.3	7.4	0	-	8.5	0	-	12.9				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1				

Intersection												
Int Delay, s/veh	0.1											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	96	0	1	57	0	0	1	0	0	0	0
Future Vol, veh/h	0	96	0	1	57	0	0	1	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	119	0	1	70	0	0	1	0	0	0	0
Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	70	0	0	119	0	0	191	191	70	192	191	119
Stage 1	-	-	-	-	-	-	72	72	-	119	119	-
Stage 2	-	-	-	-	-	-	119	119	-	73	72	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1531	-	-	1469	-	-	769	704	993	768	704	933
Stage 1	-	-	-	-	-	-	938	835	-	885	797	-
Stage 2	-	-	-	-	-	-	885	797	-	937	835	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1531	-	-	1469	-	-	768	703	993	766	703	933
Mov Cap-2 Maneuver	-	-	-	-	-	-	768	703	-	766	703	-
Stage 1	-	-	-	-	-	-	938	834	-	885	797	-
Stage 2	-	-	-	-	-	-	885	797	-	935	834	-
Approach	NB			SB			SE			NW		
HCM Control Delay, s	0			0.1			10.1			0		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBL	NBT	NBR	NBL	NBT	NBR	SELn1	SETn1	SER	NWL	NWT	NWR
Capacity (veh/h)	1531	-	-	-	-	-	703	1469	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	0.002	0.001	-	-	-	-
HCM Control Delay (s)	0	-	-	0	10.1	7.5	0	-	-	-	-	-
HCM Lane LOS	A	-	-	A	B	A	A	-	-	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-	-	-	-	-

HCM 6th TWSC
8: SR 70/Campbelton Rd & Hutchesons Ferry Rd

No-Build AM (2025)
01/25/2023

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	0	0	0	10	0	3	0	104	18	1	56	0
Future Vol, veh/h	0	0	0	10	0	3	0	104	18	1	56	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	13	0	4	0	132	23	1	71	0
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	219	228	71	217	217	144	71	0	0	155	0	0
Stage 1	73	73	-	144	144	-	-	-	-	-	-	-
Stage 2	146	155	-	73	73	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	737	671	991	739	681	903	1529	-	-	1425	-	-
Stage 1	937	834	-	859	778	-	-	-	-	-	-	-
Stage 2	857	769	-	937	834	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	733	670	991	738	680	903	1529	-	-	1425	-	-
Mov Cap-2 Maneuver	733	670	-	738	680	-	-	-	-	-	-	-
Stage 1	937	833	-	859	778	-	-	-	-	-	-	-
Stage 2	853	769	-	936	833	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		9.8			0			0.1			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1529	-	-	-	770	1425	-	-				
HCM Lane V/C Ratio	-	-	-	-	0.021	0.001	-	-				
HCM Control Delay (s)	0	-	-	0	9.8	7.5	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-	-				

Intersection						
Int Delay, s/veh	22.1					
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	114	234	18	267	380	14
Future Vol, veh/h	114	234	18	267	380	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	3	3	8	8
Mvmt Flow	125	257	20	293	418	15
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	382	0	587	254
Stage 1	-	-	-	-	254	-
Stage 2	-	-	-	-	333	-
Critical Hdwy	-	-	4.13	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.227	-	3.572	3.372
Pot Cap-1 Maneuver	-	-	1171	-	462	770
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	713	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1171	-	453	770
Mov Cap-2 Maneuver	-	-	-	-	453	-
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	699	-
Approach	EB		WB		NW	
HCM Control Delay, s	0		0.5		57.2	
HCM LOS	F					
Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	463	-	-	1171	-	
HCM Lane V/C Ratio	0.935	-	-	0.017	-	
HCM Control Delay (s)	57.2	-	-	8.1	0	
HCM Lane LOS	F	-	-	A	A	
HCM 95th %tile Q(veh)	11	-	-	0.1	-	

Intersection

Int Delay, s/veh 5.2

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔	↔		↔	↔		↔			↔	
Traffic Vol, veh/h	5	187	39	51	589	1	55	15	21	1	50	3
Future Vol, veh/h	5	187	39	51	589	1	55	15	21	1	50	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	300	-	-	300	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	4	4	6	6	6	4	4	4	2	2	2
Mvmt Flow	6	210	44	57	662	1	62	17	24	1	56	3

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	662	0	0	210	0	0	1028	998	210	1019	998	662
Stage 1	-	-	-	-	-	-	222	222	-	776	776	-
Stage 2	-	-	-	-	-	-	806	776	-	243	222	-
Critical Hdwy	4.14	-	-	4.16	-	-	7.14	6.54	6.24	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.254	-	-	3.536	4.036	3.336	3.518	4.018	3.318
Pot Cap-1 Maneuver	917	-	-	1337	-	-	211	242	825	215	244	462
Stage 1	-	-	-	-	-	-	776	716	-	390	407	-
Stage 2	-	-	-	-	-	-	373	405	-	761	720	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	917	-	-	1337	-	-	160	224	825	186	226	462
Mov Cap-2 Maneuver	-	-	-	-	-	-	160	224	-	186	226	-
Stage 1	-	-	-	-	-	-	770	710	-	387	379	-
Stage 2	-	-	-	-	-	-	294	377	-	716	714	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.2	0.6	37.7	25.9
HCM LOS			E	D

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	209	1337	-	-	917	-	232
HCM Lane V/C Ratio	0.489	0.043	-	-	0.006	-	0.262
HCM Control Delay (s)	37.7	7.8	0	-	8.9	0	25.9
HCM Lane LOS	E	A	A	-	A	A	D
HCM 95th %tile Q(veh)	2.4	0.1	-	-	0	-	1

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗		↕			↕	
Traffic Vol, veh/h	3	173	33	4	551	2	84	15	2	4	12	4
Future Vol, veh/h	3	173	33	4	551	2	84	15	2	4	12	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	250	-	-	250	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	6	6	6	2	2	2	2	2	2
Mvmt Flow	3	201	38	5	641	2	98	17	2	5	14	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	641	0	0	201	0	0	868	858	201	868	858	641
Stage 1	-	-	-	-	-	-	207	207	-	651	651	-
Stage 2	-	-	-	-	-	-	661	651	-	217	207	-
Critical Hdwy	4.15	-	-	4.16	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.254	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	929	-	-	1347	-	-	273	294	840	273	294	475
Stage 1	-	-	-	-	-	-	795	731	-	457	465	-
Stage 2	-	-	-	-	-	-	452	465	-	785	731	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	929	-	-	1347	-	-	259	291	840	258	291	475
Mov Cap-2 Maneuver	-	-	-	-	-	-	259	291	-	258	291	-
Stage 1	-	-	-	-	-	-	792	728	-	455	462	-
Stage 2	-	-	-	-	-	-	431	462	-	761	728	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			28.7			17.7		
HCM LOS							D			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	267	929	-	-	1347	-	-	307				
HCM Lane V/C Ratio	0.44	0.004	-	-	0.003	-	-	0.076				
HCM Control Delay (s)	28.7	8.9	0	-	7.7	0	-	17.7				
HCM Lane LOS	D	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	2.1	0	-	-	0	-	-	0.2				

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗		↕			↕	
Traffic Vol, veh/h	2	126	35	25	466	5	74	21	22	5	17	8
Future Vol, veh/h	2	126	35	25	466	5	74	21	22	5	17	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	275	-	-	350	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	6	6	6	7	7	7	7	7	7	2	2	2
Mvmt Flow	2	147	41	29	542	6	86	24	26	6	20	9
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	542	0	0	147	0	0	761	751	147	763	751	542
Stage 1	-	-	-	-	-	-	151	151	-	600	600	-
Stage 2	-	-	-	-	-	-	610	600	-	163	151	-
Critical Hdwy	4.16	-	-	4.17	-	-	7.17	6.57	6.27	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.12	5.52	-
Follow-up Hdwy	2.254	-	-	2.263	-	-	3.563	4.063	3.363	3.518	4.018	3.318
Pot Cap-1 Maneuver	1007	-	-	1405	-	-	316	334	887	321	340	540
Stage 1	-	-	-	-	-	-	840	763	-	488	490	-
Stage 2	-	-	-	-	-	-	473	482	-	839	772	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1007	-	-	1405	-	-	289	323	887	287	329	540
Mov Cap-2 Maneuver	-	-	-	-	-	-	289	323	-	287	329	-
Stage 1	-	-	-	-	-	-	838	761	-	487	475	-
Stage 2	-	-	-	-	-	-	432	468	-	787	770	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.4			20.7			14		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	364	1007	-	-	1405	-	-	434				
HCM Lane V/C Ratio	0.374	0.002	-	-	0.021	-	-	0.08				
HCM Control Delay (s)	20.7	8.6	0	-	7.6	0	-	14				
HCM Lane LOS	C	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	1.7	0	-	-	0.1	-	-	0.3				

Intersection												
Int Delay, s/veh	0.4											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	85	1	1	130	2	1	0	0	1	2	2
Future Vol, veh/h	2	85	1	1	130	2	1	0	0	1	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	84	84
Heavy Vehicles, %	4	4	4	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	101	1	1	155	2	1	0	0	1	2	2
Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	157	0	0	102	0	0	266	264	156	264	265	102
Stage 1	-	-	-	-	-	-	158	158	-	106	106	-
Stage 2	-	-	-	-	-	-	108	106	-	158	159	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1411	-	-	1490	-	-	687	641	890	689	640	953
Stage 1	-	-	-	-	-	-	844	767	-	900	807	-
Stage 2	-	-	-	-	-	-	897	807	-	844	766	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1411	-	-	1490	-	-	682	639	890	688	638	953
Mov Cap-2 Maneuver	-	-	-	-	-	-	682	639	-	688	638	-
Stage 1	-	-	-	-	-	-	842	766	-	898	805	-
Stage 2	-	-	-	-	-	-	890	805	-	843	765	-
Approach	NB			SB			SE			NW		
HCM Control Delay, s	0.2			0.1			10.3			9.9		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBL	NBT	NBR	NBL	NBT	NBR	SELn1	SBL	SBT	SBR		
Capacity (veh/h)	1411	-	-	748	682	1490	-	-	-	-	-	-
HCM Lane V/C Ratio	0.002	-	-	0.008	0.002	0.001	-	-	-	-	-	-
HCM Control Delay (s)	7.6	0	-	9.9	10.3	7.4	0	-	-	-	-	-
HCM Lane LOS	A	A	-	A	B	A	A	-	-	-	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-	-	-	-	-

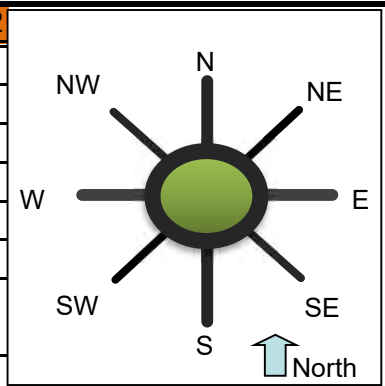
Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	1	28	1	3	0	82	13	4	122	1
Future Vol, veh/h	0	1	1	28	1	3	0	82	13	4	122	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	2	2	2
Mvmt Flow	0	1	1	32	1	3	0	93	15	5	139	1
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	253	258	140	252	251	101	140	0	0	108	0	0
Stage 1	150	150	-	101	101	-	-	-	-	-	-	-
Stage 2	103	108	-	151	150	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	700	646	908	701	652	954	1437	-	-	1483	-	-
Stage 1	853	773	-	905	811	-	-	-	-	-	-	-
Stage 2	903	806	-	851	773	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	694	643	908	697	649	954	1437	-	-	1483	-	-
Mov Cap-2 Maneuver	694	643	-	697	649	-	-	-	-	-	-	-
Stage 1	853	770	-	905	811	-	-	-	-	-	-	-
Stage 2	899	806	-	845	770	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	9.8		10.3			0			0.2			
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1437	-	-	753	713	1483	-	-				
HCM Lane V/C Ratio	-	-	-	0.003	0.051	0.003	-	-				
HCM Control Delay (s)	0	-	-	9.8	10.3	7.4	0	-				
HCM Lane LOS	A	-	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-				

Future No-Build (2027)

Intersection						
Int Delay, s/veh	4.1					
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑	↗		↖	↖	↗
Traffic Vol, veh/h	259	499	27	113	213	20
Future Vol, veh/h	259	499	27	113	213	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	175	-	-	0	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	5	5	5	5	9	9
Mvmt Flow	312	601	33	136	257	24
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	312	0	514	312
Stage 1	-	-	-	-	312	-
Stage 2	-	-	-	-	202	-
Critical Hdwy	-	-	4.15	-	6.49	6.29
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.245	-	3.581	3.381
Pot Cap-1 Maneuver	-	-	1232	-	508	712
Stage 1	-	-	-	-	727	-
Stage 2	-	-	-	-	815	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1232	-	493	712
Mov Cap-2 Maneuver	-	-	-	-	493	-
Stage 1	-	-	-	-	727	-
Stage 2	-	-	-	-	791	-
Approach	EB		WB		NW	
HCM Control Delay, s	0		1.5		19.2	
HCM LOS	C					
Minor Lane/Major Mvmt	NWLn1NWLn2		EBT	EBR	WBL	WBT
Capacity (veh/h)	493 712		-	-	1232	-
HCM Lane V/C Ratio	0.521 0.034		-	-	0.026	-
HCM Control Delay (s)	20 10.2		-	-	8	0
HCM Lane LOS	C B		-	-	A	A
HCM 95th %tile Q(veh)	3 0.1		-	-	0.1	-

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: No-Build 2027, AM
County/District: Douglas County, District 7
Intersection Name: SR 70/S Fulton Industrial Parkway at Campbellton Redwine Road



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			1		41		2	
	NE (2), vph								
	E (3), vph	1				64		529	
	SE (4), vph								
	S (5), vph	10		85				74	
	SW (6), vph								
	W (7), vph	2		155		52			
	NW (8), vph								
Output	Total Vehicles	13	0	241	0	157	0	605	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.0%	100.0%	89.0%	100.0%	95.0%	100.0%	94.0%	100.0%
% Heavy Vehicles	2.0%	0.0%	11.0%	0.0%	5.0%	0.0%	6.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.81	0.95	0.81	0.95	0.81	0.95	0.81	0.95
F _{HV}	0.980	1.000	0.901	1.000	0.952	1.000	0.943	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	1	0	53	0	3	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	1	0	0	0	83	0	692	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	13	0	116	0	0	0	97	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	3	0	212	0	67	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	16	0	330	0	204	0	792	0
Conflicting flow, pcu/h	396	0	123	0	696	0	130	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	903	NA	1096	NA	646	NA	1140	NA
Entry Flow Rates, vph	16	0	298	0	194	0	747	0
V/C ratio	0.02		0.27		0.30		0.66	
Control Delay, sec/pcu	4.1		5.9		9.4		12.2	
LOS	A		A		A		B	
Average Queue (ft)			12		13		63	
95th % Queue (ft)	1		31		33		137	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	10.2	Int LOS	B	Max Approach V/C	0.66

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

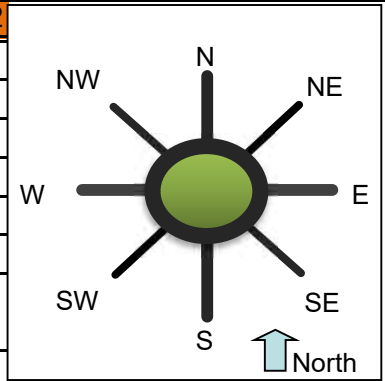
 F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F_{HV}						
F_{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (veh)						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: No-Build 2027, AM
County/District: Fulton County, District 7
Intersection Name: SR 70/South Fulton Parkway at Rico Road



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			0		2		1	
	NE (2), vph								
	E (3), vph	9				5		532	
	SE (4), vph								
	S (5), vph	9		0				89	
	SW (6), vph								
	W (7), vph	2		182		38			
	NW (8), vph								
Output	Total Vehicles	20	0	182	0	45	0	622	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.0%	100.0%	87.0%	100.0%	96.0%	100.0%	95.0%	100.0%
% Heavy Vehicles	2.0%	0.0%	13.0%	0.0%	4.0%	0.0%	5.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.83	0.95	0.83	0.95	0.83	0.95	0.83	0.95
F _{HV}	0.980	1.000	0.885	1.000	0.962	1.000	0.952	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	0	0	3	0	1	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	11	0	0	0	6	0	673	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	11	0	0	0	0	0	113	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	2	0	248	0	48	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	25	0	248	0	56	0	787	0
Conflicting flow, pcu/h	295	0	51	0	685	0	22	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	1001	NA	1159	NA	660	NA	1285	NA
Entry Flow Rates, vph	24	0	219	0	54	0	749	0
V/C ratio	0.02		0.19		0.08		0.58	
Control Delay, sec/pcu	3.8		4.8		6.4		9.6	
LOS	A		A		A		A	
Average Queue (ft)	1		7		2		50	
95th % Queue (ft)	2		20		7		104	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	8.3	Int LOS	A	Max Approach V/C	0.58

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F _{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (veh)						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗		↕			↕	
Traffic Vol, veh/h	2	442	67	15	156	2	24	19	14	0	14	2
Future Vol, veh/h	2	442	67	15	156	2	24	19	14	0	14	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	275	-	-	350	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	14	14	14	5	5	5	4	4	4
Mvmt Flow	2	514	78	17	181	2	28	22	16	0	16	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	181	0	0	514	0	0	741	733	514	744	733	181
Stage 1	-	-	-	-	-	-	518	518	-	215	215	-
Stage 2	-	-	-	-	-	-	223	215	-	529	518	-
Critical Hdwy	4.15	-	-	4.24	-	-	7.15	6.55	6.25	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.14	5.54	-
Follow-up Hdwy	2.245	-	-	2.326	-	-	3.545	4.045	3.345	3.536	4.036	3.336
Pot Cap-1 Maneuver	1376	-	-	993	-	-	328	344	555	328	345	857
Stage 1	-	-	-	-	-	-	535	528	-	783	721	-
Stage 2	-	-	-	-	-	-	773	719	-	530	530	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1376	-	-	993	-	-	310	337	555	297	338	857
Mov Cap-2 Maneuver	-	-	-	-	-	-	310	337	-	297	338	-
Stage 1	-	-	-	-	-	-	534	527	-	781	707	-
Stage 2	-	-	-	-	-	-	739	705	-	492	529	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.8			15			14.8		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	426	1376	-	-	993	-	-	386				
HCM Lane V/C Ratio	0.156	0.002	-	-	0.018	-	-	0.048				
HCM Control Delay (s)	15	7.6	0	-	8.7	0	-	14.8				
HCM Lane LOS	C	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	0.2				

Intersection												
Int Delay, s/veh	0											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	141	0	1	164	0	0	1	0	0	0	0
Future Vol, veh/h	0	141	0	1	164	0	0	1	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	174	0	1	202	0	0	1	0	0	0	0
Major/Minor	Major1	Major2		Minor2		Minor1						
Conflicting Flow All	202	0	0	174	0	0	378	378	202	379	378	174
Stage 1	-	-	-	-	-	-	204	204	-	174	174	-
Stage 2	-	-	-	-	-	-	174	174	-	205	204	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1370	-	-	1403	-	-	580	554	839	579	554	869
Stage 1	-	-	-	-	-	-	798	733	-	828	755	-
Stage 2	-	-	-	-	-	-	828	755	-	797	733	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1370	-	-	1403	-	-	579	553	839	578	553	869
Mov Cap-2 Maneuver	-	-	-	-	-	-	579	553	-	578	553	-
Stage 1	-	-	-	-	-	-	798	732	-	828	755	-
Stage 2	-	-	-	-	-	-	828	755	-	795	732	-
Approach	NB	SB		SE		NW						
HCM Control Delay, s	0	0		11.5		0						
HCM LOS				B		A						
Minor Lane/Major Mvmt	NBL	NBT	NBR	NWL	NLT	NLR	SEL	SET	SER	SEL	SET	SER
Capacity (veh/h)	1370	-	-	-	-	553	1403	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	0.002	0.001	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	-	11.5	7.6	0	-	-	-	-
HCM Lane LOS	A	-	-	-	-	A	B	A	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	0	-	-	-	-	-

Intersection

Int Delay, s/veh 1.9

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	37	9	25	104	62	102
Future Vol, veh/h	37	9	25	104	62	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	310	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	2	2	15
Mvmt Flow	40	10	27	113	67	111

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	234	67	67
Stage 1	67	-	-
Stage 2	167	-	-
Critical Hdwy	6.55	6.35	4.25
Critical Hdwy Stg 1	5.55	-	-
Critical Hdwy Stg 2	5.55	-	-
Follow-up Hdwy	3.635	3.435	2.335
Pot Cap-1 Maneuver	726	961	1456
Stage 1	924	-	-
Stage 2	832	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	712	961	1456
Mov Cap-2 Maneuver	712	-	-
Stage 1	906	-	-
Stage 2	832	-	-

Approach	SE	NE	SW
HCM Control Delay, s	10.1	1.5	0
HCM LOS	B		

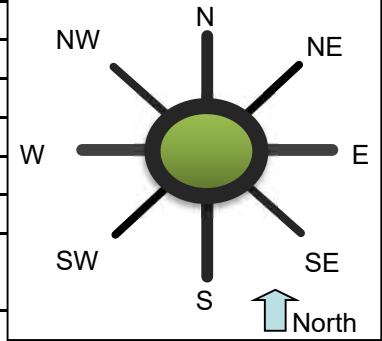
Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	1456	- 750	-	-
HCM Lane V/C Ratio	0.019	- 0.067	-	-
HCM Control Delay (s)	7.5	- 10.1	-	-
HCM Lane LOS	A	- B	-	-
HCM 95th %tile Q(veh)	0.1	- 0.2	-	-

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	11	0	9	0	131	19	3	67	0
Future Vol, veh/h	0	0	0	11	0	9	0	131	19	3	67	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	14	0	11	0	166	24	4	85	0
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	277	283	85	271	271	178	85	0	0	190	0	0
Stage 1	93	93	-	178	178	-	-	-	-	-	-	-
Stage 2	184	190	-	93	93	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	675	626	974	682	636	865	1512	-	-	1384	-	-
Stage 1	914	818	-	824	752	-	-	-	-	-	-	-
Stage 2	818	743	-	914	818	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	665	624	974	681	634	865	1512	-	-	1384	-	-
Mov Cap-2 Maneuver	665	624	-	681	634	-	-	-	-	-	-	-
Stage 1	914	816	-	824	752	-	-	-	-	-	-	-
Stage 2	807	743	-	911	816	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		9.9			0			0.3			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1512	-	-	-	753	1384	-	-				
HCM Lane V/C Ratio	-	-	-	-	0.034	0.003	-	-				
HCM Control Delay (s)	0	-	-	0	9.9	7.6	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile O(veh)	0	-	-	-	0.1	0	-	-				

Intersection								
Int Delay, s/veh	20.3							
Movement	EBT	EBR	WBL	WBT	NWL	NWR		
Lane Configurations	↑	↗		↖	↗	↗		
Traffic Vol, veh/h	123	263	22	288	432	22		
Future Vol, veh/h	123	263	22	288	432	22		
Conflicting Peds, #/hr	0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Stop	Stop		
RT Channelized	-	Yield	-	None	-	Yield		
Storage Length	-	175	-	-	0	175		
Veh in Median Storage, #	0	-	-	0	0	-		
Grade, %	0	-	-	0	0	-		
Peak Hour Factor	91	91	91	91	91	91		
Heavy Vehicles, %	5	5	3	3	8	8		
Mvmt Flow	135	289	24	316	475	24		
Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	0	0	135	0	499	135		
Stage 1	-	-	-	-	135	-		
Stage 2	-	-	-	-	364	-		
Critical Hdwy	-	-	4.13	-	6.48	6.28		
Critical Hdwy Stg 1	-	-	-	-	5.48	-		
Critical Hdwy Stg 2	-	-	-	-	5.48	-		
Follow-up Hdwy	-	-	2.227	-	3.572	3.372		
Pot Cap-1 Maneuver	-	-	1443	-	520	898		
Stage 1	-	-	-	-	877	-		
Stage 2	-	-	-	-	690	-		
Platoon blocked, %	-	-		-				
Mov Cap-1 Maneuver	-	-	1443	-	510	898		
Mov Cap-2 Maneuver	-	-	-	-	510	-		
Stage 1	-	-	-	-	877	-		
Stage 2	-	-	-	-	676	-		
Approach	EB		WB		NW			
HCM Control Delay, s	0		0.5		51			
HCM LOS					F			
Minor Lane/Major Mvmt	NWLn1		NWLn2		EBT	EBR	WBL	WBT
Capacity (veh/h)	510		898		-	-	1443	-
HCM Lane V/C Ratio	0.931		0.027		-	-	0.017	-
HCM Control Delay (s)	53.1		9.1		-	-	7.5	0
HCM Lane LOS	F		A		-	-	A	A
HCM 95th %tile Q(veh)	11.3		0.1		-	-	0.1	-

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: No-Build 2027, PM
County/District: Douglas County, District 7
Intersection Name: SR 70/S Fulton Industrial Parkway at Campbellton Redwine Road



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			1		16		5	
	NE (2), vph								
	E (3), vph	1				109		202	
	SE (4), vph								
	S (5), vph	54		96				59	
	SW (6), vph								
	W (7), vph	3		636		88			
	NW (8), vph								
Output	Total Vehicles	58	0	733	0	213	0	266	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.0%	100.0%	94.0%	100.0%	96.0%	100.0%	96.0%	100.0%
% Heavy Vehicles	2.0%	0.0%	6.0%	0.0%	4.0%	0.0%	4.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.89	0.95	0.89	0.95	0.89	0.95	0.89	0.95
F _{HV}	0.980	1.000	0.943	1.000	0.962	1.000	0.962	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	1	0	19	0	6	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	1	0	0	0	127	0	236	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	62	0	114	0	0	0	69	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	3	0	757	0	103	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	66	0	873	0	249	0	311	0
Conflicting flow, pcu/h	975	0	127	0	243	0	177	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	501	NA	1143	NA	1036	NA	1107	NA
Entry Flow Rates, vph	65	0	824	0	239	0	299	0
V/C ratio	0.13		0.72		0.23		0.27	
Control Delay, sec/pcu	8.9		14.4		5.7		5.8	
LOS	A		B		A		A	
Average Queue (ft)	4		82		9		12	
95th % Queue (ft)	11		176		23		29	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	10.9	Int LOS	B	Max Approach V/C	0.72

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

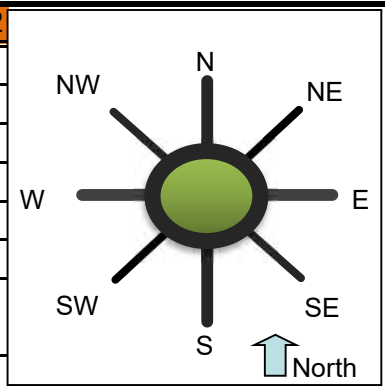
F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F _{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (veh)						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: No-Build 2027, PM
County/District: Fulton County, District 7
Intersection: SR 70/South Fulton Parkway at Rico Road
Name:



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			2		16		3	
	NE (2), vph								
	E (3), vph	4				2		266	
	SE (4), vph								
	S (5), vph	13		4				43	
	SW (6), vph								
	W (7), vph	4		633		94			
	NW (8), vph								
Output	Total Vehicles	21	0	639	0	112	0	312	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.0%	100.0%	94.0%	100.0%	98.0%	100.0%	95.0%	100.0%
% Heavy Vehicles	2.0%	0.0%	6.0%	0.0%	2.0%	0.0%	5.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.86	0.95	0.86	0.95	0.86	0.95	0.86	0.95
F _{HV}	0.980	1.000	0.943	1.000	0.980	1.000	0.952	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	2	0	19	0	4	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	5	0	0	0	2	0	325	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	15	0	5	0	0	0	53	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	5	0	780	0	111	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	25	0	788	0	133	0	381	0
Conflicting flow, pcu/h	897	0	134	0	333	0	25	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	542	NA	1135	NA	963	NA	1281	NA
Entry Flow Rates, vph	24	0	743	0	130	0	363	0
V/C ratio	0.05		0.65		0.14		0.28	
Control Delay, sec/pcu	7.2		12.2		5.0		5.3	
LOS	A		B		A		A	
Average Queue (ft)	1		63		5		13	
95th % Queue (ft)	4		136		12		31	
Overall Intersection Measures of Effectiveness								
Int Control Delay (sec)	9.4		Int LOS	A		Max Approach V/C	0.65	

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F _{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (veh)						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗		↕			↕	
Traffic Vol, veh/h	2	208	45	27	538	5	83	23	24	5	18	9
Future Vol, veh/h	2	208	45	27	538	5	83	23	24	5	18	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	275	-	-	350	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	6	6	6	7	7	7	7	7	7	2	2	2
Mvmt Flow	2	242	52	31	626	6	97	27	28	6	21	10
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	626	0	0	242	0	0	945	934	242	948	934	626
Stage 1	-	-	-	-	-	-	246	246	-	688	688	-
Stage 2	-	-	-	-	-	-	699	688	-	260	246	-
Critical Hdwy	4.16	-	-	4.17	-	-	7.17	6.57	6.27	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.12	5.52	-
Follow-up Hdwy	2.254	-	-	2.263	-	-	3.563	4.063	3.363	3.518	4.018	3.318
Pot Cap-1 Maneuver	937	-	-	1296	-	-	237	261	785	241	266	484
Stage 1	-	-	-	-	-	-	747	694	-	436	447	-
Stage 2	-	-	-	-	-	-	422	439	-	745	703	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	937	-	-	1296	-	-	211	251	785	207	255	484
Mov Cap-2 Maneuver	-	-	-	-	-	-	211	251	-	207	255	-
Stage 1	-	-	-	-	-	-	745	692	-	435	430	-
Stage 2	-	-	-	-	-	-	378	423	-	689	701	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.4			34.5			17		
HCM LOS							D			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	268	937	-	-	1296	-	-	338				
HCM Lane V/C Ratio	0.564	0.002	-	-	0.024	-	-	0.11				
HCM Control Delay (s)	34.5	8.9	0	-	7.8	0	-	17				
HCM Lane LOS	D	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	3.2	0	-	-	0.1	-	-	0.4				

Intersection												
Int Delay, s/veh	0.2											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	207	1	1	195	2	1	0	0	1	2	2
Future Vol, veh/h	2	207	1	1	195	2	1	0	0	1	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	84	84
Heavy Vehicles, %	4	4	4	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	246	1	1	232	2	1	0	0	1	2	2
Major/Minor	Major1	Major2		Minor2		Minor1						
Conflicting Flow All	234	0	0	247	0	0	488	486	233	486	487	247
Stage 1	-	-	-	-	-	-	235	235	-	251	251	-
Stage 2	-	-	-	-	-	-	253	251	-	235	236	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1322	-	-	1319	-	-	490	481	806	492	481	792
Stage 1	-	-	-	-	-	-	768	710	-	753	699	-
Stage 2	-	-	-	-	-	-	751	699	-	768	710	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1322	-	-	1319	-	-	486	480	806	491	480	792
Mov Cap-2 Maneuver	-	-	-	-	-	-	486	480	-	491	480	-
Stage 1	-	-	-	-	-	-	766	709	-	751	698	-
Stage 2	-	-	-	-	-	-	745	698	-	767	709	-
Approach	NB	SB		SE		NW						
HCM Control Delay, s	0.1	0		12.4		11.3						
HCM LOS				B		B						
Minor Lane/Major Mvmt	NBL	NBT	NBR	NWL	NWT	NWR	SELn1	SBL	SBT	SBR		
Capacity (veh/h)	1322	-	-	573	486	1319	-	-	-	-		
HCM Lane V/C Ratio	0.002	-	-	0.01	0.002	0.001	-	-	-	-		
HCM Control Delay (s)	7.7	0	-	11.3	12.4	7.7	0	-	-	-		
HCM Lane LOS	A	A	-	B	B	A	A	-	-	-		
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-	-	-		

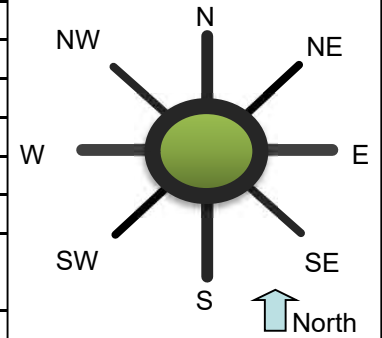
Intersection						
Int Delay, s/veh	4					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	115	29	14	96	141	55
Future Vol, veh/h	115	29	14	96	141	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	310	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	2	2	15
Mvmt Flow	125	32	15	104	153	60
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	287	153	153	0	-	0
Stage 1	153	-	-	-	-	-
Stage 2	134	-	-	-	-	-
Critical Hdwy	6.55	6.35	4.25	-	-	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.55	-	-	-	-	-
Follow-up Hdwy	3.635	3.435	2.335	-	-	-
Pot Cap-1 Maneuver	677	860	1352	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	861	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	670	860	1352	-	-	-
Mov Cap-2 Maneuver	670	-	-	-	-	-
Stage 1	835	-	-	-	-	-
Stage 2	861	-	-	-	-	-
Approach	SE	NE		SW		
HCM Control Delay, s	11.6	1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR	
Capacity (veh/h)	1352	-	701	-	-	
HCM Lane V/C Ratio	0.011	-	0.223	-	-	
HCM Control Delay (s)	7.7	-	11.6	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.9	-	-	

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	1	30	1	6	0	99	14	11	154	1
Future Vol, veh/h	0	1	1	30	1	6	0	99	14	11	154	1
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	2	2	2
Mvmt Flow	0	1	1	34	1	7	0	113	16	13	175	1
Major/Minor	Minor2		Minor1		Major1				Major2			
Conflicting Flow All	327	331	176	324	323	121	176	0	0	129	0	0
Stage 1	202	202	-	121	121	-	-	-	-	-	-	-
Stage 2	125	129	-	203	202	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	626	588	867	629	595	930	1394	-	-	1457	-	-
Stage 1	800	734	-	883	796	-	-	-	-	-	-	-
Stage 2	879	789	-	799	734	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	616	582	867	623	589	930	1394	-	-	1457	-	-
Mov Cap-2 Maneuver	616	582	-	623	589	-	-	-	-	-	-	-
Stage 1	800	727	-	883	796	-	-	-	-	-	-	-
Stage 2	871	789	-	789	727	-	-	-	-	-	-	-
Approach	EB		WB		NB				SB			
HCM Control Delay, s	10.2		10.9		0				0.5			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1394	-	-	696	657	1457	-	-				
HCM Lane V/C Ratio	-	-	-	0.003	0.064	0.009	-	-				
HCM Control Delay (s)	0	-	-	10.2	10.9	7.5	0	-				
HCM Lane LOS	A	-	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-				

Future No-Build (2029)

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: No Build 2029, AM
County/District: Douglas County, District 7
Intersection Name: SR 166/Duncan Memorial Highway at Capps Ferry Road



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph								
	NE (2), vph								
	E (3), vph					26		280	
	SE (4), vph								
	S (5), vph			36				559	
	SW (6), vph								
	W (7), vph			122		245			
	NW (8), vph								
Output	Total Vehicles	0	0	158	0	271	0	839	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	100.0%	100.0%	95.0%	100.0%	91.0%	100.0%	95.0%	100.0%
% Heavy Vehicles	0.0%	0.0%	5.0%	0.0%	9.0%	0.0%	5.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.95	0.95	0.83	0.95	0.83	0.95	0.83	0.95
F _{HV}	1.000	1.000	0.952	1.000	0.917	1.000	0.952	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	0	0	0	0	0	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	0	0	0	0	34	0	354	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	0	0	46	0	0	0	707	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	0	0	154	0	322	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	0	0	200	0	356	0	1061	0
Conflicting flow, pcu/h	0	0	322	0	354	0	46	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	NA	NA	947	NA	882	NA	1255	NA
Entry Flow Rates, vph	0	0	190	0	327	0	1011	0
V/C ratio			0.20		0.37		0.81	
Control Delay, sec/pcu			5.8		8.3		17.5	
LOS			A		A		C	
Average Queue (ft)			8		19		123	
95th % Queue (ft)			20		47		249	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	14.1	Int LOS	B	Max Approach V/C	0.81

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

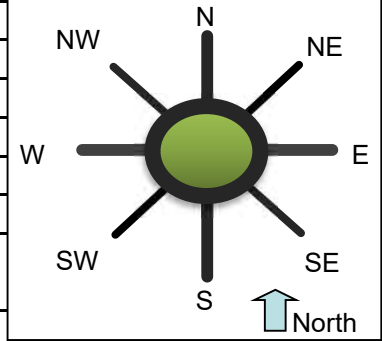
F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F _{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (veh)						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: No-Build 2029, AM
County/District: Douglas County, District 7
Intersection Name: SR 70/S Fulton Industrial Parkway at Campbellton Redwine Road



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			1		44		2	
	NE (2), vph								
	E (3), vph	1				129		571	
	SE (4), vph								
	S (5), vph	11		174				107	
	SW (6), vph								
	W (7), vph	2		167		75			
	NW (8), vph								
Output	Total Vehicles	14	0	342	0	248	0	680	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.0%	100.0%	89.0%	100.0%	95.0%	100.0%	94.0%	100.0%
% Heavy Vehicles	2.0%	0.0%	11.0%	0.0%	5.0%	0.0%	6.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.81	0.95	0.81	0.95	0.81	0.95	0.81	0.95
F _{HV}	0.980	1.000	0.901	1.000	0.952	1.000	0.943	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	1	0	57	0	3	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	1	0	0	0	167	0	747	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	14	0	238	0	0	0	140	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	3	0	229	0	97	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	18	0	469	0	321	0	890	0
Conflicting flow, pcu/h	565	0	157	0	751	0	254	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	761	NA	1059	NA	611	NA	1005	NA
Entry Flow Rates, vph	17	0	422	0	306	0	840	0
V/C ratio	0.02		0.40		0.50		0.84	
Control Delay, sec/pcu	5.0		7.6		14.2		22.8	
LOS	A		A		B		C	
Average Queue (ft)	1		22		30		133	
95th % Queue (ft)	2		54		74		270	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	16.9	Int LOS	C	Max Approach V/C	0.84

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

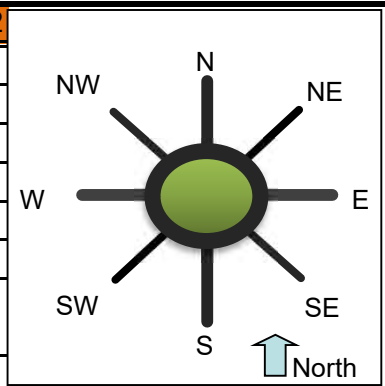
F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F _{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (veh)						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: No-Build 2029, AM
County/District: Fulton County, District 7
Intersection Name: SR 70/South Fulton Parkway at Rico Road



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			0		2		1	
	NE (2), vph								
	E (3), vph	10				5		628	
	SE (4), vph								
	S (5), vph	10		0				101	
	SW (6), vph								
	W (7), vph	2		272		48			
	NW (8), vph								
Output	Total Vehicles	22	0	272	0	55	0	730	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.0%	100.0%	87.0%	100.0%	96.0%	100.0%	95.0%	100.0%
% Heavy Vehicles	2.0%	0.0%	13.0%	0.0%	4.0%	0.0%	5.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.83	0.95	0.83	0.95	0.83	0.95	0.83	0.95
F _{HV}	0.980	1.000	0.885	1.000	0.962	1.000	0.952	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	0	0	3	0	1	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	12	0	0	0	6	0	794	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	12	0	0	0	0	0	128	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	2	0	370	0	60	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	27	0	370	0	69	0	923	0
Conflicting flow, pcu/h	430	0	64	0	808	0	25	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	872	NA	1144	NA	582	NA	1282	NA
Entry Flow Rates, vph	27	0	328	0	66	0	880	0
V/C ratio	0.03		0.29		0.11		0.69	
Control Delay, sec/pcu	4.4		5.8		7.5		12.1	
LOS	A		A		A		B	
Average Queue (ft)	1		13		3		74	
95th % Queue (ft)	2		34		10		154	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	10.2	Int LOS	B	Max Approach V/C	0.69

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

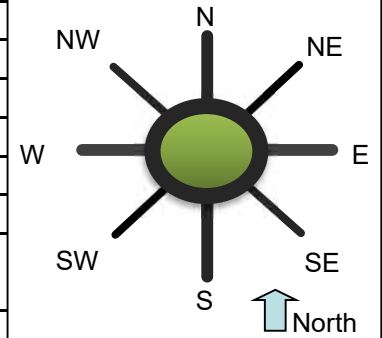
F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F _{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (veh)						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: No Build 2029, AM
County/District: Fulton County, District 7
Intersection Name: SR 70/South Fulton Parkway at Cochran Mill Road



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			2		21		2	
	NE (2), vph								
	E (3), vph	0				15		527	
	SE (4), vph								
	S (5), vph	15		16				77	
	SW (6), vph								
	W (7), vph	2		237		32			
	NW (8), vph								
Output	Total Vehicles	17	0	255	0	68	0	606	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	96.0%	100.0%	86.0%	100.0%	95.0%	100.0%	95.0%	100.0%
% Heavy Vehicles	4.0%	0.0%	14.0%	0.0%	5.0%	0.0%	5.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.86	0.95	0.86	0.95	0.86	0.95	0.86	0.95
F _{HV}	0.962	1.000	0.877	1.000	0.952	1.000	0.952	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	3	0	26	0	2	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	0	0	0	0	18	0	643	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	18	0	21	0	0	0	94	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	2	0	314	0	39	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	21	0	338	0	83	0	740	0
Conflicting flow, pcu/h	374	0	67	0	646	0	39	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	906	NA	1130	NA	680	NA	1263	NA
Entry Flow Rates, vph	20	0	297	0	79	0	705	0
V/C ratio	0.02		0.26		0.12		0.56	
Control Delay, sec/pcu	4.2		5.6		6.6		9.2	
LOS	A		A		A		A	
Average Queue (ft)	1		12		4		45	
95th % Queue (ft)	2		30		10		95	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	7.9	Int LOS	A	Max Approach V/C	0.56

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F _{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (veh)						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

Intersection												
Int Delay, s/veh	0.5											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	218	0	1	283	4	14	1	4	0	0	0
Future Vol, veh/h	1	218	0	1	283	4	14	1	4	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	269	0	1	349	5	17	1	5	0	0	0
Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	354	0	0	269	0	0	625	625	352	628	627	269
Stage 1	-	-	-	-	-	-	354	354	-	271	271	-
Stage 2	-	-	-	-	-	-	271	271	-	357	356	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1205	-	-	1295	-	-	397	401	692	395	400	770
Stage 1	-	-	-	-	-	-	663	630	-	735	685	-
Stage 2	-	-	-	-	-	-	735	685	-	661	629	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1205	-	-	1295	-	-	396	400	692	391	399	770
Mov Cap-2 Maneuver	-	-	-	-	-	-	396	400	-	391	399	-
Stage 1	-	-	-	-	-	-	662	629	-	734	684	-
Stage 2	-	-	-	-	-	-	734	684	-	654	628	-
Approach	NB			SB			SE			NW		
HCM Control Delay, s	0			0			13.7			0		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBL	NBT	NBR	NBL	NBT	NBR	SELn1	SBL	SBT	SBR		
Capacity (veh/h)	1205	-	-	-	-	-	435	1295	-	-		
HCM Lane V/C Ratio	0.001	-	-	-	-	-	0.054	0.001	-	-		
HCM Control Delay (s)	8	0	-	0	13.7	7.8	0	-	-	-		
HCM Lane LOS	A	A	-	A	B	A	A	-	-	-		
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0	-	-	-	-		

Intersection						
Int Delay, s/veh	1.8					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	49	12	35	170	146	141
Future Vol, veh/h	49	12	35	170	146	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	310	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	2	2	15
Mvmt Flow	53	13	38	185	159	153
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	420	159	159	0	-	0
Stage 1	159	-	-	-	-	-
Stage 2	261	-	-	-	-	-
Critical Hdwy	6.55	6.35	4.25	-	-	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.55	-	-	-	-	-
Follow-up Hdwy	3.635	3.435	2.335	-	-	-
Pot Cap-1 Maneuver	566	853	1345	-	-	-
Stage 1	839	-	-	-	-	-
Stage 2	753	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	550	853	1345	-	-	-
Mov Cap-2 Maneuver	550	-	-	-	-	-
Stage 1	816	-	-	-	-	-
Stage 2	753	-	-	-	-	-
Approach	SE	NE	SW			
HCM Control Delay, s	11.9	1.3	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR		
Capacity (veh/h)	1345	- 591	-	-		
HCM Lane V/C Ratio	0.028	- 0.112	-	-		
HCM Control Delay (s)	7.8	- 11.9	-	-		
HCM Lane LOS	A	- B	-	-		
HCM 95th %tile Q(veh)	0.1	- 0.4	-	-		

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	57	14	19	148	83	75
Future Vol, veh/h	57	14	19	148	83	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	310	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	2	2	15
Mvmt Flow	62	15	21	161	90	82
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	293	90	90	0	-	0
Stage 1	90	-	-	-	-	-
Stage 2	203	-	-	-	-	-
Critical Hdwy	6.55	6.35	4.25	-	-	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.55	-	-	-	-	-
Follow-up Hdwy	3.635	3.435	2.335	-	-	-
Pot Cap-1 Maneuver	671	933	1427	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	661	933	1427	-	-	-
Mov Cap-2 Maneuver	661	-	-	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Approach	EB	NE		SW		
HCM Control Delay, s	10.8	0.9		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NEL	NET	EBLn1	SWT	SWR	
Capacity (veh/h)	1427	-	701	-	-	
HCM Lane V/C Ratio	0.014	-	0.11	-	-	
HCM Control Delay (s)	7.6	-	10.8	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.4	-	-	

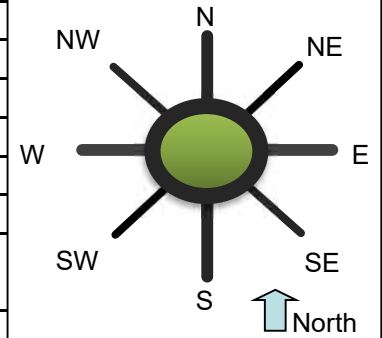
Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	12	0	16	0	162	21	8	88	0
Future Vol, veh/h	0	0	0	12	0	16	0	162	21	8	88	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	15	0	20	0	205	27	10	111	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	360	363	111	350	350	219	111	0	0	232	0	0
Stage 1	131	131	-	219	219	-	-	-	-	-	-	-
Stage 2	229	232	-	131	131	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	596	565	942	605	574	821	1479	-	-	1336	-	-
Stage 1	873	788	-	783	722	-	-	-	-	-	-	-
Stage 2	774	713	-	873	788	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	578	560	942	601	569	821	1479	-	-	1336	-	-
Mov Cap-2 Maneuver	578	560	-	601	569	-	-	-	-	-	-	-
Stage 1	873	782	-	783	722	-	-	-	-	-	-	-
Stage 2	755	713	-	866	782	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	0		10.3		0		0.6					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1479	-	-	-	710	1336	-	-				
HCM Lane V/C Ratio	-	-	-	-	0.05	0.008	-	-				
HCM Control Delay (s)	0	-	-	0	10.3	7.7	0	-				
HCM Lane LOS	A	-	-	A	B	A	A	-				
HCM 95th %tile O(veh)	0	-	-	-	0.2	0	-	-				

