

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

FOR

**HAWKS RIDGE DEVELOPMENT
(DRI #3955)
South Fulton, GA**

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EXECUTIVE SUMMARY

The Hawk's Ridge residential development will be located in South Fulton, GA, and will have approximately 522 single-family homes. The development will be constructed under two phases. Phase 1 will include 136 units and be completed by 2025. Phase 2 will include 386 units will be completed by 2029. The development is located west of Butner Road, east of Cascade Palmetto Highway, and north of SR 92/Campbellton Fairburn Road. The development will have two new driveways, Driveway #1 along Butner Road and Driveway #2 along Cascade Palmetto Highway. The project exceeds the 400 single-family detached homes threshold; therefore, it qualifies to be analyzed as a Development of Regional Impact (DRI) by Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC).

This study identifies potential traffic impacts of the proposed development on the surrounding roadway network and recommend improvements to reduce those impacts if necessary. Based on June 29, 2022, DRI Letter of Understanding, the following study intersections were included in the study network:

1. SR 92/Campbellton Fairburn Road at Demooney Road
2. SR 92/Campbellton Fairburn Road at Butner Road/Ridge Road
3. Butner Road at Driveway #1
4. Butner Road at Stubbs Road
5. SR 70/Cascade Palmetto Highway at Stubbs Road
6. Cascade Palmetto Highway at Driveway #2
7. SR 70/SR 154/ Cascade Palmetto Highway at SR 92/Campbellton Fairburn Road
8. SR 70/SR 92/SR 154 at SR 166
9. 5 internal intersections

The ITE Trip Generation Manual was referenced to estimate the trips generated by the proposed development. The development is expected to generate approximately 4,928 daily trips for the residential land use. The expected trips were added to the future background traffic volumes to analyze the delay and level of service at the study intersections in build condition and compare with the no-build conditions.

All study intersections are operating at an acceptable level of service in the existing year (2022) except for the study intersections of SR 92/Campbellton Fairburn Road at Demooney Road and SR 70/SR 154/ Cascade Palmetto Highway, which are operating unacceptably. There is a programmed project to modify the existing intersection control at the intersections of SR 92/Campbellton Fairburn Road at Demooney Road and Butner Road/Ridge Road to roundabouts. These projects were considered as existing conditions for the future year analysis with the development traffic.

Based on the analysis, all study intersections are expected to operate acceptably, LOS A-D, except for the intersection of SR 70/SR 154/ Cascade Palmetto Highway at SR 92/Campbellton Fairburn Road, which continues to operate at LOS F in no-build and build conditions in 2025 with Phase 1.

At full build-out of the development, Phase 2, by 2029, most of the study intersections are expected to continue to operate at a similar level of service as they do in 2025. The intersection of Stubbs Road at Butner Road is expected to operate unacceptably. The study intersection of SR 92/Campbellton Fairburn Road at SR 70/SR 154/ Cascade Palmetto Highway continues to operate

unacceptably. All the study intersections located within the development are expected to operate acceptably with minor-street stop control.

Intersection modifications were considered for the intersections identified to operate unacceptably. Feasible alternatives that fit the scale of the development were evaluated for all the study intersections. GDOT's ICE tool was utilized to determine a feasible intersection control for the study intersection of SR 70/SR 154/Cascade Palmetto Highway at SR 92/Campbellton Fairburn Road.

The following is the recommended configuration for the study intersections:

Butner Road at Driveway #1

- Driveway #1 approach should be full access and stop sign-controlled.
- Driveway #1 should be three lanes, one entry, and two exit lanes. One exit lane should be a left-turn only, and the other lane should be a channelized right-turn lane.
- Provide a northbound left-turn lane and a southbound right-turn lane on Butner Road with minimum GDOT design standards.

Butner Road at Stubbs Road

- Maintain existing all-way stop-control.
- Provide channelized right-turn lanes on all approaches.
- Provide GDOT recommended storage and taper lengths

Cascade Palmetto Highway at Driveway #2

- Driveway #2 approach should be full access and stop sign-controlled.
- Driveway #2 should be three lanes, one entry, and two exit lanes. One exit lane should be a left-turn only, and the other lane should be a channelized right-turn lane.
- Provide a northbound right-turn lane and a southbound left-turn lane on Cascade Palmetto Highway with minimum GDOT design standards.

SR 70/SR 154/Cascade Palmetto Highway at SR 92/Campbellton Fairburn Road

- Maintain existing traffic signal control.
- Provide channelized right-turn lanes on all approaches
- Provide GDOT recommended storage and taper lengths.
- Review the traffic signal timings upon completion of each phase of the development.

INTRODUCTION

This traffic impact study has been conducted by Southeastern Engineering, Inc. (SEI) for the Hawk's Ridge residential development in South Fulton, Georgia. The project site is encircled by SR 92/Campbellton Fairburn Road to the south, Stubbs Road to the north, Butner Road to the east, and Cascade Palmetto Highway to the west. The site will be built on approximately 370 acres of undeveloped land and include 522 single-family detached houses. The proposed development will be accessed using two driveways, one on Butner Road and another on Cascade Palmetto Highway. The project exceeds the threshold of 400 single-family detached homes therefore, it qualifies to be analyzed as a Development of Regional Impact (DRI) by Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC). An overall location map showing the surrounding area near the development is shown in **Figure 1**.