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	9	2	2	10	0
Future Vol, veh/h	0	9	2	2	10	0
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, %	2	2	2	2	2	2
Mvmt Flow	0	10	2	2	11	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	17	11	11	0	-	0
Stage 1	11	-	-	-	-	-
Stage 2	6	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1001	1070	1608	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	1017	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1000	1070	1608	-	-	-
Mov Cap-2 Maneuver	1000	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1017	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.4	3.6		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1608	-	1070	-	-	
HCM Lane V/C Ratio	0.001	-	0.009	-	-	
HCM Control Delay (s)	7.2	0	8.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	7.5					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	0	9	1	0	2	0
Future Vol, veh/h	0	9	1	0	2	0
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, %	2	2	2	2	2	2
Mvmt Flow	0	10	1	0	2	0
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	5	1	0	0	1	0
Stage 1	1	-	-	-	-	-
Stage 2	4	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1017	1084	-	-	1622	-
Stage 1	1022	-	-	-	-	-
Stage 2	1019	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1016	1084	-	-	1622	-
Mov Cap-2 Maneuver	1016	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	1018	-	-	-	-	-
Approach	EB	SE	NW			
HCM Control Delay, s	8.4	0	7.2			
HCM LOS	A					
Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER	
Capacity (veh/h)	1622	-	1084	-	-	
HCM Lane V/C Ratio	0.001	-	0.009	-	-	
HCM Control Delay (s)	7.2	0	8.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: No-Build 2029, PM
County/District: Douglas County, District 7
Intersection Name: SR 166/Duncan Memorial Highway at Capps Ferry Road



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph								
	NE (2), vph								
	E (3), vph					32		133	
	SE (4), vph								
	S (5), vph			30				300	
	SW (6), vph								
	W (7), vph			311		490			
	NW (8), vph								
Output	Total Vehicles	0	0	341	0	522	0	433	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	100.0%	100.0%	97.0%	100.0%	92.0%	100.0%	95.0%	100.0%
% Heavy Vehicles	0.0%	0.0%	3.0%	0.0%	8.0%	0.0%	5.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.95	0.95	0.91	0.95	0.91	0.95	0.91	0.95
F _{HV}	1.000	1.000	0.971	1.000	0.926	1.000	0.952	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	0	0	0	0	0	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	0	0	0	0	38	0	153	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	0	0	34	0	0	0	346	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	0	0	352	0	582	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	0	0	386	0	620	0	500	0
Conflicting flow, pcu/h	0	0	582	0	153	0	34	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	NA	NA	740	NA	1093	NA	1270	NA
Entry Flow Rates, vph	0	0	375	0	574	0	476	0
V/C ratio			0.51		0.52		0.37	
Control Delay, sec/pcu			12.3		9.5		6.4	
LOS			B		A		A	
Average Queue (ft)			32		38		21	
95th % Queue (ft)			74		85		46	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	9.2	Int LOS	A	Max Approach V/C	0.52

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

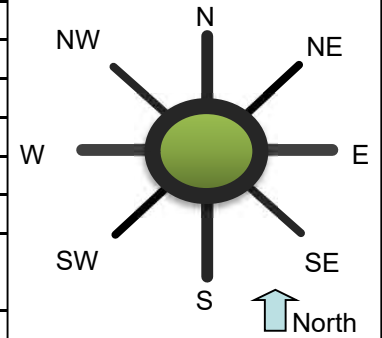
F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F _{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (veh)						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: No-Build 2029, PM
County/District: Douglas County, District 7
Intersection Name: SR 70/S Fulton Industrial Parkway at Campbellton Redwine Road



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			1		17		5	
	NE (2), vph								
	E (3), vph	1				210		218	
	SE (4), vph								
	S (5), vph	58		285				81	
	SW (6), vph								
	W (7), vph	3		718		126			
	NW (8), vph								
Output	Total Vehicles	62	0	1004	0	353	0	304	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.0%	100.0%	94.0%	100.0%	96.0%	100.0%	96.0%	100.0%
% Heavy Vehicles	2.0%	0.0%	6.0%	0.0%	4.0%	0.0%	4.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.89	0.95	0.89	0.95	0.89	0.95	0.89	0.95
F _{HV}	0.980	1.000	0.943	1.000	0.962	1.000	0.962	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	1	0	20	0	6	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	1	0	0	0	245	0	255	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	66	0	339	0	0	0	95	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	3	0	855	0	147	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	71	0	1196	0	412	0	355	0
Conflicting flow, pcu/h	1342	0	173	0	262	0	407	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	344	NA	1091	NA	1016	NA	876	NA
Entry Flow Rates, vph	70	0	1128	0	397	0	342	0
V/C ratio	0.20		1.03		0.39		0.39	
Control Delay, sec/pcu	14.1		55.8		7.7		8.7	
LOS	B		F		A		A	
Average Queue (ft)	7		437		21		21	
95th % Queue (ft)	19		609		49		48	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	36.1	Int LOS	E	Max Approach V/C	1.03

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

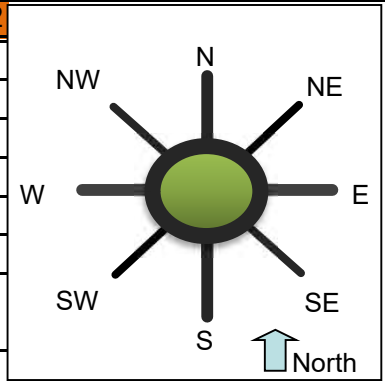
F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F _{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (veh)						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: No-Build 2029, PM
County/District: Fulton County, District 7
Intersection: SR 70/South Fulton Parkway at Rico Road
Name:



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			2		17		3	
	NE (2), vph								
	E (3), vph	4				2		372	
	SE (4), vph								
	S (5), vph	14		4				55	
	SW (6), vph								
	W (7), vph	4		742		107			
	NW (8), vph								
Output	Total Vehicles	22	0	748	0	126	0	430	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.0%	100.0%	94.0%	100.0%	98.0%	100.0%	95.0%	100.0%
% Heavy Vehicles	2.0%	0.0%	6.0%	0.0%	2.0%	0.0%	5.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.86	0.95	0.86	0.95	0.86	0.95	0.86	0.95
F _{HV}	0.980	1.000	0.943	1.000	0.980	1.000	0.952	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	2	0	20	0	4	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	5	0	0	0	2	0	454	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	17	0	5	0	0	0	67	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	5	0	915	0	127	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	26	0	922	0	149	0	525	0
Conflicting flow, pcu/h	1046	0	151	0	463	0	26	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	465	NA	1116	NA	844	NA	1280	NA
Entry Flow Rates, vph	26	0	870	0	147	0	500	0
V/C ratio	0.05		0.78		0.17		0.39	
Control Delay, sec/pcu	8.5		17.4		6.0		6.6	
LOS	A		C		A		A	
Average Queue (ft)	2		105		6		23	
95th % Queue (ft)	4		221		16		50	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	12.7	Int LOS	B	Max Approach V/C	0.78

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

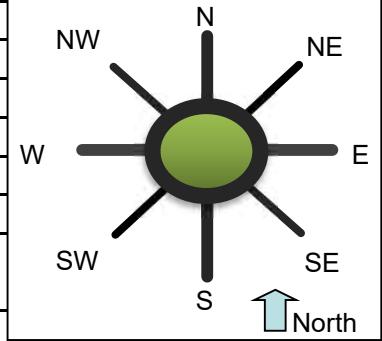
F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F _{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (veh)						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: No-Build 2029, PM
County/District: Fulton County, District 7
Intersection Name: SR 70/South Fulton Parkway at Cochran Mill Road



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			5		25		2	
	NE (2), vph								
	E (3), vph	5				26		301	
	SE (4), vph								
	S (5), vph	19		29				57	
	SW (6), vph								
	W (7), vph	10		635		95			
	NW (8), vph								
Output	Total Vehicles	34	0	669	0	146	0	360	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.0%	100.0%	93.0%	100.0%	93.0%	100.0%	94.0%	100.0%
% Heavy Vehicles	2.0%	0.0%	7.0%	0.0%	7.0%	0.0%	6.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.86	0.95	0.86	0.95	0.86	0.95	0.86	0.95
F _{HV}	0.980	1.000	0.935	1.000	0.935	1.000	0.943	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	6	0	31	0	2	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	6	0	0	0	32	0	371	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	23	0	36	0	0	0	70	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	12	0	790	0	118	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	40	0	832	0	182	0	444	0
Conflicting flow, pcu/h	944	0	152	0	379	0	65	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	516	NA	1105	NA	876	NA	1219	NA
Entry Flow Rates, vph	40	0	778	0	170	0	419	0
V/C ratio	0.08		0.70		0.19		0.34	
Control Delay, sec/pcu	7.9		14.1		6.1		6.2	
LOS	A		B		A		A	
Average Queue (ft)	2		76		7		18	
95th % Queue (ft)	6		166		19		41	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	10.6	Int LOS	B	Max Approach V/C	0.70

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

 F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F_{HV}						
F_{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (veh)						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

Intersection												
Int Delay, s/veh	0.4											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	338	1	1	283	16	9	0	2	1	2	2
Future Vol, veh/h	6	338	1	1	283	16	9	0	2	1	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	84	84
Heavy Vehicles, %	4	4	4	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	402	1	1	337	19	11	0	2	1	2	2
Major/Minor	Major1		Major2		Minor2		Minor1					
Conflicting Flow All	356	0	0	403	0	0	768	766	347	767	775	403
Stage 1	-	-	-	-	-	-	349	349	-	417	417	-
Stage 2	-	-	-	-	-	-	419	417	-	350	358	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1192	-	-	1156	-	-	319	333	696	319	329	647
Stage 1	-	-	-	-	-	-	667	633	-	613	591	-
Stage 2	-	-	-	-	-	-	612	591	-	666	628	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1192	-	-	1156	-	-	314	330	696	316	326	647
Mov Cap-2 Maneuver	-	-	-	-	-	-	314	330	-	316	326	-
Stage 1	-	-	-	-	-	-	662	632	-	608	586	-
Stage 2	-	-	-	-	-	-	602	586	-	663	627	-
Approach	NB		SB		SE		NW					
HCM Control Delay, s	0.1		0		15.7		14					
HCM LOS					C		B					
Minor Lane/Major Mvmt	NBL	NBT	NBR	NWL	N1	SEL	SBL	SBT	SBR			
Capacity (veh/h)	1192	-	-	404	349	1156	-	-	-			
HCM Lane V/C Ratio	0.006	-	-	0.015	0.038	0.001	-	-	-			
HCM Control Delay (s)	8	0	-	14	15.7	8.1	0	-	-			
HCM Lane LOS	A	A	-	B	C	A	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-	-			

Intersection						
Int Delay, s/veh	4.7					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	157	39	18	190	216	70
Future Vol, veh/h	157	39	18	190	216	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	310	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	2	2	15
Mvmt Flow	171	42	20	207	235	76
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	482	235	235	0	-	0
Stage 1	235	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Critical Hdwy	6.55	6.35	4.25	-	-	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.55	-	-	-	-	-
Follow-up Hdwy	3.635	3.435	2.335	-	-	-
Pot Cap-1 Maneuver	520	773	1260	-	-	-
Stage 1	774	-	-	-	-	-
Stage 2	765	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	512	773	1260	-	-	-
Mov Cap-2 Maneuver	512	-	-	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	765	-	-	-	-	-
Approach	SE	NE	SW			
HCM Control Delay, s	15.7	0.7	0			
HCM LOS	C					
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR	
Capacity (veh/h)	1260	-	549	-	-	
HCM Lane V/C Ratio	0.016	-	0.388	-	-	
HCM Control Delay (s)	7.9	-	15.7	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0	-	1.8	-	-	

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	82	21	15	126	193	62
Future Vol, veh/h	82	21	15	126	193	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	310	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	2	2	15
Mvmt Flow	89	23	16	137	210	67
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	379	210	210	0	-	0
Stage 1	210	-	-	-	-	-
Stage 2	169	-	-	-	-	-
Critical Hdwy	6.55	6.35	4.25	-	-	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.55	-	-	-	-	-
Follow-up Hdwy	3.635	3.435	2.335	-	-	-
Pot Cap-1 Maneuver	598	799	1287	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	830	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	591	799	1287	-	-	-
Mov Cap-2 Maneuver	591	-	-	-	-	-
Stage 1	785	-	-	-	-	-
Stage 2	830	-	-	-	-	-
Approach	EB	NE		SW		
HCM Control Delay, s	12	0.8		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NEL	NET	EBLn1	SWT	SWR	
Capacity (veh/h)	1287	-	624	-	-	
HCM Lane V/C Ratio	0.013	-	0.179	-	-	
HCM Control Delay (s)	7.8	-	12	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.6	-	-	

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	1	32	1	12	0	123	15	19	189	1
Future Vol, veh/h	0	1	1	32	1	12	0	123	15	19	189	1
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	2	2	2
Mvmt Flow	0	1	1	36	1	14	0	140	17	22	215	1
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	416	417	216	410	409	149	216	0	0	157	0	0
Stage 1	260	260	-	149	149	-	-	-	-	-	-	-
Stage 2	156	157	-	261	260	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	547	527	824	552	532	898	1348	-	-	1423	-	-
Stage 1	745	693	-	854	774	-	-	-	-	-	-	-
Stage 2	846	768	-	744	693	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	531	518	824	543	522	898	1348	-	-	1423	-	-
Mov Cap-2 Maneuver	531	518	-	543	522	-	-	-	-	-	-	-
Stage 1	745	681	-	854	774	-	-	-	-	-	-	-
Stage 2	832	768	-	728	681	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	10.7		11.5			0			0.7			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1348	-	-	636	606	1423	-	-				
HCM Lane V/C Ratio	-	-	-	0.004	0.084	0.015	-	-				
HCM Control Delay (s)	0	-	-	10.7	11.5	7.6	0	-				
HCM Lane LOS	A	-	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0	-	-				

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	9	15	6	0
Future Vol, veh/h	0	5	9	15	6	0
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, %	2	2	2	2	2	2
Mvmt Flow	0	5	10	16	7	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	43	7	7	0	-	0
Stage 1	7	-	-	-	-	-
Stage 2	36	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	968	1075	1614	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	962	1075	1614	-	-	-
Mov Cap-2 Maneuver	962	-	-	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.4	2.7		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1614	-	1075	-	-	
HCM Lane V/C Ratio	0.006	-	0.005	-	-	
HCM Control Delay (s)	7.2	0	8.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	5					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	0	5	1	0	9	6
Future Vol, veh/h	0	5	1	0	9	6
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, %	2	2	2	2	2	2
Mvmt Flow	0	5	1	0	10	7
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	28	1	0	0	1	0
Stage 1	1	-	-	-	-	-
Stage 2	27	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	987	1084	-	-	1622	-
Stage 1	1022	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	981	1084	-	-	1622	-
Mov Cap-2 Maneuver	981	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	990	-	-	-	-	-
Approach	EB	SE	NW			
HCM Control Delay, s	8.3	0	4.3			
HCM LOS	A					
Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER	
Capacity (veh/h)	1622	-	1084	-	-	
HCM Lane V/C Ratio	0.006	-	0.005	-	-	
HCM Control Delay (s)	7.2	0	8.3	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Future Build (2025)

Intersection						
Int Delay, s/veh	7.2					
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	240	464	25	105	198	19
Future Vol, veh/h	240	464	25	105	198	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	5	5	5	5	9	9
Mvmt Flow	289	559	30	127	239	23
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	848	0	756	569
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	187	-
Critical Hdwy	-	-	4.15	-	6.49	6.29
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.245	-	3.581	3.381
Pot Cap-1 Maneuver	-	-	777	-	366	509
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	828	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	777	-	351	509
Mov Cap-2 Maneuver	-	-	-	-	351	-
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	793	-
Approach	EB	WB		NW		
HCM Control Delay, s	0	1.9		33.5		
HCM LOS				D		
Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	377	-	-	777	-	
HCM Lane V/C Ratio	0.693	-	-	0.039	-	
HCM Control Delay (s)	33.5	-	-	9.8	0	
HCM Lane LOS	D	-	-	A	A	
HCM 95th %tile Q(veh)	5	-	-	0.1	-	

Intersection

Int Delay, s/veh 7.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔	↔		↔	↔		↔			↔	
Traffic Vol, veh/h	2	490	70	84	144	1	49	38	61	1	9	2
Future Vol, veh/h	2	490	70	84	144	1	49	38	61	1	9	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	300	-	-	300	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	6	6	6	11	11	11	1	1	1	5	5	5
Mvmt Flow	2	605	86	104	178	1	60	47	75	1	11	2

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	178	0	0	605	0	0	1002	995	605	1056	995	178
Stage 1	-	-	-	-	-	-	609	609	-	386	386	-
Stage 2	-	-	-	-	-	-	393	386	-	670	609	-
Critical Hdwy	4.16	-	-	4.21	-	-	7.11	6.51	6.21	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.15	5.55	-
Follow-up Hdwy	2.254	-	-	2.299	-	-	3.509	4.009	3.309	3.545	4.045	3.345
Pot Cap-1 Maneuver	1374	-	-	930	-	-	222	246	500	201	242	857
Stage 1	-	-	-	-	-	-	484	487	-	631	605	-
Stage 2	-	-	-	-	-	-	634	612	-	442	481	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1374	-	-	930	-	-	192	215	500	129	212	857
Mov Cap-2 Maneuver	-	-	-	-	-	-	192	215	-	129	212	-
Stage 1	-	-	-	-	-	-	483	486	-	630	530	-
Stage 2	-	-	-	-	-	-	542	536	-	339	480	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0	3.4	43.4	21.9
HCM LOS			E	C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	267	930	-	-	1374	-	228
HCM Lane V/C Ratio	0.684	0.112	-	-	0.002	-	0.065
HCM Control Delay (s)	43.4	9.4	0	-	7.6	0	21.9
HCM Lane LOS	E	A	A	-	A	A	C
HCM 95th %tile Q(veh)	4.5	0.4	-	-	0	-	0.2

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗		↕			↕	
Traffic Vol, veh/h	1	495	83	0	174	0	36	2	5	8	8	2
Future Vol, veh/h	1	495	83	0	174	0	36	2	5	8	8	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	250	-	-	250	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	5	5	5	13	13	13	4	4	4	2	2	2
Mvmt Flow	1	596	100	0	210	0	43	2	6	10	10	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	210	0	0	596	0	0	814	808	596	812	808	210
Stage 1	-	-	-	-	-	-	598	598	-	210	210	-
Stage 2	-	-	-	-	-	-	216	210	-	602	598	-
Critical Hdwy	4.15	-	-	4.23	-	-	7.14	6.54	6.24	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.317	-	-	3.536	4.036	3.336	3.518	4.018	3.318
Pot Cap-1 Maneuver	1343	-	-	929	-	-	294	312	500	298	315	830
Stage 1	-	-	-	-	-	-	485	488	-	792	728	-
Stage 2	-	-	-	-	-	-	782	725	-	486	491	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1343	-	-	929	-	-	286	312	500	292	315	830
Mov Cap-2 Maneuver	-	-	-	-	-	-	286	312	-	292	315	-
Stage 1	-	-	-	-	-	-	485	488	-	791	728	-
Stage 2	-	-	-	-	-	-	769	725	-	477	491	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			19.4			16.8		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	302	1343	-	-	929	-	-	326				
HCM Lane V/C Ratio	0.172	0.001	-	-	-	-	-	0.067				
HCM Control Delay (s)	19.4	7.7	0	-	0	-	-	16.8				
HCM Lane LOS	C	A	A	-	A	-	-	C				
HCM 95th %tile O(veh)	0.6	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	2	411	62	14	149	2	23	18	13	0	13	2
Future Vol, veh/h	2	411	62	14	149	2	23	18	13	0	13	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	275	-	-	350	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	14	14	14	5	5	5	4	4	4
Mvmt Flow	2	478	72	16	173	2	27	21	15	0	15	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	173	0	0	478	0	0	695	687	478	698	687	173
Stage 1	-	-	-	-	-	-	482	482	-	205	205	-
Stage 2	-	-	-	-	-	-	213	205	-	493	482	-
Critical Hdwy	4.15	-	-	4.24	-	-	7.15	6.55	6.25	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.14	5.54	-
Follow-up Hdwy	2.245	-	-	2.326	-	-	3.545	4.045	3.345	3.536	4.036	3.336
Pot Cap-1 Maneuver	1386	-	-	1025	-	-	353	366	581	352	367	865
Stage 1	-	-	-	-	-	-	560	548	-	792	728	-
Stage 2	-	-	-	-	-	-	782	726	-	554	550	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1386	-	-	1025	-	-	336	359	581	323	360	865
Mov Cap-2 Maneuver	-	-	-	-	-	-	336	359	-	323	360	-
Stage 1	-	-	-	-	-	-	559	547	-	790	716	-
Stage 2	-	-	-	-	-	-	750	714	-	518	549	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.7			14.2			14.1		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	455	1386	-	-	1025	-	-	415				
HCM Lane V/C Ratio	0.138	0.002	-	-	0.016	-	-	0.042				
HCM Control Delay (s)	14.2	7.6	0	-	8.6	0	-	14.1				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.1				

Intersection												
Int Delay, s/veh	0											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	133	0	1	159	0	0	1	0	0	0	0
Future Vol, veh/h	0	133	0	1	159	0	0	1	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	164	0	1	196	0	0	1	0	0	0	0
Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	196	0	0	164	0	0	362	362	196	363	362	164
Stage 1	-	-	-	-	-	-	198	198	-	164	164	-
Stage 2	-	-	-	-	-	-	164	164	-	199	198	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1377	-	-	1414	-	-	594	565	845	593	565	881
Stage 1	-	-	-	-	-	-	804	737	-	838	762	-
Stage 2	-	-	-	-	-	-	838	762	-	803	737	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1377	-	-	1414	-	-	593	564	845	592	564	881
Mov Cap-2 Maneuver	-	-	-	-	-	-	593	564	-	592	564	-
Stage 1	-	-	-	-	-	-	804	736	-	838	762	-
Stage 2	-	-	-	-	-	-	838	762	-	801	736	-
Approach	NB			SB			SE			NW		
HCM Control Delay, s	0			0			11.4			0		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBL	NBT	NBR	NBL	NBT	NBR	SELn1	SETn1	SERn1	NWL	NWT	NWR
Capacity (veh/h)	1377	-	-	-	-	-	564	1414	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	0.002	0.001	-	-	-	-
HCM Control Delay (s)	0	-	-	0	11.4	7.5	0	-	-	-	-	-
HCM Lane LOS	A	-	-	A	B	A	A	-	-	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-	-	-	-	-

Intersection

Int Delay, s/veh 2

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	37	9	25	96	57	102
Future Vol, veh/h	37	9	25	96	57	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	310	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	2	2	15
Mvmt Flow	40	10	27	104	62	111

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	220	62	62
Stage 1	62	-	-
Stage 2	158	-	-
Critical Hdwy	6.55	6.35	4.25
Critical Hdwy Stg 1	5.55	-	-
Critical Hdwy Stg 2	5.55	-	-
Follow-up Hdwy	3.635	3.435	2.335
Pot Cap-1 Maneuver	740	968	1462
Stage 1	929	-	-
Stage 2	840	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	727	968	1462
Mov Cap-2 Maneuver	727	-	-
Stage 1	912	-	-
Stage 2	840	-	-

Approach	SE	NE	SW
HCM Control Delay, s	10	1.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	1462	- 764	-	-
HCM Lane V/C Ratio	0.019	- 0.065	-	-
HCM Control Delay (s)	7.5	- 10	-	-
HCM Lane LOS	A	- B	-	-
HCM 95th %tile Q(veh)	0.1	- 0.2	-	-

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	10	0	9	0	123	18	3	63	0
Future Vol, veh/h	0	0	0	10	0	9	0	123	18	3	63	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	13	0	11	0	156	23	4	80	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	261	267	80	256	256	168	80	0	0	179	0	0
Stage 1	88	88	-	168	168	-	-	-	-	-	-	-
Stage 2	173	179	-	88	88	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	692	639	980	697	648	876	1518	-	-	1397	-	-
Stage 1	920	822	-	834	759	-	-	-	-	-	-	-
Stage 2	829	751	-	920	822	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	682	637	980	696	646	876	1518	-	-	1397	-	-
Mov Cap-2 Maneuver	682	637	-	696	646	-	-	-	-	-	-	-
Stage 1	920	820	-	834	759	-	-	-	-	-	-	-
Stage 2	818	751	-	917	820	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	9.8	0	0.3
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1518	-	-	-	771	1397	-
HCM Lane V/C Ratio	-	-	-	-	0.031	0.003	-
HCM Control Delay (s)	0	-	-	0	9.8	7.6	0
HCM Lane LOS	A	-	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-

Intersection						
Int Delay, s/veh	30.9					
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	114	244	21	267	402	21
Future Vol, veh/h	114	244	21	267	402	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	3	3	8	8
Mvmt Flow	125	268	23	293	442	23
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	393	0	598	259
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	339	-
Critical Hdwy	-	-	4.13	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.227	-	3.572	3.372
Pot Cap-1 Maneuver	-	-	1160	-	455	765
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	708	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1160	-	444	765
Mov Cap-2 Maneuver	-	-	-	-	444	-
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	691	-
Approach	EB		WB		NW	
HCM Control Delay, s	0		0.6		77.6	
HCM LOS					F	
Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	456	-	-	1160	-	
HCM Lane V/C Ratio	1.019	-	-	0.02	-	
HCM Control Delay (s)	77.6	-	-	8.2	0	
HCM Lane LOS	F	-	-	A	A	
HCM 95th %tile Q(veh)	13.8	-	-	0.1	-	

Intersection

Int Delay, s/veh 19.4

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔	↔		↔	↔		↔			↔	
Traffic Vol, veh/h	5	187	53	92	589	1	84	15	107	1	50	3
Future Vol, veh/h	5	187	53	92	589	1	84	15	107	1	50	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	300	-	-	300	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	4	4	6	6	6	4	4	4	2	2	2
Mvmt Flow	6	210	60	103	662	1	94	17	120	1	56	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	662	0	0	210	0	0	1120	1090	210	1159	1090	662
Stage 1	-	-	-	-	-	-	222	222	-	868	868	-
Stage 2	-	-	-	-	-	-	898	868	-	291	222	-
Critical Hdwy	4.14	-	-	4.16	-	-	7.14	6.54	6.24	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.254	-	-	3.536	4.036	3.336	3.518	4.018	3.318
Pot Cap-1 Maneuver	917	-	-	1337	-	-	182	213	825	173	215	462
Stage 1	-	-	-	-	-	-	776	716	-	347	370	-
Stage 2	-	-	-	-	-	-	331	367	-	717	720	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	917	-	-	1337	-	-	126	186	825	124	187	462
Mov Cap-2 Maneuver	-	-	-	-	-	-	126	186	-	124	187	-
Stage 1	-	-	-	-	-	-	770	710	-	344	325	-
Stage 2	-	-	-	-	-	-	239	322	-	593	714	-

Approach	SE			NW			NE			SW		
HCM Control Delay, s	0.2			1.1			99.4			32.2		
HCM LOS							F			D		

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	235	1337	-	-	917	-	192
HCM Lane V/C Ratio	0.985	0.077	-	-	0.006	-	0.316
HCM Control Delay (s)	99.4	7.9	0	-	8.9	0	32.2
HCM Lane LOS	F	A	A	-	A	A	D
HCM 95th %tile Q(veh)	9.1	0.3	-	-	0	-	1.3

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗		↕			↕	
Traffic Vol, veh/h	3	252	40	4	589	2	87	15	2	4	12	4
Future Vol, veh/h	3	252	40	4	589	2	87	15	2	4	12	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	250	-	-	250	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	6	6	6	2	2	2	2	2	2
Mvmt Flow	3	293	47	5	685	2	101	17	2	5	14	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	685	0	0	293	0	0	1004	994	293	1004	994	685
Stage 1	-	-	-	-	-	-	299	299	-	695	695	-
Stage 2	-	-	-	-	-	-	705	695	-	309	299	-
Critical Hdwy	4.15	-	-	4.16	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.254	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	895	-	-	1246	-	-	220	245	746	220	245	448
Stage 1	-	-	-	-	-	-	710	666	-	433	444	-
Stage 2	-	-	-	-	-	-	427	444	-	701	666	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	895	-	-	1246	-	-	207	243	746	206	243	448
Mov Cap-2 Maneuver	-	-	-	-	-	-	207	243	-	206	243	-
Stage 1	-	-	-	-	-	-	707	663	-	431	441	-
Stage 2	-	-	-	-	-	-	407	441	-	678	663	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			41.3			20.4		
HCM LOS							E			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	215	895	-	-	1246	-	-	257				
HCM Lane V/C Ratio	0.562	0.004	-	-	0.004	-	-	0.09				
HCM Control Delay (s)	41.3	9	0	-	7.9	0	-	20.4				
HCM Lane LOS	E	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	3.1	0	-	-	0	-	-	0.3				

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗		↕			↕	
Traffic Vol, veh/h	2	198	42	25	501	5	77	21	22	5	17	8
Future Vol, veh/h	2	198	42	25	501	5	77	21	22	5	17	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	275	-	-	350	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	6	6	6	7	7	7	7	7	7	2	2	2
Mvmt Flow	2	230	49	29	583	6	90	24	26	6	20	9
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	583	0	0	230	0	0	885	875	230	887	875	583
Stage 1	-	-	-	-	-	-	234	234	-	641	641	-
Stage 2	-	-	-	-	-	-	651	641	-	246	234	-
Critical Hdwy	4.16	-	-	4.17	-	-	7.17	6.57	6.27	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.12	5.52	-
Follow-up Hdwy	2.254	-	-	2.263	-	-	3.563	4.063	3.363	3.518	4.018	3.318
Pot Cap-1 Maneuver	972	-	-	1309	-	-	260	282	797	265	288	512
Stage 1	-	-	-	-	-	-	758	702	-	463	469	-
Stage 2	-	-	-	-	-	-	449	462	-	758	711	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	972	-	-	1309	-	-	235	272	797	233	278	512
Mov Cap-2 Maneuver	-	-	-	-	-	-	235	272	-	233	278	-
Stage 1	-	-	-	-	-	-	756	701	-	462	454	-
Stage 2	-	-	-	-	-	-	408	447	-	707	710	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.4			27.6			16		
HCM LOS							D			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	296	972	-	-	1309	-	-	363				
HCM Lane V/C Ratio	0.471	0.002	-	-	0.022	-	-	0.096				
HCM Control Delay (s)	27.6	8.7	0	-	7.8	0	-	16				
HCM Lane LOS	D	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	2.4	0	-	-	0.1	-	-	0.3				

Intersection												
Int Delay, s/veh	0.2											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	200	1	1	185	2	1	0	0	1	2	2
Future Vol, veh/h	2	200	1	1	185	2	1	0	0	1	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	84	84
Heavy Vehicles, %	4	4	4	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	238	1	1	220	2	1	0	0	1	2	2
Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	222	0	0	239	0	0	468	466	221	466	467	239
Stage 1	-	-	-	-	-	-	223	223	-	243	243	-
Stage 2	-	-	-	-	-	-	245	243	-	223	224	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1335	-	-	1328	-	-	505	494	819	507	493	800
Stage 1	-	-	-	-	-	-	780	719	-	761	705	-
Stage 2	-	-	-	-	-	-	759	705	-	780	718	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1335	-	-	1328	-	-	500	493	819	506	492	800
Mov Cap-2 Maneuver	-	-	-	-	-	-	500	493	-	506	492	-
Stage 1	-	-	-	-	-	-	778	718	-	759	704	-
Stage 2	-	-	-	-	-	-	753	704	-	779	717	-
Approach	NB			SB			SE			NW		
HCM Control Delay, s	0.1			0			12.2			11.2		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBL	NBT	NBR	NBL	NBT	NBR	SELn1	SBL	SBT	SBR		
Capacity (veh/h)	1335	-	-	585	500	1328	-	-	-	-	-	-
HCM Lane V/C Ratio	0.002	-	-	0.01	0.002	0.001	-	-	-	-	-	-
HCM Control Delay (s)	7.7	0	-	11.2	12.2	7.7	0	-	-	-	-	-
HCM Lane LOS	A	A	-	B	B	A	A	-	-	-	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-	-	-	-	-

Intersection						
Int Delay, s/veh	4					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	115	29	14	89	131	55
Future Vol, veh/h	115	29	14	89	131	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	310	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	2	2	15
Mvmt Flow	125	32	15	97	142	60
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	269	142	142	0	-	0
Stage 1	142	-	-	-	-	-
Stage 2	127	-	-	-	-	-
Critical Hdwy	6.55	6.35	4.25	-	-	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.55	-	-	-	-	-
Follow-up Hdwy	3.635	3.435	2.335	-	-	-
Pot Cap-1 Maneuver	693	872	1365	-	-	-
Stage 1	854	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	685	872	1365	-	-	-
Mov Cap-2 Maneuver	685	-	-	-	-	-
Stage 1	845	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Approach	SE	NE		SW		
HCM Control Delay, s	11.4	1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR	
Capacity (veh/h)	1365	-	716	-	-	
HCM Lane V/C Ratio	0.011	-	0.219	-	-	
HCM Control Delay (s)	7.7	-	11.4	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.8	-	-	

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	1	28	1	6	0	92	13	11	144	1
Future Vol, veh/h	0	1	1	28	1	6	0	92	13	11	144	1
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	2	2	2
Mvmt Flow	0	1	1	32	1	7	0	105	15	13	164	1
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	308	311	165	305	304	113	165	0	0	120	0	0
Stage 1	191	191	-	113	113	-	-	-	-	-	-	-
Stage 2	117	120	-	192	191	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	644	604	879	647	609	940	1407	-	-	1468	-	-
Stage 1	811	742	-	892	802	-	-	-	-	-	-	-
Stage 2	888	796	-	810	742	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	634	598	879	641	603	940	1407	-	-	1468	-	-
Mov Cap-2 Maneuver	634	598	-	641	603	-	-	-	-	-	-	-
Stage 1	811	735	-	892	802	-	-	-	-	-	-	-
Stage 2	880	796	-	800	735	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	10.1		10.6			0			0.5			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1407	-	-	712	677	1468	-	-				
HCM Lane V/C Ratio	-	-	-	0.003	0.059	0.009	-	-				
HCM Control Delay (s)	0	-	-	10.1	10.6	7.5	0	-				
HCM Lane LOS	A	-	-	B	B	A	A	-				
HCM 95th %tile O(veh)	0	-	-	0	0.2	0	-	-				

Future Build (2027)

Intersection

Int Delay, s/veh 4.7

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑	↑		↑	↑	↑
Traffic Vol, veh/h	259	521	34	113	226	24
Future Vol, veh/h	259	521	34	113	226	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	175	-	-	0	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	5	5	5	5	9	9
Mvmt Flow	312	628	41	136	272	29

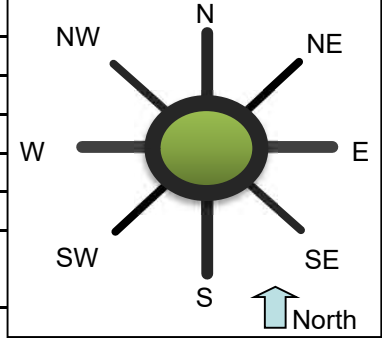
Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	312
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.15
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.245
Pot Cap-1 Maneuver	-	-	1232
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1232
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NW
HCM Control Delay, s	0	1.9	20.8
HCM LOS			C

Minor Lane/Major Mvmt	NWLn1	NWLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	480	712	-	-	1232	-
HCM Lane V/C Ratio	0.567	0.041	-	-	0.033	-
HCM Control Delay (s)	21.9	10.3	-	-	8	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	3.5	0.1	-	-	0.1	-

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: 2027, AM
County/District: Douglas County, District 7
Intersection Name: SR 70/S Fulton Industrial Parkway at Campbellton Redwine Road



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			1		41		2	
	NE (2), vph								
	E (3), vph	1				126		529	
	SE (4), vph								
	S (5), vph	10		173				103	
	SW (6), vph								
	W (7), vph	2		155		72			
	NW (8), vph								
Output	Total Vehicles	13	0	329	0	239	0	634	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.0%	100.0%	89.0%	100.0%	95.0%	100.0%	94.0%	100.0%
% Heavy Vehicles	2.0%	0.0%	11.0%	0.0%	5.0%	0.0%	6.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.81	0.95	0.81	0.95	0.81	0.95	0.81	0.95
F _{HV}	0.980	1.000	0.901	1.000	0.952	1.000	0.943	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	1	0	53	0	3	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	1	0	0	0	163	0	692	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	13	0	237	0	0	0	135	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	3	0	212	0	93	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	16	0	451	0	310	0	830	0
Conflicting flow, pcu/h	543	0	149	0	696	0	251	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	778	NA	1068	NA	646	NA	1008	NA
Entry Flow Rates, vph	16	0	406	0	295	0	783	0
V/C ratio	0.02		0.38		0.46		0.78	
Control Delay, sec/pcu	4.8		7.3		12.5		18.6	
LOS	A		A		B		C	
Average Queue (ft)	1		21		26		101	
95th % Queue (ft)	2		50		63		215	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	14.2	Int LOS	B	Max Approach V/C	0.78

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

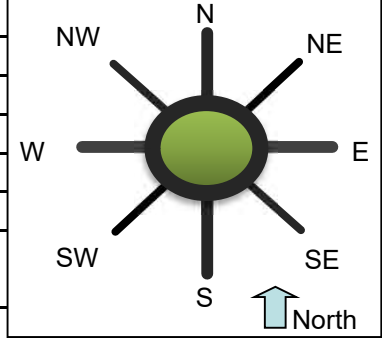
F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F _{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (veh)						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: 2027, AM
County/District: Fulton County, District 7
Intersection: SR 70/South Fulton Parkway at Rico Road
Name:



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			0		2		1	
	NE (2), vph								
	E (3), vph	9				5		588	
	SE (4), vph								
	S (5), vph	9		0				94	
	SW (6), vph								
	W (7), vph	2		263		45			
	NW (8), vph								
Output	Total Vehicles	20	0	263	0	52	0	683	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.0%	100.0%	87.0%	100.0%	96.0%	100.0%	95.0%	100.0%
% Heavy Vehicles	2.0%	0.0%	13.0%	0.0%	4.0%	0.0%	5.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.83	0.95	0.83	0.95	0.83	0.95	0.83	0.95
F _{HV}	0.980	1.000	0.885	1.000	0.962	1.000	0.952	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	0	0	3	0	1	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	11	0	0	0	6	0	744	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	11	0	0	0	0	0	119	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	2	0	358	0	56	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	25	0	358	0	65	0	864	0
Conflicting flow, pcu/h	414	0	60	0	756	0	22	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	887	NA	1149	NA	614	NA	1285	NA
Entry Flow Rates, vph	24	0	317	0	63	0	823	0
V/C ratio	0.03		0.28		0.10		0.64	
Control Delay, sec/pcu	4.3		5.7		7.0		10.8	
LOS	A		A		A		B	
Average Queue (ft)	1		13		3		62	
95th % Queue (ft)	2		32		9		129	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	9.2	Int LOS	A	Max Approach V/C	0.64

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F _{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (veh)						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗		↕			↕	
Traffic Vol, veh/h	2	494	72	15	230	2	31	19	14	0	14	2
Future Vol, veh/h	2	494	72	15	230	2	31	19	14	0	14	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	275	-	-	350	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	14	14	14	5	5	5	4	4	4
Mvmt Flow	2	574	84	17	267	2	36	22	16	0	16	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	267	0	0	574	0	0	887	879	574	890	879	267
Stage 1	-	-	-	-	-	-	578	578	-	301	301	-
Stage 2	-	-	-	-	-	-	309	301	-	589	578	-
Critical Hdwy	4.15	-	-	4.24	-	-	7.15	6.55	6.25	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.14	5.54	-
Follow-up Hdwy	2.245	-	-	2.326	-	-	3.545	4.045	3.345	3.536	4.036	3.336
Pot Cap-1 Maneuver	1280	-	-	942	-	-	262	283	513	261	284	767
Stage 1	-	-	-	-	-	-	496	496	-	704	661	-
Stage 2	-	-	-	-	-	-	695	660	-	491	498	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1280	-	-	942	-	-	245	276	513	233	277	767
Mov Cap-2 Maneuver	-	-	-	-	-	-	245	276	-	233	277	-
Stage 1	-	-	-	-	-	-	495	495	-	703	647	-
Stage 2	-	-	-	-	-	-	661	646	-	453	497	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.5			19.2			17.1		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	328	1280	-	-	942	-	-	317				
HCM Lane V/C Ratio	0.227	0.002	-	-	0.019	-	-	0.059				
HCM Control Delay (s)	19.2	7.8	0	-	8.9	0	-	17.1				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-	0.2				

Intersection												
Int Delay, s/veh	0.5											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	210	0	1	278	4	14	1	4	0	0	0
Future Vol, veh/h	1	210	0	1	278	4	14	1	4	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	259	0	1	343	5	17	1	5	0	0	0
Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	348	0	0	259	0	0	609	609	346	612	611	259
Stage 1	-	-	-	-	-	-	348	348	-	261	261	-
Stage 2	-	-	-	-	-	-	261	261	-	351	350	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1211	-	-	1306	-	-	407	410	697	405	409	780
Stage 1	-	-	-	-	-	-	668	634	-	744	692	-
Stage 2	-	-	-	-	-	-	744	692	-	666	633	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1211	-	-	1306	-	-	406	409	697	401	408	780
Mov Cap-2 Maneuver	-	-	-	-	-	-	406	409	-	401	408	-
Stage 1	-	-	-	-	-	-	667	633	-	743	691	-
Stage 2	-	-	-	-	-	-	743	691	-	659	632	-
Approach	NB			SB			SE			NW		
HCM Control Delay, s	0			0			13.5			0		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBL	NBT	NBR	NBL	NBT	NBR	SELn1	SBL	SBT	SBR		
Capacity (veh/h)	1211	-	-	-	-	-	445	1306	-	-		
HCM Lane V/C Ratio	0.001	-	-	-	-	-	0.053	0.001	-	-		
HCM Control Delay (s)	8	0	-	0	13.5	7.8	0	-	-	-		
HCM Lane LOS	A	A	-	A	B	A	A	-	-	-		
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0	-	-	-	-		

Intersection

Int Delay, s/veh 1.8

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	49	12	35	162	141	141
Future Vol, veh/h	49	12	35	162	141	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	310	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	2	2	15
Mvmt Flow	53	13	38	176	153	153

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	405	153	153
Stage 1	153	-	-
Stage 2	252	-	-
Critical Hdwy	6.55	6.35	4.25
Critical Hdwy Stg 1	5.55	-	-
Critical Hdwy Stg 2	5.55	-	-
Follow-up Hdwy	3.635	3.435	2.335
Pot Cap-1 Maneuver	578	860	1352
Stage 1	844	-	-
Stage 2	761	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	562	860	1352
Mov Cap-2 Maneuver	562	-	-
Stage 1	820	-	-
Stage 2	761	-	-

Approach	SE	NE	SW
HCM Control Delay, s	11.7	1.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	1352	-	603	-
HCM Lane V/C Ratio	0.028	-	0.11	-
HCM Control Delay (s)	7.7	-	11.7	-
HCM Lane LOS	A	-	B	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	57	14	19	140	78	75
Future Vol, veh/h	57	14	19	140	78	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	-	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	2	2	15
Mvmt Flow	62	15	21	152	85	82
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	279	85	85	0	-	0
Stage 1	85	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Critical Hdwy	6.55	6.35	4.25	-	-	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.55	-	-	-	-	-
Follow-up Hdwy	3.635	3.435	2.335	-	-	-
Pot Cap-1 Maneuver	684	939	1433	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	673	939	1433	-	-	-
Mov Cap-2 Maneuver	673	-	-	-	-	-
Stage 1	892	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Approach	EB	NE		SW		
HCM Control Delay, s	10.7	0.9		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NEL	NET	EBLn1	SWT	SWR	
Capacity (veh/h)	1433	-	713	-	-	
HCM Lane V/C Ratio	0.014	-	0.108	-	-	
HCM Control Delay (s)	7.5	0	10.7	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.4	-	-	

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	11	0	16	0	153	19	8	83	0
Future Vol, veh/h	0	0	0	11	0	16	0	153	19	8	83	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	14	0	20	0	194	24	10	105	0
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	341	343	105	331	331	206	105	0	0	218	0	0
Stage 1	125	125	-	206	206	-	-	-	-	-	-	-
Stage 2	216	218	-	125	125	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	613	579	949	622	588	835	1486	-	-	1352	-	-
Stage 1	879	792	-	796	731	-	-	-	-	-	-	-
Stage 2	786	723	-	879	792	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	595	574	949	618	583	835	1486	-	-	1352	-	-
Mov Cap-2 Maneuver	595	574	-	618	583	-	-	-	-	-	-	-
Stage 1	879	786	-	796	731	-	-	-	-	-	-	-
Stage 2	767	723	-	872	786	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		10.2			0			0.7			
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1486	-	-	-	730	1352	-	-				
HCM Lane V/C Ratio	-	-	-	-	0.047	0.007	-	-				
HCM Control Delay (s)	0	-	-	0	10.2	7.7	0	-				
HCM Lane LOS	A	-	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-	-				

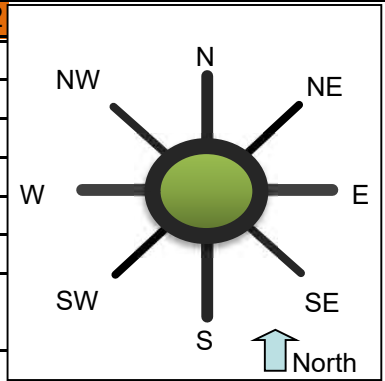
Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	9	2	2	10	0
Future Vol, veh/h	0	9	2	2	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	2	2	11	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	17	11	11	0	-	0
Stage 1	11	-	-	-	-	-
Stage 2	6	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1001	1070	1608	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	1017	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1000	1070	1608	-	-	-
Mov Cap-2 Maneuver	1000	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1017	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.4	3.6		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1608	-	1070	-	-	
HCM Lane V/C Ratio	0.001	-	0.009	-	-	
HCM Control Delay (s)	7.2	0	8.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	7.5					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	0	9	1	0	2	0
Future Vol, veh/h	0	9	1	0	2	0
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, %	2	2	2	2	2	2
Mvmt Flow	0	10	1	0	2	0
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	5	1	0	0	1	0
Stage 1	1	-	-	-	-	-
Stage 2	4	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1017	1084	-	-	1622	-
Stage 1	1022	-	-	-	-	-
Stage 2	1019	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1016	1084	-	-	1622	-
Mov Cap-2 Maneuver	1016	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	1018	-	-	-	-	-
Approach	EB	SE	NW			
HCM Control Delay, s	8.4	0	7.2			
HCM LOS	A					
Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER	
Capacity (veh/h)	1622	-	1084	-	-	
HCM Lane V/C Ratio	0.001	-	0.009	-	-	
HCM Control Delay (s)	7.2	0	8.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection								
Int Delay, s/veh	27.4							
Movement	EBT	EBR	WBL	WBT	NWL	NWR		
Lane Configurations	↑	↗		↗	↗	↗		
Traffic Vol, veh/h	123	280	28	288	457	31		
Future Vol, veh/h	123	280	28	288	457	31		
Conflicting Peds, #/hr	0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Stop	Stop		
RT Channelized	-	Yield	-	None	-	Yield		
Storage Length	-	175	-	-	0	175		
Veh in Median Storage, #	0	-	-	0	0	-		
Grade, %	0	-	-	0	0	-		
Peak Hour Factor	91	91	91	91	91	91		
Heavy Vehicles, %	5	5	3	3	8	8		
Mvmt Flow	135	308	31	316	502	34		
Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	0	0	135	0	513	135		
Stage 1	-	-	-	-	135	-		
Stage 2	-	-	-	-	378	-		
Critical Hdwy	-	-	4.13	-	6.48	6.28		
Critical Hdwy Stg 1	-	-	-	-	5.48	-		
Critical Hdwy Stg 2	-	-	-	-	5.48	-		
Follow-up Hdwy	-	-	2.227	-	3.572	3.372		
Pot Cap-1 Maneuver	-	-	1443	-	511	898		
Stage 1	-	-	-	-	877	-		
Stage 2	-	-	-	-	680	-		
Platoon blocked, %	-	-		-				
Mov Cap-1 Maneuver	-	-	1443	-	~ 498	898		
Mov Cap-2 Maneuver	-	-	-	-	~ 498	-		
Stage 1	-	-	-	-	877	-		
Stage 2	-	-	-	-	662	-		
Approach	EB		WB		NW			
HCM Control Delay, s	0		0.7		67.4			
HCM LOS					F			
Minor Lane/Major Mvmt	NWLn1		NWLn2		EBT	EBR	WBL	WBT
Capacity (veh/h)	498		898		-	-	1443	-
HCM Lane V/C Ratio	1.008		0.038		-	-	0.021	-
HCM Control Delay (s)	71.4		9.2		-	-	7.5	0
HCM Lane LOS	F		A		-	-	A	A
HCM 95th %tile Q(veh)	14		0.1		-	-	0.1	-
Notes								
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined		*: All major volume in platoon	

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: 2027, PM
County/District: Douglas County, District 7
Intersection Name: SR 70/S Fulton Industrial Parkway at Campbellton Redwine Road



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			1		16		5	
	NE (2), vph								
	E (3), vph	1				208		202	
	SE (4), vph								
	S (5), vph	54		164				78	
	SW (6), vph								
	W (7), vph	3		636		121			
	NW (8), vph								
Output	Total Vehicles	58	0	801	0	345	0	285	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.0%	100.0%	94.0%	100.0%	96.0%	100.0%	96.0%	100.0%
% Heavy Vehicles	2.0%	0.0%	6.0%	0.0%	4.0%	0.0%	4.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.89	0.95	0.89	0.95	0.89	0.95	0.89	0.95
F _{HV}	0.980	1.000	0.943	1.000	0.962	1.000	0.962	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	1	0	19	0	6	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	1	0	0	0	243	0	236	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	62	0	195	0	0	0	91	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	3	0	757	0	141	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	66	0	954	0	403	0	333	0
Conflicting flow, pcu/h	1094	0	166	0	243	0	258	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	443	NA	1099	NA	1036	NA	1020	NA
Entry Flow Rates, vph	65	0	900	0	388	0	320	0
V/C ratio	0.15		0.82		0.37		0.31	
Control Delay, sec/pcu	10.3		20.2		7.4		6.7	
LOS	B		C		A		A	
Average Queue (ft)	5		126		20		15	
95th % Queue (ft)	13		258		46		35	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	14.2	Int LOS	B	Max Approach V/C	0.82

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

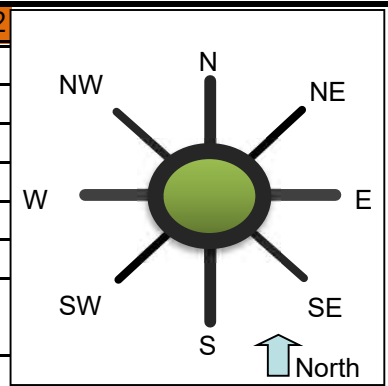
F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F _{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (veh)						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: 2027, PM
County/District: Fulton County, District 7
Intersection Name: SR 70/South Fulton Parkway at Rico Road



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			2		16		3	
	NE (2), vph								
	E (3), vph	4				2		357	
	SE (4), vph								
	S (5), vph	13		4				52	
	SW (6), vph								
	W (7), vph	4		695		100			
	NW (8), vph								
Output	Total Vehicles	21	0	701	0	118	0	412	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.0%	100.0%	94.0%	100.0%	98.0%	100.0%	95.0%	100.0%
% Heavy Vehicles	2.0%	0.0%	6.0%	0.0%	2.0%	0.0%	5.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.86	0.95	0.86	0.95	0.86	0.95	0.86	0.95
F _{HV}	0.980	1.000	0.943	1.000	0.980	1.000	0.952	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	2	0	19	0	4	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	5	0	0	0	2	0	436	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	15	0	5	0	0	0	63	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	5	0	857	0	119	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	25	0	864	0	140	0	503	0
Conflicting flow, pcu/h	980	0	141	0	444	0	25	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	498	NA	1127	NA	860	NA	1281	NA
Entry Flow Rates, vph	24	0	815	0	137	0	479	0
V/C ratio	0.05		0.72		0.16		0.37	
Control Delay, sec/pcu	7.8		14.7		5.8		6.3	
LOS	A		B		A		A	
Average Queue (ft)	1		83		6		21	
95th % Queue (ft)	4		177		14		46	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	11.0	Int LOS	B	Max Approach V/C	0.72

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F _{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (veh)						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

Intersection												
Int Delay, s/veh	9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗		↕			↕	
Traffic Vol, veh/h	2	290	54	27	595	5	89	23	24	5	18	9
Future Vol, veh/h	2	290	54	27	595	5	89	23	24	5	18	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	275	-	-	350	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	6	6	6	7	7	7	7	7	7	2	2	2
Mvmt Flow	2	337	63	31	692	6	103	27	28	6	21	10
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	692	0	0	337	0	0	1106	1095	337	1109	1095	692
Stage 1	-	-	-	-	-	-	341	341	-	754	754	-
Stage 2	-	-	-	-	-	-	765	754	-	355	341	-
Critical Hdwy	4.16	-	-	4.17	-	-	7.17	6.57	6.27	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.12	5.52	-
Follow-up Hdwy	2.254	-	-	2.263	-	-	3.563	4.063	3.363	3.518	4.018	3.318
Pot Cap-1 Maneuver	885	-	-	1195	-	-	184	209	694	187	214	444
Stage 1	-	-	-	-	-	-	664	630	-	401	417	-
Stage 2	-	-	-	-	-	-	388	410	-	662	639	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	885	-	-	1195	-	-	160	200	694	156	204	444
Mov Cap-2 Maneuver	-	-	-	-	-	-	160	200	-	156	204	-
Stage 1	-	-	-	-	-	-	662	628	-	400	399	-
Stage 2	-	-	-	-	-	-	344	393	-	606	637	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			68.8			20.7		
HCM LOS							F			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	200	885	-	-	1195	-	-	266				
HCM Lane V/C Ratio	0.791	0.003	-	-	0.026	-	-	0.14				
HCM Control Delay (s)	68.8	9.1	0	-	8.1	0	-	20.7				
HCM Lane LOS	F	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	5.5	0	-	-	0.1	-	-	0.5				

Intersection												
Int Delay, s/veh	0.4											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	331	1	1	272	16	9	0	2	1	2	2
Future Vol, veh/h	6	331	1	1	272	16	9	0	2	1	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	84	84
Heavy Vehicles, %	4	4	4	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	394	1	1	324	19	11	0	2	1	2	2
Major/Minor	Major1	Major2		Minor2		Minor1						
Conflicting Flow All	343	0	0	395	0	0	747	745	334	746	754	395
Stage 1	-	-	-	-	-	-	336	336	-	409	409	-
Stage 2	-	-	-	-	-	-	411	409	-	337	345	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1205	-	-	1164	-	-	329	342	708	330	338	654
Stage 1	-	-	-	-	-	-	678	642	-	619	596	-
Stage 2	-	-	-	-	-	-	618	596	-	677	636	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1205	-	-	1164	-	-	324	339	708	327	335	654
Mov Cap-2 Maneuver	-	-	-	-	-	-	324	339	-	327	335	-
Stage 1	-	-	-	-	-	-	673	641	-	615	592	-
Stage 2	-	-	-	-	-	-	609	592	-	674	635	-
Approach	NB	SB		SE		NW						
HCM Control Delay, s	0.1	0		15.4		13.8						
HCM LOS				C		B						
Minor Lane/Major Mvmt	NBL	NBT	NBR	NBLn1	SELn1	SBL	SBT	SBR				
Capacity (veh/h)	1205	-	-	414	359	1164	-	-				
HCM Lane V/C Ratio	0.006	-	-	0.014	0.036	0.001	-	-				
HCM Control Delay (s)	8	0	-	13.8	15.4	8.1	0	-				
HCM Lane LOS	A	A	-	B	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-				

Intersection

Int Delay, s/veh 4.4

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	157	39	18	182	205	70
Future Vol, veh/h	157	39	18	182	205	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	310	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	171	42	20	198	223	76

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	461	223	223
Stage 1	223	-	-
Stage 2	238	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	559	817	1346
Stage 1	814	-	-
Stage 2	802	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	551	817	1346
Mov Cap-2 Maneuver	551	-	-
Stage 1	802	-	-
Stage 2	802	-	-

Approach	SE	NE	SW
HCM Control Delay, s	14.5	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	1346	-	589	-
HCM Lane V/C Ratio	0.015	-	0.362	-
HCM Control Delay (s)	7.7	-	14.5	-
HCM Lane LOS	A	-	B	-
HCM 95th %tile Q(veh)	0	-	1.6	-

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	82	21	15	118	182	62
Future Vol, veh/h	82	21	15	118	182	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	-	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	89	23	16	128	198	67
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	358	198	198	0	-	0
Stage 1	198	-	-	-	-	-
Stage 2	160	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	640	843	1375	-	-	-
Stage 1	835	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	632	843	1375	-	-	-
Mov Cap-2 Maneuver	632	-	-	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Approach	EB	NE		SW		
HCM Control Delay, s	11.5	0.9		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NEL	NET	EBLn1	SWT	SWR	
Capacity (veh/h)	1375	-	666	-	-	
HCM Lane V/C Ratio	0.012	-	0.168	-	-	
HCM Control Delay (s)	7.7	0	11.5	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.6	-	-	

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	1	30	1	12	0	116	14	19	179	1
Future Vol, veh/h	0	1	1	30	1	12	0	116	14	19	179	1
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	2	2	2
Mvmt Flow	0	1	1	34	1	14	0	132	16	22	203	1
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	396	396	204	389	388	140	204	0	0	148	0	0
Stage 1	248	248	-	140	140	-	-	-	-	-	-	-
Stage 2	148	148	-	249	248	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	564	541	837	570	547	908	1362	-	-	1434	-	-
Stage 1	756	701	-	863	781	-	-	-	-	-	-	-
Stage 2	855	775	-	755	701	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	548	532	837	561	538	908	1362	-	-	1434	-	-
Mov Cap-2 Maneuver	548	532	-	561	538	-	-	-	-	-	-	-
Stage 1	756	689	-	863	781	-	-	-	-	-	-	-
Stage 2	841	775	-	740	689	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	10.5		11.2			0			0.7			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1362	-	-	651	627	1434	-	-				
HCM Lane V/C Ratio	-	-	-	0.003	0.078	0.015	-	-				
HCM Control Delay (s)	0	-	-	10.5	11.2	7.5	0	-				
HCM Lane LOS	A	-	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0	-	-				

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	9	15	6	0
Future Vol, veh/h	0	5	9	15	6	0
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, %	2	2	2	2	2	2
Mvmt Flow	0	5	10	16	7	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	43	7	7	0	-	0
Stage 1	7	-	-	-	-	-
Stage 2	36	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	968	1075	1614	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	962	1075	1614	-	-	-
Mov Cap-2 Maneuver	962	-	-	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.4	2.7		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1614	-	1075	-	-	
HCM Lane V/C Ratio	0.006	-	0.005	-	-	
HCM Control Delay (s)	7.2	0	8.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	5					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	0	5	1	0	9	6
Future Vol, veh/h	0	5	1	0	9	6
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, %	2	2	2	2	2	2
Mvmt Flow	0	5	1	0	10	7
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	28	1	0	0	1	0
Stage 1	1	-	-	-	-	-
Stage 2	27	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	987	1084	-	-	1622	-
Stage 1	1022	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	981	1084	-	-	1622	-
Mov Cap-2 Maneuver	981	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	990	-	-	-	-	-
Approach	EB	SE	NW			
HCM Control Delay, s	8.3	0	4.3			
HCM LOS	A					
Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER	
Capacity (veh/h)	1622	-	1084	-	-	
HCM Lane V/C Ratio	0.006	-	0.005	-	-	
HCM Control Delay (s)	7.2	0	8.3	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Future Build (2029)

Intersection

Int Delay, s/veh 11.1

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑	↑		↑	↑	↑
Traffic Vol, veh/h	300	630	57	142	281	33
Future Vol, veh/h	300	630	57	142	281	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	175	-	-	0	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	5	5	5	5	9	9
Mvmt Flow	361	759	69	171	339	40

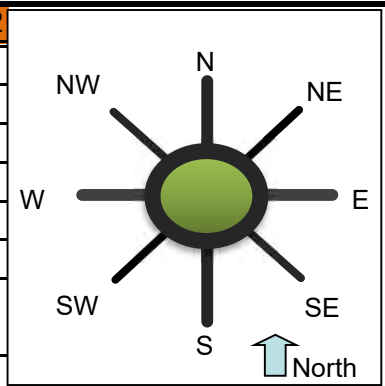
Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	361
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.15
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.245
Pot Cap-1 Maneuver	-	-	1181
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1181
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NW
HCM Control Delay, s	0	2.4	49.3
HCM LOS			E

Minor Lane/Major Mvmt	NWLn1	NWLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	385	668	-	-	1181	-
HCM Lane V/C Ratio	0.879	0.06	-	-	0.058	-
HCM Control Delay (s)	53.8	10.7	-	-	8.2	0
HCM Lane LOS	F	B	-	-	A	A
HCM 95th %tile Q(veh)	8.7	0.2	-	-	0.2	-

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: 2029, AM
County/District: Douglas County, District 7
Intersection Name: SR 70/S Fulton Industrial Parkway at Campbellton Redwine Road



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			1		44		2	
	NE (2), vph								
	E (3), vph	1						599	
	SE (4), vph								
	S (5), vph	11		425					
	SW (6), vph								
	W (7), vph	2		189		116			
	NW (8), vph								
Output	Total Vehicles	14	0	615	0	160	0	601	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.0%	100.0%	89.0%	100.0%	95.0%	100.0%	94.0%	100.0%
% Heavy Vehicles	2.0%	0.0%	11.0%	0.0%	5.0%	0.0%	6.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.81	0.95	0.81	0.95	0.81	0.95	0.81	0.95
F _{HV}	0.980	1.000	0.901	1.000	0.952	1.000	0.943	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	1	0	57	0	3	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	1	0	0	0	0	0	784	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	14	0	582	0	0	0	0	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	3	0	259	0	150	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	18	0	843	0	207	0	786	0
Conflicting flow, pcu/h	992	0	210	0	788	0	598	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	492	NA	1004	NA	588	NA	708	NA
Entry Flow Rates, vph	17	0	759	0	198	0	742	0
V/C ratio	0.04		0.76		0.34		1.05	
Control Delay, sec/pcu	7.8		17.6		10.9		71.1	
LOS	A		C		B		F	
Average Queue (ft)	1		93		15		367	
95th % Queue (ft)	3		208		39		502	
Overall Intersection Measures of Effectiveness								
Int Control Delay (sec)	39.9		Int LOS	E		Max Approach V/C	1.05	

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

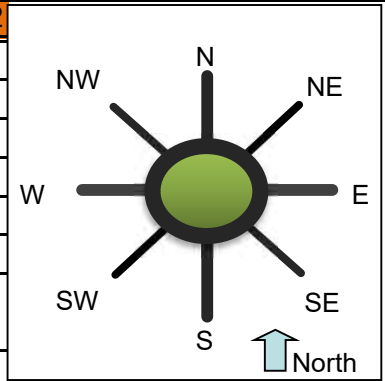
F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)	W (7)	S (5)				
Select Exit Leg for Bypass (TO)	N (1)	E (3)				
Does the bypass have a dedicated receiving lane?	No	No				
Volumes						
Right Turn Volume removed from Entry Leg	191	214				
Volume Characteristics (for entry leg)						
PHF	0.81	0.81				
F _{HV}	0.94	0.95				
F _{ped}	1.00	1.00				
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr	250	277				
Conflicting Flow, pcu/hr	61	785				
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph	1223	590				
Flow Rates of Exiting Traffic, vph	236	264				
V/C ratio	0.19	0.47				
Control Delay, s/veh	4.6	13.7				
LOS	A	B				
95th % Queue (veh)	1	3				
95th % Queue (ft)	19	66				
Approach w/Bypass Delay, s/veh	55.1	12.5				
Approach w/Bypass LOS	F	B				

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: 2029, AM
County/District: Fulton County, District 7
Intersection Name: SR 70/South Fulton Parkway at Rico Road



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			0		2		1	
	NE (2), vph								
	E (3), vph	10				5		706	
	SE (4), vph								
	S (5), vph	10		0				108	
	SW (6), vph								
	W (7), vph	2		524		69			
	NW (8), vph								
Output	Total Vehicles	22	0	524	0	76	0	815	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.0%	100.0%	87.0%	100.0%	96.0%	100.0%	95.0%	100.0%
% Heavy Vehicles	2.0%	0.0%	13.0%	0.0%	4.0%	0.0%	5.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.83	0.95	0.83	0.95	0.83	0.95	0.83	0.95
F _{HV}	0.980	1.000	0.885	1.000	0.962	1.000	0.952	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	0	0	3	0	1	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	12	0	0	0	6	0	893	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	12	0	0	0	0	0	137	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	2	0	713	0	86	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	27	0	713	0	95	0	1031	0
Conflicting flow, pcu/h	800	0	90	0	907	0	25	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	598	NA	1114	NA	526	NA	1282	NA
Entry Flow Rates, vph	27	0	631	0	92	0	982	0
V/C ratio	0.04		0.57		0.17		0.77	
Control Delay, sec/pcu	6.5		10.2		9.1		15.1	
LOS	A		B		A		C	
Average Queue (ft)	1		45		6		103	
95th % Queue (ft)	4		104		16		212	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	12.9	Int LOS	B	Max Approach V/C	0.77

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

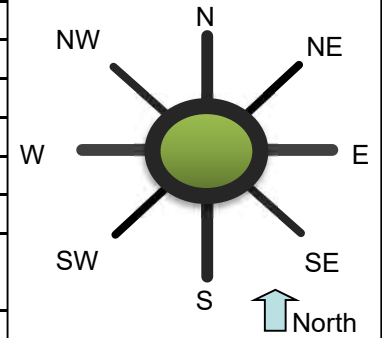
F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F _{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (veh)						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: 2029, AM
County/District: Fulton County, District 7
Intersection Name: SR 70/South Fulton Parkway at Cochran Mill Road



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			2		21		2	
	NE (2), vph								
	E (3), vph	0				15		598	
	SE (4), vph								
	S (5), vph	15		16				84	
	SW (6), vph								
	W (7), vph	2		468		53			
	NW (8), vph								
Output	Total Vehicles	17	0	486	0	89	0	684	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	96.0%	100.0%	86.0%	100.0%	95.0%	100.0%	95.0%	100.0%
% Heavy Vehicles	4.0%	0.0%	14.0%	0.0%	5.0%	0.0%	5.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.86	0.95	0.86	0.95	0.86	0.95	0.86	0.95
F _{HV}	0.962	1.000	0.877	1.000	0.952	1.000	0.952	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	3	0	26	0	2	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	0	0	0	0	18	0	730	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	18	0	21	0	0	0	103	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	2	0	620	0	65	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	21	0	644	0	109	0	835	0
Conflicting flow, pcu/h	706	0	93	0	733	0	39	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	646	NA	1101	NA	623	NA	1263	NA
Entry Flow Rates, vph	20	0	565	0	103	0	795	0
V/C ratio	0.03		0.51		0.17		0.63	
Control Delay, sec/pcu	5.9		9.2		7.8		10.7	
LOS	A		A		A		B	
Average Queue (ft)	1		36		6		59	
95th % Queue (ft)	2		86		16		124	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	9.9	Int LOS	A	Max Approach V/C	0.63

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F _{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (veh)						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

Intersection												
Int Delay, s/veh	0.5											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	338	0	1	618	4	14	1	4	0	0	0
Future Vol, veh/h	1	338	0	1	618	4	14	1	4	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	417	0	1	763	5	17	1	5	0	0	0
Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	768	0	0	417	0	0	1187	1187	766	1190	1189	417
Stage 1	-	-	-	-	-	-	768	768	-	419	419	-
Stage 2	-	-	-	-	-	-	419	419	-	771	770	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	846	-	-	1142	-	-	165	188	403	165	188	636
Stage 1	-	-	-	-	-	-	394	411	-	612	590	-
Stage 2	-	-	-	-	-	-	612	590	-	393	410	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	846	-	-	1142	-	-	165	187	403	162	187	636
Mov Cap-2 Maneuver	-	-	-	-	-	-	165	187	-	162	187	-
Stage 1	-	-	-	-	-	-	393	410	-	611	589	-
Stage 2	-	-	-	-	-	-	611	589	-	386	409	-
Approach	NB			SB			SE			NW		
HCM Control Delay, s	0			0			26.6			0		
HCM LOS							D			A		
Minor Lane/Major Mvmt	NBL	NBT	NBR	NBL	NBT	NBR	SELn1	SBL	SBT	SBR		
Capacity (veh/h)	846	-	-	-	-	-	190	1142	-	-		
HCM Lane V/C Ratio	0.001	-	-	-	-	-	0.123	0.001	-	-		
HCM Control Delay (s)	9.3	0	-	0	26.6	8.2	0	-	-	-		
HCM Lane LOS	A	A	-	A	D	A	A	-	-	-		
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0	-	-	-	-		

Intersection

Int Delay, s/veh 2.9

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	98	15	65	242	363	259
Future Vol, veh/h	98	15	65	242	363	259
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	310	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	2	2	15
Mvmt Flow	107	16	71	263	395	282

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	800	395	395
Stage 1	395	-	-
Stage 2	405	-	-
Critical Hdwy	6.55	6.35	4.25
Critical Hdwy Stg 1	5.55	-	-
Critical Hdwy Stg 2	5.55	-	-
Follow-up Hdwy	3.635	3.435	2.335
Pot Cap-1 Maneuver	337	627	1096
Stage 1	653	-	-
Stage 2	646	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	315	627	1096
Mov Cap-2 Maneuver	315	-	-
Stage 1	611	-	-
Stage 2	646	-	-

Approach	SE	NE	SW
HCM Control Delay, s	21.7	1.8	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	1096	- 337	-	-
HCM Lane V/C Ratio	0.064	- 0.364	-	-
HCM Control Delay (s)	8.5	- 21.7	-	-
HCM Lane LOS	A	- C	-	-
HCM 95th %tile Q(veh)	0.2	- 1.6	-	-

Intersection

Int Delay, s/veh 3.6

Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	129	32	73	178	86	292
Future Vol, veh/h	129	32	73	178	86	292
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	310	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	2	2	15
Mvmt Flow	140	35	79	193	93	317

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	444	93	93
Stage 1	93	-	-
Stage 2	351	-	-
Critical Hdwy	6.55	6.35	4.25
Critical Hdwy Stg 1	5.55	-	-
Critical Hdwy Stg 2	5.55	-	-
Follow-up Hdwy	3.635	3.435	2.335
Pot Cap-1 Maneuver	548	930	1424
Stage 1	899	-	-
Stage 2	685	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	518	930	1424
Mov Cap-2 Maneuver	518	-	-
Stage 1	850	-	-
Stage 2	685	-	-

Approach	EB	NE	SW
HCM Control Delay, s	14.1	2.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET EBLn1	SWT	SWR
Capacity (veh/h)	1424	-	568	-
HCM Lane V/C Ratio	0.056	-	0.308	-
HCM Control Delay (s)	7.7	-	14.1	-
HCM Lane LOS	A	-	B	-
HCM 95th %tile Q(veh)	0.2	-	1.3	-

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	12	0	37	0	225	21	15	102	0
Future Vol, veh/h	0	0	0	12	0	37	0	225	21	15	102	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	15	0	47	0	285	27	19	129	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	489	479	129	466	466	299	129	0	0	312	0	0
Stage 1	167	167	-	299	299	-	-	-	-	-	-	-
Stage 2	322	312	-	167	167	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	489	486	921	507	494	741	1457	-	-	1248	-	-
Stage 1	835	760	-	710	666	-	-	-	-	-	-	-
Stage 2	690	658	-	835	760	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	452	478	921	501	486	741	1457	-	-	1248	-	-
Mov Cap-2 Maneuver	452	478	-	501	486	-	-	-	-	-	-	-
Stage 1	835	748	-	710	666	-	-	-	-	-	-	-
Stage 2	646	658	-	822	748	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		11		0		1	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1457	-	-	-	663	1248	-
HCM Lane V/C Ratio	-	-	-	-	0.094	0.015	-
HCM Control Delay (s)	0	-	-	0	11	7.9	0
HCM Lane LOS	A	-	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0	-

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	9	3	3	10	0
Future Vol, veh/h	0	9	3	3	10	0
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, %	2	2	2	2	2	2
Mvmt Flow	0	10	3	3	11	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	20	11	11	0	-	0
Stage 1	11	-	-	-	-	-
Stage 2	9	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	997	1070	1608	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	995	1070	1608	-	-	-
Mov Cap-2 Maneuver	995	-	-	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.4	3.6		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1608	-	1070	-	-	
HCM Lane V/C Ratio	0.002	-	0.009	-	-	
HCM Control Delay (s)	7.2	0	8.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	7.5					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	0	9	1	0	3	0
Future Vol, veh/h	0	9	1	0	3	0
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, %	2	2	2	2	2	2
Mvmt Flow	0	10	1	0	3	0
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	7	1	0	0	1	0
Stage 1	1	-	-	-	-	-
Stage 2	6	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1014	1084	-	-	1622	-
Stage 1	1022	-	-	-	-	-
Stage 2	1017	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1012	1084	-	-	1622	-
Mov Cap-2 Maneuver	1012	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Approach	EB	SE	NW			
HCM Control Delay, s	8.4	0	7.2			
HCM LOS	A					
Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER	
Capacity (veh/h)	1622	-	1084	-	-	
HCM Lane V/C Ratio	0.002	-	0.009	-	-	
HCM Control Delay (s)	7.2	0	8.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection

Int Delay, s/veh 108.7

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑	↑		↑	↑	↑
Traffic Vol, veh/h	156	339	40	334	589	55
Future Vol, veh/h	156	339	40	334	589	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	175	-	-	0	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	3	3	8	8
Mvmt Flow	171	373	44	367	647	60

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	171
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.13
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.227
Pot Cap-1 Maneuver	-	-	1400
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1400
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NW
HCM Control Delay, s	0	0.8	254.9
HCM LOS			F

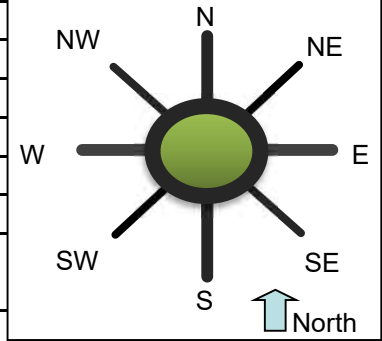
Minor Lane/Major Mvmt	NWLn1	NWLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	421	857	-	-	1400	-
HCM Lane V/C Ratio	1.537	0.071	-	-	0.031	-
HCM Control Delay (s)	277.8	9.5	-	-	7.7	0
HCM Lane LOS	F	A	-	-	A	A
HCM 95th %tile Q(veh)	35.2	0.2	-	-	0.1	-

Notes

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

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: 2029, PM
County/District: Douglas County, District 7
Intersection Name: SR 70/S Fulton Industrial Parkway at Campbellton Redwine Road



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			1		17		5	
	NE (2), vph								
	E (3), vph	1						250	
	SE (4), vph								
	S (5), vph	58		285					
	SW (6), vph								
	W (7), vph	3		718		241			
	NW (8), vph								
Output	Total Vehicles	62	0	1004	0	258	0	255	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.0%	100.0%	94.0%	100.0%	96.0%	100.0%	96.0%	100.0%
% Heavy Vehicles	2.0%	0.0%	6.0%	0.0%	4.0%	0.0%	4.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.89	0.95	0.89	0.95	0.89	0.95	0.89	0.95
F _{HV}	0.980	1.000	0.943	1.000	0.962	1.000	0.962	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	1	0	20	0	6	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	1	0	0	0	0	0	292	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	66	0	339	0	0	0	0	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	3	0	855	0	282	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	71	0	1196	0	301	0	298	0
Conflicting flow, pcu/h	1476	0	307	0	299	0	407	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	300	NA	952	NA	978	NA	876	NA
Entry Flow Rates, vph	70	0	1128	0	290	0	287	0
V/C ratio	0.23		1.19		0.30		0.33	
Control Delay, sec/pcu	16.7		111.9		6.7		7.7	
LOS	C		F		A		A	
Average Queue (ft)	8		876		14		15	
95th % Queue (ft)	22		911		32		37	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	74.1	Int LOS	F	Max Approach V/C	1.19

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

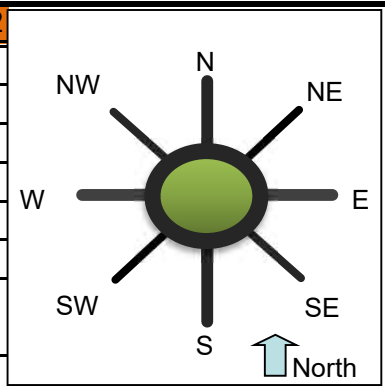
 F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)	W (7)	S (5)				
Select Exit Leg for Bypass (TO)	N (1)	E (3)				
Does the bypass have a dedicated receiving lane?	No	No				
Volumes						
Right Turn Volume removed from Entry Leg	121	483				
Volume Characteristics (for entry leg)						
PHF	0.89	0.89				
F_{HV}	0.96	0.96				
F_{ped}	1.00	1.00				
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr	141	564				
Conflicting Flow, pcu/hr	27	293				
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph	1291	984				
Flow Rates of Exiting Traffic, vph	136	543				
V/C ratio	0.11	0.57				
Control Delay, s/veh	3.6	11.3				
LOS	A	B				
95th % Queue (veh)	0	4				
95th % Queue (ft)	9	98				
Approach w/Bypass Delay, s/veh	6.4	9.7				
Approach w/Bypass LOS	A	A				

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: 2029, PM
County/District: Fulton County, District 7
Intersection Name: SR 70/South Fulton Parkway at Rico Road



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			2		17		3	
	NE (2), vph								
	E (3), vph	4				2		622	
	SE (4), vph								
	S (5), vph	14		4				78	
	SW (6), vph								
	W (7), vph	4		880		117			
	NW (8), vph								
Output	Total Vehicles	22	0	886	0	136	0	703	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.0%	100.0%	94.0%	100.0%	98.0%	100.0%	95.0%	100.0%
% Heavy Vehicles	2.0%	0.0%	6.0%	0.0%	2.0%	0.0%	5.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.86	0.95	0.86	0.95	0.86	0.95	0.86	0.95
F _{HV}	0.980	1.000	0.943	1.000	0.980	1.000	0.952	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	2	0	20	0	4	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	5	0	0	0	2	0	759	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	17	0	5	0	0	0	95	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	5	0	1085	0	139	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	26	0	1092	0	161	0	858	0
Conflicting flow, pcu/h	1228	0	163	0	768	0	26	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	386	NA	1103	NA	618	NA	1280	NA
Entry Flow Rates, vph	26	0	1030	0	158	0	817	0
V/C ratio	0.07		0.93		0.26		0.64	
Control Delay, sec/pcu	10.3		33.0		9.1		10.8	
LOS	B		D		A		B	
Average Queue (ft)	2		236		10		62	
95th % Queue (ft)	5		414		26		128	
Overall Intersection Measures of Effectiveness								
Int Control Delay (sec)	21.9		Int LOS	C		Max Approach V/C	0.93	

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

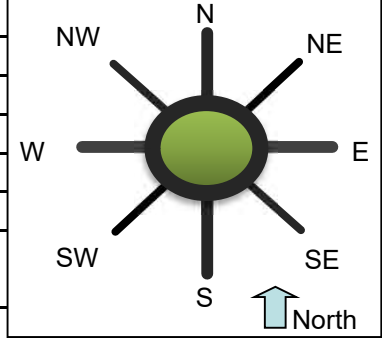
F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F _{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (veh)						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: 2029, PM
County/District: Fulton County, District 7
Intersection Name: SR 70/South Fulton Parkway at Cochran Mill Road



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			5		25		2	
	NE (2), vph								
	E (3), vph	5				26		528	
	SE (4), vph								
	S (5), vph	19		29				80	
	SW (6), vph								
	W (7), vph	10		763		105			
	NW (8), vph								
Output	Total Vehicles	34	0	797	0	156	0	610	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.0%	100.0%	93.0%	100.0%	93.0%	100.0%	94.0%	100.0%
% Heavy Vehicles	2.0%	0.0%	7.0%	0.0%	7.0%	0.0%	6.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.86	0.95	0.86	0.95	0.86	0.95	0.86	0.95
F _{HV}	0.980	1.000	0.935	1.000	0.935	1.000	0.943	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	6	0	31	0	2	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	6	0	0	0	32	0	651	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	23	0	36	0	0	0	99	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	12	0	949	0	131	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	40	0	992	0	194	0	752	0
Conflicting flow, pcu/h	1116	0	164	0	659	0	65	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	433	NA	1091	NA	658	NA	1219	NA
Entry Flow Rates, vph	40	0	927	0	181	0	709	0
V/C ratio	0.09		0.85		0.28		0.58	
Control Delay, sec/pcu	9.6		22.8		8.9		9.9	
LOS	A		C		A		A	
Average Queue (ft)	3		147		11		49	
95th % Queue (ft)	8		295		30		104	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	16.2	Int LOS	C	Max Approach V/C	0.85

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F _{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (veh)						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

Intersection												
Int Delay, s/veh	0.5											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	723	1	1	439	16	9	0	2	1	2	2
Future Vol, veh/h	6	723	1	1	439	16	9	0	2	1	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	84	84
Heavy Vehicles, %	4	4	4	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	861	1	1	523	19	11	0	2	1	2	2
Major/Minor	Major1		Major2		Minor2		Minor1					
Conflicting Flow All	542	0	0	862	0	0	1413	1411	533	1412	1420	862
Stage 1	-	-	-	-	-	-	535	535	-	876	876	-
Stage 2	-	-	-	-	-	-	878	876	-	536	544	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1017	-	-	780	-	-	115	138	547	116	136	355
Stage 1	-	-	-	-	-	-	529	524	-	344	367	-
Stage 2	-	-	-	-	-	-	343	367	-	529	519	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1017	-	-	780	-	-	111	136	547	114	134	355
Mov Cap-2 Maneuver	-	-	-	-	-	-	111	136	-	114	134	-
Stage 1	-	-	-	-	-	-	522	523	-	340	362	-
Stage 2	-	-	-	-	-	-	334	362	-	526	518	-
Approach	NB		SB		SE		NW					
HCM Control Delay, s	0.1		0		35.8		26.9					
HCM LOS					E		D					
Minor Lane/Major Mvmt	NBL	NBT	NBR	NWL	NWT	NWR	SEL	SET	SER	SBL	SBT	SBR
Capacity (veh/h)	1017	-	-	170	130	780	-	-	-	-	-	-
HCM Lane V/C Ratio	0.007	-	-	0.035	0.101	0.002	-	-	-	-	-	-
HCM Control Delay (s)	8.6	0	-	26.9	35.8	9.6	0	-	-	-	-	-
HCM Lane LOS	A	A	-	D	E	A	A	-	-	-	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-	-	-	-	-

Intersection						
Int Delay, s/veh	45					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	309	49	33	424	313	128
Future Vol, veh/h	309	49	33	424	313	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	310	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	2	2	15
Mvmt Flow	336	53	36	461	340	139
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	873	340	340	0	-	0
Stage 1	340	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Critical Hdwy	6.55	6.35	4.25	-	-	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.55	-	-	-	-	-
Follow-up Hdwy	3.635	3.435	2.335	-	-	-
Pot Cap-1 Maneuver	~ 304	674	1150	-	-	-
Stage 1	693	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 295	674	1150	-	-	-
Mov Cap-2 Maneuver	~ 295	-	-	-	-	-
Stage 1	672	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Approach	SE	NE	SW			
HCM Control Delay, s	157.2	0.6	0			
HCM LOS	F					
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR	
Capacity (veh/h)	1150	-	320	-	-	
HCM Lane V/C Ratio	0.031	-	1.216	-	-	
HCM Control Delay (s)	8.2	-	157.2	-	-	
HCM Lane LOS	A	-	F	-	-	
HCM 95th %tile Q(veh)	0.1	-	17.1	-	-	
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	12.9					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	316	80	39	141	203	159
Future Vol, veh/h	316	80	39	141	203	159
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	310	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	2	2	15
Mvmt Flow	343	87	42	153	221	173
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	458	221	221	0	-	0
Stage 1	221	-	-	-	-	-
Stage 2	237	-	-	-	-	-
Critical Hdwy	6.55	6.35	4.25	-	-	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.55	-	-	-	-	-
Follow-up Hdwy	3.635	3.435	2.335	-	-	-
Pot Cap-1 Maneuver	538	787	1275	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	773	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	520	787	1275	-	-	-
Mov Cap-2 Maneuver	520	-	-	-	-	-
Stage 1	760	-	-	-	-	-
Stage 2	773	-	-	-	-	-
Approach	EB	NE		SW		
HCM Control Delay, s	29.9	1.7		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NEL	NET	EBLn1	SWT	SWR	
Capacity (veh/h)	1275	-	558	-	-	
HCM Lane V/C Ratio	0.033	-	0.771	-	-	
HCM Control Delay (s)	7.9	-	29.9	-	-	
HCM Lane LOS	A	-	D	-	-	
HCM 95th %tile Q(veh)	0.1	-	7	-	-	

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	1	32	1	22	0	152	15	42	235	1
Future Vol, veh/h	0	1	1	32	1	22	0	152	15	42	235	1
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	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	2	2	2
Mvmt Flow	0	1	1	36	1	25	0	173	17	48	267	1
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	559	554	268	547	546	182	268	0	0	190	0	0
Stage 1	364	364	-	182	182	-	-	-	-	-	-	-
Stage 2	195	190	-	365	364	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.13	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	440	440	771	448	445	861	1290	-	-	1384	-	-
Stage 1	655	624	-	820	749	-	-	-	-	-	-	-
Stage 2	807	743	-	654	624	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	413	422	771	432	427	861	1290	-	-	1384	-	-
Mov Cap-2 Maneuver	413	422	-	432	427	-	-	-	-	-	-	-
Stage 1	655	598	-	820	749	-	-	-	-	-	-	-
Stage 2	782	743	-	625	598	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	11.6		12.6			0			1.2			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1290	-	-	545	539	1384	-	-				
HCM Lane V/C Ratio	-	-	-	0.004	0.116	0.034	-	-				
HCM Control Delay (s)	0	-	-	11.6	12.6	7.7	0	-				
HCM Lane LOS	A	-	-	B	B	A	A	-				
HCM 95th %tile O(veh)	0	-	-	0	0.4	0.1	-	-				

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	9	15	6	0
Future Vol, veh/h	0	5	9	15	6	0
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, %	2	2	2	2	2	2
Mvmt Flow	0	5	10	16	7	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	43	7	7	0	-	0
Stage 1	7	-	-	-	-	-
Stage 2	36	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	968	1075	1614	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	962	1075	1614	-	-	-
Mov Cap-2 Maneuver	962	-	-	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.4	2.7		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1614	-	1075	-	-	
HCM Lane V/C Ratio	0.006	-	0.005	-	-	
HCM Control Delay (s)	7.2	0	8.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	5					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	0	5	1	0	9	6
Future Vol, veh/h	0	5	1	0	9	6
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, %	2	2	2	2	2	2
Mvmt Flow	0	5	1	0	10	7
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	28	1	0	0	1	0
Stage 1	1	-	-	-	-	-
Stage 2	27	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	987	1084	-	-	1622	-
Stage 1	1022	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	981	1084	-	-	1622	-
Mov Cap-2 Maneuver	981	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	990	-	-	-	-	-
Approach	EB	SE	NW			
HCM Control Delay, s	8.3	0	4.3			
HCM LOS	A					
Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER	
Capacity (veh/h)	1622	-	1084	-	-	
HCM Lane V/C Ratio	0.006	-	0.005	-	-	
HCM Control Delay (s)	7.2	0	8.3	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Appendix F

Programmed Projects

PRECONSTRUCTION STATUS REPORT

PROJ ID	COUNTY	DESCRIPTION
0017780	Fulton	CS 435/GARRETTS FERRY ROAD @ CHATTAHOOCHEE RIVER TRIBUTARY
Mgmt Let Date:	2023-06-16	This project would replace the bridge on CS 435/Garretts Ferry Road over the Chattahoochee River Tributary in Fulton County. This project is an LIBP project. The proposed project is to replace the existing structurally deficient 30 ft. x 25 ft. concrete bridge with a new Cored Slab/Box beam bridge. The proposed approaches will have two 11 ft. lanes with 2 ft. shoulders. The proposed length of project is 749.76 feet (0.142 miles). The project will be constructed within the existing 80 ft. Right of Way and Traffic will be maintained on an Off-Site Detour.
PROJ NO:	SPONSOR:	GDOT
MPO TIP#:	PROJ MGR:	Mann, Scott
MPO:	DOT DIST:	7
PROJ LENGTH (MI):	CONG DIST:	013
TYPE WORK:	HOUSE DIST:	065
LET	SENATE DIST:	028
RESPONSIBILITY:		
BIKE PROVISIONS		
INCLUDED?		

Phase	FY Approved	Approved FY Estimate*	Fund	Phase Status
Construction		\$1,063,250.98	Y233	PRECST
Utility		\$150,000.00	Y233	PRECST
Right of Way	2022	\$270,000.00	Y233	AUTHORIZED
Engineering	2021	\$804,509.97	Z240	AUTHORIZED

Environmental Document Approval
Summary (13417 through 18100)

FFPR Inspection

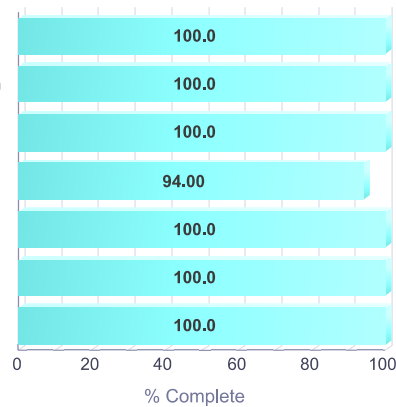
Field Survey Summary

Final Design Phase Summary

PFPR Inspection

Preliminary Plans Phase Summary

ROW Authorization



Activity	Actual Start Date	Actual Finish Date
Environmental Document Approval Summary (13417 through 18100)	2022-02-11	2022-02-11
PFPR Inspection	2021-10-29	2021-10-29
FFPR Inspection	2022-09-08	2022-09-08
Final Design Phase Summary	2021-08-10	
ROW Authorization	2022-06-07	2022-06-07
Preliminary Plans Phase Summary	2021-02-18	2022-02-03
Field Survey Summary	2020-11-05	2021-02-17

Right of Way Acquisition Information:
Preliminary Parcel Count: 8

Total Parcel Count: 8

Acquired by : DOT

Short Title

SOUTH FULTON SCENIC BYWAY MULTI-USE TRAIL -
PHASE I FROM COCHRAN MILL PARK TO PHILLIPS
ROAD

GDOT Project No.

0009643

Federal ID No.

STP00-0002-00(308)

Status

Programmed

Service Type

Last Mile Connectivity / Sidepaths and Trails

Sponsor

Chattahoochee Hills

Jurisdiction

Fulton County (South)

Analysis Level

Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane

N/A

LCI

☐

Planned Thru Lane

N/A

Flex

☐

Network Year

TBD

Corridor Length

3.1 miles



Detailed Description and Justification

This project consists of the design of a bicycle/pedestrian trail from Cochran Mill Park following the Little Bear Creek corridor approximately 2.2 miles, then shifting southward towards Phillips Road approximately 0.5 miles, ending at an existing gravel path just north of Phillips Road. The typical section is 10' wide concrete with 4' wide graded shoulders. A bridge will be required to cross a tributary to Little Bear Creek approximately 0.25 miles south of the creek. Funding shown for this line item is supplemental to an existing Transportation Enhancement project.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ROW	Local Jurisdiction/Municipality Funds	AUTH	2017	\$25,000	\$0,000	\$0,000	\$0,000	\$25,000
CST	Federal Earmark Funding		2020	\$562,437	\$449,950	\$0,000	\$0,000	\$112,487
				\$587,437	\$449,950	\$0,000	\$0,000	\$137,487

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquisition
 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.



PRECONSTRUCTION STATUS REPORT

PROJ ID	COUNTY	DESCRIPTION
0009643	Fulton	CHATTAHOOCHEE HILLS REGIONAL GREENWAY TRAIL - FULTON

Mgmt Let Date:

PROJ NO:

SPONSOR:

Chattahooc
hee Hills
Shelby III,
Albert V.
7
013

MPO TIP#:

FS-209

PROJ MGR:

MPO:

Atlanta TMA

PROJ LENGTH (MI):

0.00

TYPE WORK:

Multi-use Trail

LET

Local Let

RESPONSIBILITY:

BIKE PROVISIONS N

INCLUDED?

DOT DIST:

CONG DIST:

HOUSE DIST:

SENATE DIST:

Phase

FY

Approved FY

Fund

Phase Status

Approved

Estimate*

Engineering

2035

0.00

LOC

PRECST

Construction

2035

\$562,437.68

LY20

PRECST

Activity

Actual Start
DateActual Finish
Date

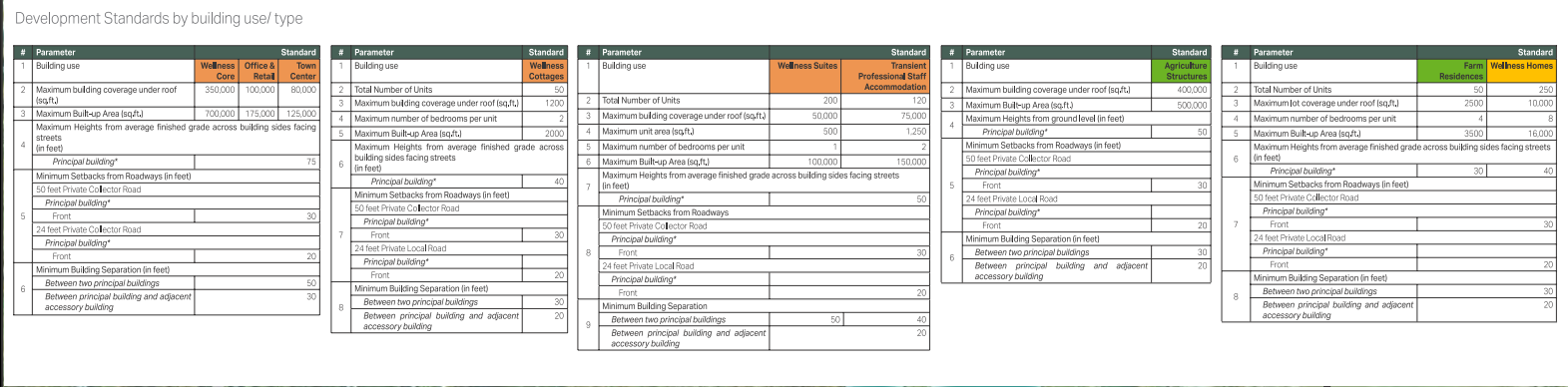
No data to display

Right of Way Acquisition Information:
Preliminary Parcel Count:

Total Parcel Count:

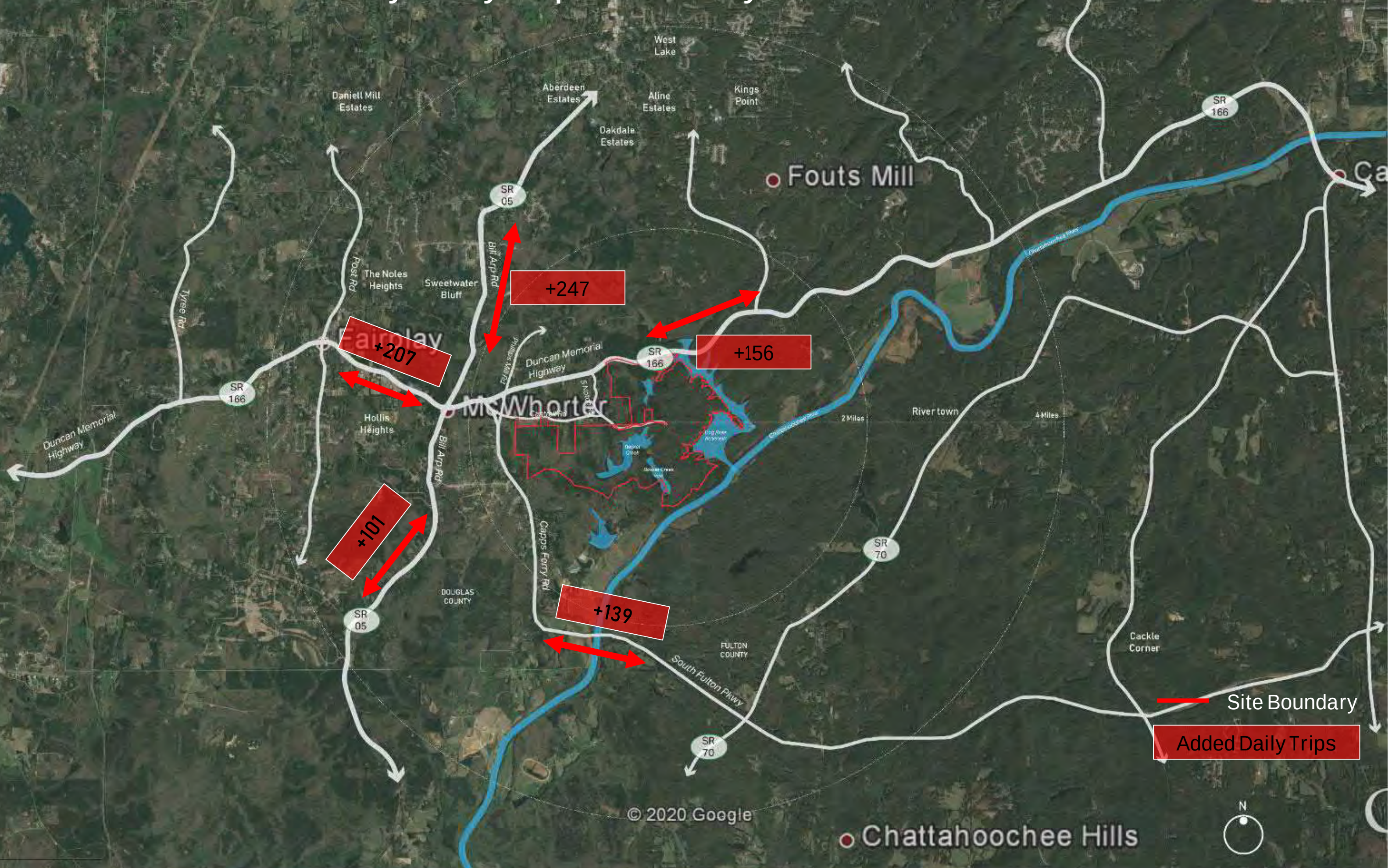
Acquired by :

N/R

[illegible]

TITLE			SUBMITTED BY			PREPARED BY			FIRST SUBMISSION			DESCRIPTION		
OVERALL DEVELOPMENT PLAN, PRESERVE WORLD CENTER FOR HOLISTIC WELLNESS AND APPLIED HEALTH DOUGLAS COUNTY, GA, USA			LEGEND 795 CONTOUR LINE COUNTY BOUNDARY			AECOM 1360 Peachtree Street, Suite 500, Atlanta, Georgia 30309			01 15 APR 2020			NO. DATE REVISED		
SCALE: 1"=350'			DATE: 15 APR 2020			SHEET NUMBER 01/05								
DRI APPLICATION NO : 3090			SITE AREA: 1136.11 ACRES											
NOTE														
1. CONTOURS AND PARCEL LINES ARE APPROXIMATE.														
2. ALL AREAS SHOWN TAKEN FROM DOUGLAS COUNTY TAX PARCEL MAP AND ARE APPROXIMATE.														
3. NO FIELD WORK PERFORMED BY GEORGIA AND WEST AT THIS TIME.														
4. CONTOURS ARE AT 5' INTERVALS														
5. 100 YEAR FLOODPLAIN LINES ARE APPROXIMATE.														

Preliminary Daily Trips Added by The Preserve - DRI #3090



Appendix G
Trip Generation Report

Trip Generation Summary

Alternative: Alternative 1

Phase:

Project: Project Rosebud

Open Date: 12/16/2022

Analysis Date: 12/16/2022

ITE	Land Use	Weekday Average Daily Trips				Weekday AM Peak Hour of Adjacent Street Traffic				Weekday PM Peak Hour of Adjacent Street Traffic			
		*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit	Total
150	Stage		2432	2432	4864		366	109	475		143	388	531
	2795. 1000 Sq. Ft. GFA												
151	Storage		219	219	438		17	12	29		23	26	49
	290 1000 Sq. Ft. GFA												
180	Retail (Shopping)		1099	1098	2197		261	96	357		136	288	424
	215 1000 Sq. Ft. GFA												
210	Estate Lots		57	56	113		2	7	9		8	4	12
	12 Dwelling Units												
220	Brownstone Units		117	117	234		3	12	15		11	7	18
	32 Dwelling Units												
210	Cottage		99	99	198		4	12	16		13	8	21
	21 Dwelling Units												
310	Hotel		836	836	1672		55	39	94		61	59	120
	200 Rooms												
Unadjusted Volume			4859	4857	9716		708	287	995		395	780	1175
Internal Capture Trips			237	237	474		14	12	26		17	15	32
Pass-By Trips			0	0	0		0	0	0		0	0	0
Volume Added to Adjacent Streets			4622	4620	9242		694	275	969		378	765	1143

Total Weekday Average Daily Trips Internal Capture = 5 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 3 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 3 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition

TRIP GENERATION 10, TRAFFICWARE, LLC

P. 1

Appendix H
ICE & Synchro Reports for Improvements (2025)

Capps Ferry Rd @ SR 166/Duncan Memorial Hwy

GDOT PI#: Request By:

County: GDOT District: 7 - Metro Atlanta

Major Road: Road Class: Speed Limit:

Crossing Road: Road Class: Speed Limit:

Major Rd Direction: Area Type:

Intersection Control: Project ID:

Prepared By: Date:

Project Purpose:

Existing Data Year:

Project Opening Year:

Project Design Year:

Annual Growth Rate:

K Factor*:

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

LEGEND:

000 = AM Peak Approach Volume
 (000) = PM Peak Approach Volume
 [000] = ADT Volume (Estimate)

2025 OPENING YEAR VOLUMES

25	SB Capps Ferry Rd				0 (0) [0]				WB SR 166			
25					(0)	(0)	(0)	(0)				
%					0	0	0	0				
%												
704 (358) [20500]		(0)	0	↖	2025 Intersection Daily Entering Volume (est): 16,500	↖	0	(0)	NB Capps Ferry Rd			
		(114)	240	→		↖	105	(267)				
		(244)	464	↘		↗	25	(21)				
		(0)	0	↔ Peds		↖	↑	↗		↕ Peds		
		EB SR 166				198	0	19		0		
Coach Volume				(402)	(0)	(21)	(0)					
Coach Volume				217 (423) [8180]								

GDOT PI #		Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2 1. Does alternative address the project need in a balanced manner and in scale with the project? 2. Does alternative improve safety performance in terms of reducing severe crashes? 3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists? 4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)? 5. Does alternative appear feasible given the site characteristics, constraints & location context? 6. Does alternative appear feasible with respect to other project factors? 7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?									
Project Location:										SR 166 @ Capps Ferry Rd	
Existing Control:										Conventional (Minor Stop)	
Prepared by:										SEI, Nikhil Choudhari	
Date:										1/19/2023	
Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column											
Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)		Screening Decision Justification:									
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	Yes	Existing intersection control		
	Conventional (All-Way Stop)	Yes	Yes	No	Yes	Yes	Yes	Yes	Continue to Stage 2		
	Mini Roundabout	No	No	Yes	Yes	No	No	No	This control is not suitable due to heavy truck % and ADT's		
	Single Lane Roundabout	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Continue to Stage 2		
	Multilane Roundabout	No	Yes	Yes	Yes	No	No	No	Not a multilane road		
	RCUT (stop control)	No	Yes	No	Yes	No	No	No	No suitable U-turn location east of study intersection		
	RIRO w/down stream U-Turn	No	Yes	No	Yes	No	No	No	No suitable U-turn location east of study intersection		
	High-T (unsignalized)	No	Yes	No	Yes	Yes	No	No	Not feasible due to proximity to driveways and other intersections		
	Offset-T Intersections	No	Yes	No	Yes	No	No	No	Control not suitable for the intersection geometry		
	Diamond Interch (Stop Control)	No	Yes	No	Yes	No	No	No	Not a interchange		
	Diamond Interch (RAB Control)	No	Yes	No	Yes	No	No	No	Not a interchange		
	No LT Lane Improvements	Yes	Yes	No	Yes	Yes	Yes	Yes	Continue to Stage 2		
	Add RT Lanes on Both Roads										
Add RT Lanes on Both Roads with All-way Stop-control	No	No	No	No	No	No	Yes	Continue to Stage 2			
Signalized Intersections	Traffic Signal	No	Yes	Yes	Yes	Yes	Yes	No	Does not meet warrants		
	Median U-Turn (Indirect Left)	No	Yes	Yes	Yes	No	No	No	No median present on the roadway		
	RCUT (signalized)	No	Yes	Yes	Yes	No	No	No	No suitable U-turn location east of study intersection		
	Displaced Left Turn (CFI)	No	Yes	Yes	Yes	No	No	No	Not feasible due to proximity to driveways and other intersections		
	Continuous Green-T	No	Yes	No	Yes	No	No	No	Does not meet warrants		
	Jughandle	No	Yes	Yes	Yes	No	No	No	Does not meet warrants		
	Quadrant Roadway	No	Yes	Yes	Yes	No	No	No	Does not meet warrants		
	Diamond Interch (Signal Control)	No	Yes	Yes	Yes	No	No	No	Not a interchange		
	Diverging Diamond	No	Yes	Yes	Yes	No	No	No	Not a interchange		
	Single Point Interchange	No	Yes	Yes	Yes	No	No	No	Not a interchange		
	No LT Lane Improvements	No	No	No	No	No	No	No	Does not meet warrants		
	No RT Lane Improvements										
	Other Signalized (provide description):	No	No	No	No	No	No	No	N/A		

☐ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

Project Location: SR 166 @ Capps Ferry Rd
Existing Intersection Control: Conventional (Minor Stop)
Type of Analysis: Conventional Non-Safety Funded Project

District: 7 - Metro Atlanta
County: Douglas
Area: Suburb/Transit
GDOT PI #: SEI, Nikhil Choudhar
Prepared by: SEI, Nikhil Choudhar
Date: 1/19/2023

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	Meets AWS only	Complete Streets Warrants Met? ☐ PEDESTRIANS ☐ BICYCLES ☐ TRANSIT
Traffic Analysis Measure of Effectiveness	Intersection Delay	
Traffic Analysis Software Used	Synchro	
Analysis Time Period	AM Peak Hr PM Peak Hr	
2025 Opening Yr No-Build Peak Hr Intersection Delay	29.1 sec 57.2 sec	
2025 Opening Yr No-Build Peak Hr Intersection V/C	0.64 0.94	
2025 Design Yr No-Build Peak Hr Intersection Delay	29.1 sec 57.2 sec	
2025 Design Yr No-Build Peak Hr Intersection V/C ratio	0.64 0.94	

Crash Type	Crash Data: Enter most recent 5 years of crash data	Crash Severity					Years:
		K*	A*	B*	C*	O	
Angle		0	0	1	1	5	27%
Head-On		0	0	0	0	0	0%
Rear End		0	0	0	1	7	31%
Sideswipe - same		0	0	0	0	1	4%
Sideswipe - opposite		0	0	0	0	0	0%
Not Collision w/Motor Veh		0	0	3	1	6	38%
TOTALS:		0	0	4	3	19	26

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:

Proposed Control Type/Improvement:

Project Cost: (From CostEst Worksheet)

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
	Conventional (Minor Stop)	Conventional (All-Way Stop)	Single Lane Roundabout	Add Right Turn Lanes	Add RT Lanes on Both Roads with All-way
	Additional description here	Additional description here	Additional description here	Additional description here	Additional description here
Construction Cost	\$0	\$2,000	\$1,009,000	\$490,000	\$492,000
ROW Cost	\$0	\$0	\$9,000	\$0	\$0
Environmental Cost	\$0	\$0	\$0	\$0	\$0
Reimbursable Utility Cost	\$0	\$0	\$12,000	\$7,000	\$7,000
Design & Contingency Cost	\$0	\$0	\$284,000	\$122,000	\$122,000
Cost Adjustment (justification req'd)	0%	0%	0%	0%	0%
Total Cost	\$0	\$2,000	\$1,314,000	\$619,000	\$621,000

User Cost Override

Traffic Operations:

	Synchro		Synchro		GDOT RAB Tool		Synchro		Synchro	
Traffic Analysis Software Used	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr
Analysis Period	33.5 sec	77.6 sec	91.8 sec	29.4 sec	11.6 sec	9.0 sec	16.9 sec	34.5 sec	20.9 sec	43.9 sec
2025 Design Yr Build Intersection Delay	0.69	1.02	1.10	0.80	0.67	0.42	0.46	0.82	0.79	0.89
2025 Design Yr Build Intersection V/C										

Safety Analysis:

Predefined CRF: PDO	0%	68%	39%	20%	0%
Predefined CRF: Fatal/Inj	0%	77%	78%	13%	0%
Predefined CRF Source:	CRF unavailable; provide user defined CRF below	FHWA Clearinghouse #s 3127 / 3128	FHWA Clearinghouse #s 233 / 234	FHWA Clearinghouse #s 285 / 288	CRF unavailable; provide user defined CRF below
User Defined CRF: PDO					75%
User Defined CRF: Fatal/Inj					70%
User Defined CRF Source (write in if applicable):					FHWA Clearinghouse #s 310 / 314

Environmental Impacts:

Historic District/Property	None	None	None	None	None
Archaeology Resources	None	None	None	None	None
Graveyard	None	None	None	None	None
Stream	None	None	None	None	None
Underground Tank/Hazmat	None	None	None	None	None
Park Land	None	None	None	None	None
EJ Community	None	None	None	None	None
Wooded Area	None	None	None	None	None
Wetland	None	None	None	None	None

Note: If environmental impact is significant (RED), provide justification impact won't jeopardize project delivery using "Env" worksheet

¹ Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept report

Stakeholder Posture:

Local Community Support	Unknown	Unknown	Unknown	Unknown	Unknown
GDOT Support	Unknown	Unknown	Unknown	Unknown	Unknown

Final ICE Stage 2 Score:	4.0	6.7	6.6	4.7	6.3
Rank of Control Type Alternatives:	5	1	2	4	3
Final Intersection Control Selection:	4 - Add Right Turn Lanes				

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):

Project Information

Location: SR 166 @ Capps Ferry Rd
 Existing Intersection Control: Conventional (Minor Stop)
 Type of Analysis: Conventional Non-Safety Funded Project

County: Douglas
 GDOT District: 7 - Metro Atlanta
 Area Type: Suburb/Transition

Project#: 0000000
 Date: 1/19/2023
 Preparer: SEI, INKIII
 Choudhary

Table 1: Existing Conditions

Movement	EB SR 166			WB SR 166			NB Capps Ferry Rd			SB Capps Ferry Rd		
	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn
Number of Lanes	0	1	0	0	1	0	0	1	0	0	0	0
Lane Widths*	0'	12'	0'	0'	12'	0'	0'	12'	0'	0'	0'	0'
Bay Length**	0'		0'	0'		0'	0'		0'	0'		0'
Median Width		0'			0'			0'			0'	
Right-of-Way	130'						120'					

Table 2: Proposed Conditions

Proposed Pavement Type	Conventional (Minor Stop)	Conventional (All-Way Stop)	Single Lane Roundabout	Add Right Turn Lanes	Add RT Lanes on Both Roads with All-way Stop
	F.D. Asphalt	F.D. Asphalt	F.D. Asphalt	F.D. Asphalt	F.D. Asphalt
Reimbursable Utility:	Minimal	Minimal	Minimal	Minimal	Minimal
# of Driveway(s) Impacted	0	0	2	0	0
Modify/Replace Traffic Signal*	0	0	0	0	0
Lighting Poles (ea)	0	0	0	0	0
Flashing Beacons (ea)	0	0	0	0	0
RFB/PHB Ped Crossings (ea)	0	0	0	0	0
New/Replace Sidewalks (LF)	0'	0'	0'	0'	0'
New/Replace Cross Drains (LF)	0'	0'	0'	0'	0'
New/Replace Guardrail (LF)	0'	0'	0'	0'	0'
New Retaining Wall (LF)	0'	0'	0'	0'	0'
Bridge/New/Widen/Replace (sqft)	0	0	0	0	0
Add'l ROW/Easements/Demolition	\$0	\$0	\$0	\$0	\$0

Site Context

Topography:	Rolling
Traffic Mgmt Plan:	Maintain Traffic
Project Size:	Single Intersection

Intersections

Signal Poles	Wood Pole
Design Vehicle	WB-67
Existing Interchange?	No

Roundabouts

Inscribed DIA - Mini	80
Inscribed DIA - Single	140
Inscribed DIA - Multi	200
Circulating Lane Width	18

Cost Multipliers

Grading Complete:	20%
Reimbursable Utility:	2%
Traffic Control:	20%
Project Size:	0%
Prelim Engineering:	15%
Project Contingency:	20%

ROW Costs

Prevalent ROW Type:	Mixed (Average)
ROW Cost/Acre:	\$208,951
ROW Multiplier:	1.6

Table 3: Control Type Cost Breakdown

Pay Item	Per Ln Mi Unit Cost	Unit Cost	Conventional (Minor Stop)		Conventional (All-Way Stop)		Single Lane Roundabout		Add Right Turn Lanes		Add RT Lanes on Both Roads with All-way Stop	
			Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
New Construction (Base & Pave)	\$500K/LM	\$9.47/sqft	0	\$0	0	\$0	22,499	\$287,634	16,800	\$159,091	0	\$0
Roadway Mill and Overlay	\$64K/LM	\$1.21/sqft	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Urban C&G/Drainage - both sides	441-6720	\$22.00/LF	0	\$0	0	\$0	2,767	\$82,168	3,800	\$83,600	0	\$0
Rural Typ Drainage - both sides	\$150K/LM	\$2.84/LF	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Concrete Island (sqyd)	n/a	\$75.49/syd	0	\$0	0	\$0	360	\$36,688	0	\$0	0	\$0
Median Landscaping	\$100K/LM	\$1.89/LF	0	\$0	0	\$0	3,000	\$7,670	0	\$0	0	\$0
Typical Driveways Impacted (ea)	n/a	\$7,500 ea	0	\$0	0	\$0	2	\$20,250	0	\$0	0	\$0
Typical E&S Control Temp/Perm	\$150K/LM	\$34.09/LF	0	\$0	0	\$0	1,000	\$46,023	1,900	\$64,773	0	\$0
Roundabout Truck Apron (sqft)	n/a	\$23.00/sqft	0	\$0	0	\$0	2,953	\$91,700	0	\$0	0	\$0
Signing & Marking	\$0	\$22.73/LF	0	\$0	130	\$2,955	1,000	\$30,686	1,900	\$43,187	0	\$0
Flashing Beacon (ea)	n/a	\$20,000 ea	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
New Traffic Signal (Wood Poles)	674-1000	\$73,030	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Lighting (per pole)	n/a	\$4,700 ea	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Signalized Ped Crossings (ea)	n/a	\$5,782 ea	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
6' Sidewalk (LF)	n/a	\$41.95/LF	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
New/replace cross drains (LF)	n/a	\$56.37/LF	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Typical Guardrail (LF)	n/a	\$70.00/LF	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Retaining Wall (LF)	n/a	\$633.25/LF	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Bridge widen/replace (SF)	n/a	\$210/sqft	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Env Costs (from Stage 2 impacts)	n/a	n/a	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Grading Complete - 20%	n/a	n/a		\$0		\$0		\$244,142		\$70,130		\$0
Traffic Control - 20%	n/a	n/a		\$0		\$0		\$162,761		\$70,130		\$0
Reimbursable Utility	n/a	n/a		\$0		\$59		\$12,056		\$7,013		\$0
Preliminary Engineering - 15%	n/a	n/a		\$0		\$443		\$122,071		\$52,598		\$0
Contingency - 20%	n/a	n/a		\$0		\$0		\$162,761		\$70,130		\$0
ROW Cost/Acre: Mixed (Average)	n/a	\$208,951/ac		\$0		\$0		\$5,756		\$0		\$0
Add'l ROW / Displacement / Demo	n/a	n/a		\$0		\$0		\$0		\$0		\$0
ROW Multiplier - 1.6	n/a	n/a		\$0		\$0		\$3,454		\$0		\$0
Project Scale Reduction - 0.0%	n/a	n/a		\$0		\$0		\$0		\$0		\$0
Grand Total Costs				\$0		\$3,000		\$1,316,000		\$621,000		\$0

Table 4: Assumption Adjustments/Quantity Overrides

Alternative Evaluated	Assumptions:	Pavement	Calculated ROW (ac)	User Override*	Calculated Pavement	User Override*	Major ST Const Limits	User Override*	Minor ST Const Limits	User Override*
Conventional (Minor Stop)	N/A	F.D. Asphalt	0.00	0.0	0	0.0	70	0.0	60	0.0
Conventional (All-Way Stop)	No Paving	F.D. Asphalt	0.00	0.0	0	0.0	70	0.0	60	0.0
Single Lane Roundabout	Low Approach Speeds	F.D. Asphalt	0.03	0.0	22,499	0.0	500	0.0	500	0.0
Add Right Turn Lanes	N/A	F.D. Asphalt	0.00	0.0	16,800	0.0	1,000	0.0	900	0.0
Add RT Lanes on Both Roads with All	N/A	F.D. Asphalt	0.0	0.0	0	0.0	0	0.0	0	0.0

Waiver Request - Level 2 / 3

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

- Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
- The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
- The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
 - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
 - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
 - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
 - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information: Location: SR 166 @ Capps Ferry Rd
County: Douglas
GDOT District: 7 - Metro Atlanta
Area Type: Suburb/Transition
Existing Intersection Control: Conventional (Minor Stop)

GDOT PI # (or N/A): 0000000
Requested By: Kane Studio LLC
Prepared By: SEI, Nikhil Choudhari
Date: 1/19/2023

Waiver Request Type: Add/Extend Turn Lane

Traffic and Operations Data:^{1,2}

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Type:	Intersection Delay	
Existing Major Street Avg Daily Traffic (ADT):	4,320	
Existing Minor Street Avg Daily Traffic (ADT):	8,180	
Analysis Period:	AM Peak	PM Peak
2025 Opening Yr Peak Hour Intersection Delay:	16.9 sec	34.5 sec
2025 Opening Yr Peak Hour Intersection V/C:	0.46	0.82
2025 Design Yr Peak Hour Intersection Delay:	16.9 sec	34.5 sec
2025 Design Yr Peak Hour Intersection V/C:	0.46	0.82

Crash Data (Required): ³						
Crash Type	Crash Severity					Years:
	K*	A*	B*	C*	O	
Crash Data: Enter most recent 5 years of crash data						5
Angle	0	0	1	1	5	27%
Head-On	0	0	0	0	0	0%
Rear End	0	0	0	1	7	31%
Sideswipe - same	0	0	0	0	1	4%
Sideswipe - opposite	0	0	0	0	0	0%
Not Collision w/Motor Veh	0	0	3	1	6	38%
TOTALS:	0	0	4	3	19	26

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required): Adding right-turn lanes on the eastbound and northbound approach. Alternative satisfies DRI LOS requirements and is in line with future recommendations.

Proposed Intersection Control: Add Turn Ln/Median (Unsig)

REQUESTED BY: Chris Maddox **Date:** 2/21/2023

Title: Traffic Engineering Division Manager

APPROVED BY: **Date:**

Name:

District Engineer or (Approved Delegate)

¹ Analysis data input on this worksheet is for proposed control & configuration on form, not the No-Build data shown on the top of Stage 2

² ADT's required if available (from data collected or nearest GDOT count station site); Capacity data optional unless needed to justify basis of the waiver request.

³ Crash data (required for all existing intersections) must be entered here independent from Stage 2 worksheet inputs (not linked)

Alternative #1

Intersection						
Int Delay, s/veh	7.2					
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	240	464	25	105	198	19
Future Vol, veh/h	240	464	25	105	198	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	5	5	5	5	9	9
Mvmt Flow	289	559	30	127	239	23
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	848	0	756	569
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	187	-
Critical Hdwy	-	-	4.15	-	6.49	6.29
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.245	-	3.581	3.381
Pot Cap-1 Maneuver	-	-	777	-	366	509
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	828	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	777	-	351	509
Mov Cap-2 Maneuver	-	-	-	-	351	-
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	793	-
Approach	EB		WB		NW	
HCM Control Delay, s	0		1.9		33.5	
HCM LOS	D					
Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	377	-	-	777	-	
HCM Lane V/C Ratio	0.693	-	-	0.039	-	
HCM Control Delay (s)	33.5	-	-	9.8	0	
HCM Lane LOS	D	-	-	A	A	
HCM 95th %tile Q(veh)	5	-	-	0.1	-	

Intersection						
Int Delay, s/veh	30.9					
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	114	244	21	267	402	21
Future Vol, veh/h	114	244	21	267	402	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	3	3	8	8
Mvmt Flow	125	268	23	293	442	23
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	393	0	598	259
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	339	-
Critical Hdwy	-	-	4.13	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.227	-	3.572	3.372
Pot Cap-1 Maneuver	-	-	1160	-	455	765
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	708	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1160	-	444	765
Mov Cap-2 Maneuver	-	-	-	-	444	-
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	691	-
Approach	EB		WB		NW	
HCM Control Delay, s	0		0.6		77.6	
HCM LOS					F	
Minor Lane/Major Mvmt	NWLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	456	-	-	1160	-	
HCM Lane V/C Ratio	1.019	-	-	0.02	-	
HCM Control Delay (s)	77.6	-	-	8.2	0	
HCM Lane LOS	F	-	-	A	A	
HCM 95th %tile Q(veh)	13.8	-	-	0.1	-	

Alternative #2

Intersection	
Intersection Delay, s/veh	66.1
Intersection LOS	F

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	240	464	25	105	198	19
Future Vol, veh/h	240	464	25	105	198	19
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	5	5	5	5	9	9
Mvmt Flow	289	559	30	127	239	23
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NW
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NW	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NW		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	91.8	11.2	15.4
HCM LOS	F	B	C

Lane	NWLn1	EBLn1	WBLn1
Vol Left, %	91%	0%	19%
Vol Thru, %	0%	34%	81%
Vol Right, %	9%	66%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	217	704	130
LT Vol	198	0	25
Through Vol	0	240	105
RT Vol	19	464	0
Lane Flow Rate	261	848	157
Geometry Grp	1	1	1
Degree of Util (X)	0.465	1.123	0.255
Departure Headway (Hd)	6.685	4.766	6.101
Convergence, Y/N	Yes	Yes	Yes
Cap	541	772	592
Service Time	4.685	2.766	4.101
HCM Lane V/C Ratio	0.482	1.098	0.265
HCM Control Delay	15.4	91.8	11.2
HCM Lane LOS	C	F	B
HCM 95th-tile Q	2.4	24.6	1

Intersection	
Intersection Delay, s/veh	22.2
Intersection LOS	C

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	114	244	21	267	402	21
Future Vol, veh/h	114	244	21	267	402	21
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	5	5	3	3	8	8
Mvmt Flow	125	268	23	293	442	23
Number of Lanes	1	0	0	1	1	0

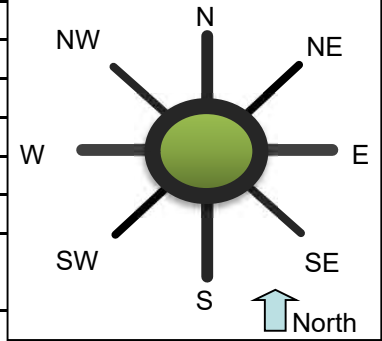
Approach	EB	WB	NW
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NW	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NW		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	18.2	16.7	29.4
HCM LOS	C	C	D

Lane	NWLn1	EBLn1	WBLn1
Vol Left, %	95%	0%	7%
Vol Thru, %	0%	32%	93%
Vol Right, %	5%	68%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	423	358	288
LT Vol	402	0	21
Through Vol	0	114	267
RT Vol	21	244	0
Lane Flow Rate	465	393	316
Geometry Grp	1	1	1
Degree of Util (X)	0.796	0.632	0.551
Departure Headway (Hd)	6.274	5.785	6.264
Convergence, Y/N	Yes	Yes	Yes
Cap	581	629	579
Service Time	4.274	3.785	4.278
HCM Lane V/C Ratio	0.8	0.625	0.546
HCM Control Delay	29.4	18.2	16.7
HCM Lane LOS	D	C	C
HCM 95th-tile Q	7.7	4.5	3.3

Alternative #3

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: 2025, AM
County/District: Douglas County, District 7
Intersection Name: SR 166/Duncan Memorial Highway at Capps Ferry Road



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph								
	NE (2), vph								
	E (3), vph					19		240	
	SE (4), vph								
	S (5), vph			25				464	
	SW (6), vph								
	W (7), vph			105		198			
	NW (8), vph								
Output	Total Vehicles	0	0	130	0	217	0	704	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	100.0%	100.0%	95.0%	100.0%	91.0%	100.0%	95.0%	100.0%
% Heavy Vehicles	0.0%	0.0%	5.0%	0.0%	9.0%	0.0%	5.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.95	0.95	0.83	0.95	0.83	0.95	0.83	0.95
F _{HV}	1.000	1.000	0.952	1.000	0.917	1.000	0.952	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	0	0	0	0	0	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	0	0	0	0	25	0	304	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	0	0	32	0	0	0	587	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	0	0	133	0	260	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	0	0	164	0	285	0	891	0
Conflicting flow, pcu/h	0	0	260	0	304	0	32	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	NA	NA	1008	NA	929	NA	1273	NA
Entry Flow Rates, vph	0	0	157	0	261	0	848	0
V/C ratio			0.16		0.28		0.67	
Control Delay, sec/pcu			5.0		6.8		11.6	
LOS			A		A		B	
Average Queue (ft)			5		12		68	
95th % Queue (ft)			14		32		143	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	9.8	Int LOS	A	Max Approach V/C	0.67

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

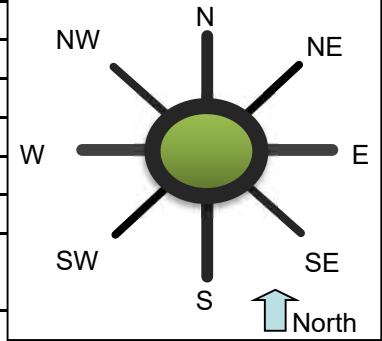
F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F _{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (veh)						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: 2025, PM
County/District: Douglas County, District 7
Intersection Name: SR 166/Duncan Memorial Highway at Capps Ferry Road



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph								
	NE (2), vph								
	E (3), vph					21		114	
	SE (4), vph								
	S (5), vph			21				244	
	SW (6), vph								
	W (7), vph			267		402			
	NW (8), vph								
Output	Total Vehicles	0	0	288	0	423	0	358	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	100.0%	100.0%	97.0%	100.0%	92.0%	100.0%	95.0%	100.0%
% Heavy Vehicles	0.0%	0.0%	3.0%	0.0%	8.0%	0.0%	5.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.95	0.95	0.91	0.95	0.91	0.95	0.91	0.95
F _{HV}	1.000	1.000	0.971	1.000	0.926	1.000	0.952	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	0	0	0	0	0	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	0	0	0	0	25	0	132	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	0	0	24	0	0	0	282	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	0	0	302	0	477	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	0	0	326	0	502	0	413	0
Conflicting flow, pcu/h	0	0	477	0	132	0	24	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	NA	NA	824	NA	1117	NA	1283	NA
Entry Flow Rates, vph	0	0	316	0	465	0	393	0
V/C ratio			0.38		0.42		0.31	
Control Delay, sec/pcu			9.0		7.6		5.6	
LOS			A		A		A	
Average Queue (ft)			20		24		15	
95th % Queue (ft)			47		56		34	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	7.3	Int LOS	A	Max Approach V/C	0.42

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F _{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (veh)						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

Alternative #4

Intersection								
Int Delay, s/veh	3.7							
Movement	EBT	EBR	WBL	WBT	NWL	NWR		
Lane Configurations	↑	↗		↖	↗	↗		
Traffic Vol, veh/h	240	464	25	105	198	19		
Future Vol, veh/h	240	464	25	105	198	19		
Conflicting Peds, #/hr	0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Stop	Stop		
RT Channelized	-	Yield	-	None	-	Yield		
Storage Length	-	175	-	-	0	175		
Veh in Median Storage, #	0	-	-	0	0	-		
Grade, %	0	-	-	0	0	-		
Peak Hour Factor	83	83	83	83	83	83		
Heavy Vehicles, %	5	5	5	5	9	9		
Mvmt Flow	289	559	30	127	239	23		
Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	0	0	289	0	476	289		
Stage 1	-	-	-	-	289	-		
Stage 2	-	-	-	-	187	-		
Critical Hdwy	-	-	4.15	-	6.49	6.29		
Critical Hdwy Stg 1	-	-	-	-	5.49	-		
Critical Hdwy Stg 2	-	-	-	-	5.49	-		
Follow-up Hdwy	-	-	2.245	-	3.581	3.381		
Pot Cap-1 Maneuver	-	-	1256	-	535	734		
Stage 1	-	-	-	-	744	-		
Stage 2	-	-	-	-	828	-		
Platoon blocked, %	-	-		-				
Mov Cap-1 Maneuver	-	-	1256	-	521	734		
Mov Cap-2 Maneuver	-	-	-	-	521	-		
Stage 1	-	-	-	-	744	-		
Stage 2	-	-	-	-	806	-		
Approach	EB		WB		NW			
HCM Control Delay, s	0		1.5		16.9			
HCM LOS	C							
Minor Lane/Major Mvmt	NWLn1		NWLn2		EBT	EBR	WBL	WBT
Capacity (veh/h)	521		734		-	-	1256	-
HCM Lane V/C Ratio	0.458		0.031		-	-	0.024	-
HCM Control Delay (s)	17.6		10.1		-	-	7.9	0
HCM Lane LOS	C		B		-	-	A	A
HCM 95th %tile Q(veh)	2.4		0.1		-	-	0.1	-

Intersection								
Int Delay, s/veh	13.8							
Movement	EBT	EBR	WBL	WBT	NWL	NWR		
Lane Configurations	↑	↗		↕	↘	↗		
Traffic Vol, veh/h	114	244	21	267	402	21		
Future Vol, veh/h	114	244	21	267	402	21		
Conflicting Peds, #/hr	0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Stop	Stop		
RT Channelized	-	Yield	-	None	-	Yield		
Storage Length	-	175	-	-	0	175		
Veh in Median Storage, #	0	-	-	0	0	-		
Grade, %	0	-	-	0	0	-		
Peak Hour Factor	91	91	91	91	91	91		
Heavy Vehicles, %	5	5	3	3	8	8		
Mvmt Flow	125	268	23	293	442	23		
Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	0	0	125	0	464	125		
Stage 1	-	-	-	-	125	-		
Stage 2	-	-	-	-	339	-		
Critical Hdwy	-	-	4.13	-	6.48	6.28		
Critical Hdwy Stg 1	-	-	-	-	5.48	-		
Critical Hdwy Stg 2	-	-	-	-	5.48	-		
Follow-up Hdwy	-	-	2.227	-	3.572	3.372		
Pot Cap-1 Maneuver	-	-	1455	-	546	910		
Stage 1	-	-	-	-	886	-		
Stage 2	-	-	-	-	708	-		
Platoon blocked, %	-	-		-				
Mov Cap-1 Maneuver	-	-	1455	-	536	910		
Mov Cap-2 Maneuver	-	-	-	-	536	-		
Stage 1	-	-	-	-	886	-		
Stage 2	-	-	-	-	695	-		
Approach	EB		WB		NW			
HCM Control Delay, s	0		0.5		34.5			
HCM LOS	D							
Minor Lane/Major Mvmt	NWLn1		NWLn2		EBT	EBR	WBL	WBT
Capacity (veh/h)	536		910		-	-	1455	-
HCM Lane V/C Ratio	0.824		0.025		-	-	0.016	-
HCM Control Delay (s)	35.8		9.1		-	-	7.5	0
HCM Lane LOS	E		A		-	-	A	A
HCM 95th %tile Q(veh)	8.3		0.1		-	-	0	-

Alternative #5

Intersection

Intersection Delay, s/veh	18.9
Intersection LOS	C

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑	↑		↑	↑	↑
Traffic Vol, veh/h	240	464	25	105	198	19
Future Vol, veh/h	240	464	25	105	198	19
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	5	5	5	5	9	9
Mvmt Flow	289	559	30	127	239	23
Number of Lanes	1	1	0	1	1	1

Approach	EB	WB	NW
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left		NW	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NW		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay	20.9	11.8	16.6
HCM LOS	C	B	C

Lane	NWLn1	NWLn2	EBLn1	EBLn2	WBLn1
Vol Left, %	100%	0%	0%	0%	19%
Vol Thru, %	0%	0%	100%	0%	81%
Vol Right, %	0%	100%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	198	19	240	464	130
LT Vol	198	0	0	0	25
Through Vol	0	0	240	0	105
RT Vol	0	19	0	464	0
Lane Flow Rate	239	23	289	559	157
Geometry Grp	7	7	7	7	4
Degree of Util (X)	0.495	0.04	0.468	0.794	0.276
Departure Headway (Hd)	7.464	6.245	5.824	5.116	6.34
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	484	573	619	704	565
Service Time	5.201	3.982	3.562	2.854	4.387
HCM Lane V/C Ratio	0.494	0.04	0.467	0.794	0.278
HCM Control Delay	17.3	9.2	13.6	24.7	11.8
HCM Lane LOS	C	A	B	C	B
HCM 95th-tile Q	2.7	0.1	2.5	8	1.1

Intersection	
Intersection Delay, s/veh	22.2
Intersection LOS	C

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	114	244	21	267	402	21
Future Vol, veh/h	114	244	21	267	402	21
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	5	5	3	3	8	8
Mvmt Flow	125	268	23	293	442	23
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NW
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NW	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NW		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	18.2	16.7	29.4
HCM LOS	C	C	D

Lane	NWLn1	EBLn1	WBLn1
Vol Left, %	95%	0%	7%
Vol Thru, %	0%	32%	93%
Vol Right, %	5%	68%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	423	358	288
LT Vol	402	0	21
Through Vol	0	114	267
RT Vol	21	244	0
Lane Flow Rate	465	393	316
Geometry Grp	1	1	1
Degree of Util (X)	0.796	0.632	0.551
Departure Headway (Hd)	6.274	5.785	6.264
Convergence, Y/N	Yes	Yes	Yes
Cap	581	629	579
Service Time	4.274	3.785	4.278
HCM Lane V/C Ratio	0.8	0.625	0.546
HCM Control Delay	29.4	18.2	16.7
HCM Lane LOS	D	C	C
HCM 95th-tile Q	7.7	4.5	3.3

SR 70/S Fulton Pkwy at Campbellton Redwine Rd

GDOT PI#: Request By:

County: GDOT District: 7 - Metro Atlanta

Major Road: Road Class: Speed Limit:

Crossing Road: Road Class: Speed Limit:

Major Rd Direction: Area Type:

Intersection Control: Project ID:

Prepared By: Date:

Project Purpose:

APPROACH SPLITS:
SR 70: 85%
Campbellton Rd: 15%

2023 EXISTING YEAR VOLUMES

11 (50) [600]							
(0)	(3)	(46)	(1)				
0	2	8	1				
498 (24) [7400]	(5)	2	↗	2023 Intersection Daily Entering Volume (est): 8,138			
	(173)	454	→				
	(36)	42	↘				
	(0)	0	↖				
EB SR 70				37	35	31	0
				(51)	(14)	(19)	(0)
				103 (84) [1714]			
				NB Campbellton Rd			
				WB SR 70			
				0	(0)	1	(1)
				133	(546)	7	(47)
				141 (594) [6562]			

PEAK HR % TRUCKS:

EB	WB	NB	SB
6%	11%	2%	5%

Existing Data Year:

Project Opening Year:

Project Design Year:

Annual Growth Rate:

K Factor*:

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2025 OPENING YEAR VOLUMES

12 (54) [700]							
(0)	(3)	(50)	(1)				
0	2	9	1				
562 (24) [8400]	(5)	2	↗	2025 Intersection Daily Entering Volume (est): 9,884			
	(187)	490	→				
	(53)	70	↘				
	(0)	0	↖				
EB SR 70				49	38	61	0
				(84)	(15)	(107)	(0)
				148 (206) [2719]			
				NB Campbellton Rd			
				WB SR 70			
				0	(0)	1	(1)
				144	(589)	84	(92)
				229 (682) [7948]			

2025 DESIGN YEAR VOLUMES

12 (54) [700]							
(0)	(3)	(50)	(1)				
0	2	9	1				
562 (24) [8400]	(5)	2	↗	2025 Intersection Daily Entering Volume (est): 9,884			
	(187)	490	→				
	(53)	70	↘				
	(0)	0	↖				
EB SR 70				49	38	61	0
				(84)	(15)	(107)	(0)
				148 (206) [2719]			
				NB Campbellton Rd			
				WB SR 70			
				0	(0)	1	(1)
				144	(589)	84	(92)
				229 (682) [7948]			

LEGEND:

000 = AM Peak Approach Volume
(000) = PM Peak Approach Volume
[000] = ADT Volume (Estimate)

Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the Toward Zero Deaths vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: 1) the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or 2) the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "Waiver" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Screening Decision Record Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to eliminate non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT PI #		Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2 1. Does alternative address the project need in a balanced manner and in scale with the project? 2. Does alternative improve safety performance in terms of reducing severe crashes? 3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists? 4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)? 5. Does alternative appear feasible given the site characteristics, constraints & location context? 6. Does alternative appear feasible with respect to other project factors? 7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?									
Project Location:										SR 70 @ Campbellton Rd	
Existing Control:										Conventional (Minor Stop)	
Prepared by:										SEI, Nikhil Choudhari	
Date:										1/19/2023	
Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column											
Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)		Screening Decision Justification:									
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	Yes	Existing control		
	Conventional (All-Way Stop)	No	Yes	Yes	Yes	No	No	No	Does not meet warrants		
	Mini Roundabout	No	Yes	Yes	Yes	No	No	No	This control is not suitable due to the roadway geometry and truck %		
	Single Lane Roundabout	No	No	No	No	No	No	Yes	Continue to Stage 2		
	Multilane Roundabout	No	Yes	Yes	Yes	No	No	No	Not a multilane road		
	RCUT (stop control)	No	Yes	Yes	No	No	No	No	No suitable U-turn location in the vicinity		
	RIRO w/down stream U-Turn	No	Yes	Yes	No	No	No	No	No suitable U-turn location in the vicinity		
	High-T (unsignalized)	No	Yes	Yes	No	No	No	No	Not a T intersection		
	Offset-T Intersections	No	Yes	Yes	No	No	No	No	Not suitable for the intersection geometry		
	Diamond Interch (Stop Control)	No	Yes	Yes	Yes	No	No	No	Not a interchange		
	Diamond Interch (RAB Control)	No	Yes	Yes	Yes	No	No	No	Not a interchange		
	No LT Lane Improvements	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Continue to Stage 2		
	Add one RT Lane on Campbellton Rd										
Other unsignalized (provide description):	No	No	No	No	No	No	No	N/A			
Signalized Intersections	Traffic Signal	No	Yes	Yes	Yes	Yes	Yes	No	Does not meet warrants		
	Median U-Turn (Indirect Left)	No	Yes	Yes	Yes	No	No	No	No median present on the roadway		
	RCUT (signalized)	No	Yes	Yes	Yes	No	No	No	No suitable U-turn location in the vicinity		
	Displaced Left Turn (CFI)	No	Yes	Yes	Yes	No	No	No	Not suitable for the intersection geometry		
	Continuous Green-T	No	Yes	Yes	No	No	No	No	Not a T intersection		
	Jughandle	No	Yes	Yes	Yes	No	No	No	Does not meet warrants		
	Quadrant Roadway	No	Yes	Yes	Yes	No	No	No	Does not meet warrants		
	Diamond Interch (Signal Control)	No	Yes	Yes	No	No	No	No	Not a interchange		
	Diverging Diamond	No	Yes	Yes	No	No	No	No	Not a interchange		
	Single Point Interchange	No	Yes	Yes	No	No	No	No	Not a interchange		
	No LT Lane Improvements	No	No	No	No	No	No	No	Does not meet warrants		
	No RT Lane Improvements										
	Other Signalized (provide description):	No	No	No	No	No	No	No	N/A		

☐ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

Project Location: SR 70 @ Campbellton Rd
Existing Intersection Control: Conventional (Minor Stop)
Type of Analysis: **Conventional Non-Safety Funded Project**

District: 7 - Metro Atlanta
County: Fulton
Area: Suburb/Transit
GDOT PI #:
Prepared by: SEI, Nikhil Choudhar
Date: 1/19/2023

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	None		Complete Streets Warrants Met? ☐ PEDESTRIANS ☐ BICYCLES ☐ TRANSIT
Traffic Analysis Measure of Effectiveness	Intersection Delay		
Traffic Analysis Software Used	Synchro		
Analysis Time Period	AM Peak Hr	PM Peak Hr	
2025 Opening Yr No-Build Peak Hr Intersection Delay	22.6 sec	37.7 sec	
2025 Opening Yr No-Build Peak Hr Intersection V/C	0.40	0.49	
2025 Design Yr No-Build Peak Hr Intersection Delay	22.6 sec	37.7 sec	
2025 Design Yr No-Build Peak Hr Intersection V/C ratio	0.40	0.49	

Crash Type	Crash Data: Enter most recent 5 years of crash data	Crash Severity					Years: 5
		K*	A*	B*	C*	O	
Angle		0	0	2	2	3	37%
Head-On		0	0	1	0	1	11%
Rear End		0	0	1	1	2	21%
Sideswipe - same		0	0	0	1	1	11%
Sideswipe - opposite		0	0	0	0	1	5%
Not Collision w/Motor Veh		0	0	0	0	3	16%
TOTALS:		0	0	4	4	11	19

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:

Proposed Control Type/Improvement:

Project Cost: (From CostEst Worksheet)

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Conventional (Minor Stop)	Conventional (Minor Stop)	Single Lane Roundabout	Add Right Turn Lanes	N/A	N/A
Additional description here	Additional description here	Additional description here	Additional description here	Additional description here	Additional description here
Construction Cost	\$0	\$1,107,000	\$130,000		
ROW Cost	\$0	\$0	\$0		
Environmental Cost	\$0	\$0	\$0		
Reimbursable Utility Cost	\$0	\$13,000	\$1,000		
Design & Contingency Cost	\$0	\$312,000	\$32,000		
Cost Adjustment (justification req'd)	0%	0%	0%		
Total Cost	\$0	\$1,432,000	\$163,000		

Traffic Operations:

	Synchro		GDOT RAB Tool		Synchro					
Traffic Analysis Software Used	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr				
Analysis Period										
2025 Design Yr Build Intersection Delay	43.4 sec	99.4 sec	10.9 sec	12.5 sec	29.5 sec	49.7 sec				
2025 Design Yr Build Intersection V/C	0.68	0.99	0.61	0.67	0.53	0.80				

Safety Analysis:

Predefined CRF: PDO	0%	39%	2%		
Predefined CRF: Fatal/Inj	0%	78%	1%		
Predefined CRF Source:	CRF unavailable; provide user defined CRF below	FHWA Clearinghouse #s 233 / 234	FHWA Clearinghouse #s 285 / 288		
User Defined CRF: PDO					
User Defined CRF: Fatal/Inj					
User Defined CRF Source (write in if applicable):					

Environmental Impacts:¹

Historic District/Property	None	None	None		
Archaeology Resources	None	None	None		
Graveyard	None	None	None		
Stream	None	None	None		
Underground Tank/Hazmat	None	None	None		
Park Land	None	None	None		
EJ Community	None	None	None		
Wooded Area	None	None	None		
Wetland	None	None	None		

Note: If environmental impact is significant (RED), provide justification impact won't jeopardize project delivery using "Env" worksheet

¹ Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept report

Stakeholder Posture:

Local Community Support	Unknown	Unknown	Unknown		
GDOT Support	Unknown	Unknown	Unknown		

Final ICE Stage 2 Score:	3.8	6.4	4.8		
Rank of Control Type Alternatives:	3	1	2		
Final Intersection Control Selection:	1 - Single Lane Roundabout				

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):

GDOT ICE TOOL: COST ESTIMATING AID

Alternative #1

Intersection

Int Delay, s/veh 7.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	2	490	70	84	144	1	49	38	61	1	9	2
Future Vol, veh/h	2	490	70	84	144	1	49	38	61	1	9	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	300	-	-	300	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	6	6	6	11	11	11	1	1	1	5	5	5
Mvmt Flow	2	605	86	104	178	1	60	47	75	1	11	2

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	178	0	0	605	0	0	1002	995	605	1056	995	178
Stage 1	-	-	-	-	-	-	609	609	-	386	386	-
Stage 2	-	-	-	-	-	-	393	386	-	670	609	-
Critical Hdwy	4.16	-	-	4.21	-	-	7.11	6.51	6.21	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.15	5.55	-
Follow-up Hdwy	2.254	-	-	2.299	-	-	3.509	4.009	3.309	3.545	4.045	3.345
Pot Cap-1 Maneuver	1374	-	-	930	-	-	222	246	500	201	242	857
Stage 1	-	-	-	-	-	-	484	487	-	631	605	-
Stage 2	-	-	-	-	-	-	634	612	-	442	481	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1374	-	-	930	-	-	192	215	500	129	212	857
Mov Cap-2 Maneuver	-	-	-	-	-	-	192	215	-	129	212	-
Stage 1	-	-	-	-	-	-	483	486	-	630	530	-
Stage 2	-	-	-	-	-	-	542	536	-	339	480	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0	3.4	43.4	21.9
HCM LOS			E	C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	267	930	-	-	1374	-	228
HCM Lane V/C Ratio	0.684	0.112	-	-	0.002	-	0.065
HCM Control Delay (s)	43.4	9.4	0	-	7.6	0	21.9
HCM Lane LOS	E	A	A	-	A	A	C
HCM 95th %tile Q(veh)	4.5	0.4	-	-	0	-	0.2

Intersection

Int Delay, s/veh 19.4

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔	↔		↔	↔		↔			↔	
Traffic Vol, veh/h	5	187	53	92	589	1	84	15	107	1	50	3
Future Vol, veh/h	5	187	53	92	589	1	84	15	107	1	50	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	300	-	-	300	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	4	4	6	6	6	4	4	4	2	2	2
Mvmt Flow	6	210	60	103	662	1	94	17	120	1	56	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	662	0	0	210	0	0	1120	1090	210	1159	1090	662
Stage 1	-	-	-	-	-	-	222	222	-	868	868	-
Stage 2	-	-	-	-	-	-	898	868	-	291	222	-
Critical Hdwy	4.14	-	-	4.16	-	-	7.14	6.54	6.24	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.254	-	-	3.536	4.036	3.336	3.518	4.018	3.318
Pot Cap-1 Maneuver	917	-	-	1337	-	-	182	213	825	173	215	462
Stage 1	-	-	-	-	-	-	776	716	-	347	370	-
Stage 2	-	-	-	-	-	-	331	367	-	717	720	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	917	-	-	1337	-	-	126	186	825	124	187	462
Mov Cap-2 Maneuver	-	-	-	-	-	-	126	186	-	124	187	-
Stage 1	-	-	-	-	-	-	770	710	-	344	325	-
Stage 2	-	-	-	-	-	-	239	322	-	593	714	-

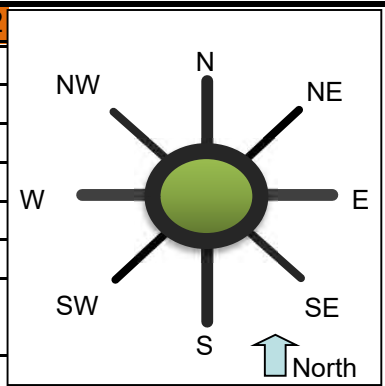
Approach	SE	NW	NE	SW
HCM Control Delay, s	0.2	1.1	99.4	32.2
HCM LOS			F	D

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	235	1337	-	-	917	-	192
HCM Lane V/C Ratio	0.985	0.077	-	-	0.006	-	0.316
HCM Control Delay (s)	99.4	7.9	0	-	8.9	0	32.2
HCM Lane LOS	F	A	A	-	A	A	D
HCM 95th %tile Q(veh)	9.1	0.3	-	-	0	-	1.3

Alternative #2

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: 2025, AM
County/District: Douglas County, District 7
Intersection Name: SR 166/Duncan Memorial Highway at Campbellton Redwine Road



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			1		38		70	
	NE (2), vph								
	E (3), vph	1				61		490	
	SE (4), vph								
	S (5), vph	9		84				2	
	SW (6), vph								
	W (7), vph	2		144		49			
	NW (8), vph								
Output	Total Vehicles	12	0	229	0	148	0	562	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.0%	100.0%	89.0%	100.0%	95.0%	100.0%	94.0%	100.0%
% Heavy Vehicles	2.0%	0.0%	11.0%	0.0%	5.0%	0.0%	6.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.81	0.95	0.81	0.95	0.81	0.95	0.81	0.95
F _{HV}	0.980	1.000	0.901	1.000	0.952	1.000	0.943	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	1	0	49	0	92	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	1	0	0	0	79	0	641	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	11	0	115	0	0	0	3	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	3	0	197	0	64	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	15	0	314	0	192	0	735	0
Conflicting flow, pcu/h	376	0	204	0	734	0	128	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	922	NA	1009	NA	622	NA	1143	NA
Entry Flow Rates, vph	15	0	283	0	183	0	694	0
V/C ratio	0.02		0.28		0.29		0.61	
Control Delay, sec/pcu	4.0		6.3		9.7		10.9	
LOS	A		A		A		B	
Average Queue (ft)			12		12		53	
95th % Queue (ft)	1		32		32		114	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	9.5	Int LOS	A	Max Approach V/C	0.61

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

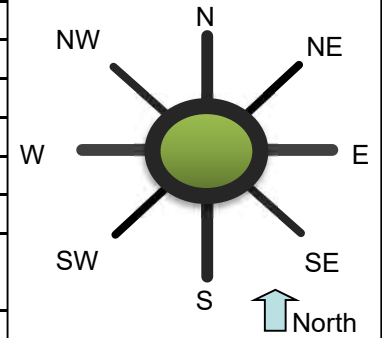
F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F _{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (veh)						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: 2025, PM
County/District: Douglas County, District 7
Intersection Name: SR 70/S Fulton Industrial Parkway at Campbellton Redwine Road



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			1		15		5	
	NE (2), vph								
	E (3), vph	1				107		187	
	SE (4), vph								
	S (5), vph	50		92				53	
	SW (6), vph								
	W (7), vph	3		589		84			
	NW (8), vph								
Output	Total Vehicles	54	0	682	0	206	0	245	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.0%	100.0%	94.0%	100.0%	96.0%	100.0%	96.0%	100.0%
% Heavy Vehicles	2.0%	0.0%	6.0%	0.0%	4.0%	0.0%	4.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.89	0.95	0.89	0.95	0.89	0.95	0.89	0.95
F _{HV}	0.980	1.000	0.943	1.000	0.962	1.000	0.962	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	1	0	18	0	6	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	1	0	0	0	125	0	219	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	57	0	110	0	0	0	62	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	3	0	702	0	98	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	62	0	812	0	241	0	286	0
Conflicting flow, pcu/h	909	0	122	0	226	0	168	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	535	NA	1150	NA	1054	NA	1118	NA
Entry Flow Rates, vph	61	0	766	0	231	0	275	0
V/C ratio	0.11		0.67		0.22		0.25	
Control Delay, sec/pcu	8.2		12.5		5.5		5.5	
LOS	A		B		A		A	
Average Queue (ft)	3		66		9		11	
95th % Queue (ft)	10		143		22		25	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	9.6	Int LOS	A	Max Approach V/C	0.67

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F _{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (veh)						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

Alternative #3

Intersection

Int Delay, s/veh 5.7

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔	↔	↔	↔	↔		↔	↔		↔	
Traffic Vol, veh/h	2	490	70	84	144	1	49	38	61	1	9	2
Future Vol, veh/h	2	490	70	84	144	1	49	38	61	1	9	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	None
Storage Length	-	-	300	310	-	300	-	-	250	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	6	6	6	11	11	11	1	1	1	5	5	5
Mvmt Flow	2	605	86	104	178	1	60	47	75	1	11	2

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	178	0	0	605	0	0	1002	995	605	1019	995	178
Stage 1	-	-	-	-	-	-	609	609	-	386	386	-
Stage 2	-	-	-	-	-	-	393	386	-	633	609	-
Critical Hdwy	4.16	-	-	4.21	-	-	7.11	6.51	6.21	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.15	5.55	-
Follow-up Hdwy	2.254	-	-	2.299	-	-	3.509	4.009	3.309	3.545	4.045	3.345
Pot Cap-1 Maneuver	1374	-	-	930	-	-	222	246	500	213	242	857
Stage 1	-	-	-	-	-	-	484	487	-	631	605	-
Stage 2	-	-	-	-	-	-	634	612	-	463	481	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1374	-	-	930	-	-	194	218	500	138	214	857
Mov Cap-2 Maneuver	-	-	-	-	-	-	194	218	-	138	214	-
Stage 1	-	-	-	-	-	-	483	486	-	630	537	-
Stage 2	-	-	-	-	-	-	550	543	-	355	480	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0	3.4	29.5	21.6
HCM LOS			D	C

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	204	500	930	-	-	1374	-	- 232
HCM Lane V/C Ratio	0.527	0.151	0.112	-	-	0.002	-	- 0.064
HCM Control Delay (s)	40.7	13.5	9.4	-	-	7.6	0	- 21.6
HCM Lane LOS	E	B	A	-	-	A	A	- C
HCM 95th %tile Q(veh)	2.7	0.5	0.4	-	-	0	-	- 0.2

Intersection

Int Delay, s/veh 10.7

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔	↔	↔	↔	↔		↔	↔		↔	
Traffic Vol, veh/h	5	187	53	92	589	1	84	15	107	1	50	3
Future Vol, veh/h	5	187	53	92	589	1	84	15	107	1	50	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	None
Storage Length	-	-	300	310	-	300	-	-	250	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	4	4	6	6	6	4	4	4	2	2	2
Mvmt Flow	6	210	60	103	662	1	94	17	120	1	56	3

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	662	0	0	210	0	0	1120	1090	210	1099	1090	662
Stage 1	-	-	-	-	-	-	222	222	-	868	868	-
Stage 2	-	-	-	-	-	-	898	868	-	231	222	-
Critical Hdwy	4.14	-	-	4.16	-	-	7.14	6.54	6.24	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.254	-	-	3.536	4.036	3.336	3.518	4.018	3.318
Pot Cap-1 Maneuver	917	-	-	1337	-	-	182	213	825	190	215	462
Stage 1	-	-	-	-	-	-	776	716	-	347	370	-
Stage 2	-	-	-	-	-	-	331	367	-	772	720	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	917	-	-	1337	-	-	132	195	825	142	197	462
Mov Cap-2 Maneuver	-	-	-	-	-	-	132	195	-	142	197	-
Stage 1	-	-	-	-	-	-	770	710	-	344	342	-
Stage 2	-	-	-	-	-	-	253	339	-	639	714	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.2	1.1	49.7	30.3
HCM LOS			E	D

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	139	825	1337	-	-	917	-	-	202
HCM Lane V/C Ratio	0.8	0.146	0.077	-	-	0.006	-	-	0.3
HCM Control Delay (s)	92.5	10.1	7.9	-	-	8.9	0	-	30.3
HCM Lane LOS	F	B	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	5	0.5	0.3	-	-	0	-	-	1.2

SR 70/S Fulton Pkwy at Rico Rd

000 = AM Peak Approach Volume
(000) = PM Peak Approach Volume
[000] = ADT Volume (Estimate)

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT PI #		Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2 1. Does alternative address the project need in a balanced manner and in scale with the project? 2. Does alternative improve safety performance in terms of reducing severe crashes? 3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists? 4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)? 5. Does alternative appear feasible given the site characteristics, constraints & location context? 6. Does alternative appear feasible with respect to other project factors? 7. Overall feasible alternative (select alternative for further evaluation in Stage 2)? Screening Decision Justification:									
Project Location:										SR 70 @ Rico Rd	
Existing Control:										Conventional (Minor Stop)	
Prepared by:										SEI, Nikhil Choudhari	
Date:										1/19/2023	
Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column											
Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)											
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	Yes	Existing intersection control		
	Conventional (All-Way Stop)	Yes	Yes	No	Yes	Yes	Yes	No	Does not meet warrants		
	Mini Roundabout	No	Yes	Yes	Yes	No	No	No	This control is not suitable due to heavy truck % and ADT's		
	Single Lane Roundabout	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Continue to Stage 2		
	Multilane Roundabout	No	Yes	Yes	Yes	No	No	No	Not a multilane road		
	RCUT (stop control)	No	Yes	No	Yes	No	No	No	No suitable U-turn location		
	RIRO w/down stream U-Turn	No	Yes	No	Yes	No	No	No	No suitable U-turn location		
	High-T (unsignalized)	No	Yes	Yes	Yes	Yes	No	No	Not a feasible control		
	Offset-T Intersections	No	Yes	Yes	Yes	No	No	No	Control not suitable for the intersection geometry		
	Diamond Interch (Stop Control)	No	Yes	No	Yes	No	No	No	Not a interchange		
	Diamond Interch (RAB Control)	No	Yes	No	Yes	No	No	No	Not a interchange		
	No LT Lane Improvements	Yes	Yes	No	Yes	Yes	Yes	Yes	Continue to Stage 2		
	Add one RT Lane on Rico Rd										
Signalized Intersections	Traffic Signal	No	Yes	Yes	Yes	Yes	Yes	No	Does not meet warrants		
	Median U-Turn (Indirect Left)	No	Yes	No	Yes	No	No	No	No median present on the roadway		
	RCUT (signalized)	No	Yes	No	Yes	No	No	No	No suitable U-turn location east of study intersection		
	Displaced Left Turn (CFI)	No	Yes	No	Yes	No	No	No	Does not meet warrants		
	Continuous Green-T	No	Yes	No	Yes	No	No	No	Does not meet warrants		
	Jughandle	No	Yes	No	Yes	No	No	No	Does not meet warrants		
	Quadrant Roadway	No	Yes	No	Yes	No	No	No	Does not meet warrants		
	Diamond Interch (Signal Control)	No	Yes	Yes	Yes	No	No	No	Not a interchange		
	Diverging Diamond	No	Yes	Yes	Yes	No	No	No	Not a interchange		
	Single Point Interchange	No	Yes	Yes	Yes	No	No	No	Not a interchange		
	No LT Lane Improvements	No	No	No	No	No	No	No	Does not meet warrants		
	No RT Lane Improvements										
	Other Signalized (provide description):	No	No	No	No	No	No	No	N/A		

☐ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

Project Location: SR 70 @ Rico Rd
Existing Intersection Control: Conventional (Minor Stop)
Type of Analysis: Conventional Non-Safety Funded Project

District: 7 - Metro Atlanta
County: Fulton
Area: Suburb/Transit
GDOT PI #: SEI, Nikhil Choudhary
Prepared by: SEI, Nikhil Choudhary
Date: 1/19/2023

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	None		Complete Streets Warrants Met? ☐ PEDESTRIANS ☐ BICYCLES ☐ TRANSIT
Traffic Analysis Measure of Effectiveness	Intersection Delay		
Traffic Analysis Software Used	Synchro		
Analysis Time Period	AM Peak Hr	PM Peak Hr	
2025 Opening Yr No-Build Peak Hr Intersection Delay	16.3 sec	28.7 sec	
2025 Opening Yr No-Build Peak Hr Intersection V/C	0.44	0.44	
2025 Design Yr No-Build Peak Hr Intersection Delay	16.3 sec	28.7 sec	
2025 Design Yr No-Build Peak Hr Intersection V/C	0.12	0.44	

Crash Type	Crash Severity						Years
	K*	A*	B*	C*	O		
Crash Data: Enter most recent 5 years of crash data							
Angle	1	0	1	0	3		71%
Head-On	0	0	0	0	0		0%
Rear End	0	0	0	0	0		0%
Sideswipe - same	0	0	0	0	0		0%
Sideswipe - opposite	0	0	0	0	1		14%
Not Collision w/Motor Veh	0	0	0	0	1		14%
TOTALS:	1	0	1	0	5		7

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:

Proposed Control Type/Improvement:	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Conventional (Minor Stop)	Conventional (Minor Stop)	Single Lane Roundabout	Add Right Turn Lanes	N/A	N/A
Project Cost: (From CostEst Worksheet)	Additional description here	Additional description here	Additional description here	Additional description here	Additional description here
Construction Cost	\$0	\$975,000	\$130,000		
ROW Cost	\$0	\$0	\$0		
Environmental Cost	\$0	\$0	\$0		
Reimbursable Utility Cost	\$0	\$11,000	\$1,000		
Design & Contingency Cost	\$0	\$275,000	\$32,000		
Cost Adjustment (justification req'd)	0%	0%	0%		
Total Cost	\$0	\$1,261,000	\$163,000		

Traffic Operations:

Traffic Analysis Software Used	Synchro		GDOT RAB Tool		Synchro					
Analysis Period	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr				
2025 Design Yr Build Intersection Delay	19.4 sec	41.3 sec	7.6 sec	8.5 sec	19.0 sec	41.0 sec				
2025 Design Yr Build Intersection V/C	0.17	0.56	0.54	0.60	0.16	0.56				

Safety Analysis:

Predefined CRF: PDO	0%	39%	2%		
Predefined CRF: Fatal/Inj	0%	78%	1%		
Predefined CRF Source:	CRF unavailable; provide user defined CRF below	FHWA Clearinghouse #s 233 / 234	FHWA Clearinghouse #s 285 / 288		
User Defined CRF: PDO					
User Defined CRF: Fatal/Inj					
User Defined CRF Source (write in if applicable):					

Environmental Impacts:¹

Historic District/Property	None	None	None		
Archaeology Resources	None	None	None		
Graveyard	None	None	None		
Stream	None	None	None		
Underground Tank/Hazmat	None	None	None		
Park Land	None	None	None		
EJ Community	None	None	None		
Wooded Area	None	None	None		
Wetland	None	None	None		

Note: If environmental impact is significant (RED), provide justification impact won't jeopardize project delivery using "Env" worksheet
¹ Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept

Stakeholder Posture:

Local Community Support	Unknown	Unknown	Unknown		
GDOT Support	Unknown	Unknown	Unknown		

Final ICE Stage 2 Score:	4.6	5.2	4.7		
Rank of Control Type Alternatives:	3	1	2		
Final Intersection Control Selection:	1 - Single Lane Roundabout				

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):

GDOT ICE TOOL: COST ESTIMATING AID

Alternative #1

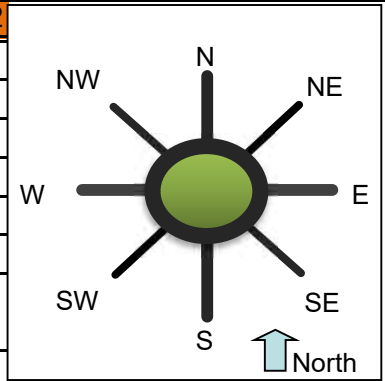
Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗		↕			↕	
Traffic Vol, veh/h	1	495	83	0	174	0	36	2	5	8	8	2
Future Vol, veh/h	1	495	83	0	174	0	36	2	5	8	8	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	250	-	-	250	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	5	5	5	13	13	13	4	4	4	2	2	2
Mvmt Flow	1	596	100	0	210	0	43	2	6	10	10	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	210	0	0	596	0	0	814	808	596	812	808	210
Stage 1	-	-	-	-	-	-	598	598	-	210	210	-
Stage 2	-	-	-	-	-	-	216	210	-	602	598	-
Critical Hdwy	4.15	-	-	4.23	-	-	7.14	6.54	6.24	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.317	-	-	3.536	4.036	3.336	3.518	4.018	3.318
Pot Cap-1 Maneuver	1343	-	-	929	-	-	294	312	500	298	315	830
Stage 1	-	-	-	-	-	-	485	488	-	792	728	-
Stage 2	-	-	-	-	-	-	782	725	-	486	491	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1343	-	-	929	-	-	286	312	500	292	315	830
Mov Cap-2 Maneuver	-	-	-	-	-	-	286	312	-	292	315	-
Stage 1	-	-	-	-	-	-	485	488	-	791	728	-
Stage 2	-	-	-	-	-	-	769	725	-	477	491	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			19.4			16.8		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	302	1343	-	-	929	-	-	326				
HCM Lane V/C Ratio	0.172	0.001	-	-	-	-	-	0.067				
HCM Control Delay (s)	19.4	7.7	0	-	0	-	-	16.8				
HCM Lane LOS	C	A	A	-	A	-	-	C				
HCM 95th %tile O(veh)	0.6	0	-	-	0	-	-	0.2				

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗		↕			↕	
Traffic Vol, veh/h	3	252	40	4	589	2	87	15	2	4	12	4
Future Vol, veh/h	3	252	40	4	589	2	87	15	2	4	12	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	250	-	-	250	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	6	6	6	2	2	2	2	2	2
Mvmt Flow	3	293	47	5	685	2	101	17	2	5	14	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	685	0	0	293	0	0	1004	994	293	1004	994	685
Stage 1	-	-	-	-	-	-	299	299	-	695	695	-
Stage 2	-	-	-	-	-	-	705	695	-	309	299	-
Critical Hdwy	4.15	-	-	4.16	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.254	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	895	-	-	1246	-	-	220	245	746	220	245	448
Stage 1	-	-	-	-	-	-	710	666	-	433	444	-
Stage 2	-	-	-	-	-	-	427	444	-	701	666	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	895	-	-	1246	-	-	207	243	746	206	243	448
Mov Cap-2 Maneuver	-	-	-	-	-	-	207	243	-	206	243	-
Stage 1	-	-	-	-	-	-	707	663	-	431	441	-
Stage 2	-	-	-	-	-	-	407	441	-	678	663	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			41.3			20.4		
HCM LOS							E			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	215	895	-	-	1246	-	-	257				
HCM Lane V/C Ratio	0.562	0.004	-	-	0.004	-	-	0.09				
HCM Control Delay (s)	41.3	9	0	-	7.9	0	-	20.4				
HCM Lane LOS	E	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	3.1	0	-	-	0	-	-	0.3				

Alternative #2

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: 2025, AM
County/District: Fulton County, District 7
Intersection Name: SR 70/South Fulton Parkway at Rico Road



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			0		2		1	
	NE (2), vph								
	E (3), vph	8				5		495	
	SE (4), vph								
	S (5), vph	8		0				83	
	SW (6), vph								
	W (7), vph	2		174		36			
	NW (8), vph								
Output	Total Vehicles	18	0	174	0	43	0	579	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.0%	100.0%	87.0%	100.0%	96.0%	100.0%	95.0%	100.0%
% Heavy Vehicles	2.0%	0.0%	13.0%	0.0%	4.0%	0.0%	5.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.83	0.95	0.83	0.95	0.83	0.95	0.83	0.95
F _{HV}	0.980	1.000	0.885	1.000	0.962	1.000	0.952	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	0	0	3	0	1	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	10	0	0	0	6	0	626	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	10	0	0	0	0	0	105	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	2	0	237	0	45	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	22	0	237	0	54	0	732	0
Conflicting flow, pcu/h	282	0	49	0	637	0	20	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	1015	NA	1162	NA	693	NA	1288	NA
Entry Flow Rates, vph	22	0	210	0	52	0	698	0
V/C ratio	0.02		0.18		0.07		0.54	
Control Delay, sec/pcu	3.7		4.7		6.0		8.8	
LOS	A		A		A		A	
Average Queue (ft)	1		7		2		42	
95th % Queue (ft)	2		19		6		89	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	7.6	Int LOS	A	Max Approach V/C	0.54

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

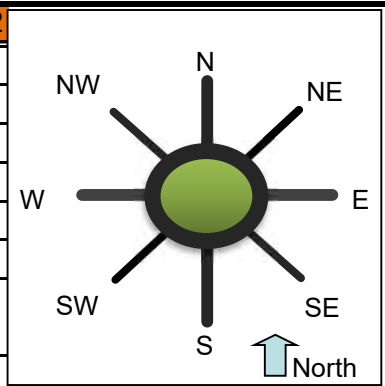
F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F _{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (veh)						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: 2025, PM
County/District: Fulton County, District 7
Intersection: SR 70/South Fulton Parkway at Rico Road
Name:



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			2		15		3	
	NE (2), vph								
	E (3), vph	4				2		252	
	SE (4), vph								
	S (5), vph	12		4				40	
	SW (6), vph								
	W (7), vph	4		589		87			
	NW (8), vph								
Output	Total Vehicles	20	0	595	0	104	0	295	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.0%	100.0%	94.0%	100.0%	98.0%	100.0%	95.0%	100.0%
% Heavy Vehicles	2.0%	0.0%	6.0%	0.0%	2.0%	0.0%	5.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.86	0.95	0.86	0.95	0.86	0.95	0.86	0.95
F _{HV}	0.980	1.000	0.943	1.000	0.980	1.000	0.952	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	2	0	18	0	4	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	5	0	0	0	2	0	308	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	14	0	5	0	0	0	49	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	5	0	726	0	103	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	24	0	733	0	123	0	360	0
Conflicting flow, pcu/h	834	0	125	0	316	0	24	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	578	NA	1146	NA	980	NA	1283	NA
Entry Flow Rates, vph	23	0	692	0	121	0	343	0
V/C ratio	0.04		0.60		0.12		0.27	
Control Delay, sec/pcu	6.7		10.8		4.8		5.2	
LOS	A		B		A		A	
Average Queue (ft)	1		52		4		12	
95th % Queue (ft)	3		113		11		28	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	8.5	Int LOS	A	Max Approach V/C	0.60

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F _{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (veh)						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

Alternative #3

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗		↕	↗		↕↗	
Traffic Vol, veh/h	1	495	83	0	174	0	36	2	5	8	8	2
Future Vol, veh/h	1	495	83	0	174	0	36	2	5	8	8	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	None
Storage Length	-	-	250	-	-	250	-	-	175	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	5	5	5	13	13	13	4	4	4	2	2	2
Mvmt Flow	1	596	100	0	210	0	43	2	6	10	10	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	210	0	0	596	0	0	814	808	596	809	808	210
Stage 1	-	-	-	-	-	-	598	598	-	210	210	-
Stage 2	-	-	-	-	-	-	216	210	-	599	598	-
Critical Hdwy	4.15	-	-	4.23	-	-	7.14	6.54	6.24	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.317	-	-	3.536	4.036	3.336	3.518	4.018	3.318
Pot Cap-1 Maneuver	1343	-	-	929	-	-	294	312	500	299	315	830
Stage 1	-	-	-	-	-	-	485	488	-	792	728	-
Stage 2	-	-	-	-	-	-	782	725	-	488	491	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1343	-	-	929	-	-	286	312	500	293	315	830
Mov Cap-2 Maneuver	-	-	-	-	-	-	286	312	-	293	315	-
Stage 1	-	-	-	-	-	-	485	488	-	791	728	-
Stage 2	-	-	-	-	-	-	769	725	-	479	491	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			19			16.8		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	287 500		1343	-	-	929	-	-	327			
HCM Lane V/C Ratio	0.16 0.012		0.001	-	-	-	-	-	0.066			
HCM Control Delay (s)	19.9 12.3		7.7	0	-	0	-	-	16.8			
HCM Lane LOS	C B		A	A	-	A	-	-	C			
HCM 95th %tile Q(veh)	0.6 0		0	-	-	0	-	-	0.2			

Intersection

Int Delay, s/veh 4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱		↰	↱		↰↱	
Traffic Vol, veh/h	3	252	40	4	589	2	87	15	2	4	12	4
Future Vol, veh/h	3	252	40	4	589	2	87	15	2	4	12	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	None
Storage Length	-	-	250	-	-	250	-	-	175	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	6	6	6	2	2	2	2	2	2
Mvmt Flow	3	293	47	5	685	2	101	17	2	5	14	5

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	685	0	0	293	0	0	1004	994	293	1003	994	685
Stage 1	-	-	-	-	-	-	299	299	-	695	695	-
Stage 2	-	-	-	-	-	-	705	695	-	308	299	-
Critical Hdwy	4.15	-	-	4.16	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.254	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	895	-	-	1246	-	-	220	245	746	221	245	448
Stage 1	-	-	-	-	-	-	710	666	-	433	444	-
Stage 2	-	-	-	-	-	-	427	444	-	702	666	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	895	-	-	1246	-	-	207	243	746	207	243	448
Mov Cap-2 Maneuver	-	-	-	-	-	-	207	243	-	207	243	-
Stage 1	-	-	-	-	-	-	707	663	-	431	441	-
Stage 2	-	-	-	-	-	-	407	441	-	679	663	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	41	20.3
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	212	746	895	-	-	1246	-	-	258
HCM Lane V/C Ratio	0.559	0.003	0.004	-	-	0.004	-	-	0.09
HCM Control Delay (s)	41.6	9.8	9	0	-	7.9	0	-	20.3
HCM Lane LOS	E	A	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	3	0	0	-	-	0	-	-	0.3

SR 70/ Campbellton Redwine Rd at Driveway #2

GDOT PI#: Request By:

County: GDOT District: 7 - Metro Atlanta

Major Road: Road Class: Speed Limit:

Crossing Road: Road Class: Speed Limit:

Major Rd Direction: Area Type:

Intersection Control: Project ID:

Prepared By: Date:

Project Purpose:

Existing Data Year:

Project Opening Year:

Project Design Year:

Annual Growth Rate:

K Factor*:

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

LEGEND:

000 = AM Peak Approach Volume
(000) = PM Peak Approach Volume
[000] = ADT Volume (Estimate)

2025 OPENING YEAR VOLUMES

159 (186) [9670]							
(0)	(55)	(131)	(0)				
0	102	57	0				
SB SR 70	Peds	↔	↔	↔	↔	↔	↔
	↔	↔	↔	↔	↔	↔	↔
	↔	↔	↔	↔	↔	↔	↔
	↔	↔	↔	↔	↔	↔	↔
2025 Intersection Daily Entering Volume (est):				6,845			
EB Drwy #2				0 (0) (0)			
NB SR 70				25 96 0 0			
				(14) (89) (0) (0)			
				121 (103) [2200]			

APPROACH SPLITS:

SR 70: 100%

Drwy #2: 0%

2023 EXISTING YEAR VOLUMES

53 (121) [1756]							
(0)	(0)	(121)	(0)				
0	0	53	0				
SB SR 70	Peds	↔	↔	↔	↔	↔	↔
	↔	↔	↔	↔	↔	↔	↔
	↔	↔	↔	↔	↔	↔	↔
	↔	↔	↔	↔	↔	↔	↔
2023 Intersection Daily Entering Volume (est):				1,728			
EB Drwy #2				0 89 0 0			
NB SR 70				(0) (82) (0) (0)			
				89 (82) [1700]			

PEAK HR % TRUCKS:

EB	WB	NB	SB
15%	0%	4%	2%

2025 DESIGN YEAR VOLUMES

159 (186) [9670]							
(0)	(55)	(131)	(0)				
0	102	57	0				
SB SR 70	Peds	↔	↔	↔	↔	↔	↔
	↔	↔	↔	↔	↔	↔	↔
	↔	↔	↔	↔	↔	↔	↔
	↔	↔	↔	↔	↔	↔	↔
2025 Intersection Daily Entering Volume (est):				6,845			
EB Drwy #2				0 (0) (0)			
NB SR 70				25 96 0 0			
				(14) (89) (0) (0)			
				121 (103) [2200]			

Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the Toward Zero Deaths vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: 1) the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or 2) the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "Waiver" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Screening Decision Record Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to eliminate non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT PI #		Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2 1. Does alternative address the project need in a balanced manner and in scale with the project? 2. Does alternative improve safety performance in terms of reducing severe crashes? 3. Does alternative incorporate safety performance in operations (congestion, delay, reliability, etc.)? 4. Does alternative improve (or preserve) convenience characteristics, constraints & location context? 5. Does alternative appear feasible given the site respect to other project factors? 6. Does alternative appear feasible with respect to other project factors? 7. Overall feasible alternative (select alternative for further evaluation in Stage 2)? Screening Decision Justification:									
Project Location:										SR 70 @ Drwy #2	
Existing Control:										New Intersection or Other	
Prepared by:										SEI, Nikhil Choudhari	
Date:										1/19/2023	
Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column											
Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)											
Unsignalized Intersections	Conventional (Minor Stop)	Yes	Yes	Yes	Yes	Yes	No	Yes	Continue to Stage 2		
	Conventional (All-Way Stop)	No	Yes	Yes	Yes	No	No	No	Does not meet warrants		
	Mini Roundabout	Yes	Yes	Yes	Yes	No	No	No	Not a feasible intersection control		
	Single Lane Roundabout	No	Yes	Yes	Yes	Yes	No	No	Not suitable due to project scale		
	Multilane Roundabout	No	Yes	Yes	Yes	Yes	No	No	SR 70 is a single-lane facility		
	RCUT (stop control)	No	Yes	Yes	Yes	Yes	No	No	No suitable U-turn location		
	RIRO w/down stream U-Turn	No	Yes	No	Yes	No	No	No	No suitable U-turn location		
	High-T (unsignalized)	Yes	Yes	No	Yes	Yes	No	No	Not suitable due to project scale		
	Offset-T Intersections	No	Yes	Yes	Yes	No	No	No	Not feasible with intersection geometry		
	Diamond Interch (Stop Control)	No	Yes	No	Yes	No	No	No	Not a interchange		
	Diamond Interch (RAB Control)	No	Yes	No	Yes	No	No	No	Not a interchange		
	Add one LT Lane on SR 70	No	No	No	No	No	No	Yes	Continue to Stage 2		
	Add one RT Lane on SR 70	No	No	No	No	No	No	Yes	Continue to Stage 2		
	Other unsignalized (provide description):	No	No	No	No	No	No	No	N/A		
Signalized Intersections	Traffic Signal	Yes	Yes	Yes	Yes	Yes	Yes	No	Does not meet warrants		
	Median U-Turn (Indirect Left)	No	Yes	No	Yes	No	No	No	No suitable U-turn location		
	RCUT (signalized)	No	Yes	No	Yes	No	No	No	No suitable U-turn location		
	Displaced Left Turn (CFI)	No	Yes	No	Yes	No	No	No	Not a feasible intersection control		
	Continuous Green-T	No	Yes	No	Yes	No	No	No	Does not meet warrants		
	Jughandle	No	Yes	No	Yes	No	No	No	Not a feasible intersection control		
	Quadrant Roadway	No	Yes	No	Yes	No	No	No	Not a feasible intersection control		
	Diamond Interch (Signal Control)	No	Yes	No	Yes	No	No	No	Not a interchange		
	Diverging Diamond	No	Yes	No	Yes	No	No	No	Not a interchange		
	Single Point Interchange	No	Yes	No	Yes	No	No	No	Not a interchange		
	No LT Lane Improvements	No	No	No	No	No	No	No	N/A		
	No RT Lane Improvements	No	No	No	No	No	No	No	N/A		
	Other Signalized (provide description):	No	No	No	No	No	No	No	N/A		

☐ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

Project Location: SR 70 @ Drwy #2
Existing Intersection Control: New Intersection or Other
Type of Analysis: Conventional Non-Safety Funded Project

District: 7 - Metro Atlanta
County: Fulton
Area: Suburb/Transit
GDOT PI #:
Prepared by: SEI, Nikhil Choudhary
Date: 1/19/2023

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	None		Complete Streets Warrants Met? ☐ PEDESTRIANS ☐ BICYCLES ☐ TRANSIT
Traffic Analysis Measure of Effectiveness	Intersection Delay		
Traffic Analysis Software Used	Synchro		
Analysis Time Period	AM Peak Hr	PM Peak Hr	
2025 Opening Yr No-Build Peak Hr Intersection Delay	0.0 sec	0.0 sec	
2025 Opening Yr No-Build Peak Hr Intersection V/C	0.00	0.00	
2025 Design Yr No-Build Peak Hr Intersection Delay	0.0 sec	0.0 sec	
2025 Design Yr No-Build Peak Hr Intersection V/C	0.00	0.00	

Crash Type	Crash Severity						Years:
	K*	A*	B*	C*	O		
Crash Data: Enter most recent 5 years of crash data							5
Angle	0	0	0	0	0	0	#####
Head-On	0	0	0	0	0	0	#####
Rear End	0	0	0	0	0	0	#####
Sideswipe - same	0	0	0	0	0	0	#####
Sideswipe - opposite	0	0	0	0	0	0	#####
Not Collision w/Motor Veh	0	0	0	0	0	0	#####
TOTALS:	0	0	0	0	0	0	0

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:

Proposed Control Type/Improvement:	Conventional (Minor Stop)	Add LT and RT Lanes	N/A	N/A	N/A
Project Cost: (From CostEst Worksheet)	Additional description here	Additional description here	Additional description here	Additional description here	Additional description here
Construction Cost	\$0	\$260,000			
ROW Cost	\$0	\$0			
Environmental Cost	\$0	\$0			
Reimbursable Utility Cost	\$0	\$3,000			
Design & Contingency Cost	\$0	\$65,000			
Cost Adjustment (justification req'd)	0%	0%			
Total Cost	\$0	\$328,000			

Traffic Operations:

Traffic Analysis Software Used	Synchro		Synchro					
Analysis Period	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr				
2025 Design Yr Build Intersection Delay	10.5 sec	11.8 sec	10.0 sec	11.4 sec				
2025 Design Yr Build Intersection V/C	0.07	0.23	0.07	0.22				

Safety Analysis:

Predefined CRF: PDO	0%	#N/A			
Predefined CRF: Fatal/Inj	0%	#N/A			
Predefined CRF Source:	CRF unavailable; provide user defined CRF below	#N/A			
User Defined CRF: PDO					
User Defined CRF: Fatal/Inj					
User Defined CRF Source (write in if applicable):					

Environmental Impacts:¹

Historic District/Property	None	None			
Archaeology Resources	None	None			
Graveyard	None	None			
Stream	None	None			
Underground Tank/Hazmat	None	None			
Park Land	None	None			
EJ Community	None	None			
Wooded Area	None	None			
Wetland	None	None			

Note: If environmental impact is significant (RED), provide justification impact won't jeopardize project delivery using "Env" worksheet
¹ Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept

Stakeholder Posture:

Local Community Support	Unknown	Unknown			
GDOT Support	Unknown	Unknown			

Final ICE Stage 2 Score:	6.4	3.1			
Rank of Control Type Alternatives:	1	2			
Final Intersection Control Selection:	1 - Conventional (Minor Stop)				

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):

GDOT ICE TOOL: COST ESTIMATING AID

Alternative #1

Intersection

Int Delay, s/veh 2.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	37	9	25	96	57	102
Future Vol, veh/h	37	9	25	96	57	102
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, %	15	15	15	2	2	15
Mvmt Flow	40	10	27	104	62	111

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	276	118	173
Stage 1	118	-	-
Stage 2	158	-	-
Critical Hdwy	6.55	6.35	4.25
Critical Hdwy Stg 1	5.55	-	-
Critical Hdwy Stg 2	5.55	-	-
Follow-up Hdwy	3.635	3.435	2.335
Pot Cap-1 Maneuver	687	900	1329
Stage 1	876	-	-
Stage 2	840	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	672	900	1329
Mov Cap-2 Maneuver	672	-	-
Stage 1	857	-	-
Stage 2	840	-	-

Approach	SE	NE	SW
HCM Control Delay, s	10.5	1.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	1329	- 707	-	-
HCM Lane V/C Ratio	0.02	- 0.071	-	-
HCM Control Delay (s)	7.8	0 10.5	-	-
HCM Lane LOS	A	A B	-	-
HCM 95th %tile Q(veh)	0.1	- 0.2	-	-

Intersection						
Int Delay, s/veh	4.2					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	115	29	14	89	131	54
Future Vol, veh/h	115	29	14	89	131	54
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, %	15	15	15	2	2	15
Mvmt Flow	125	32	15	97	142	59
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	299	172	201	0	-	0
Stage 1	172	-	-	-	-	-
Stage 2	127	-	-	-	-	-
Critical Hdwy	6.55	6.35	4.25	-	-	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.55	-	-	-	-	-
Follow-up Hdwy	3.635	3.435	2.335	-	-	-
Pot Cap-1 Maneuver	666	839	1297	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	658	839	1297	-	-	-
Mov Cap-2 Maneuver	658	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Approach	SE	NE	SW			
HCM Control Delay, s	11.8	1.1	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR	
Capacity (veh/h)	1297	-	688	-	-	
HCM Lane V/C Ratio	0.012	-	0.228	-	-	
HCM Control Delay (s)	7.8	0	11.8	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.9	-	-	

Alternative #2

Intersection

Int Delay, s/veh 2

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	37	9	25	96	57	102
Future Vol, veh/h	37	9	25	96	57	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	310	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	2	2	15
Mvmt Flow	40	10	27	104	62	111

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	220	62	62
Stage 1	62	-	-
Stage 2	158	-	-
Critical Hdwy	6.55	6.35	4.25
Critical Hdwy Stg 1	5.55	-	-
Critical Hdwy Stg 2	5.55	-	-
Follow-up Hdwy	3.635	3.435	2.335
Pot Cap-1 Maneuver	740	968	1462
Stage 1	929	-	-
Stage 2	840	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	727	968	1462
Mov Cap-2 Maneuver	727	-	-
Stage 1	912	-	-
Stage 2	840	-	-

Approach	SE	NE	SW
HCM Control Delay, s	10	1.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	1462	- 764	-	-
HCM Lane V/C Ratio	0.019	- 0.065	-	-
HCM Control Delay (s)	7.5	- 10	-	-
HCM Lane LOS	A	- B	-	-
HCM 95th %tile Q(veh)	0.1	- 0.2	-	-

Intersection						
Int Delay, s/veh	4					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	115	29	14	89	131	55
Future Vol, veh/h	115	29	14	89	131	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	310	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	2	2	15
Mvmt Flow	125	32	15	97	142	60
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	269	142	142	0	-	0
Stage 1	142	-	-	-	-	-
Stage 2	127	-	-	-	-	-
Critical Hdwy	6.55	6.35	4.25	-	-	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.55	-	-	-	-	-
Follow-up Hdwy	3.635	3.435	2.335	-	-	-
Pot Cap-1 Maneuver	693	872	1365	-	-	-
Stage 1	854	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	685	872	1365	-	-	-
Mov Cap-2 Maneuver	685	-	-	-	-	-
Stage 1	845	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Approach	SE	NE		SW		
HCM Control Delay, s	11.4	1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR	
Capacity (veh/h)	1365	-	716	-	-	
HCM Lane V/C Ratio	0.011	-	0.219	-	-	
HCM Control Delay (s)	7.7	-	11.4	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.8	-	-	

Appendix H
ICE & Synchro Reports for Improvements (2027)

Capps Ferry Rd @ SR 166/Duncan Memorial Hwy

GDOT PI#: Request By:

County: GDOT District: 7 - Metro Atlanta

Major Road: Road Class: Speed Limit:

Crossing Road: Road Class: Speed Limit:

Major Rd Direction: Area Type:

Intersection Control: Project ID:

Prepared By: Date:

Project Purpose:

APPROACH SPLITS:

SR 166: 75%
Capps Ferry Rd: 25%

2023 EXISTING YEAR VOLUMES

0 (0) [0]							
(0)	(0)	(0)	(0)				
0	0	0	0				
634 (323) [18400]	(0)	0	↗	2023 Intersection Daily Entering Volume (est): 14,865	↖	0	(0)
	(106)	222	→		←	97	(247)
	(217)	412	↘		↗	18	(17)
	(0)	0	↙		↖		
177 0 16 0				193 (365) [7377]			
(352) (0) (13) (0)							

PEAK HR % TRUCKS:

EB	WB	NB	SB
5%	3%	8%	1%

Existing Data Year:

Project Opening Year:

Project Design Year:

Annual Growth Rate:

K Factor*:

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2027 OPENING YEAR VOLUMES

0 (0) [0]							
(0)	(0)	(0)	(0)				
0	0	0	0				
780 (403) [23000]	(0)	0	↗	2027 Intersection Daily Entering Volume (est): 18,359	↖	0	(0)
	(123)	259	→		←	113	(288)
	(280)	521	↘		↗	34	(28)
	(0)	0	↙		↖		
226 0 25 0				251 (488) [9008]			
(457) (0) (31) (0)							

2027 DESIGN YEAR VOLUMES

0 (0) [0]							
(0)	(0)	(0)	(0)				
0	0	0	0				
780 (403) [23000]	(0)	0	↗	2027 Intersection Daily Entering Volume (est): 18,359	↖	0	(0)
	(123)	259	→		←	113	(288)
	(280)	521	↘		↗	34	(28)
	(0)	0	↙		↖		
226 0 25 0				251 (488) [9008]			
(457) (0) (31) (0)							

LEGEND:

000 = AM Peak Approach Volume
 (000) = PM Peak Approach Volume
 [000] = ADT Volume (Estimate)

Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the Toward Zero Deaths vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: 1) the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or 2) the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "Waiver" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Screening Decision Record Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to eliminate non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT PI #		Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2 1. Does alternative address the project need in a balanced manner and in scale with the project? 2. Does alternative improve safety performance in terms of reducing severe crashes? 3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists? 4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)? 5. Does alternative appear feasible given the site characteristics, constraints & location context? 6. Does alternative appear feasible with respect to other project factors? 7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?									
Project Location:										SR 166 @ Capps Ferry Rd	
Existing Control:										Conventional (Minor Stop)	
Prepared by:										SEI, Nikhil Choudhari	
Date:										1/19/2023	
Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column											
Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)		Screening Decision Justification:									
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	No	Not feasible as it meets signal warrants		
	Conventional (All-Way Stop)	Yes	Yes	No	Yes	Yes	Yes	No	Not feasible as it meets signal warrants		
	Mini Roundabout	No	No	Yes	Yes	No	No	No	This control is not suitable due to heavy truck % and ADT's		
	Single Lane Roundabout	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Continue to Stage 2		
	Multilane Roundabout	No	Yes	Yes	Yes	No	No	No	Not a multilane road		
	RCUT (stop control)	No	Yes	No	Yes	No	No	No	No suitable U-turn location east of study intersection		
	RIRO w/down stream U-Turn	No	Yes	No	Yes	No	No	No	No suitable U-turn location east of study intersection		
	High-T (unsignalized)	No	Yes	No	Yes	No	No	No	Not feasible due to proximity to driveways and other intersections		
	Offset-T Intersections	No	Yes	No	Yes	No	No	No	Control not suitable for the intersection geometry		
	Diamond Interch (Stop Control)	No	Yes	No	Yes	No	No	No	Not a interchange		
	Diamond Interch (RAB Control)	No	Yes	No	Yes	No	No	No	Not a interchange		
	No LT Lane Improvements	Yes	Yes	No	Yes	Yes	Yes	Yes	Continue to Stage 2		
	Add RT Lanes on Both Roads	No	No	No	No	No	No	No			
Signalized Intersections	Traffic Signal	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Continue to Stage 2		
	Median U-Turn (Indirect Left)	No	Yes	Yes	Yes	No	No	No	No median present on the roadway		
	RCUT (signalized)	No	Yes	Yes	Yes	No	No	No	No suitable U-turn location east of study intersection		
	Displaced Left Turn (CFI)	No	Yes	Yes	Yes	No	No	No	Not feasible due to proximity to driveways and other intersections		
	Continuous Green-T	No	Yes	No	Yes	No	No	No	Does not meet warrants		
	Jughandle	No	Yes	Yes	Yes	No	No	No	Does not meet warrants		
	Quadrant Roadway	No	Yes	Yes	Yes	No	No	No	Does not meet warrants		
	Diamond Interch (Signal Control)	No	Yes	Yes	Yes	No	No	No	Not a interchange		
	Diverging Diamond	No	Yes	Yes	Yes	No	No	No	Not a interchange		
	Single Point Interchange	No	Yes	Yes	Yes	No	No	No	Not a interchange		
	No LT Lane Improvements	No	No	No	No	No	No	No	Does not meet warrants		
	No RT Lane Improvements	No	No	No	No	No	No	No	Does not meet warrants		
Other Signalized (provide description):	No	No	No	No	No	No	No	N/A			

☐ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

Project Location: SR 166 @ Capps Ferry Rd
Existing Intersection Control: Conventional (Minor Stop)
Type of Analysis: **Conventional Non-Safety Funded Project**

District: 7 - Metro Atlanta GDOT PI #:
County: Douglas Prepared by: SEI, Nikhil Choudhary
Area: Suburb/Transit Date: 1/19/2023

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	Meets Signal Warrants		Complete Streets Warrants Met? ☐ PEDESTRIANS ☐ BICYCLES ☐ TRANSIT
Traffic Analysis Measure of Effectiveness	Intersection Delay		
Traffic Analysis Software Used	Synchro		
Analysis Time Period	AM Peak Hr	PM Peak Hr	
2027 Opening Yr No-Build Peak Hr Intersection Delay	19.2 sec	51.0 sec	
2027 Opening Yr No-Build Peak Hr Intersection V/C	0.52	0.93	
2027 Design Yr No-Build Peak Hr Intersection Delay	19.2 sec	51.0 sec	
2027 Design Yr No-Build Peak Hr Intersection V/C	0.52	0.93	

Crash Type	Crash Data: Enter most recent 5 years of crash data					Crash Severity					Years:
	K*	A*	B*	C*	O						
Angle	0	0	1	1	5						27%
Head-On	0	0	0	0	0						0%
Rear End	0	0	0	1	7						31%
Sideswipe - same	0	0	0	0	1						4%
Sideswipe - opposite	0	0	0	0	0						0%
Not Collision w/Motor Veh	0	0	3	1	6						38%
TOTALS:	0	0	4	3	19						26

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:

Proposed Control Type/Improvement:	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
	Single Lane Roundabout	Add Right Turn Lanes	Traffic Signal	N/A	N/A
Project Cost: (From CostEst Worksheet)	<i>Additional description here</i>	<i>Additional description here</i>	<i>Add LT bays all approaches</i>	<i>Additional description here</i>	<i>Additional description here</i>
Construction Cost	\$975,000	\$490,000	\$368,000		
ROW Cost	\$9,000	\$0	\$0		
Environmental Cost	\$0	\$0	\$0		
Reimbursable Utility Cost	\$11,000	\$7,000	\$7,000		
Design & Contingency Cost	\$275,000	\$122,000	\$128,000		
Cost Adjustment (justification req'd)	0%	0%	0%		
Total Cost	\$1,270,000	\$619,000	\$503,000		

Traffic Operations:

Traffic Analysis Software Used	GDOT RAB Tool		Synchro		Synchro					
Analysis Period	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr				
2027 Design Yr Build Intersection Delay	14.5 sec	10.7 sec	20.8 sec	67.4 sec	17.2 sec	17.3 sec				
2027 Design Yr Build Intersection V/C	0.75	0.45	0.57	1.01	0.74	0.84				

Safety Analysis:

Predefined CRF: PDO	39%	20%	39%		
Predefined CRF: Fatal/Inj	78%	13%	40%		
Predefined CRF Source:	FHWA Clearinghouse #s 233 / 234	FHWA Clearinghouse #s 285 / 288	FHWA Clearinghouse #s 7982 / 7984		
User Defined CRF: PDO					
User Defined CRF: Fatal/Inj					
User Defined CRF Source (write in if applicable):					

Environmental Impacts:¹

Historic District/Property	None	None	None		
Archaeology Resources	None	None	None		
Graveyard	None	None	None		
Stream	None	None	None		
Underground Tank/Hazmat	None	None	None		
Park Land	None	None	None		
EJ Community	None	None	None		
Wooded Area	None	None	None		
Wetland	None	None	None		

Note: If environmental impact is significant (RED), provide justification impact won't jeopardize project delivery using "Env" worksheet
¹ Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept

Stakeholder Posture:

Local Community Support	Unknown	Unknown	Unknown		
GDOT Support	Unknown	Unknown	Unknown		

Final ICE Stage 2 Score:	5.7	3.8	5.1		
Rank of Control Type Alternatives:	1	3	2		
Final Intersection Control Selection:	1 - Single Lane Roundabout				

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):

Project Information

Location: SR 166 @ Capps Ferry Rd
Existing Intersection Control: Conventional (Minor Stop)
Type of Analysis: Conventional Non-Safety Funded Project

County: Douglas
 GDOT District: 7 - Metro Atlanta
 Area Type: Suburb/Transition

Project#: 0000000
Date: 1/19/2023
Preparer: SEI, NIKHIL Choudhary

Table 1: Existing Conditions

Existing Conditions		EB SR 166			WB SR 166			NB Capps Ferry Rd			SB Capps Ferry Rd		
Movement		Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn
Number of Lanes		0	1	0	0	1	0	0	1	0	0	0	0
Lane Widths*		0'	12'	0'	0'	12'	0'	0'	12'	0'	0'	0'	0'
Bay Length**		0'		0'	0'		0'	0'		0'	0'		0'
Median Width			0'			0'			0'			0'	
Right-of-Way		130'						120'					

Table 2: Proposed Conditions

	Single Lane Roundabout	Add Right Turn Lanes	Traffic Signal	N/A	N/A
Proposed Pavement Type	F.D. Asphalt	F.D. Asphalt	F.D. Asphalt	F.D. Asphalt	F.D. Asphalt
Reimbursable Utility:	Minimal	Minimal	Minimal	Minimal	Minimal
# of Driveway(s) Impacted	0	0	2	0	0
Modify/Replace Traffic Signal*	0	0	0	0	0
Lighting Poles (ea)	0	0	0	0	0
Flashing Beacons (ea)	0	0	0	0	0
RFB/PHB Ped Crossings (ea)	0	0	0	0	0
New/Replace Sidewalks (LF)	0'	0'	0'	0'	0'
New/Replace Cross Drains (LF)	0'	0'	0'	0'	0'
New/Replace Guardrail (LF)	0'	0'	0'	0'	0'
New Retaining Wall (LF)	0'	0'	0'	0'	0'
Bridge/New/Widen/Replace (sqft)	0	0	0	0	0
Add'l ROW/Easements/Demolition	\$0	\$0	\$0	\$0	\$0

Site Context

Topography:	Rolling
Traffic Mgmt Plan:	Maintain Traffic
Project Size:	Single Intersection

Intersections

Signal Poles	Wood Pole
Design Vehicle	WB-67
Interchange?	No

Roundabouts

Inscribed DIA - Mini	80
Inscribed DIA - Single	140
Inscribed DIA - Multi	200
Circulating Lane Width	18

Cost Multipliers

Grading Complete:	20%
Reimbursable Utility:	2%
Traffic Control:	20%
Project Size:	0%
Prelim Engineering:	15%
Project Contingency:	20%

ROW Costs

Prevalent ROW Type:	Mixed (Average)
ROW Cost/Acre:	\$208,951
ROW Multiplier:	1.6

Table 3: Control Type Cost Breakdown

Pay Item	Per Ln Mi Unit Cost	Unit Cost	Single Lane Roundabout		Add Right Turn Lanes		Traffic Signal		N/A		N/A	
			Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
New Construction (Base & Pav)	\$500K/LM	\$9.47/sqft	22,499	\$287,634	16,800	\$159,091	16,000	\$151,515				
Roadway Mill and Overlay	\$64K/LM	\$1.21/sqft	0	\$0	0	\$0	0	\$0	N/A	N/A		
Urban C&G/Drainage - both sides	441-6720	\$22.00/LF	2767	\$82,168	3,800	\$83,600	4,000	\$88,000				
Rural Typ Drainage - both sides	\$150K/LM	\$2.84/LF	0	\$0	0	\$0	0	\$0	N/A	N/A		
Concrete Island (sqyd)	n/a	\$75.49/syd	360	\$36,688	0	\$0	0	\$0				
Median Landscaping	\$100K/LM	\$1.89/LF	3000	\$7,670	0	\$0	0	\$0	N/A	N/A		
Typical Driveways Impacted (ea)	n/a	\$7,500 ea	0	\$0	0	\$0	2	\$15,000				
Typical E&S Control Temp/Perm	\$150K/LM	\$34.09/LF	1000	\$46,023	1,900	\$64,773	2,000	\$68,182	N/A	N/A		
Roundabout Truck Apron (sqft)	n/a	\$23.00/sqft	2953	\$91,700	0	\$0	0	\$0	N/A	N/A		
Signing & Marking	\$0	\$22.73/LF	1,000	\$30,686	1,900	\$43,187	2,000	\$45,460				
Flashing Beacon (ea)	n/a	\$20,000 ea	0	\$0	0	\$0	0	\$0	N/A	N/A		
New Traffic Signal (Wood Poles)	674-1000	\$73,030	0	\$0	0	\$0	0	\$0				
Lighting (per pole)	n/a	\$4,700 ea	0	\$0	0	\$0	0	\$0	N/A	N/A		
Signalized Ped Crossings (ea)	n/a	\$5,782 ea	0	\$0	0	\$0	0	\$0				
6' Sidewalk (LF)	n/a	\$41.95/LF	0	\$0	0	\$0	0	\$0	N/A	N/A		
New/replace cross drains (LF)	n/a	\$56.37/LF	0	\$0	0	\$0	0	\$0	N/A	N/A		
Typical Guardrail (LF)	n/a	\$70.00/LF	0	\$0	0	\$0	0	\$0	N/A	N/A		
Retaining Wall (LF)	n/a	\$633.25/LF	0	\$0	0	\$0	0	\$0	N/A	N/A		
Bridge widen/replace (SF)	n/a	\$210/sqft	0	\$0	0	\$0	0	\$0				
Env Costs (from Stage 2 impacts)	n/a	n/a	0	\$0	0	\$0	0	\$0	N/A	N/A		
Grading Complete - 20%	n/a	n/a		\$235,940		\$70,130		\$0		N/A		
Traffic Control - 20%	n/a	n/a		\$157,294		\$70,130		\$0				
Reimbursable Utility	n/a	n/a		\$11,651		\$7,013		\$7,363		N/A		
Preliminary Engineering - 15%	n/a	n/a		\$117,970		\$52,598		\$55,224				
Contingency - 20%	n/a	n/a		\$157,294		\$70,130		\$73,631		N/A		
ROW Cost/Acre: Mixed (Average)	n/a	\$208,951/ac		\$5,756		\$0		\$0				
Add'l ROW / Displacement / Demo	n/a	n/a		\$0		\$0		\$0		N/A		
ROW Multiplier - 1.6	n/a	n/a		\$3,454		\$0		\$0		N/A		
Project Scale Reduction - 0.0%	n/a	n/a		\$0		\$0		\$0		N/A		
Grand Total Costs				\$1,272,000		\$621,000		\$504,000		N/A		

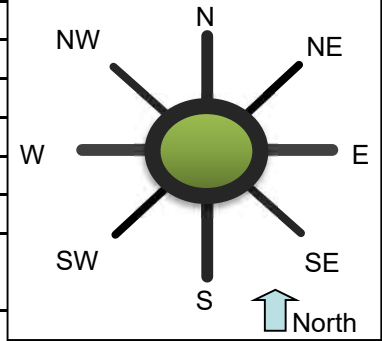
Table 4: Assumption Adjustments/Quantity Overrides

[illegible]

Alternative #1

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: 2027, AM
County/District: Douglas County, District 7
Intersection Name: SR 166/Duncan Memorial Highway at Capps Ferry Road



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph								
	NE (2), vph								
	E (3), vph					25		259	
	SE (4), vph								
	S (5), vph			34				521	
	SW (6), vph								
	W (7), vph			113		229			
	NW (8), vph								
Output	Total Vehicles	0	0	147	0	254	0	780	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	100.0%	100.0%	95.0%	100.0%	91.0%	100.0%	95.0%	100.0%
% Heavy Vehicles	0.0%	0.0%	5.0%	0.0%	9.0%	0.0%	5.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.95	0.95	0.83	0.95	0.83	0.95	0.83	0.95
F _{HV}	1.000	1.000	0.952	1.000	0.917	1.000	0.952	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	0	0	0	0	0	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	0	0	0	0	33	0	328	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	0	0	43	0	0	0	659	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	0	0	143	0	301	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	0	0	186	0	334	0	987	0
Conflicting flow, pcu/h	0	0	301	0	328	0	43	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	NA	NA	967	NA	906	NA	1258	NA
Entry Flow Rates, vph	0	0	177	0	306	0	940	0
V/C ratio			0.18		0.34		0.75	
Control Delay, sec/pcu			5.5		7.7		14.5	
LOS			A		A		B	
Average Queue (ft)			7		16		95	
95th % Queue (ft)			18		41		196	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	11.9	Int LOS	B	Max Approach V/C	0.75

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

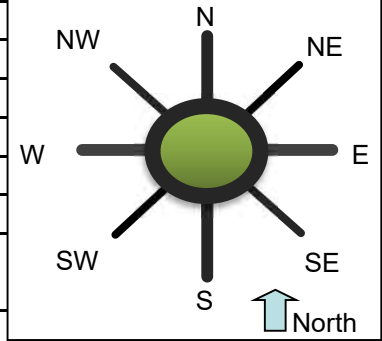
F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F _{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (veh)						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: 2027, PM
County/District: Douglas County, District 7
Intersection Name: SR 166/Duncan Memorial Highway at Capps Ferry Road



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph								
	NE (2), vph								
	E (3), vph					31		123	
	SE (4), vph								
	S (5), vph			28				280	
	SW (6), vph								
	W (7), vph			288		457			
	NW (8), vph								
Output	Total Vehicles	0	0	316	0	488	0	403	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	100.0%	100.0%	97.0%	100.0%	92.0%	100.0%	95.0%	100.0%
% Heavy Vehicles	0.0%	0.0%	3.0%	0.0%	8.0%	0.0%	5.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.95	0.95	0.91	0.95	0.91	0.95	0.91	0.95
F _{HV}	1.000	1.000	0.971	1.000	0.926	1.000	0.952	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	0	0	0	0	0	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	0	0	0	0	37	0	142	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	0	0	32	0	0	0	323	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	0	0	326	0	542	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	0	0	358	0	579	0	465	0
Conflicting flow, pcu/h	0	0	542	0	142	0	32	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	NA	NA	771	NA	1106	NA	1272	NA
Entry Flow Rates, vph	0	0	347	0	536	0	443	0
V/C ratio			0.45		0.49		0.35	
Control Delay, sec/pcu			10.7		8.7		6.1	
LOS			B		A		A	
Average Queue (ft)			26		32		19	
95th % Queue (ft)			61		73		41	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	8.4	Int LOS	A	Max Approach V/C	0.49

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F _{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (veh)						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

Alternative #2

Intersection

Int Delay, s/veh 4.7

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑	↑		↑	↑	↑
Traffic Vol, veh/h	259	521	34	113	226	24
Future Vol, veh/h	259	521	34	113	226	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	175	-	-	0	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	5	5	5	5	9	9
Mvmt Flow	312	628	41	136	272	29

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	312
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.15
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.245
Pot Cap-1 Maneuver	-	-	1232
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1232
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NW
HCM Control Delay, s	0	1.9	20.8
HCM LOS			C

Minor Lane/Major Mvmt	NWLn1	NWLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	480	712	-	-	1232	-
HCM Lane V/C Ratio	0.567	0.041	-	-	0.033	-
HCM Control Delay (s)	21.9	10.3	-	-	8	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	3.5	0.1	-	-	0.1	-

Intersection						
Int Delay, s/veh	27.4					
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑	↗		↖	↗	↗
Traffic Vol, veh/h	123	280	28	288	457	31
Future Vol, veh/h	123	280	28	288	457	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	175	-	-	0	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	3	3	8	8
Mvmt Flow	135	308	31	316	502	34
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	135	0	513	135
Stage 1	-	-	-	-	135	-
Stage 2	-	-	-	-	378	-
Critical Hdwy	-	-	4.13	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.227	-	3.572	3.372
Pot Cap-1 Maneuver	-	-	1443	-	511	898
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	680	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1443	-	~ 498	898
Mov Cap-2 Maneuver	-	-	-	-	~ 498	-
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	662	-
Approach	EB		WB		NW	
HCM Control Delay, s	0		0.7		67.4	
HCM LOS	F					
Minor Lane/Major Mvmt	NWLn1NWLn2		EBT	EBR	WBL	WBT
Capacity (veh/h)	498 898		-	-	1443	-
HCM Lane V/C Ratio	1.008 0.038		-	-	0.021	-
HCM Control Delay (s)	71.4 9.2		-	-	7.5	0
HCM Lane LOS	F A		-	-	A	A
HCM 95th %tile Q(veh)	14 0.1		-	-	0.1	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

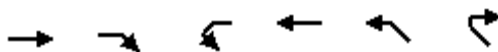
Alternative #3

HCM 6th Signalized Intersection Summary

1: Capps Ferry Rd & SR 166

Build AM (2027) - W/ TRAFFIC SIGNAL

02/16/2023



Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	259	521	34	113	226	24
Future Volume (veh/h)	259	521	34	113	226	24
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	1767	1767
Adj Flow Rate, veh/h	312	0	41	136	272	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	5	5	5	5	9	9
Cap, veh/h	506		397	869	367	
Arrive On Green	0.28	0.00	0.05	0.48	0.22	0.00
Sat Flow, veh/h	1826	1547	1739	1826	1682	1497
Grp Volume(v), veh/h	312	0	41	136	272	0
Grp Sat Flow(s),veh/h/ln	1826	1547	1739	1826	1682	1497
Q Serve(g_s), s	5.8	0.0	0.6	1.7	5.9	0.0
Cycle Q Clear(g_c), s	5.8	0.0	0.6	1.7	5.9	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	506		397	869	367	
V/C Ratio(X)	0.62		0.10	0.16	0.74	
Avail Cap(c_a), veh/h	884		539	1396	772	
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	12.4	0.0	8.7	5.8	14.3	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.1	0.1	2.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.1	0.3	1.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.6	0.0	8.8	5.9	17.2	0.0
LnGrp LOS	B		A	A	B	
Approach Vol, veh/h	312			177	272	
Approach Delay, s/veh	13.6			6.6	17.2	
Approach LOS	B			A	B	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	14.6		7.8	16.9	24.7	
Change Period (Y+Rc), s	6.0		6.0	6.0	6.0	
Max Green Setting (Gmax), s	18.0		5.0	19.0	30.0	
Max Q Clear Time (g_c+l1), s	7.9		2.6	7.8	3.7	
Green Ext Time (p_c), s	0.7		0.0	3.1	1.9	

Intersection Summary

HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Notes

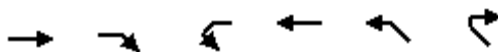
Unsignalized Delay for [NWR, EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

1: Capps Ferry Rd & SR 166

Build PM (2027) - W/ TRAFFIC SIGNAL

02/16/2023



Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	123	280	28	288	457	31
Future Volume (veh/h)	123	280	28	288	457	31
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	1856	1856	1781	1781
Adj Flow Rate, veh/h	135	0	31	316	502	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	3	3	8	8
Cap, veh/h	274		352	632	597	
Arrive On Green	0.15	0.00	0.04	0.34	0.35	0.00
Sat Flow, veh/h	1826	1547	1767	1856	1697	1510
Grp Volume(v), veh/h	135	0	31	316	502	0
Grp Sat Flow(s),veh/h/ln	1826	1547	1767	1856	1697	1510
Q Serve(g_s), s	2.6	0.0	0.5	5.3	10.6	0.0
Cycle Q Clear(g_c), s	2.6	0.0	0.5	5.3	10.6	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	274		352	632	597	
V/C Ratio(X)	0.49		0.09	0.50	0.84	
Avail Cap(c_a), veh/h	842		514	1379	826	
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	15.2	0.0	11.8	10.2	11.6	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.1	0.6	5.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.2	1.5	3.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.6	0.0	11.9	10.8	17.3	0.0
LnGrp LOS	B		B	B	B	
Approach Vol, veh/h	135			347	502	
Approach Delay, s/veh	16.6			10.9	17.3	
Approach LOS	B			B	B	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	19.7		7.4	11.9	19.3	
Change Period (Y+Rc), s	6.0		6.0	6.0	6.0	
Max Green Setting (Gmax), s	19.0		5.0	18.0	29.0	
Max Q Clear Time (g_c+l1), s	12.6		2.5	4.6	7.3	
Green Ext Time (p_c), s	1.1		0.0	1.3	4.8	

Intersection Summary

HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

Notes

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

SR 70/S Fulton Pkwy at Cochran Mill Rd

GDOT PI#: Request By:

County: GDOT District: 7 - Metro Atlanta

Major Road: Road Class: Speed Limit:

Crossing Road: Road Class: Speed Limit:

Major Rd Direction: Area Type:

Intersection Control: Project ID:

Prepared By: Date:

Project Purpose:

2023 EXISTING YEAR VOLUMES

APPROACH SPLITS:
SR 70: 84%
Cochran Rd: 16%

14 (28) [500]							
(0)	(7)	(16)	(5)				
0	2	12	0				
Peds				WB SR 70			
2023 Intersection Daily Entering Volume (est):				2 (5)			
7,408				79 (432)			
				13 (23)			
Peds				94 (460) [6562]			
417 (151) [6000]							
EB SR 70							
16 17 12 0							
(69) (19) (20) (0)							
45 (108) [1753]							
NB Cochran Rd							

PEAK HR % TRUCKS:

EB	WB	NB	SB
6%	7%	7%	2%

2027 OPENING YEAR VOLUMES

Existing Data Year:
Project Opening Year:
Project Design Year:
Annual Growth Rate:
K Factor*:

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

16 (32) [600]							
(0)	(9)	(18)	(5)				
0	2	14	0				
Peds				WB SR 70			
2027 Intersection Daily Entering Volume (est):				2 (5)			
11,020				230 (595)			
				15 (27)			
Peds				247 (627) [9798]			
568 (346) [9400]							
EB SR 70							
31 19 14 0							
(89) (23) (24) (0)							
64 (136) [2242]							
NB Cochran Rd							

2027 DESIGN YEAR VOLUMES

16 (32) [600]							
(0)	(9)	(18)	(5)				
0	2	14	0				
Peds				WB SR 70			
2027 Intersection Daily Entering Volume (est):				2 (5)			
11,020				230 (595)			
				15 (27)			
Peds				247 (627) [9798]			
568 (346) [9400]							
EB SR 70							
31 19 14 0							
(89) (23) (24) (0)							
64 (136) [2242]							
NB Cochran Rd							

LEGEND:

000 = AM Peak Approach Volume
(000) = PM Peak Approach Volume
[000] = ADT Volume (Estimate)

Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the Toward Zero Deaths vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: 1) the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or 2) the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "Waiver" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Screening Decision Record Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to eliminate non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT PI #		Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2 1. Does alternative address the project need in a balanced manner and in scale with the project? 2. Does alternative improve safety performance in terms of reducing severe crashes? 3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists? 4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)? 5. Does alternative appear feasible given the site characteristics, constraints & location context? 6. Does alternative appear feasible with respect to other project factors? 7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?									
Project Location:										SR 70 @ Cochran Rd	
Existing Control:										Conventional (Minor Stop)	
Prepared by:										SEI, Nikhil Choudhari	
Date:										1/19/2023	
Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column											
Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)		Screening Decision Justification:									
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	Yes	Existing intersection control		
	Conventional (All-Way Stop)	Yes	Yes	No	Yes	Yes	Yes	No	Does not meet warrants		
	Mini Roundabout	No	No	No	No	No	No	No	This control is not suitable due to heavy truck % and ADT's		
	Single Lane Roundabout	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Continue to Stage 2		
	Multilane Roundabout	No	No	No	No	No	No	No	Not a multilane road		
	RCUT (stop control)	No	No	No	No	No	No	No	No suitable U-turn location		
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	No suitable U-turn location		
	High-T (unsignalized)	No	No	No	No	No	No	No	Not a T- intersection		
	Offset-T Intersections	No	No	No	No	No	No	No	Control not suitable for the intersection geometry		
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not a interchange		
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not a interchange		
	No LT Lane Improvements	Yes	Yes	No	Yes	Yes	Yes	Yes	Continue to Stage 2		
	Add one RT Lane on Cochran Rd										
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Does not meet warrants		
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	No median present on the roadway		
	RCUT (signalized)	No	No	No	No	No	No	No	No suitable U-turn location east of study intersection		
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Does not meet warrants		
	Continuous Green-T	No	No	No	No	No	No	No	Does not meet warrants		
	Jughandle	No	No	No	No	No	No	No	Does not meet warrants		
	Quadrant Roadway	No	No	No	No	No	No	No	Does not meet warrants		
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not a interchange		
	Diverging Diamond	No	No	No	No	No	No	No	Not a interchange		
	Single Point Interchange	No	No	No	No	No	No	No	Not a interchange		
	No LT Lane Improvements	No	No	No	No	No	No	No	Does not meet warrants		
	No RT Lane Improvements										
	Other Signalized (provide description):	No	No	No	No	No	No	No	N/A		

☐ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

Project Location: SR 70 @ Cochran Rd
Existing Intersection Control: Conventional (Minor Stop)
Type of Analysis: **Conventional Non-Safety Funded Project**

District: 7 - Metro Atlanta
County: Fulton
Area: Suburb/Transit
GDOT PI #:
Prepared by: SEI, Nikhil Choudhar
Date: 1/19/2023

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	None		Complete Streets Warrants Met? ☐ PEDESTRIANS ☐ BICYCLES ☐ TRANSIT
Traffic Analysis Measure of Effectiveness	Intersection Delay		
Traffic Analysis Software Used	Synchro		
Analysis Time Period	AM Peak Hr	PM Peak Hr	
2027 Opening Yr No-Build Peak Hr Intersection Delay	15.0 sec	34.5 sec	
2027 Opening Yr No-Build Peak Hr Intersection V/C	0.16	0.56	
2027 Design Yr No-Build Peak Hr Intersection Delay	15.0 sec	34.5 sec	
2027 Design Yr No-Build Peak Hr Intersection V/C ratio	0.16	0.56	

Crash Type	Crash Data: Enter most recent 5 years of crash data					Years:
	K*	A*	B*	C*	O	
Angle	1	0	2	2	8	57%
Head-On	0	0	1	0	0	4%
Rear End	0	0	0	0	2	9%
Sideswipe - same	0	0	0	0	0	0%
Sideswipe - opposite	0	0	0	0	1	4%
Not Collision w/Motor Veh	0	1	0	1	4	26%
TOTALS:	1	1	3	3	15	23

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:

Proposed Control Type/Improvement:

Project Cost: (From CostEst Worksheet)

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Conventional (Minor Stop)	Conventional (Minor Stop)	Single Lane Roundabout	Add Right Turn Lanes	N/A	N/A
Additional description here	Additional description here	Additional description here	Additional description here	Additional description here	Additional description here
Construction Cost	\$0	\$1,107,000	\$130,000		
ROW Cost	\$0	\$0	\$0		
Environmental Cost	\$0	\$0	\$0		
Reimbursable Utility Cost	\$0	\$13,000	\$1,000		
Design & Contingency Cost	\$0	\$312,000	\$32,000		
Cost Adjustment (justification req'd)	0%	0%	0%		
Total Cost	\$0	\$1,432,000	\$163,000		

Traffic Operations:

	Synchro		GDOT RAB Tool		Synchro				
Traffic Analysis Software Used	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr			
Analysis Period	19.2 sec	68.8 sec	8.5 sec	12.3 sec	20.7 sec	65.3 sec			
2027 Design Yr Build Intersection Delay	0.23	0.79	0.52	0.65	0.23	0.78			
2027 Design Yr Build Intersection V/C									

Safety Analysis:

Predefined CRF: PDO	0%	39%	2%		
Predefined CRF: Fatal/Inj	0%	78%	1%		
Predefined CRF Source:	CRF unavailable; provide user defined CRF below	FHWA Clearinghouse #s 233 / 234	FHWA Clearinghouse #s 285 / 288		
User Defined CRF: PDO					
User Defined CRF: Fatal/Inj					
User Defined CRF Source (write in if applicable):					

Environmental Impacts:¹

Historic District/Property	None	None	None		
Archaeology Resources	None	None	None		
Graveyard	None	None	None		
Stream	None	None	None		
Underground Tank/Hazmat	None	None	None		
Park Land	None	None	None		
EJ Community	None	None	None		
Wooded Area	None	None	None		
Wetland	None	None	None		

Note: If environmental impact is significant (RED), provide justification impact won't jeopardize project delivery using "Env" worksheet

¹ Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept report

Stakeholder Posture:

Local Community Support	Unknown	Unknown	Unknown		
GDOT Support	Unknown	Unknown	Unknown		

Final ICE Stage 2 Score:	4.3	6.5	4.4		
Rank of Control Type Alternatives:	3	1	2		
Final Intersection Control Selection:	1 - Single Lane Roundabout				

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):

GDOT ICE TOOL: COST ESTIMATING AID

Alternative #1

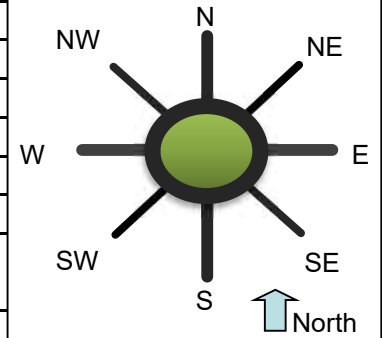
Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗		↕			↕	
Traffic Vol, veh/h	2	494	72	15	230	2	31	19	14	0	14	2
Future Vol, veh/h	2	494	72	15	230	2	31	19	14	0	14	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	275	-	-	350	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	14	14	14	5	5	5	4	4	4
Mvmt Flow	2	574	84	17	267	2	36	22	16	0	16	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	267	0	0	574	0	0	887	879	574	890	879	267
Stage 1	-	-	-	-	-	-	578	578	-	301	301	-
Stage 2	-	-	-	-	-	-	309	301	-	589	578	-
Critical Hdwy	4.15	-	-	4.24	-	-	7.15	6.55	6.25	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.14	5.54	-
Follow-up Hdwy	2.245	-	-	2.326	-	-	3.545	4.045	3.345	3.536	4.036	3.336
Pot Cap-1 Maneuver	1280	-	-	942	-	-	262	283	513	261	284	767
Stage 1	-	-	-	-	-	-	496	496	-	704	661	-
Stage 2	-	-	-	-	-	-	695	660	-	491	498	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1280	-	-	942	-	-	245	276	513	233	277	767
Mov Cap-2 Maneuver	-	-	-	-	-	-	245	276	-	233	277	-
Stage 1	-	-	-	-	-	-	495	495	-	703	647	-
Stage 2	-	-	-	-	-	-	661	646	-	453	497	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.5			19.2			17.1		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	328	1280	-	-	942	-	-	317				
HCM Lane V/C Ratio	0.227	0.002	-	-	0.019	-	-	0.059				
HCM Control Delay (s)	19.2	7.8	0	-	8.9	0	-	17.1				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-	0.2				

Intersection												
Int Delay, s/veh	9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗		↕			↕	
Traffic Vol, veh/h	2	290	54	27	595	5	89	23	24	5	18	9
Future Vol, veh/h	2	290	54	27	595	5	89	23	24	5	18	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	275	-	-	350	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	6	6	6	7	7	7	7	7	7	2	2	2
Mvmt Flow	2	337	63	31	692	6	103	27	28	6	21	10
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	692	0	0	337	0	0	1106	1095	337	1109	1095	692
Stage 1	-	-	-	-	-	-	341	341	-	754	754	-
Stage 2	-	-	-	-	-	-	765	754	-	355	341	-
Critical Hdwy	4.16	-	-	4.17	-	-	7.17	6.57	6.27	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.12	5.52	-
Follow-up Hdwy	2.254	-	-	2.263	-	-	3.563	4.063	3.363	3.518	4.018	3.318
Pot Cap-1 Maneuver	885	-	-	1195	-	-	184	209	694	187	214	444
Stage 1	-	-	-	-	-	-	664	630	-	401	417	-
Stage 2	-	-	-	-	-	-	388	410	-	662	639	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	885	-	-	1195	-	-	160	200	694	156	204	444
Mov Cap-2 Maneuver	-	-	-	-	-	-	160	200	-	156	204	-
Stage 1	-	-	-	-	-	-	662	628	-	400	399	-
Stage 2	-	-	-	-	-	-	344	393	-	606	637	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			68.8			20.7		
HCM LOS							F			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	200	885	-	-	1195	-	-	266				
HCM Lane V/C Ratio	0.791	0.003	-	-	0.026	-	-	0.14				
HCM Control Delay (s)	68.8	9.1	0	-	8.1	0	-	20.7				
HCM Lane LOS	F	A	A	-	A	A	-	C				
HCM 95th %tile O(veh)	5.5	0	-	-	0.1	-	-	0.5				

Alternative #2

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: 2027, AM
County/District: Fulton County, District 7
Intersection Name: SR 70/South Fulton Parkway at Cochran Mill Road



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			2		19		2	
	NE (2), vph								
	E (3), vph	0				14		494	
	SE (4), vph								
	S (5), vph	14		15				72	
	SW (6), vph								
	W (7), vph	2		230		31			
	NW (8), vph								
Output	Total Vehicles	16	0	247	0	64	0	568	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	96.0%	100.0%	86.0%	100.0%	95.0%	100.0%	95.0%	100.0%
% Heavy Vehicles	4.0%	0.0%	14.0%	0.0%	5.0%	0.0%	5.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.86	0.95	0.86	0.95	0.86	0.95	0.86	0.95
F _{HV}	0.962	1.000	0.877	1.000	0.952	1.000	0.952	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	3	0	23	0	2	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	0	0	0	0	17	0	603	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	17	0	20	0	0	0	88	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	2	0	305	0	38	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	19	0	327	0	78	0	693	0
Conflicting flow, pcu/h	363	0	63	0	606	0	37	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	917	NA	1135	NA	709	NA	1266	NA
Entry Flow Rates, vph	19	0	287	0	74	0	660	0
V/C ratio	0.02		0.25		0.11		0.52	
Control Delay, sec/pcu	4.1		5.5		6.2		8.5	
LOS	A		A		A		A	
Average Queue (ft)	1		11		3		39	
95th % Queue (ft)	2		29		9		82	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	7.4	Int LOS	A	Max Approach V/C	0.52

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

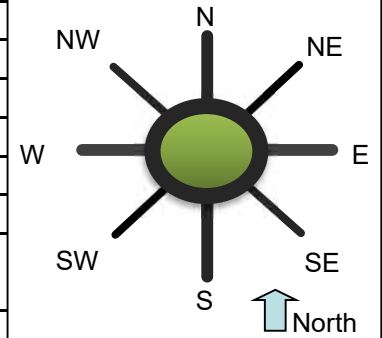
F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F _{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (veh)						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: 2027, PM
County/District: Fulton County, District 7
Intersection Name: SR 70/South Fulton Parkway at Cochran Mill Road



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			5		23		2	
	NE (2), vph								
	E (3), vph	5				24		290	
	SE (4), vph								
	S (5), vph	18		27				54	
	SW (6), vph								
	W (7), vph	9		595		89			
	NW (8), vph								
Output	Total Vehicles	32	0	627	0	136	0	346	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.0%	100.0%	93.0%	100.0%	93.0%	100.0%	94.0%	100.0%
% Heavy Vehicles	2.0%	0.0%	7.0%	0.0%	7.0%	0.0%	6.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.86	0.95	0.86	0.95	0.86	0.95	0.86	0.95
F _{HV}	0.980	1.000	0.935	1.000	0.935	1.000	0.943	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	6	0	29	0	2	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	6	0	0	0	30	0	357	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	21	0	34	0	0	0	67	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	11	0	740	0	111	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	38	0	780	0	169	0	426	0
Conflicting flow, pcu/h	885	0	142	0	366	0	61	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	549	NA	1116	NA	888	NA	1224	NA
Entry Flow Rates, vph	37	0	729	0	158	0	402	0
V/C ratio	0.07		0.65		0.18		0.33	
Control Delay, sec/pcu	7.4		12.3		5.8		6.0	
LOS	A		B		A		A	
Average Queue (ft)	2		63		6		17	
95th % Queue (ft)	6		137		17		38	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	9.5	Int LOS	A	Max Approach V/C	0.65

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F _{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (veh)						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

Alternative #3

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗		↕	↗		↕↗	
Traffic Vol, veh/h	2	494	72	15	230	2	31	19	14	0	14	2
Future Vol, veh/h	2	494	72	15	230	2	31	19	14	0	14	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	275	-	-	350	-	-	175	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	14	14	14	5	5	5	4	4	4
Mvmt Flow	2	574	84	17	267	2	36	22	16	0	16	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	267	0	0	574	0	0	887	879	574	890	879	267
Stage 1	-	-	-	-	-	-	578	578	-	301	301	-
Stage 2	-	-	-	-	-	-	309	301	-	589	578	-
Critical Hdwy	4.15	-	-	4.24	-	-	7.15	6.55	6.25	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.14	5.54	-
Follow-up Hdwy	2.245	-	-	2.326	-	-	3.545	4.045	3.345	3.536	4.036	3.336
Pot Cap-1 Maneuver	1280	-	-	942	-	-	262	283	513	261	284	767
Stage 1	-	-	-	-	-	-	496	496	-	704	661	-
Stage 2	-	-	-	-	-	-	695	660	-	491	498	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1280	-	-	942	-	-	245	276	513	233	277	767
Mov Cap-2 Maneuver	-	-	-	-	-	-	245	276	-	233	277	-
Stage 1	-	-	-	-	-	-	495	495	-	703	647	-
Stage 2	-	-	-	-	-	-	661	646	-	453	497	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.5			20.7			17.1		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	256	513	1280	-	-	942	-	-	317			
HCM Lane V/C Ratio	0.227	0.032	0.002	-	-	0.019	-	-	0.059			
HCM Control Delay (s)	23.1	12.2	7.8	0	-	8.9	0	-	17.1			
HCM Lane LOS	C	B	A	A	-	A	A	-	C			
HCM 95th %tile O(veh)	0.9	0.1	0	-	-	0.1	-	-	0.2			

Intersection												
Int Delay, s/veh	8.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗		↕	↗		↕↗	
Traffic Vol, veh/h	2	290	54	27	595	5	89	23	24	5	18	9
Future Vol, veh/h	2	290	54	27	595	5	89	23	24	5	18	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	275	-	-	350	-	-	175	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	6	6	6	7	7	7	7	7	7	2	2	2
Mvmt Flow	2	337	63	31	692	6	103	27	28	6	21	10
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	692	0	0	337	0	0	1106	1095	337	1109	1095	692
Stage 1	-	-	-	-	-	-	341	341	-	754	754	-
Stage 2	-	-	-	-	-	-	765	754	-	355	341	-
Critical Hdwy	4.16	-	-	4.17	-	-	7.17	6.57	6.27	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.12	5.52	-
Follow-up Hdwy	2.254	-	-	2.263	-	-	3.563	4.063	3.363	3.518	4.018	3.318
Pot Cap-1 Maneuver	885	-	-	1195	-	-	184	209	694	187	214	444
Stage 1	-	-	-	-	-	-	664	630	-	401	417	-
Stage 2	-	-	-	-	-	-	388	410	-	662	639	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	885	-	-	1195	-	-	160	200	694	156	204	444
Mov Cap-2 Maneuver	-	-	-	-	-	-	160	200	-	156	204	-
Stage 1	-	-	-	-	-	-	662	628	-	400	399	-
Stage 2	-	-	-	-	-	-	344	393	-	606	637	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			65.3			20.7		
HCM LOS							F			C		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	167	694	885	-	-	1195	-	-	266			
HCM Lane V/C Ratio	0.78	0.04	0.003	-	-	0.026	-	-	0.14			
HCM Control Delay (s)	77.1	10.4	9.1	0	-	8.1	0	-	20.7			
HCM Lane LOS	F	B	A	A	-	A	A	-	C			
HCM 95th %tile Q(veh)	5.1	0.1	0	-	-	0.1	-	-	0.5			

SR 70/ Campbellton Redwine Rd at Driveway #1

GDOT PI#: Request By:

County: GDOT District: 7 - Metro Atlanta

Major Road: Road Class: Speed Limit:

Crossing Road: Road Class: Speed Limit:

Major Rd Direction: Area Type:

Intersection Control: Project ID:

Prepared By: Date:

Project Purpose:

APPROACH SPLITS:

SR 70: 100%

Drwy #1: 0%

2023 EXISTING YEAR VOLUMES

ACH SPLITS:										
SR 70: 100%										
Drwy #1: 0%										
SB SR 70				WB Drwy #1						
101 (0) 0		(0)	0		2023 Intersection Daily Entering Volume (est):			0	(0)	0 (0) [0]
		(0)	0		1,728			0	(0)	
		(0)	0					0	(0)	
		(0)	0					0	(0)	
		Peds					Peds			
EB Drwy #1				NB SR 70						
		0	89	0	0					
		(0)	(82)	(0)	(0)					
		89 (82) [1700]								
B NB SB										

GDOT PI #		Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2 1. Does alternative address the project need in a balanced manner and in scale with the project? 2. Does alternative improve safety performance in terms of reducing severe crashes? 3. Does alternative incorporate safety performance in operations (congestion, delay, reliability, etc.)? 4. Does alternative improve (or preserve) convenience characteristics, constraints & location context? 5. Does alternative appear feasible given the site respect to other project factors? 6. Does alternative appear feasible with respect to other project factors? 7. Overall feasible alternative (select alternative for further evaluation in Stage 2)? Screening Decision Justification:									
Project Location:										SR 70 @ Drwy #1	
Existing Control:										New Intersection or Other	
Prepared by:										SEI, Nikhil Choudhari	
Date:										1/19/2023	
Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column											
Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)											
Unsignalized Intersections	Conventional (Minor Stop)	Yes	Yes	Yes	Yes	Yes	No	Yes	Continue to Stage 2		
	Conventional (All-Way Stop)	No	Yes	Yes	Yes	No	No	No	Does not meet warrants		
	Mini Roundabout	No	Yes	Yes	Yes	No	No	No	Not a feasible intersection control		
	Single Lane Roundabout	No	Yes	Yes	Yes	Yes	Yes	No	Not feasible due to proximity to other driveways		
	Multilane Roundabout	No	Yes	Yes	Yes	Yes	No	No	SR 70 is a single-lane roadway		
	RCUT (stop control)	No	Yes	Yes	Yes	Yes	No	No	No suitable U-turn location		
	RIRO w/down stream U-Turn	No	Yes	No	Yes	No	No	No	No suitable U-turn location		
	High-T (unsignalized)	No	Yes	No	Yes	No	No	No	Not feasible due to proximity to other driveways		
	Offset-T Intersections	No	Yes	Yes	Yes	No	No	No	Not feasible with intersection geometry		
	Diamond Interch (Stop Control)	No	Yes	No	Yes	No	No	No	Not a interchange		
	Diamond Interch (RAB Control)	No	Yes	No	Yes	No	No	No	Not a interchange		
	Add one LT Lane on SR 70	No	No	No	No	No	No	Yes	Continue to Stage 2		
	Add one RT Lane on SR 70	No	No	No	No	No	No	Yes	Continue to Stage 2		
	Other unsignalized (provide description):	No	No	No	No	No	No	No	N/A		
Signalized Intersections	Traffic Signal	Yes	Yes	Yes	Yes	Yes	Yes	No	Does not meet warrants		
	Median U-Turn (Indirect Left)	No	Yes	No	Yes	No	No	No	No suitable U-turn location		
	RCUT (signalized)	No	Yes	No	Yes	No	No	No	No suitable U-turn location		
	Displaced Left Turn (CFI)	No	Yes	No	Yes	No	No	No	Not a feasible intersection control		
	Continuous Green-T	No	Yes	No	Yes	No	No	No	Does not meet warrants		
	Jughandle	No	Yes	No	Yes	No	No	No	Not a feasible intersection control		
	Quadrant Roadway	No	Yes	No	Yes	No	No	No	Not a feasible intersection control		
	Diamond Interch (Signal Control)	No	Yes	No	Yes	No	No	No	Not a interchange		
	Diverging Diamond	No	Yes	No	Yes	No	No	No	Not a interchange		
	Single Point Interchange	No	Yes	No	Yes	No	No	No	Not a interchange		
	No LT Lane Improvements	No	No	No	No	No	No	No	N/A		
	No RT Lane Improvements	No	No	No	No	No	No	No	N/A		
	Other Signalized (provide description):	No	No	No	No	No	No	No	N/A		

☐ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

Project Location: SR 70 @ Drwy #1
Existing Intersection Control: New Intersection or Other
Type of Analysis: Conventional Non-Safety Funded Project

District: 7 - Metro Atlanta
County: Fulton
Area: Suburb/Transit
GDOT PI #:
Prepared by: SEI, Nikhil Choudhary
Date: 1/19/2023

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	None		Complete Streets Warrants Met? ☐ PEDESTRIANS ☐ BICYCLES ☐ TRANSIT
Traffic Analysis Measure of Effectiveness	Intersection Delay		
Traffic Analysis Software Used	Synchro		
Analysis Time Period	AM Peak Hr	PM Peak Hr	
2027 Opening Yr No-Build Peak Hr Intersection Delay	0.0 sec	0.0 sec	
2027 Opening Yr No-Build Peak Hr Intersection V/C	0.00	0.00	
2027 Design Yr No-Build Peak Hr Intersection Delay	0.0 sec	0.0 sec	
2027 Design Yr No-Build Peak Hr Intersection V/C	0.00	0.00	

Crash Type	Crash Severity						Years:
	K*	A*	B*	C*	O		
Crash Data: Enter most recent 5 years of crash data							5
Angle	0	0	0	0	0	0	#####
Head-On	0	0	0	0	0	0	#####
Rear End	0	0	0	0	0	0	#####
Sideswipe - same	0	0	0	0	0	0	#####
Sideswipe - opposite	0	0	0	0	0	0	#####
Not Collision w/Motor Veh	0	0	0	0	0	0	#####
TOTALS:	0	0	0	0	0	0	0

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:

Proposed Control Type/Improvement:	Conventional (Minor Stop)	Add LT and RT Lanes	N/A	N/A	N/A
Project Cost: (From CostEst Worksheet)	Additional description here	Additional description here	Additional description here	Additional description here	Additional description here
Construction Cost	\$0	\$260,000			
ROW Cost	\$0	\$0			
Environmental Cost	\$0	\$0			
Reimbursable Utility Cost	\$0	\$3,000			
Design & Contingency Cost	\$0	\$65,000			
Cost Adjustment (justification req'd)	0%	0%			
Total Cost	\$0	\$328,000			

Traffic Operations:

Traffic Analysis Software Used	Synchro		Synchro					
Analysis Period	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr				
2027 Design Yr Build Intersection Delay	11.0 sec	11.9 sec	10.7 sec	11.5 sec				
2027 Design Yr Build Intersection V/C	0.12	0.18	0.11	0.17				

Safety Analysis:

Predefined CRF: PDO	0%	#N/A			
Predefined CRF: Fatal/Inj	0%	#N/A			
Predefined CRF Source:	CRF unavailable; provide user defined CRF below	#N/A			
User Defined CRF: PDO					
User Defined CRF: Fatal/Inj					
User Defined CRF Source (write in if applicable):					

Environmental Impacts:¹

Historic District/Property	None	None			
Archaeology Resources	None	None			
Graveyard	None	None			
Stream	None	None			
Underground Tank/Hazmat	None	None			
Park Land	None	None			
EJ Community	None	None			
Wooded Area	None	None			
Wetland	None	None			

Note: If environmental impact is significant (RED), provide justification impact won't jeopardize project delivery using "Env" worksheet
¹ Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept

Stakeholder Posture:

Local Community Support	Unknown	Unknown			
GDOT Support	Unknown	Unknown			

Final ICE Stage 2 Score:	6.4	3.1			
Rank of Control Type Alternatives:	1	2			
Final Intersection Control Selection:	2 - Add LT and RT Lanes				

Note: Stage 2 score is not given (shown as ".") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary): Turn lane alternative recommended as the intersection meets auxiliary lane thresholds based on GDOT Driveway Manual.

GDOT ICE TOOL: COST ESTIMATING AID

Waiver Request - Level 2 / 3

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

- Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
- The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
- The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
 - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
 - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
 - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
 - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information:

Location: SR 70 @ Drwy #1

County: Fulton

GDOT District: 7 - Metro Atlanta

Area Type: Suburb/Transition

Existing Intersection Control: New Intersection or Other

GDOT PI # (or N/A): 0000000

Requested By: Kane Studio LLC

Prepared By: SEI, Nikhil Choudhari

Date: 1/19/2023

Waiver Request Type: Add/Extend Turn Lane

Traffic and Operations Data:^{1,2}

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Type:	Intersection Delay	
Existing Major Street Avg Daily Traffic (ADT):	6,310	
Existing Minor Street Avg Daily Traffic (ADT):	2,114	
Analysis Period:	AM Peak	PM Peak
2027 Opening Yr Peak Hour Intersection Delay:	10.7 sec	11.5 sec
2027 Opening Yr Peak Hour Intersection V/C:	0.11	0.17
2027 Design Yr Peak Hour Intersection Delay:	10.7 sec	11.5 sec
2027 Design Yr Peak Hour Intersection V/C:	0.11	0.17

Crash Data (Required): ³						
Crash Type	Crash Severity					Years:
	K*	A*	B*	C*	O	5
Angle	0	0	0	0	0	#DIV/0!
Head-On	0	0	0	0	0	#DIV/0!
Rear End	0	0	0	0	0	#DIV/0!
Sideswipe - same	0	0	0	0	0	#DIV/0!
Sideswipe - opposite	0	0	0	0	0	#DIV/0!
Not Collision w/Motor Veh	0	0	0	0	0	#DIV/0!
TOTALS:	0	0	0	0	0	0

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required):	Turn lane alternative recommended as the intersection meets auxiliary lane thresholds based on GDOT Driveway Manual. Alternative satisfies DRI LOS requirements and is in line with future recommendations.
Proposed Intersection Control:	Add Turn Ln/Median (Unsig)

REQUESTED BY: Chris Maddox Date: 2/21/2023

Title: Traffic Engineering Division Manager

APPROVED BY: Date:

Name:

District Engineer or (Approved Delegate)

¹ Analysis data input on this worksheet is for proposed control & configuration on form, not the No-Build data shown on the top of Stage 2

² ADT's required if available (from data collected or nearest GDOT count station site); Capacity data optional unless needed to justify basis of the waiver request.

³ Crash data (required for all existing intersections) must be entered here independent from Stage 2 worksheet inputs (not linked)

Alternative #1

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	57	14	19	140	78	75
Future Vol, veh/h	57	14	19	140	78	75
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, %	15	15	15	2	2	15
Mvmt Flow	62	15	21	152	85	82
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	320	126	167	0	-	0
Stage 1	126	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Critical Hdwy	6.55	6.35	4.25	-	-	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.55	-	-	-	-	-
Follow-up Hdwy	3.635	3.435	2.335	-	-	-
Pot Cap-1 Maneuver	647	891	1336	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	636	891	1336	-	-	-
Mov Cap-2 Maneuver	636	-	-	-	-	-
Stage 1	854	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Approach	EB	NE		SW		
HCM Control Delay, s	11	0.9		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NEL	NET	EBLn1	SWT	SWR	
Capacity (veh/h)	1336	-	674	-	-	
HCM Lane V/C Ratio	0.015	-	0.115	-	-	
HCM Control Delay (s)	7.7	0	11	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.4	-	-	

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	82	21	15	118	182	62
Future Vol, veh/h	82	21	15	118	182	62
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, %	2	2	2	2	2	2
Mvmt Flow	89	23	16	128	198	67
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	392	232	265	0	-	0
Stage 1	232	-	-	-	-	-
Stage 2	160	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	612	807	1299	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	604	807	1299	-	-	-
Mov Cap-2 Maneuver	604	-	-	-	-	-
Stage 1	797	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Approach	EB	NE		SW		
HCM Control Delay, s	11.9	0.9		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NEL	NET	EBLn1	SWT	SWR	
Capacity (veh/h)	1299	-	637	-	-	
HCM Lane V/C Ratio	0.013	-	0.176	-	-	
HCM Control Delay (s)	7.8	0	11.9	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.6	-	-	

Alternative #2

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	57	14	19	140	78	75
Future Vol, veh/h	57	14	19	140	78	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	-	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	2	2	15
Mvmt Flow	62	15	21	152	85	82
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	279	85	85	0	-	0
Stage 1	85	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Critical Hdwy	6.55	6.35	4.25	-	-	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.55	-	-	-	-	-
Follow-up Hdwy	3.635	3.435	2.335	-	-	-
Pot Cap-1 Maneuver	684	939	1433	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	673	939	1433	-	-	-
Mov Cap-2 Maneuver	673	-	-	-	-	-
Stage 1	892	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Approach	EB	NE		SW		
HCM Control Delay, s	10.7	0.9		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NEL	NET	EBLn1	SWT	SWR	
Capacity (veh/h)	1433	-	713	-	-	
HCM Lane V/C Ratio	0.014	-	0.108	-	-	
HCM Control Delay (s)	7.5	0	10.7	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.4	-	-	

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	82	21	15	118	182	62
Future Vol, veh/h	82	21	15	118	182	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	-	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	89	23	16	128	198	67
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	358	198	198	0	-	0
Stage 1	198	-	-	-	-	-
Stage 2	160	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	640	843	1375	-	-	-
Stage 1	835	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	632	843	1375	-	-	-
Mov Cap-2 Maneuver	632	-	-	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Approach	EB	NE		SW		
HCM Control Delay, s	11.5	0.9		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NEL	NET	EBLn1	SWT	SWR	
Capacity (veh/h)	1375	-	666	-	-	
HCM Lane V/C Ratio	0.012	-	0.168	-	-	
HCM Control Delay (s)	7.7	0	11.5	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.6	-	-	

Appendix H
ICE & Synchro Reports for Improvements (2029)

SR 70/S Fulton Pkwy at Campbellton Redwine Rd

GDOT PI#: Request By:

County: GDOT District: 7 - Metro Atlanta

Major Road: Road Class: Speed Limit:

Crossing Road: Road Class: Speed Limit:

Major Rd Direction: Area Type:

Intersection Control: Project ID:

Prepared By: Date:

Project Purpose:

APPROACH SPLITS:
 SR 70: 85%
 Campbellton Rd: 15%

2023 EXISTING YEAR VOLUMES

11 (50) [600]							
(0)	(3)	(46)	(1)				
0	2	8	1				
498 (24) [7400]	(5)	2	↗	2023 Intersection Daily Entering Volume (est): 8,138			
	(173)	454	→				
	(36)	42	↘				
	(0)	0	↖				
EB SR 70				37	35	31	0
				(51)	(14)	(19)	(0)
				103 (84) [1714]			
				NB Campbellton Rd			
				WB SR 70			
				0	(0)	1	(1)
				133	(546)	7	(47)
				141 (594) [6562]			

PEAK HR % TRUCKS:

EB	WB	NB	SB
6%	11%	2%	5%

2029 OPENING YEAR VOLUMES

14 (62) [800]							
(0)	(3)	(58)	(1)				
0	2	11	1				
792 (376) [12200]	(5)	2	↗	2029 Intersection Daily Entering Volume (est): 15,749			
	(250)	599	→				
	(121)	191	↘				
	(0)	0	↖				
EB SR 70				116	44	214	0
				(241)	(17)	(483)	(0)
				374 (741) [6207]			
				NB Campbellton Rd			
				WB SR 70			
				0	(0)	1	(1)
				189	(718)	425	(285)
				615 (1004) [12290]			

2029 DESIGN YEAR VOLUMES

14 (62) [800]							
(0)	(3)	(58)	(1)				
0	2	11	1				
792 (376) [12200]	(5)	2	↗	2029 Intersection Daily Entering Volume (est): 15,749			
	(250)	599	→				
	(121)	191	↘				
	(0)	0	↖				
EB SR 70				116	44	214	0
				(241)	(17)	(483)	(0)
				374 (741) [6207]			
				NB Campbellton Rd			
				WB SR 70			
				0	(0)	1	(1)
				189	(718)	425	(285)
				615 (1004) [12290]			

Existing Data Year:

Project Opening Year:

Project Design Year:

Annual Growth Rate:

K Factor*:

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

LEGEND:

000 = AM Peak Approach Volume
 (000) = PM Peak Approach Volume
 [000] = ADT Volume (Estimate)

Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the Toward Zero Deaths vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: 1) the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or 2) the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "Waiver" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Screening Decision Record Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to eliminate non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT PI #		Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2 1. Does alternative address the project need in a balanced manner and in scale with the project? 2. Does alternative improve safety performance in terms of reducing severe crashes? 3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists? 4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)? 5. Does alternative appear feasible given the site characteristics, constraints & location context? 6. Does alternative appear feasible with respect to other project factors? 7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?							
Project Location:									
Existing Control:									
Prepared by:									
Date:									
Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column									
Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)		Screening Decision Justification:							
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	No	Not feasible due to heavy mainline volume
	Conventional (All-Way Stop)	No	Yes	Yes	Yes	No	No	No	Does not meet warrants
	Mini Roundabout	No	Yes	Yes	Yes	No	No	No	This control is not suitable due to the roadway geometry and truck %
	Single Lane Roundabout	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Continue to Stage 2
	Multilane Roundabout	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Continue to Stage 2
	RCUT (stop control)	No	Yes	Yes	No	No	No	No	No suitable U-turn location in the vicinity
	RIRO w/down stream U-Turn	No	Yes	Yes	No	No	No	No	No suitable U-turn location in the vicinity
	High-T (unsignalized)	No	Yes	Yes	No	No	No	No	Not a T intersection
	Offset-T Intersections	No	Yes	Yes	No	No	No	No	Not suitable for the intersection geometry
	Diamond Interch (Stop Control)	No	Yes	Yes	Yes	No	No	No	Not a interchange
	Diamond Interch (RAB Control)	No	Yes	Yes	Yes	No	No	No	Not a interchange
	No LT Lane Improvements	No	Yes	Yes	Yes	Yes	No	No	Unacceptable intersection operations.
	Add one RT Lane on Campbellton Rd								
Other unsignalized (provide description):	No	No	No	No	No	No	No		
Signalized Intersections	Traffic Signal	No	Yes	Yes	Yes	Yes	Yes	No	Does not meet warrants
	Median U-Turn (Indirect Left)	No	Yes	Yes	Yes	No	No	No	No median present on the roadway
	RCUT (signalized)	No	Yes	Yes	Yes	No	No	No	No suitable U-turn location in the vicinity
	Displaced Left Turn (CFI)	No	Yes	Yes	Yes	No	No	No	Not suitable for the intersection geometry
	Continuous Green-T	No	Yes	Yes	No	No	No	No	Not a T intersection
	Jughandle	No	Yes	Yes	Yes	No	No	No	Does not meet warrants
	Quadrant Roadway	No	Yes	Yes	Yes	No	No	No	Does not meet warrants
	Diamond Interch (Signal Control)	No	Yes	Yes	No	No	No	No	Not a interchange
	Diverging Diamond	No	Yes	Yes	No	No	No	No	Not a interchange
	Single Point Interchange	No	Yes	Yes	No	No	No	No	Not a interchange
	No LT Lane Improvements	No	No	No	No	No	No	No	Does not meet warrants
	No RT Lane Improvements								
	Other Signalized (provide description):	No	No	No	No	No	No	No	N/A

☐ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

Project Location: SR 70 @ Campbellton Rd
Existing Intersection Control: Conventional (Minor Stop)
Type of Analysis: Conventional Non-Safety Funded Project

District: 7 - Metro Atlanta
County: Fulton
Area: Suburb/Transit
GDOT PI #: SEI, Nikhil Choudhary
Prepared by: SEI, Nikhil Choudhary
Date: 1/19/2023

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	Meets Signal Warrants		Complete Streets Warrants Met? ☐ PEDESTRIANS ☐ BICYCLES ☐ TRANSIT
Traffic Analysis Measure of Effectiveness	Intersection Delay		
Traffic Analysis Software Used	Synchro		
Analysis Time Period	AM Peak Hr	PM Peak Hr	
2029 Opening Yr No-Build Peak Hr Intersection Delay	22.8 sec	55.8 sec	
2029 Opening Yr No-Build Peak Hr Intersection V/C	0.84	1.03	
2029 Design Yr No-Build Peak Hr Intersection Delay	22.8 sec	55.8 sec	
2029 Design Yr No-Build Peak Hr Intersection V/C	0.84	1.03	

Crash Type	Crash Severity						Years
	K*	A*	B*	C*	O	5	
Crash Data: Enter most recent 5 years of crash data							
Angle	0	0	2	2	3	37%	
Head-On	0	0	1	0	1	11%	
Rear End	0	0	1	1	2	21%	
Sideswipe - same	0	0	0	1	1	11%	
Sideswipe - opposite	0	0	0	0	1	5%	
Not Collision w/Motor Veh	0	0	0	0	3	16%	
TOTALS:	0	0	4	4	11	19	

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:

Proposed Control Type/Improvement:	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Single Lane Roundabout	Multilane Roundabout	N/A	N/A	N/A	N/A
Project Cost: (From CostEst Worksheet)	Additional description here	Additional description here	Additional description here	Additional description here	Additional description here
Construction Cost	\$1,107,000	\$1,869,000			
ROW Cost	\$0	\$0			
Environmental Cost	\$0	\$0			
Reimbursable Utility Cost	\$13,000	\$22,000			
Design & Contingency Cost	\$312,000	\$527,000			
Cost Adjustment (justification req'd)	0%	0%			
Total Cost	\$1,432,000	\$2,418,000			

Traffic Operations:

Traffic Analysis Software Used	GDOT RAB Tool		GDOT RAB Tool					
Analysis Period	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr				
2029 Design Yr Build Intersection Delay	71.1 sec	111.9 sec	18.3 sec	18.5 sec				
2029 Design Yr Build Intersection V/C	1.05	1.19	0.67	0.79				

Safety Analysis:

Predefined CRF: PDO	39%	32%			
Predefined CRF: Fatal/Inj	78%	71%			
Predefined CRF Source:	FHWA Clearinghouse #s 233 / 234	FHWA Clearinghouse #s 236 / 237			
User Defined CRF: PDO					
User Defined CRF: Fatal/Inj					
User Defined CRF Source (write in if applicable):					

Environmental Impacts:¹

Historic District/Property	None	None			
Archaeology Resources	None	None			
Graveyard	None	None			
Stream	None	None			
Underground Tank/Hazmat	None	None			
Park Land	None	None			
EJ Community	None	None			
Wooded Area	None	None			
Wetland	None	None			

Note: If environmental impact is significant (RED), provide justification impact won't jeopardize project delivery using "Env" worksheet
¹ Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept

Stakeholder Posture:

Local Community Support	Unknown	Supportive			
GDOT Support	Unknown	Unknown			

Final ICE Stage 2 Score:	5.6	5.8			
Rank of Control Type Alternatives:	2	1			
Final Intersection Control Selection:	1 - Multilane Roundabout				

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

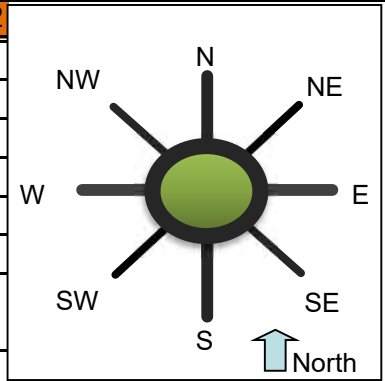
Provide additional comments and/or explain any unique analysis inputs, or results (as necessary): Local community support for multilane roundabout changed to supportive as it provides an acceptable level of service compared to the single lane.

[illegible]

Alternative #1

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: 2029, AM
County/District: Douglas County, District 7
Intersection Name: SR 70/S Fulton Industrial Parkway at Campbellton Redwine Road



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			1		44		2	
	NE (2), vph								
	E (3), vph	1						599	
	SE (4), vph								
	S (5), vph	11		425					
	SW (6), vph								
	W (7), vph	2		189		116			
	NW (8), vph								
Output	Total Vehicles	14	0	615	0	160	0	601	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.0%	100.0%	89.0%	100.0%	95.0%	100.0%	94.0%	100.0%
% Heavy Vehicles	2.0%	0.0%	11.0%	0.0%	5.0%	0.0%	6.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.81	0.95	0.81	0.95	0.81	0.95	0.81	0.95
F _{HV}	0.980	1.000	0.901	1.000	0.952	1.000	0.943	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	1	0	57	0	3	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	1	0	0	0	0	0	784	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	14	0	582	0	0	0	0	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	3	0	259	0	150	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	18	0	843	0	207	0	786	0
Conflicting flow, pcu/h	992	0	210	0	788	0	598	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	492	NA	1004	NA	588	NA	708	NA
Entry Flow Rates, vph	17	0	759	0	198	0	742	0
V/C ratio	0.04		0.76		0.34		1.05	
Control Delay, sec/pcu	7.8		17.6		10.9		71.1	
LOS	A		C		B		F	
Average Queue (ft)	1		93		15		367	
95th % Queue (ft)	3		208		39		502	
Overall Intersection Measures of Effectiveness								
Int Control Delay (sec)	39.9		Int LOS	E		Max Approach V/C	1.05	

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

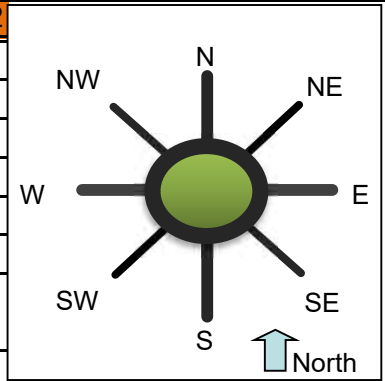
F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)	W (7)	S (5)				
Select Exit Leg for Bypass (TO)	N (1)	E (3)				
Does the bypass have a dedicated receiving lane?	No	No				
Volumes						
Right Turn Volume removed from Entry Leg	191	214				
Volume Characteristics (for entry leg)						
PHF	0.81	0.81				
F _{HV}	0.94	0.95				
F _{ped}	1.00	1.00				
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr	250	277				
Conflicting Flow, pcu/hr	61	785				
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph	1223	590				
Flow Rates of Exiting Traffic, vph	236	264				
V/C ratio	0.19	0.47				
Control Delay, s/veh	4.6	13.7				
LOS	A	B				
95th % Queue (veh)	1	3				
95th % Queue (ft)	19	66				
Approach w/Bypass Delay, s/veh	55.1	12.5				
Approach w/Bypass LOS	F	B				

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: 2029, PM
County/District: Douglas County, District 7
Intersection Name: SR 70/S Fulton Industrial Parkway at Campbellton Redwine Road



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			1		17		5	
	NE (2), vph								
	E (3), vph	1						250	
	SE (4), vph								
	S (5), vph	58		285					
	SW (6), vph								
	W (7), vph	3		718		241			
	NW (8), vph								
Output	Total Vehicles	62	0	1004	0	258	0	255	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.0%	100.0%	94.0%	100.0%	96.0%	100.0%	96.0%	100.0%
% Heavy Vehicles	2.0%	0.0%	6.0%	0.0%	4.0%	0.0%	4.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.89	0.95	0.89	0.95	0.89	0.95	0.89	0.95
F _{HV}	0.980	1.000	0.943	1.000	0.962	1.000	0.962	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	1	0	20	0	6	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	1	0	0	0	0	0	292	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	66	0	339	0	0	0	0	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	3	0	855	0	282	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	71	0	1196	0	301	0	298	0
Conflicting flow, pcu/h	1476	0	307	0	299	0	407	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	300	NA	952	NA	978	NA	876	NA
Entry Flow Rates, vph	70	0	1128	0	290	0	287	0
V/C ratio	0.23		1.19		0.30		0.33	
Control Delay, sec/pcu	16.7		111.9		6.7		7.7	
LOS	C		F		A		A	
Average Queue (ft)	8		876		14		15	
95th % Queue (ft)	22		911		32		37	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	74.1	Int LOS	F	Max Approach V/C	1.19

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

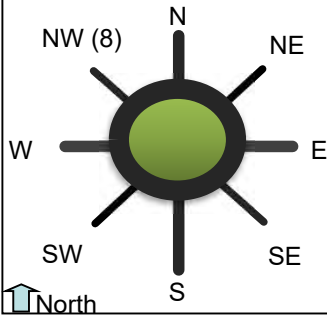
 F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)	W (7)	S (5)				
Select Exit Leg for Bypass (TO)	N (1)	E (3)				
Does the bypass have a dedicated receiving lane?	No	No				
Volumes						
Right Turn Volume removed from Entry Leg	121	483				
Volume Characteristics (for entry leg)						
PHF	0.89	0.89				
F_{HV}	0.96	0.96				
F_{ped}	1.00	1.00				
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr	141	564				
Conflicting Flow, pcu/hr	27	293				
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph	1291	984				
Flow Rates of Exiting Traffic, vph	136	543				
V/C ratio	0.11	0.57				
Control Delay, s/veh	3.6	11.3				
LOS	A	B				
95th % Queue (veh)	0	4				
95th % Queue (ft)	9	98				
Approach w/Bypass Delay, s/veh	6.4	9.7				
Approach w/Bypass LOS	A	A				

Alternative #2

General & Site Information		v 4.2	
Analyst:	Nikhil Choudhari		
Agency/Co:	SEI		
Date:	2/2/2023		
Project or PI#:	Kane Studio		
Year, Peak Hour:	2029, AM		
County/District:	Douglas County, District 7		
Intersection:	SR 70/S Fulton Industrial Parkway at Campbellton Redwine Road		



North

Volumes		Entry Legs (FROM)							
		N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Lane Designation	Lf-Th-Rt	SELECT	SELECT	SELECT	Left-Thru	Right-Thru	SELECT	SELECT	
Exit Legs (TO)	N (1), vph					1			
	NE (2), vph								
	E (3), vph	1							
	SE (4), vph								
	S (5), vph	11			425				
	SW (6), vph								
	W (7), vph	2				189			
	NW (8), vph								
Entry Volume, vph		14	0	0	0	425	190	0	0
		S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
Lane Designation	Lf-Th-Rt	SELECT	SELECT	SELECT	Left-Thru	Right-Thru	SELECT	SELECT	
	N (1), vph	44			2				
	NE (2), vph								
	E (3), vph	214			370	229			
	SE (4), vph								
	S (5), vph					191			
	SW (6), vph								
	W (7), vph	116							
	NW (8), vph								
Entry Volume, vph		374	0	0	0	372	420	0	0

	N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes	1	0	2	0	1	0	2	0
# of Conflict Flow Lanes	2	2	1	2	2	2	1	2

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.0%	100.0%	89.0%	100.0%	95.0%	100.0%	94.0%	100.0%
% Heavy Vehicles	2.0%	0.0%	11.0%	0.0%	5.0%	0.0%	6.0%	0.0%
% Bicycles	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.81	0.95	0.81	0.95	0.81	0.95	0.81	0.95
F _{hv}	0.980	1.000	0.901	1.000	0.952	1.000	0.943	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows		N	NE	E	SE	S	SW	W	NW
Flow to	N (1), pcu/h	0	0	1	0	57	0	3	0
Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	1	0	0	0	277	0	784	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	14	0	582	0	0	0	250	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	3	0	259	0	150	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	18	0	843	0	485	0	1036	0
	Entry flow Lane 1, pcu/h	18	0	582	0	485	0	487	0
	Entry flow Lane 2, pcu/h	0	0	260	0	0	0	550	0
	Conflicting flow, pcu/h	992	0	210	0	788	0	598	0

Results: Approach Measures of Effectiveness

HCM 6th Edition		N		E		S		W	
Lane Designations		Lf-Th-Rt	Lane 2	Left-Thru	Right-Thru	Lf-Th-Rt	Lane 2	Left-Thru	Right-Thru
Entry Capacity, veh/h		599	NA	1057	1057	692	NA	778	778
Entry Flow Rates, veh/h		17	0	525	235	462	0	459	519
V/C ratio		0.03	0.00	0.50	0.22	0.67	0.00	0.59	0.67
Control Delay, s/veh		6.3	0.0	9.2	5.5	18.3	0.0	14.0	16.7
LOS		A	#N/A	A	A	C	#N/A	B	C
Average Queue (ft)		1	0	34	9	59	0	45	60
95th % Queue (ft)		2	#VALUE!	79	24	134	#VALUE!	104	137
Approach Delay, LOS		6.3 sec, LOS A		8.1 sec, LOS A		18.3 sec, LOS C		15.5 sec, LOS C	
		NE		SE		SW		NW	
Lane Designations		Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
Entry Capacity, veh/h		NA	NA	NA	NA	NA	NA	NA	NA
Entry Flow Rates, veh/h		0	0	0	0	0	0	0	0
V/C ratio				0.00	0.00			0.00	0.00
Control Delay, sec/pcu				0.0	0.0			0.0	0.0
LOS				#N/A	#N/A			#N/A	#N/A
Average Queue (ft)				0	0			0	0
95th % Queue (ft)				#VALUE!	#VALUE!			#VALUE!	#VALUE!
Approach Delay, LOS				#DIV/0!				#DIV/0!	

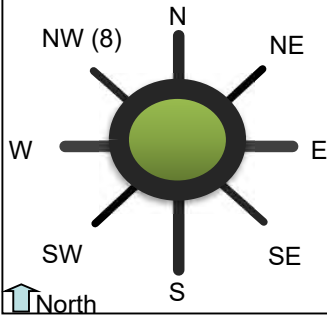
Overall Intersection Measures of Effectiveness

Int Control Delay (sec)	13.4	Int LOS	B	Max Approach V/C	0.67

Notes:

v 4.2

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
# of Conflicting Exit Flow Lanes	2	2	2	2	2	2
Volumes						
Entry Leg: Insert Right Turn Volume						
Exit Leg: (Select Input Method)						
Lane Flow in Exit Leg***						
Sum of inner circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Sum of outer circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Critical Lane Flow (Manual) in Exit Leg***						
Volume Characteristics						
PHF (Entry Leg)						
F _{HV} (Entry Leg)						
F _{ped}						
PHF (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
F _{HV} (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
***Volume Characteristics are already taken into account for Default method ONLY. Insert Values above if Manual method.						
Entry/Conflicting Flows						
Entry Flow						
Conflicting Critical Flow						
Bypass Lane Results						
Entry Capacity of Bypass, veh/h						
Flow Rates of Exiting Traffic, veh/h						
V/C ratio						
Control Delay, sec/pcu						
LOS						
95th Percentile Queue (veh)						
95th % Queue (ft)						

General & Site Information								v 4.2	
Analyst:		Nikhil Choudhari							
Agency/Co:		SEI							
Date:		2/2/2023							
Project or PI#:		Kane Studio							
Year, Peak Hour:		2029, PM							
County/District:		Douglas County, District 7							
Intersection:		SR 70/S Fulton Industrial Parkway at Campbellton Redwine Road							
Volumes								Entry Legs (FROM)	
Lane Designation		N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Exit Legs (TO)	N (1), vph						1		
	NE (2), vph								
	E (3), vph	1							
	SE (4), vph								
	S (5), vph	58				285			
	SW (6), vph								
	W (7), vph	3				187	531		
	NW (8), vph								
	Entry Volume, vph	62	0	0	0	472	532	0	0
		S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
Lane Designation		Lf-Th-Rt	SELECT	SELECT	SELECT	Left-Thru	Right-Thru	SELECT	SELECT
	N (1), vph	17				5			
	NE (2), vph								
	E (3), vph	483				172	78		
	SE (4), vph								
	S (5), vph						121		
	SW (6), vph								
	W (7), vph	241							
	NW (8), vph								
Entry Volume, vph		741	0	0	0	177	199	0	0
		N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes		1	0	2	0	1	0	2	0
# of Conflict Flow Lanes		2	2	1	2	2	2	1	2
Volume Characteristics		N	NE	E	SE	S	SW	W	NW
% Cars		98.0%	100.0%	94.0%	100.0%	96.0%	100.0%	96.0%	100.0%
% Heavy Vehicles		2.0%	0.0%	6.0%	0.0%	4.0%	0.0%	4.0%	0.0%
% Bicycles		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)		0	0	0	0	0	0	0	0
PHF		0.89	0.95	0.89	0.95	0.89	0.95	0.89	0.95
F _{hv}		0.980	1.000	0.943	1.000	0.962	1.000	0.962	1.000
F _{ped}		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows		N	NE	E	SE	S	SW	W	NW
Flow to	N (1), pcu/h	0	0	1	0	20	0	6	0
Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	1	0	0	0	564	0	292	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	66	0	339	0	0	0	141	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	3	0	855	0	282	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	71	0	1196	0	866	0	439	0
	Entry flow Lane 1, pcu/h	71	0	562	0	866	0	207	0
	Entry flow Lane 2, pcu/h	0	0	634	0	0	0	233	0
	Conflicting flow, pcu/h	1476	0	307	0	299	0	407	0

Results: Approach Measures of Effectiveness

HCM 6th Edition		N		E		S		W	
Lane Designations		Lf-Th-Rt	Lane 2	Left-Thru	Right-Thru	Lf-Th-Rt	Lane 2	Left-Thru	Right-Thru
Entry Capacity, veh/h		397	NA	1013	1013	1059	NA	943	943
Entry Flow Rates, veh/h		70	0	530	598	833	0	199	224
V/C ratio		0.18	0.00	0.52	0.59	0.79	0.00	0.21	0.24
Control Delay, s/veh		11.9	0.0	10.0	11.5	18.5	0.0	5.9	6.2
LOS		B	#N/A	B	B	C	#N/A	A	A
Average Queue (ft)		6	0	37	48	107	0	8	10
95th % Queue (ft)		16	#VALUE!	83	106	221	#VALUE!	21	24
Approach Delay, LOS		11.9 sec, LOS B		10.8 sec, LOS B		18.5 sec, LOS C		6 sec, LOS A	
		NE		SE		SW		NW	
Lane Designations		Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
Entry Capacity, veh/h		NA	NA	NA	NA	NA	NA	NA	NA
Entry Flow Rates, veh/h		0	0	0	0	0	0	0	0
V/C ratio				0.00	0.00			0.00	0.00
Control Delay, sec/pcu				0.0	0.0			0.0	0.0
LOS				#N/A	#N/A			#N/A	#N/A
Average Queue (ft)				0	0			0	0
95th % Queue (ft)				#VALUE!	#VALUE!			#VALUE!	#VALUE!
Approach Delay, LOS				#DIV/0!				#DIV/0!	

Overall Intersection Measures of Effectiveness

Int Control Delay (sec)	12.6	Int LOS	B	Max Approach V/C	0.79

Notes:

v 4.2

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
# of Conflicting Exit Flow Lanes	2	2	2	2	2	2
Volumes						
Entry Leg: Insert Right Turn Volume						
Exit Leg: (Select Input Method)						
Lane Flow in Exit Leg***						
Sum of inner circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Sum of outer circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Critical Lane Flow (Manual) in Exit Leg***						
Volume Characteristics						
PHF (Entry Leg)						
F _{HV} (Entry Leg)						
F _{ped}						
PHF (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
F _{HV} (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
***Volume Characteristics are already taken into account for Default method ONLY. Insert Values above if Manual method.						
Entry/Conflicting Flows						
Entry Flow						
Conflicting Critical Flow						
Bypass Lane Results						
Entry Capacity of Bypass, veh/h						
Flow Rates of Exiting Traffic, veh/h						
V/C ratio						
Control Delay, sec/pcu						
LOS						
95th Percentile Queue (veh)						
95th % Queue (ft)						

Alternative #3

Intersection

Int Delay, s/veh 1679.6

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔	↔		↔	↔		↔	↔		↔	
Traffic Vol, veh/h	2	599	191	425	189	1	116	44	214	1	11	2
Future Vol, veh/h	2	599	191	425	189	1	116	44	214	1	11	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	None
Storage Length	-	-	300	-	-	300	-	-	175	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	6	6	6	11	11	11	1	1	1	5	5	5
Mvmt Flow	2	740	236	525	233	1	143	54	264	1	14	2

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	233	0	0	740	0	0	2035	2027	740	2054	2027	233
Stage 1	-	-	-	-	-	-	744	744	-	1283	1283	-
Stage 2	-	-	-	-	-	-	1291	1283	-	771	744	-
Critical Hdwy	4.16	-	-	4.21	-	-	7.11	6.51	6.21	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.15	5.55	-
Follow-up Hdwy	2.254	-	-	2.299	-	-	3.509	4.009	3.309	3.545	4.045	3.345
Pot Cap-1 Maneuver	1311	-	-	827	-	-	~ 42	58	418	40	57	799
Stage 1	-	-	-	-	-	-	408	423	-	200	233	-
Stage 2	-	-	-	-	-	-	202	237	-	388	417	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1311	-	-	827	-	-	~ 4	~ 16	418	-	15	799
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 4	~ 16	-	-	15	-
Stage 1	-	-	-	-	-	-	406	421	-	199	63	-
Stage 2	-	-	-	-	-	-	~ 43	64	-	124	415	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0	11.5	\$ 8042.3	
HCM LOS			F	-

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	5	418	827	-	-	1311	-	-
HCM Lane V/C Ratio	39.506	0.632	0.634	-	-	0.002	-	-
HCM Control Delay (s)	\$ 18762.4	27.3	16.6	0	-	7.8	0	-
HCM Lane LOS	F	D	C	A	-	A	A	-
HCM 95th %tile Q(veh)	26.8	4.2	4.6	-	-	0	-	-

Notes

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

Intersection

Int Delay, s/veh 15.2

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔	↔		↔	↔		↔	↔		↔	
Traffic Vol, veh/h	5	250	121	285	718	1	241	17	483	1	58	3
Future Vol, veh/h	5	250	121	285	718	1	241	17	483	1	58	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	None
Storage Length	-	-	300	-	-	300	-	-	175	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	4	4	6	6	6	4	4	4	2	2	2
Mvmt Flow	6	281	136	320	807	1	271	19	543	1	65	3

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	807	0	0	281	0	0	1774	1740	281	1750	1740	807
Stage 1	-	-	-	-	-	-	293	293	-	1447	1447	-
Stage 2	-	-	-	-	-	-	1481	1447	-	303	293	-
Critical Hdwy	4.14	-	-	4.16	-	-	7.14	6.54	6.24	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.254	-	-	3.536	4.036	3.336	3.518	4.018	3.318
Pot Cap-1 Maneuver	809	-	-	1259	-	-	~ 64	86	753	67	87	381
Stage 1	-	-	-	-	-	-	711	667	-	163	196	-
Stage 2	-	-	-	-	-	-	~ 155	195	-	706	670	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	809	-	-	1259	-	-	-	46	753	8	~ 46	381
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	46	-	8	~ 46	-
Stage 1	-	-	-	-	-	-	704	660	-	161	106	-
Stage 2	-	-	-	-	-	-	~ 32	105	-	190	663	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.1	2.5		\$ 492.8
HCM LOS			-	F

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	-	753	1259	-	-	809	-	- 44
HCM Lane V/C Ratio	-	0.721	0.254	-	-	0.007	-	- 1.583
HCM Control Delay (s)	-	21.1	8.8	0	-	9.5	0	\$ 492.8
HCM Lane LOS	-	C	A	A	-	A	A	- F
HCM 95th %tile Q(veh)	-	6.3	1	-	-	0	-	- 7

Notes

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

SR 70/ Campbellton Redwine Rd at Jones Ferry Rd

GDOT PI#: Request By:

County: GDOT District: 7 - Metro Atlanta

Major Road: Road Class: Speed Limit:

Crossing Road: Road Class: Speed Limit:

Major Rd Direction: Area Type:

Intersection Control: Project ID:

Prepared By: Date:

Project Purpose:

2023 EXISTING YEAR VOLUMES

APPROACH SPLITS:
SR 70: 95%
Jones Ferry Rd: 5%

54 (123) [1700]							
(0)	(2)	(120)	(1)				
0	0	53	1				
				WB Jones Ferry Rd			
1 (1) [73]	(1)	0		2023 Intersection Daily Entering Volume (est): 1,815		0	(0)
	(0)	1				0	(2)
	(0)	0				0	(1)
	(0)	0				0	(1)
EB Jones Ferry Rd				NB SR 70			
				89 (82) [1756]			

PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	2%	4%	2%

Existing Data Year:

Project Opening Year:

Project Design Year:

Annual Growth Rate:

K Factor*:

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2029 OPENING YEAR VOLUMES

623 (456) [9900]							
(0)	(16)	(439)	(1)				
0	4	618	1				
				WB Jones Ferry Rd			
19 (11) [408]	(9)	14		2029 Intersection Daily Entering Volume (est): 10,039		0	(0)
	(0)	1				0	(2)
	(2)	4				0	(1)
	(0)	0				0	(1)
EB Jones Ferry Rd				NB SR 70			
				339 (730) [9670]			

2029 DESIGN YEAR VOLUMES

623 (456) [9900]							
(0)	(16)	(439)	(1)				
0	4	618	1				
				WB Jones Ferry Rd			
19 (11) [408]	(9)	14		2029 Intersection Daily Entering Volume (est): 10,039		0	(0)
	(0)	1				0	(2)
	(2)	4				0	(1)
	(0)	0				0	(1)
EB Jones Ferry Rd				NB SR 70			
				339 (730) [9670]			

LEGEND:

000 = AM Peak Approach Volume
(000) = PM Peak Approach Volume
[000] = ADT Volume (Estimate)

Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the Toward Zero Deaths vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: 1) the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or 2) the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "Waiver" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Screening Decision Record Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to eliminate non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT PI #		Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2 1. Does alternative address the project need in a balanced manner and in scale with the project? 2. Does alternative improve safety performance in terms of reducing severe crashes? 3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists? 4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)? 5. Does alternative appear feasible given the site characteristics, constraints & location context? 6. Does alternative appear feasible with respect to other project factors? 7. Overall feasible alternative (select alternative for further evaluation in Stage 2)? Screening Decision Justification:									
Project Location:										SR 70 @ Jones Ferry Rd	
Existing Control:										New Intersection or Other	
Prepared by:										SEI, Nikhil Choudhari	
Date:										1/19/2023	
Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column											
Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)											
Unsignalized Intersections	Conventional (Minor Stop)		No	No	No	No	No	No	No	Yes	Existing Control
	Conventional (All-Way Stop)		No	No	No	No	No	No	No	No	Does not meet warrants
	Mini Roundabout		No	Yes	No	No	No	No	No	No	ADT and heavy vehicle percentages too high
	Single Lane Roundabout		No	Yes	Yes	Yes	Yes	No	No	No	Does not meet the project scale
	Multilane Roundabout		No	Yes	No	Yes	No	No	No	No	SR 70 is a single-lane facility
	RCUT (stop control)		No	No	No	No	No	No	No	No	No suitable U-turn location in the vicinity
	RIRO w/down stream U-Turn		No	No	No	No	No	No	No	No	No suitable U-turn location in the vicinity
	High-T (unsignalized)		No	No	No	No	No	No	No	No	Not a T intersection
	Offset-T Intersections		No	No	No	No	No	No	No	No	Not suitable for the intersection geometry
	Diamond Interch (Stop Control)		No	No	No	No	No	No	No	No	Not an interchange
	Diamond Interch (RAB Control)		No	No	No	No	No	No	No	No	Not an interchange
	No LT Lane Improvements		No	No	No	No	No	No	No	Yes	Continue to Stage 2
	Add one RT Lane on Jones Ferry Rd										
	Other unsignalized (provide description):		No	No	No	No	No	No	No	No	N/A
Signalized Intersections	Traffic Signal		No	No	No	No	No	No	No	No	Does not meet warrants
	Median U-Turn (Indirect Left)		No	No	No	No	No	No	No	No	No suitable U-turn location in the vicinity
	RCUT (signalized)		No	No	No	No	No	No	No	No	No suitable U-turn location in the vicinity
	Displaced Left Turn (CFI)		No	No	No	No	No	No	No	No	Not suitable for the intersection geometry
	Continuous Green-T		No	No	No	No	No	No	No	No	Not a T intersection
	Jughandle		No	No	No	No	No	No	No	No	Not suitable for the intersection geometry
	Quadrant Roadway		No	No	No	No	No	No	No	No	Not suitable for the intersection geometry
	Diamond Interch (Signal Control)		No	No	No	No	No	No	No	No	Not an interchange
	Diverging Diamond		No	No	No	No	No	No	No	No	Not an interchange
	Single Point Interchange		No	No	No	No	No	No	No	No	Not an interchange
	No LT Lane Improvements		No	No	No	No	No	No	No	No	Does not meet warrants
	No RT Lane Improvements										
	Other Signalized (provide description):		No	No	No	No	No	No	No	No	N/A

☐ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

Project Location: SR 70 @ Jones Ferry Rd
Existing Intersection Control: New Intersection or Other
Type of Analysis: **Conventional Non-Safety Funded Project**

District: 7 - Metro Atlanta
County: Fulton
Area: Rural
GDOT PI #:
Prepared by: SEI, Nikhil Choudhar
Date: 1/19/2023

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	None		Complete Streets Warrants Met? ☐ PEDESTRIANS ☐ BICYCLES ☐ TRANSIT
Traffic Analysis Measure of Effectiveness	Intersection Delay		
Traffic Analysis Software Used	Synchro		
Analysis Time Period	AM Peak Hr	PM Peak Hr	
2029 Opening Yr No-Build Peak Hr Intersection Delay	13.7 sec	15.7 sec	
2029 Opening Yr No-Build Peak Hr Intersection V/C	0.05	0.04	
2029 Design Yr No-Build Peak Hr Intersection Delay	13.7 sec	15.7 sec	
2029 Design Yr No-Build Peak Hr Intersection V/C ratio	0.05	0.04	

Crash Type	Crash Data: Enter most recent 5 years of crash data		Crash Severity					Years:
	K*	A*	B*	C*	O			5
Angle	0	0	0	0	0	0	0	0%
Head-On	0	0	0	0	0	0	0	0%
Rear End	0	0	0	0	0	0	0	0%
Sideswipe - same	0	0	0	0	0	0	0	0%
Sideswipe - opposite	0	0	0	0	0	0	0	0%
Not Collision w/Motor Veh	0	0	1	0	0	0	0	100%
TOTALS:	0	0	1	0	0	0	0	1

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:

Proposed Control Type/Improvement:

Project Cost: (From CostEst Worksheet)

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Conventional (Minor Stop)	Conventional (Minor Stop)	Add Right Turn Lanes	N/A	N/A	N/A
	Additional description here	Additional description here	Additional description here	Additional description here	Additional description here
Construction Cost	\$0	\$103,000			
ROW Cost	\$0	\$0			
Environmental Cost	\$0	\$0			
Reimbursable Utility Cost	\$0	\$1,000			
Design & Contingency Cost	\$0	\$25,000			
Cost Adjustment (justification req'd)	0%	0%			
Total Cost	\$0	\$129,000			

Traffic Operations:

Traffic Analysis Software Used	Synchro		Synchro					
Analysis Period	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr				
2029 Design Yr Build Intersection Delay	26.6 sec	35.8 sec	24.2 sec	34.3 sec				
2029 Design Yr Build Intersection V/C	0.12	0.10	0.11	0.10				

Safety Analysis:

Predefined CRF: PDO	0%	#N/A			
Predefined CRF: Fatal/Inj	0%	#N/A			
Predefined CRF Source:	CRF unavailable; provide user defined CRF below	#N/A			
User Defined CRF: PDO					
User Defined CRF: Fatal/Inj					
User Defined CRF Source (write in if applicable):					

Environmental Impacts:¹

Historic District/Property	None	None			
Archaeology Resources	None	None			
Graveyard	None	None			
Stream	None	None			
Underground Tank/Hazmat	None	None			
Park Land	None	None			
EJ Community	None	None			
Wooded Area	None	None			
Wetland	None	None			

Note: If environmental impact is significant (RED), provide justification impact won't jeopardize project delivery using "Env" worksheet

¹ Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept report

Stakeholder Posture:

Local Community Support	Unknown	Unknown			
GDOT Support	Unknown	Unknown			

Final ICE Stage 2 Score:	5.9	4.0			
Rank of Control Type Alternatives:	1	2			
Final Intersection Control Selection:	2 - Add Right Turn Lanes				

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):

Adding a channelized right-turn lane on eastbound approach. Alternative satisfies DRI LOS requirements.

GDOT ICE TOOL: COST ESTIMATING AID

Waiver Request - Level 2 / 3

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

- Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
- The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
- The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
 - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
 - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
 - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
 - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information: Location: SR 70 @ Jones Ferry Rd
County: Fulton
GDOT District: 7 - Metro Atlanta
Area Type: Rural
Existing Intersection Control: New Intersection or Other

GDOT PI # (or N/A): 0000000
Requested By: Kane Studio LLC
Prepared By: SEI, Nikhil Choudhari
Date: 1/19/2023

Waiver Request Type: Add/Extend Turn Lane

Traffic and Operations Data:^{1,2}

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Type:	Intersection Delay	
Existing Major Street Avg Daily Traffic (ADT):	9,670	
Existing Minor Street Avg Daily Traffic (ADT):	408	
Analysis Period:	AM Peak	PM Peak
2029 Opening Yr Peak Hour Intersection Delay:	24.2 sec	34.3 sec
2029 Opening Yr Peak Hour Intersection V/C:	0.11	0.10
2029 Design Yr Peak Hour Intersection Delay:	24.2 sec	34.3 sec
2029 Design Yr Peak Hour Intersection V/C:	0.11	0.10

Crash Data (Required): ³						
Crash Type	Crash Severity					Years:
	K*	A*	B*	C*	O	5
Crash Data: Enter most recent 5 years of crash data						
Angle	0	0	0	0	0	#DIV/0!
Head-On	0	0	0	0	0	#DIV/0!
Rear End	0	0	0	0	0	#DIV/0!
Sideswipe - same	0	0	0	0	0	#DIV/0!
Sideswipe - opposite	0	0	0	0	0	#DIV/0!
Not Collision w/Motor Veh	0	0	0	0	0	#DIV/0!
TOTALS:	0	0	0	0	0	0

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required): Adding a channelized right-turn lane on eastbound approach. Alternative satisfies DRI LOS requirements.

Proposed Intersection Control: Add Turn Ln/Median (Unsig)

REQUESTED BY: Chris Maddox Date:

Title: Traffic Engineering Division Manager

APPROVED BY: Date:

Name:

District Engineer or (Approved Delegate)

¹ Analysis data input on this worksheet is for proposed control & configuration on form, not the No-Build data shown on the top of Stage 2

² ADT's required if available (from data collected or nearest GDOT count station site); Capacity data optional unless needed to justify basis of the waiver request.

³ Crash data (required for all existing intersections) must be entered here independent from Stage 2 worksheet inputs (not linked)

Alternative #1

Intersection												
Int Delay, s/veh	0.5											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	338	0	1	618	4	14	1	4	0	0	0
Future Vol, veh/h	1	338	0	1	618	4	14	1	4	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	417	0	1	763	5	17	1	5	0	0	0
Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	768	0	0	417	0	0	1187	1187	766	1190	1189	417
Stage 1	-	-	-	-	-	-	768	768	-	419	419	-
Stage 2	-	-	-	-	-	-	419	419	-	771	770	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	846	-	-	1142	-	-	165	188	403	165	188	636
Stage 1	-	-	-	-	-	-	394	411	-	612	590	-
Stage 2	-	-	-	-	-	-	612	590	-	393	410	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	846	-	-	1142	-	-	165	187	403	162	187	636
Mov Cap-2 Maneuver	-	-	-	-	-	-	165	187	-	162	187	-
Stage 1	-	-	-	-	-	-	393	410	-	611	589	-
Stage 2	-	-	-	-	-	-	611	589	-	386	409	-
Approach	NB			SB			SE			NW		
HCM Control Delay, s	0			0			26.6			0		
HCM LOS							D			A		
Minor Lane/Major Mvmt	NBL	NBT	NBR	NBL	NBT	NBR	SELn1	SBL	SBT	SBR		
Capacity (veh/h)	846	-	-	-	-	-	190	1142	-	-		
HCM Lane V/C Ratio	0.001	-	-	-	-	-	0.123	0.001	-	-		
HCM Control Delay (s)	9.3	0	-	0	26.6	8.2	0	-	-	-		
HCM Lane LOS	A	A	-	A	D	A	A	-	-	-		
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0	-	-	-	-		

Intersection												
Int Delay, s/veh	0.5											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	723	1	1	439	16	9	0	2	1	2	2
Future Vol, veh/h	6	723	1	1	439	16	9	0	2	1	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	84	84
Heavy Vehicles, %	4	4	4	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	861	1	1	523	19	11	0	2	1	2	2
Major/Minor	Major1		Major2		Minor2		Minor1					
Conflicting Flow All	542	0	0	862	0	0	1413	1411	533	1412	1420	862
Stage 1	-	-	-	-	-	-	535	535	-	876	876	-
Stage 2	-	-	-	-	-	-	878	876	-	536	544	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1017	-	-	780	-	-	115	138	547	116	136	355
Stage 1	-	-	-	-	-	-	529	524	-	344	367	-
Stage 2	-	-	-	-	-	-	343	367	-	529	519	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1017	-	-	780	-	-	111	136	547	114	134	355
Mov Cap-2 Maneuver	-	-	-	-	-	-	111	136	-	114	134	-
Stage 1	-	-	-	-	-	-	522	523	-	340	362	-
Stage 2	-	-	-	-	-	-	334	362	-	526	518	-
Approach	NB		SB		SE		NW					
HCM Control Delay, s	0.1		0		35.8		26.9					
HCM LOS					E		D					
Minor Lane/Major Mvmt	NBL	NBT	NBR	NWL	NWT	NWR	SELn1	SBL	SBT	SBR		
Capacity (veh/h)	1017	-	-	170	130	780	-	-	-	-		
HCM Lane V/C Ratio	0.007	-	-	0.035	0.101	0.002	-	-	-	-		
HCM Control Delay (s)	8.6	0	-	26.9	35.8	9.6	0	-	-	-		
HCM Lane LOS	A	A	-	D	E	A	A	-	-	-		
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-	-	-		

Alternative #2

Intersection												
Int Delay, s/veh	0.5											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	338	0	1	618	4	14	1	4	0	0	0
Future Vol, veh/h	1	338	0	1	618	4	14	1	4	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	417	0	1	763	5	17	1	5	0	0	0
Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	768	0	0	417	0	0	1187	1187	766	1187	1189	417
Stage 1	-	-	-	-	-	-	768	768	-	419	419	-
Stage 2	-	-	-	-	-	-	419	419	-	768	770	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	846	-	-	1142	-	-	165	188	403	165	188	636
Stage 1	-	-	-	-	-	-	394	411	-	612	590	-
Stage 2	-	-	-	-	-	-	612	590	-	394	410	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	846	-	-	1142	-	-	165	187	403	162	187	636
Mov Cap-2 Maneuver	-	-	-	-	-	-	165	187	-	162	187	-
Stage 1	-	-	-	-	-	-	393	410	-	611	589	-
Stage 2	-	-	-	-	-	-	611	589	-	387	409	-
Approach	NB			SB			SE			NW		
HCM Control Delay, s	0			0			24.2			0		
HCM LOS							C			A		
Minor Lane/Major Mvmt	NBL	NBT	NBR	NBL	NBT	NBR	SELn1	SBL	SBT	SBR		
Capacity (veh/h)	846	-	-	-	-	-	211	1142	-	-		
HCM Lane V/C Ratio	0.001	-	-	-	-	-	0.111	0.001	-	-		
HCM Control Delay (s)	9.3	0	-	0	24.2	8.2	0	-	-	-		
HCM Lane LOS	A	A	-	A	C	A	A	-	-	-		
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0	-	-	-	-		

Intersection												
Int Delay, s/veh	0.5											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	723	1	1	439	16	9	0	2	1	2	2
Future Vol, veh/h	6	723	1	1	439	16	9	0	2	1	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	84	84
Heavy Vehicles, %	4	4	4	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	861	1	1	523	19	11	0	2	1	2	2
Major/Minor	Major1		Major2		Minor2		Minor1					
Conflicting Flow All	542	0	0	862	0	0	1413	1411	533	1411	1420	862
Stage 1	-	-	-	-	-	-	535	535	-	876	876	-
Stage 2	-	-	-	-	-	-	878	876	-	535	544	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1017	-	-	780	-	-	115	138	547	116	136	355
Stage 1	-	-	-	-	-	-	529	524	-	344	367	-
Stage 2	-	-	-	-	-	-	343	367	-	529	519	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1017	-	-	780	-	-	111	136	547	114	134	355
Mov Cap-2 Maneuver	-	-	-	-	-	-	111	136	-	114	134	-
Stage 1	-	-	-	-	-	-	522	523	-	340	362	-
Stage 2	-	-	-	-	-	-	334	362	-	526	518	-
Approach	NB		SB		SE		NW					
HCM Control Delay, s	0.1		0		34.3		26.9					
HCM LOS					D		D					
Minor Lane/Major Mvmt	NBL	NBT	NBR	NWL	NWT	NWR	SELn1	SBL	SBT	SBR		
Capacity (veh/h)	1017	-	-	170	136	780	-	-	-	-		
HCM Lane V/C Ratio	0.007	-	-	0.035	0.096	0.002	-	-	-	-		
HCM Control Delay (s)	8.6	0	-	26.9	34.3	9.6	0	-	-	-		
HCM Lane LOS	A	A	-	D	D	A	A	-	-	-		
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-	-	-		

SR 70/ Campbellton Redwine Rd at Driveway #2

GDOT PI#: Request By:

County: GDOT District: 7 - Metro Atlanta

Major Road: Road Class: Speed Limit:

Crossing Road: Road Class: Speed Limit:

Major Rd Direction: Area Type:

Intersection Control: Project ID:

Prepared By: Date:

Project Purpose:

APPROACH SPLITS:

SR 70: 100%

Drwy #2: 0%

2023 EXISTING YEAR VOLUMES

53 (121) [1756]							
(0)	(0)	(121)	(0)				
0	0	53	0				
0 (0) [0]	(0)	0	↖	2023 Intersection Daily Entering Volume (est): 1,728	↗	0	(0)
	(0)	0	→		←	0	(0)
	(0)	0	↘		↖	0	(0)
	(0)	0	↙		↗	0	(0)
EB Drwy #2				NB SR 70			
				89 (82) [1700]			

PEAK HR % TRUCKS:

EB	WB	NB	SB
15%	0%	4%	2%

2029 OPENING YEAR VOLUMES

622 (441) [9670]							
(0)	(128)	(313)	(0)				
0	259	363	0				
113 (358) [3840]	(309)	98	↖	2029 Intersection Daily Entering Volume (est): 10,155	↗	0	(0)
	(0)	0	→		←	0	(0)
	(49)	15	↘		↖	0	(0)
	(0)	0	↙		↗	0	(0)
EB Drwy #2				NB SR 70			
				307 (457) [6800]			

2029 DESIGN YEAR VOLUMES

622 (441) [9670]							
(0)	(128)	(313)	(0)				
0	259	363	0				
113 (358) [3840]	(309)	98	↖	2029 Intersection Daily Entering Volume (est): 10,155	↗	0	(0)
	(0)	0	→		←	0	(0)
	(49)	15	↘		↖	0	(0)
	(0)	0	↙		↗	0	(0)
EB Drwy #2				NB SR 70			
				307 (457) [6800]			

Existing Data Year:

Project Opening Year:

Project Design Year:

Annual Growth Rate:

K Factor*:

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

LEGEND:

- 000 = AM Peak Approach Volume
- (000) = PM Peak Approach Volume
- [000] = ADT Volume (Estimate)

Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the Toward Zero Deaths vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: 1) the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or 2) the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "Waiver" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Screening Decision Record Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to eliminate non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT PI #		Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2 1. Does alternative address the project need in a balanced manner and in scale with the project? 2. Does alternative improve safety performance in terms of reducing severe crashes? 3. Does alternative incorporate safety performance in operations (congestion, delay, reliability, etc.)? 4. Does alternative improve (or preserve) convenience characteristics, constraints & location context? 5. Does alternative appear feasible given the site respect to other project factors? 6. Does alternative appear feasible with respect to other project factors? 7. Overall feasible alternative (select alternative for further evaluation in Stage 2)? Screening Decision Justification:									
Project Location:										SR 70 @ Drwy #2	
Existing Control:										New Intersection or Other	
Prepared by:										SEI, Nikhil Choudhari	
Date:										1/19/2023	
Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column											
Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)											
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	No	Yes	Continue to Stage 2	
	Conventional (All-Way Stop)	No	Yes	Yes	Yes	No	No	No	No	Does not meet warrants	
	Mini Roundabout	Yes	Yes	Yes	Yes	No	No	No	No	Truck percentages and mainline ADT too high	
	Single Lane Roundabout	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Continue to Stage 2	
	Multilane Roundabout	No	Yes	Yes	Yes	Yes	No	No	No	SR 70 is a single-lane roadway	
	RCUT (stop control)	No	Yes	Yes	Yes	Yes	No	No	No	No suitable U-turn location	
	RIRO w/down stream U-Turn	No	Yes	No	Yes	No	No	No	No	No suitable U-turn location	
	High-T (unsignalized)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Continue to Stage 2	
	Offset-T Intersections	No	Yes	Yes	Yes	No	No	No	No	Not feasible due to intersection geometry	
	Diamond Interch (Stop Control)	No	Yes	No	Yes	No	No	No	No	Not a interchange	
	Diamond Interch (RAB Control)	No	Yes	No	Yes	No	No	No	No	Not a interchange	
	No LT Lane Improvements	No	No	No	No	No	No	No	No	N/A	
	No RT Lane Improvements	No	No	No	No	No	No	No	No	N/A	
	Other unsignalized (provide description):	No	No	No	No	No	No	No	No	N/A	
Signalized Intersections	Traffic Signal	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Does not meet warrants	
	Median U-Turn (Indirect Left)	No	Yes	No	Yes	No	No	No	No	No suitable U-turn location	
	RCUT (signalized)	No	Yes	No	Yes	No	No	No	No	No suitable U-turn location	
	Displaced Left Turn (CFI)	No	Yes	No	Yes	No	No	No	No	Not a feasible intersection control	
	Continuous Green-T	No	Yes	No	Yes	No	No	No	No	Does not meet warrants	
	Jughandle	No	Yes	No	Yes	No	No	No	No	Not a feasible intersection control	
	Quadrant Roadway	No	Yes	No	Yes	No	No	No	No	Not a feasible intersection control	
	Diamond Interch (Signal Control)	No	Yes	No	Yes	No	No	No	No	Not a interchange	
	Diverging Diamond	No	Yes	No	Yes	No	No	No	No	Not a interchange	
	Single Point Interchange	No	Yes	No	Yes	No	No	No	No	Not a interchange	
	No LT Lane Improvements	No	No	No	No	No	No	No	No	N/A	
	No RT Lane Improvements	No	No	No	No	No	No	No	No	N/A	
	Other Signalized (provide description):	No	No	No	No	No	No	No	No	N/A	

☐ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

Project Location: SR 70 @ Drwy #2
 Existing Intersection Control: New Intersection or Other
 Type of Analysis: Conventional Non-Safety Funded Project

District: 7 - Metro Atlanta
 County: Fulton
 Area: Suburb/Transit
 GDOT PI #: SEI, Nikhil Choudhary
 Prepared by: SEI, Nikhil Choudhary
 Date: 1/19/2023

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	None		Complete Streets Warrants Met? ☐ PEDESTRIANS ☐ BICYCLES ☐ TRANSIT
Traffic Analysis Measure of Effectiveness	Intersection Delay		
Traffic Analysis Software Used	Synchro		
Analysis Time Period	AM Peak Hr	PM Peak Hr	
2029 Opening Yr No-Build Peak Hr Intersection Delay	0.0 sec	0.0 sec	
2029 Opening Yr No-Build Peak Hr Intersection V/C	0.00	0.00	
2029 Design Yr No-Build Peak Hr Intersection Delay	0.0 sec	0.0 sec	
2029 Design Yr No-Build Peak Hr Intersection V/C	0.00	0.00	

Crash Type	Crash Data: Enter most recent 5 years of crash data	Crash Severity					Years:
		K*	A*	B*	C*	O	
Angle		0	0	0	0	0	####
Head-On		0	0	0	0	0	####
Rear End		0	0	0	0	0	####
Sideswipe - same		0	0	0	0	0	####
Sideswipe - opposite		0	0	0	0	0	####
Not Collision w/Motor Veh		0	0	0	0	0	####
TOTALS:		0	0	0	0	0	0

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:

Proposed Control Type/Improvement:	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Conventional (Minor Stop)	Conventional (Minor Stop)	Single Lane Roundabout	High-T (unsignalized)	N/A	N/A
Project Cost: (From CostEst Worksheet)	Additional description here	Additional description here	Additional description here	Additional description here	Additional description here
Construction Cost	\$0	\$843,000	\$227,000		
ROW Cost	\$0	\$962,000	\$0		
Environmental Cost	\$0	\$0	\$0		
Reimbursable Utility Cost	\$0	\$10,000	\$3,000		
Design & Contingency Cost	\$0	\$238,000	\$56,000		
Cost Adjustment (justification req'd)	0%	0%	0%		
Total Cost	\$0	\$2,053,000	\$286,000		

Traffic Operations:

Traffic Analysis Software Used	Synchro		GDOT RAB Tool		Synchro					
Analysis Period	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr				
2029 Design Yr Build Intersection Delay	21.7 sec	157.2 sec	8.5 sec	10.7 sec	12.3 sec	16.2 sec				
2029 Design Yr Build Intersection V/C	0.36	1.22	0.52	0.52	0.18	0.53				

Safety Analysis:

Predefined CRF: PDO	0%	0%	0%		
Predefined CRF: Fatal/Inj	0%	0%	0%		
Predefined CRF Source:	CRF unavailable; provide user defined CRF below	CRF unavailable; provide user defined CRF below	CRF unavailable; provide user defined CRF below		
User Defined CRF: PDO					
User Defined CRF: Fatal/Inj					
User Defined CRF Source (write in if applicable):					

Environmental Impacts:¹

Historic District/Property	None	None	None		
Archaeology Resources	None	None	None		
Graveyard	None	None	None		
Stream	None	None	None		
Underground Tank/Hazmat	None	None	None		
Park Land	None	None	None		
EJ Community	None	None	None		
Wooded Area	None	None	None		
Wetland	None	None	None		

Note: If environmental impact is significant (RED), provide justification impact won't jeopardize project delivery using "Env" worksheet
¹ Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept

Stakeholder Posture:

Local Community Support	Unknown	Unknown	Unknown		
GDOT Support	Unknown	Unknown	Unknown		

Final ICE Stage 2 Score:	3.6	2.3	5.9		
Rank of Control Type Alternatives:	2	3	1		
Final Intersection Control Selection:	1 - High-T (unsignalized)				

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):

GDOT ICE TOOL: COST ESTIMATING AID

Alternative #1

Intersection

Int Delay, s/veh 2.9

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	98	15	65	242	363	259
Future Vol, veh/h	98	15	65	242	363	259
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	310	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	2	2	15
Mvmt Flow	107	16	71	263	395	282

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	800	395	395
Stage 1	395	-	-
Stage 2	405	-	-
Critical Hdwy	6.55	6.35	4.25
Critical Hdwy Stg 1	5.55	-	-
Critical Hdwy Stg 2	5.55	-	-
Follow-up Hdwy	3.635	3.435	2.335
Pot Cap-1 Maneuver	337	627	1096
Stage 1	653	-	-
Stage 2	646	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	315	627	1096
Mov Cap-2 Maneuver	315	-	-
Stage 1	611	-	-
Stage 2	646	-	-

Approach	SE	NE	SW
HCM Control Delay, s	21.7	1.8	0
HCM LOS	C		

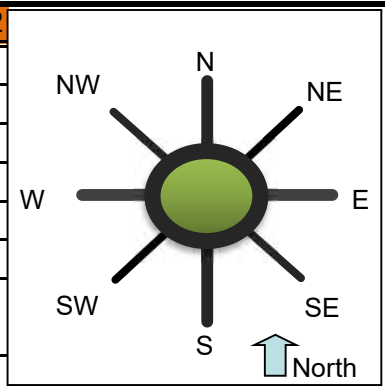
Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	1096	- 337	-	-
HCM Lane V/C Ratio	0.064	- 0.364	-	-
HCM Control Delay (s)	8.5	- 21.7	-	-
HCM Lane LOS	A	- C	-	-
HCM 95th %tile Q(veh)	0.2	- 1.6	-	-

Intersection						
Int Delay, s/veh	45					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	309	49	33	424	313	128
Future Vol, veh/h	309	49	33	424	313	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	310	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	2	2	15
Mvmt Flow	336	53	36	461	340	139
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	873	340	340	0	-	0
Stage 1	340	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Critical Hdwy	6.55	6.35	4.25	-	-	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.55	-	-	-	-	-
Follow-up Hdwy	3.635	3.435	2.335	-	-	-
Pot Cap-1 Maneuver	~ 304	674	1150	-	-	-
Stage 1	693	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 295	674	1150	-	-	-
Mov Cap-2 Maneuver	~ 295	-	-	-	-	-
Stage 1	672	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Approach	SE	NE	SW			
HCM Control Delay, s	157.2	0.6	0			
HCM LOS	F					
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR	
Capacity (veh/h)	1150	-	320	-	-	
HCM Lane V/C Ratio	0.031	-	1.216	-	-	
HCM Control Delay (s)	8.2	-	157.2	-	-	
HCM Lane LOS	A	-	F	-	-	
HCM 95th %tile Q(veh)	0.1	-	17.1	-	-	
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Alternative #2

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: 2029, AM
County/District: Fulton County, District 7
Intersection Name: SR 70/South Fulton Parkway at Rico Road



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			0		2		1	
	NE (2), vph								
	E (3), vph	10				5		706	
	SE (4), vph								
	S (5), vph	10		0				108	
	SW (6), vph								
	W (7), vph	2		524		69			
	NW (8), vph								
Output	Total Vehicles	22	0	524	0	76	0	815	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.0%	100.0%	87.0%	100.0%	96.0%	100.0%	95.0%	100.0%
% Heavy Vehicles	2.0%	0.0%	13.0%	0.0%	4.0%	0.0%	5.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.83	0.95	0.83	0.95	0.83	0.95	0.83	0.95
F _{HV}	0.980	1.000	0.885	1.000	0.962	1.000	0.952	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	0	0	3	0	1	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	12	0	0	0	6	0	893	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	12	0	0	0	0	0	137	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	2	0	713	0	86	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	27	0	713	0	95	0	1031	0
Conflicting flow, pcu/h	800	0	90	0	907	0	25	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	598	NA	1114	NA	526	NA	1282	NA
Entry Flow Rates, vph	27	0	631	0	92	0	982	0
V/C ratio	0.04		0.57		0.17		0.77	
Control Delay, sec/pcu	6.5		10.2		9.1		15.1	
LOS	A		B		A		C	
Average Queue (ft)	1		45		6		103	
95th % Queue (ft)	4		104		16		212	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	12.9	Int LOS	B	Max Approach V/C	0.77

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

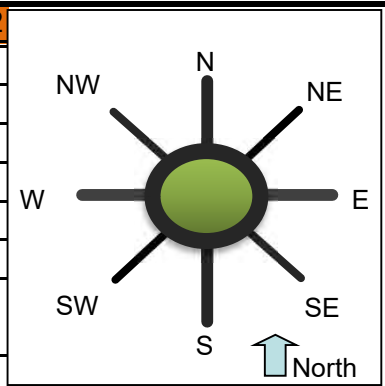
F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F _{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (veh)						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 2/2/2023
Project or PI#: Kane Studio
Year, Peak Hour: 2029, PM
County/District: Fulton County, District 7
Intersection Name: SR 70/South Fulton Parkway at Rico Road



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			2		17		3	
	NE (2), vph								
	E (3), vph	4				2		622	
	SE (4), vph								
	S (5), vph	14		4				78	
	SW (6), vph								
	W (7), vph	4		880		117			
	NW (8), vph								
Output	Total Vehicles	22	0	886	0	136	0	703	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.0%	100.0%	94.0%	100.0%	98.0%	100.0%	95.0%	100.0%
% Heavy Vehicles	2.0%	0.0%	6.0%	0.0%	2.0%	0.0%	5.0%	0.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.86	0.95	0.86	0.95	0.86	0.95	0.86	0.95
F _{HV}	0.980	1.000	0.943	1.000	0.980	1.000	0.952	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	2	0	20	0	4	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	5	0	0	0	2	0	759	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	17	0	5	0	0	0	95	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	5	0	1085	0	139	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	26	0	1092	0	161	0	858	0
Conflicting flow, pcu/h	1228	0	163	0	768	0	26	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	386	NA	1103	NA	618	NA	1280	NA
Entry Flow Rates, vph	26	0	1030	0	158	0	817	0
V/C ratio	0.07		0.93		0.26		0.64	
Control Delay, sec/pcu	10.3		33.0		9.1		10.8	
LOS	B		D		A		B	
Average Queue (ft)	2		236		10		62	
95th % Queue (ft)	5		414		26		128	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	21.9	Int LOS	C	Max Approach V/C	0.93

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)						
Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F _{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (veh)						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

Alternative #3

Intersection

Int Delay, s/veh 1.9

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	98	15	65	0	363	259
Future Vol, veh/h	98	15	65	0	363	259
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	100	-	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	2	2	15
Mvmt Flow	107	16	71	0	395	282

Major/Minor	Minor2		Major2	
Conflicting Flow All	395	395	-	0
Stage 1	395	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.55	6.35	-	-
Critical Hdwy Stg 1	5.55	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.635	3.435	-	-
Pot Cap-1 Maneuver	585	627	-	-
Stage 1	653	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	585	627	-	-
Mov Cap-2 Maneuver	585	-	-	-
Stage 1	653	-	-	-
Stage 2	-	-	-	-

Approach	SE	SW
HCM Control Delay, s	12.3	0
HCM LOS	B	

Minor Lane/Major Mvmt	SELn1	SELn2	SWT	SWR
Capacity (veh/h)	585	627	-	-
HCM Lane V/C Ratio	0.182	0.026	-	-
HCM Control Delay (s)	12.5	10.9	-	-
HCM Lane LOS	B	B	-	-
HCM 95th %tile Q(veh)	0.7	0.1	-	-

Intersection						
Int Delay, s/veh	7.3					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	309	49	33	0	313	128
Future Vol, veh/h	309	49	33	0	313	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	100	-	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	2	2	15
Mvmt Flow	336	53	36	0	340	139
Major/Minor	Minor2		Major2			
Conflicting Flow All	340	340				
Stage 1	340	-				
Stage 2	0	-				
Critical Hdwy	6.55	6.35				
Critical Hdwy Stg 1	5.55	-				
Critical Hdwy Stg 2	-	-				
Follow-up Hdwy	3.635	3.435				
Pot Cap-1 Maneuver	630	674				
Stage 1	693	-				
Stage 2	-	-				
Platoon blocked, %						
Mov Cap-1 Maneuver	630	674				
Mov Cap-2 Maneuver	630	-				
Stage 1	693	-				
Stage 2	-	-				
Approach	SE		SW			
HCM Control Delay, s	16.2		0			
HCM LOS	C					
Minor Lane/Major Mvmt	SELn1	SELn2	SWT	SWR		
Capacity (veh/h)	630	674	-	-		
HCM Lane V/C Ratio	0.533	0.079	-	-		
HCM Control Delay (s)	17	10.8	-	-		
HCM Lane LOS	C	B	-	-		
HCM 95th %tile Q(veh)	3.2	0.3	-	-		

Appendix I
GRTA Level of Service for Roadways

TABLE 2

Generalized Annual Average Daily Volumes for Use in GRTA's DRI Review											
State Two-Way Arterials						Freeways					
Unsignalized (Uninterrupted Flow)						Group I (w/in urban area 500,000+ w/in 5 miles of CBD)					
Lanes /Divided	Level of Service					Lanes	Level of Service				
	A	B	C	D	E		A	B	C	D	E
2/undivided	8,900	13,900	18,900	24,800	33,100	4	21,200	34,300	51,500	68,200	81,700
4/divided	21,500	35,800	50,100	60,100	71,600	6	32,600	52,700	79,000	101,600	125,400
6/divided	32,200	53,700	75,200	90,200	107,400	8	44,500	71,800	107,800	138,600	171,100
						10	55,600	89,800	134,700	173,200	213,800
						12	65,200	105,400	158,100	203,200	250,900
Interrupted Flow						Group II (w/in urban area 500,000+ not included in Group I)					
Class I (> 2 signalized intersections per mile)						Lanes	Level of Service				
Lanes /Divided	A**	B	C	D***	E***		A	B	C	D	E
2/undivided	N/A	10,800	15,600	16,600	16,600	4	20,900	32,800	49,200	62,600	74,500
4/divided	N/A	23,500	33,200	35,000	35,000	6	32,100	50,400	75,600	96,200	114,500
6/divided	N/A	35,800	49,900	52,500	52,500	8	43,800	68,800	103,200	131,300	156,300
8/divided	N/A	45,300	61,400	64,400	64,400	10	54,700	86,000	129,000	164,200	195,400
						12	64,100	100,800	151,200	192,400	229,100
Class II (2-4.5 signalized intersections per mile)						Non-State Roadways (Major City/County Roads)					
Lanes /Divided	Level of Service					Lanes	Level of Service				
	A**	B**	C	D	E		A**	B**	C	D	E
2/undivided	N/A	N/A	9,900	14,900	16,200	2/undivided	N/A	N/A	8,600	14,600	16,000
4/divided	N/A	N/A	22,900	32,500	34,300	4/divided	N/A	N/A	19,800	31,700	33,900
6/divided	N/A	N/A	35,500	48,900	51,700	6/divided	N/A	N/A	30,800	47,800	51,000
8/divided	N/A	N/A	44,700	60,100	63,400						
Class III (> 4.5 signalized intersections per mile but not in CBD)						Other Signalized Roadways (Signalized Intersection Analysis)					
Lanes /Divided	Level of Service					Lanes	Level of Service				
	A**	B**	C	D	E		A**	B**	C	D	E
2/undivided	N/A	N/A	3,300	12,100	15,800	2/undivided	N/A	N/A	4,800	10,900	11,900
4/divided	N/A	N/A	7,800	27,800	33,600	4/divided	N/A	N/A	11,600	23,800	25,400
6/divided	N/A	N/A	12,100	43,300	50,500						
8/divided	N/A	N/A	15,300	54,200	62,100						
Class IV (> 4.5 signalized intersections per mile within CBD)						Adjustments (Divided/Undivided)					
Lanes /Divided	Level of Service					(After corresponding two-way volumes by indicated percentage)					
	A**	B**	C	D	E	Left Turn		Adjustment			
2/undivided	N/A	N/A	3,700	13,800	15,300	Lanes	Median	Bays	Factor		
4/divided	N/A	N/A	8,900	29,900	32,600	2	divided	Yes	+5%		
6/divided	N/A	N/A	14,000	45,500	49,000	2	undivided	No	-20%		
8/divided	N/A	N/A	17,500	56,200	60,100	Multi	undivided	Yes	-5%		
						Multi	undivided	No	-25%		
						One-Way					
						(After corresponding two-way volumes by indicated percentage)					
						One-Way	Equivalent	Adjustment			
						Lanes	2-Way Lanes	Factor			
						2	4	-40%			
						3	6	-40%			
						4	8	-40%			
						5	8	-25%			
* This table is based on the 1997 Highway Capacity Manual and data generated by the Florida DOT. For the purposes of GRTA review this table can be used for Level of Service Analysis in Section 2.2.						SOURCE: The Florida Department of Transportation, Systems Planning Office, 605 Suwannee Street - Mail Station # 19, Tallahassee, Florida, 32399-0450 September 1998 - www.dot.state.fl.us/planning					
** Cannot be achieved.						<<<The assumptions made in the development of this table appear in the 1998 Level of Service Handbook published by Florida DOT.>>>					
*** Volumes are comparable because intersection capacities have been reached.											

Appendix I
Signal Warrant Analysis

Capps Ferry Rd @ SR 166/Duncan Memorial Hwy

SR 166/Duncan Memorial Highway at Capps Ferry Road
Design Year (2027) - 100% Right-Turn Reduction

Warrant Summary

Warrant 1 - Eight Hour Vehicular Volumes Not Sastisfied

Warrant 1A - Minimum Vehicular Volume Not Sastisfied
Required volumes reached for 6 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic Not Sastisfied
Required Volumes Reached for 2 hours, 8 are needed

Warrant 2 - Four Hour Volumes Satisfied
Number of Hours (6) volumes exceed minimum $\geq$ minimum required (4)

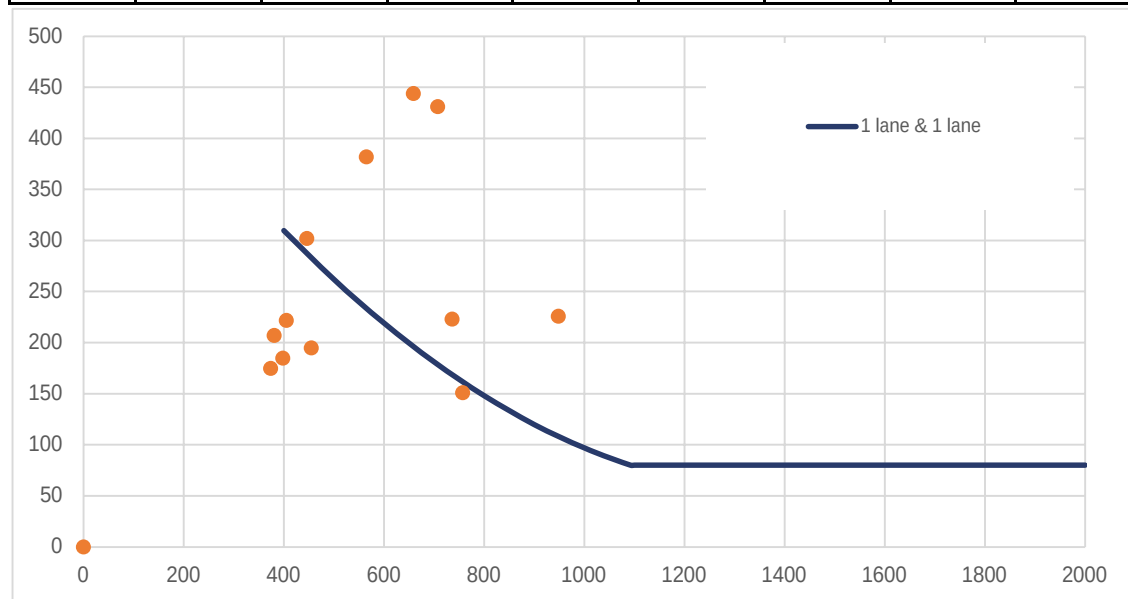
Warrant 3 - Peak Hour Volumes Satisfied
Number of Hours (2) volumes exceed minimum $\geq$ minimum required (1)

Warrant 7 - Crash Experience Not Sastisfied
Number of accidents in last 12 months = 0 less than required (5)

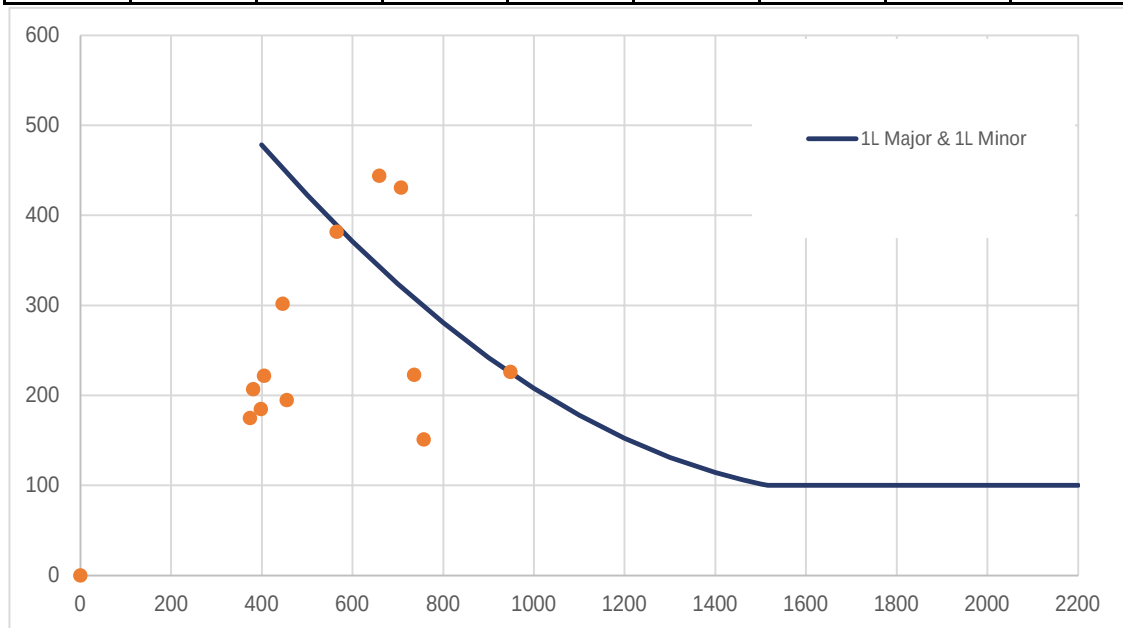
Warrant 1A - Minimum Volumes								
Summary : 6 hours meets minimums.					Result: Warrant is NOT met.			
Volume Requirements					Site Data			
Veh/hr Major = 500					Number of Major Lanes = 1			
Veh/hr Minor = 150					Number of Minor Lanes = 1			
Time	Major EB	Major WB	Total		Minor NB	Minor SB		Met?
12-1 AM			0					No
1-2 AM			0					No
2-3 AM			0					No
3-4 AM			0					No
4-5 AM			0					No
5-6 AM			0					No
6-7 AM	681	76	757		151	0		Yes
7-8 AM	804	144	948		226	0		Yes
8-9 AM	582	154	736		223	0		Yes
9-10 AM	349	106	455		195	0		No
10-11 AM	274	124	398		184	1		No
11-12 PM	263	111	374		175	0		No
12-1 PM	272	109	381		207	0		No
1-2 PM	292	113	405		222	0		No
2-3 PM	311	135	446		302	0		No
3-4 PM	341	224	565		382	0		Yes
4-5 PM	387	272	659		444	0		Yes
5-6 PM	387	320	707		431	0		Yes
6-7 PM			0					No
7-8 PM			0					No
8-9 PM			0					No
9-10 PM			0					No
10-11 PM			0					No
11-12 AM			0					No

Warrant 1B - Interruption of Continuous Traffic								
Summary : 2 hours meets minimums.					Result: Warrant is NOT met.			
Volume Requirements					Site Data			
Veh/hr Major = 750					Number of Major Lanes = 1			
Veh/hr Minor = 75					Number of Minor Lanes = 1			
Time	Major EB	Major WB	Total		Minor NB	Minor SB		Met?
12-1 AM			0					No
1-2 AM			0					No
2-3 AM			0					No
3-4 AM			0					No
4-5 AM			0					No
5-6 AM			0					No
6-7 AM	681	76	757		151	0		Yes
7-8 AM	804	144	948		226	0		Yes
8-9 AM	582	154	736		223	0		No
9-10 AM	349	106	455		195	0		No
10-11 AM	274	124	398		184	1		No
11-12 PM	263	111	374		175	0		No
12-1 PM	272	109	381		207	0		No
1-2 PM	292	113	405		222	0		No
2-3 PM	311	135	446		302	0		No
3-4 PM	341	224	565		382	0		No
4-5 PM	387	272	659		444	0		No
5-6 PM	387	320	707		431	0		No
6-7 PM			0					No
7-8 PM			0					No
8-9 PM			0					No
9-10 PM			0					No
10-11 PM			0					No
11-12 AM			0					No

Warrant 2 - Four Hour Volumes								
Summary : 6 hours meets minimums.					Result: Warrant is met.			
Volume Requirements					Site Data			
					Number of Major Lanes = 1			
					Number of Minor Lanes = 1			
Time	Major EB	Major WB	Total		Minor NB	Minor SB	Total	
12-1 AM			0				0	
1-2 AM			0				0	
2-3 AM			0				0	
3-4 AM			0				0	
4-5 AM			0				0	
5-6 AM			0				0	
6-7 AM	681	76	757		151	0	151	
7-8 AM	804	144	948		226	0	226	
8-9 AM	582	154	736		223	0	223	
9-10 AM	349	106	455		195	0	195	
10-11 AM	274	124	398		184	1	185	
11-12 PM	263	111	374		175	0	175	
12-1 PM	272	109	381		207	0	207	
1-2 PM	292	113	405		222	0	222	
2-3 PM	311	135	446		302	0	302	
3-4 PM	341	224	565		382	0	382	
4-5 PM	387	272	659		444	0	444	
5-6 PM	387	320	707		431	0	431	
6-7 PM			0				0	
7-8 PM			0				0	
8-9 PM			0				0	
9-10 PM			0				0	
10-11 PM			0				0	
11-12 AM			0				0	



Warrant 3 - Peak Hour Volumes								
Summary : 2 hours meets minimums.					Result: Warrant is met.			
Volume Requirements					Site Data			
					Number of Major Lanes = 1			
					Number of Minor Lanes = 1			
Time	Major EB	Major WB	Total		Minor NB	Minor SB	Total	
12-1 AM			0				0	
1-2 AM			0				0	
2-3 AM			0				0	
3-4 AM			0				0	
4-5 AM			0				0	
5-6 AM			0				0	
6-7 AM	681	76	757		151	0	151	
7-8 AM	804	144	948		226	0	226	
8-9 AM	582	154	736		223	0	223	
9-10 AM	349	106	455		195	0	195	
10-11 AM	274	124	398		184	1	185	
11-12 PM	263	111	374		175	0	175	
12-1 PM	272	109	381		207	0	207	
1-2 PM	292	113	405		222	0	222	
2-3 PM	311	135	446		302	0	302	
3-4 PM	341	224	565		382	0	382	
4-5 PM	387	272	659		444	0	444	
5-6 PM	387	320	707		431	0	431	
6-7 PM			0				0	
7-8 PM			0				0	
8-9 PM			0				0	
9-10 PM			0				0	
10-11 PM			0				0	
11-12 AM			0				0	



SR 70/S Fulton Pkwy at Cochran Mill Rd

SR 70/South Fulton Parkway at Cochran Mill Road
Design Year (2027) - 100% Right-Turn Reduction

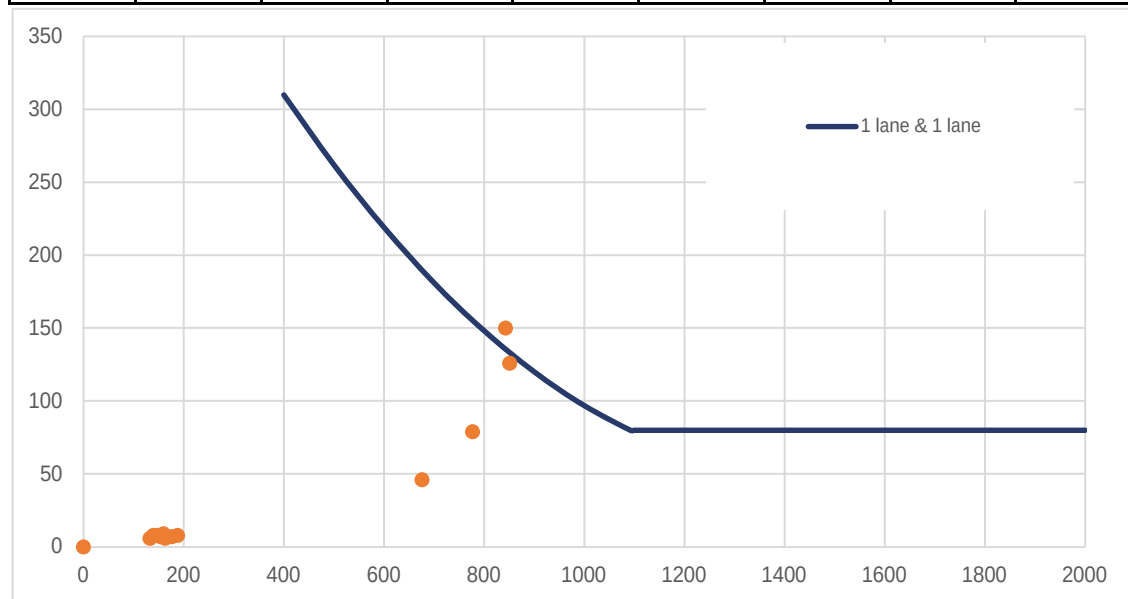
Warrant Summary

Warrant 1 - Eight Hour Vehicular Volumes	Not Sastisfied
Warrant 1A - Minimum Vehicular Volume Required volumes reached for 0 hours, 8 are needed	Not Sastisfied
Warrant 1B - Interruption of Continuous Traffic Required Volumes Reached for 2 hours, 8 are needed	Not Sastisfied
Warrant 2 - Four Hour Volumes Number of Hours (1) volumes exceed minimum $\geq$ minimum required (4)	Not Sastisfied
Warrant 3 - Peak Hour Volumes Number of Hours (0) volumes exceed minimum $\geq$ minimum required (1)	Not Sastisfied
Warrant 7 - Crash Experience Number of accidents in last 12 months = 0 less than required (5)	Not Sastisfied

Warrant 1A - Minimum Volumes								
Summary : 0 hours meets minimums.					Result: Warrant is NOT met.			
Volume Requirements					Site Data			
Veh/hr Major = 500					Number of Major Lanes = 1			
Veh/hr Minor = 150					Number of Minor Lanes = 1			
Time	Major EB	Major WB	Total		Minor NB	Minor SB		Met?
12-1 AM			0					No
1-2 AM			0					No
2-3 AM			0					No
3-4 AM			0					No
4-5 AM			0					No
5-6 AM			0					No
6-7 AM	525	151	676		32	14		No
7-8 AM	569	208	777		61	18		No
8-9 AM	66	73	139		8	0		No
9-10 AM	70	63	133		6	0		No
10-11 AM	74	74	148		8	0		No
11-12 PM	83	71	154		7	0		No
12-1 PM	77	83	160		9	0		No
1-2 PM	99	77	176		7	0		No
2-3 PM	107	81	188		8	0		No
3-4 PM	103	60	163		6	0		No
4-5 PM	260	591	851		104	22		No
5-6 PM	280	563	843		120	30		No
6-7 PM			0					No
7-8 PM			0					No
8-9 PM			0					No
9-10 PM			0					No
10-11 PM			0					No
11-12 AM			0					No

Warrant 1B - Interruption of Continuous Traffic								
Summary : 2 hours meets minimums.					Result: Warrant is NOT met.			
Volume Requirements					Site Data			
Veh/hr Major = 750					Number of Major Lanes = 1			
Veh/hr Minor = 75					Number of Minor Lanes = 1			
Time	Major EB	Major WB	Total		Minor NB	Minor SB		Met?
12-1 AM			0					No
1-2 AM			0					No
2-3 AM			0					No
3-4 AM			0					No
4-5 AM			0					No
5-6 AM			0					No
6-7 AM	525	151	676		32	14		No
7-8 AM	569	208	777		61	18		No
8-9 AM	66	73	139		8	0		No
9-10 AM	70	63	133		6	0		No
10-11 AM	74	74	148		8	0		No
11-12 PM	83	71	154		7	0		No
12-1 PM	77	83	160		9	0		No
1-2 PM	99	77	176		7	0		No
2-3 PM	107	81	188		8	0		No
3-4 PM	103	60	163		6	0		No
4-5 PM	260	591	851		104	22		Yes
5-6 PM	280	563	843		120	30		Yes
6-7 PM			0					No
7-8 PM			0					No
8-9 PM			0					No
9-10 PM			0					No
10-11 PM			0					No
11-12 AM			0					No

Warrant 2 - Four Hour Volumes								
Summary : 1 hour meets minimums.					Result: Warrant is NOT met.			
Volume Requirements					Site Data			
					Number of Major Lanes = 1			
					Number of Minor Lanes = 1			
Time	Major EB	Major WB	Total		Minor NB	Minor SB	Total	
12-1 AM			0				0	
1-2 AM			0				0	
2-3 AM			0				0	
3-4 AM			0				0	
4-5 AM			0				0	
5-6 AM			0				0	
6-7 AM	525	151	676		32	14	46	
7-8 AM	569	208	777		61	18	79	
8-9 AM	66	73	139		8	0	8	
9-10 AM	70	63	133		6	0	6	
10-11 AM	74	74	148		8	0	8	
11-12 PM	83	71	154		7	0	7	
12-1 PM	77	83	160		9	0	9	
1-2 PM	99	77	176		7	0	7	
2-3 PM	107	81	188		8	0	8	
3-4 PM	103	60	163		6	0	6	
4-5 PM	260	591	851		104	22	126	
5-6 PM	280	563	843		120	30	150	
6-7 PM			0				0	
7-8 PM			0				0	
8-9 PM			0				0	
9-10 PM			0				0	
10-11 PM			0				0	
11-12 AM			0				0	



Warrant 3 - Peak Hour Volumes								
Summary : 0 hours meets minimums.					Result: Warrant is NOT met.			
Volume Requirements					Site Data			
					Number of Major Lanes = 1			
					Number of Minor Lanes = 1			
Time	Major EB	Major WB	Total		Minor NB	Minor SB	Total	
12-1 AM			0				0	
1-2 AM			0				0	
2-3 AM			0				0	
3-4 AM			0				0	
4-5 AM			0				0	
5-6 AM			0				0	
6-7 AM	525	151	676		32	14	46	
7-8 AM	569	208	777		61	18	79	
8-9 AM	66	73	139		8	0	8	
9-10 AM	70	63	133		6	0	6	
10-11 AM	74	74	148		8	0	8	
11-12 PM	83	71	154		7	0	7	
12-1 PM	77	83	160		9	0	9	
1-2 PM	99	77	176		7	0	7	
2-3 PM	107	81	188		8	0	8	
3-4 PM	103	60	163		6	0	6	
4-5 PM	260	591	851		104	22	126	
5-6 PM	280	563	843		120	30	150	
6-7 PM			0				0	
7-8 PM			0				0	
8-9 PM			0				0	
9-10 PM			0				0	
10-11 PM			0				0	
11-12 AM			0				0	