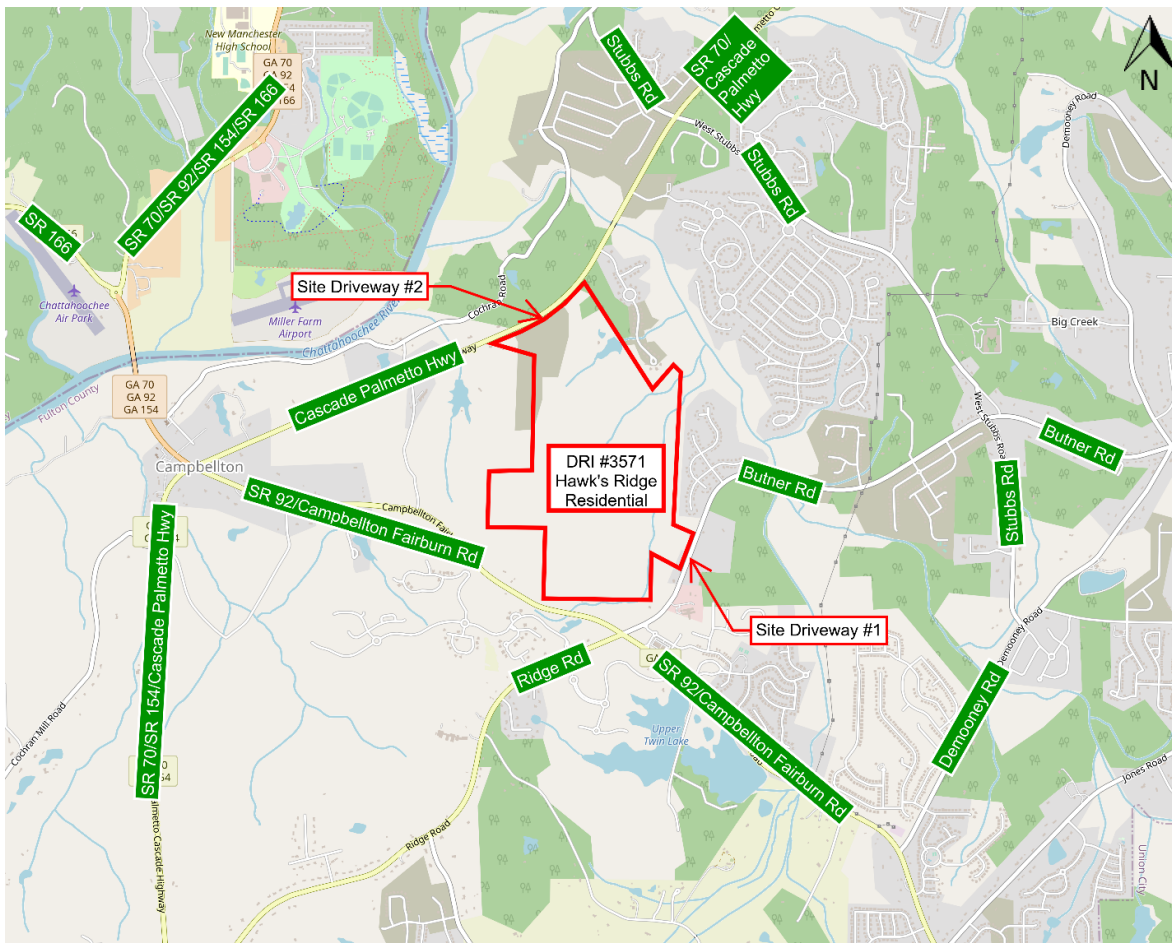


Figure 1 Location Map

This study will identify potential traffic impacts of the residential development on the surrounding roadway network and recommend improvements to reduce those impacts if necessary. The study includes the existing and future peak-hour traffic operations and capacity analysis at study intersections, development access, and primary intersections internal the development. Operational improvements will be analyzed to mitigate the traffic impact caused by the development, if needed. Based on the capacity analysis results for the study intersections and site access, recommendations will be made for the geometry and traffic control modifications.

PROJECT DESCRIPTION

The development will be constructed on approximately 370 acres of undeveloped land and accessed with two new driveways, one on Butner Road and one on Cascade Palmetto Highway. This development will be constructed under two phases. Phase 1 will include 136 units to be constructed by 2025, and the remaining 386 units will be built out under phase 2 by 2029. The site layout plan is attached in **Appendix B**.

Study Network

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

Per the June 29, 2022 DRI Letter of Understanding, attached in **Appendix A**, the following intersections were included in the study network:

1. SR 92/Campbellton Fairburn Road at Demooney Road
2. SR 92/Campbellton Fairburn Road at Butner Road/Ridge Road
3. Butner Road at Driveway #1
4. Butner Road at Stubbs Road
5. SR 70/Cascade Palmetto Highway at Stubbs Road
6. Cascade Palmetto Highway at Driveway #2
7. SR 70/SR 154/ Cascade Palmetto Highway at SR 92/Campbellton Fairburn Road
8. SR 70/SR 92/SR 154 at SR 166

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 network in the vicinity of the development is described below.

SR 92/Campbellton Fairburn Road

SR 92/Campbellton Fairburn Road is a two-lane undivided facility that is functionally classified as a principal arterial with a posted speed limit of 55 miles per hour. No sidewalks, curb and gutter, can be found throughout its length. SR 92/Campbellton Fairburn Road connects to South Fulton Parkway in the east and SR 166 in the west. SR 92 changes to SR 70/SR 92/SR 154/Campbellton Fairburn Road to the west of Cascade Palmetto Highway.

SR 70/SR 154/Cascade Palmetto Highway

SR 70/SR 154/Cascade Palmetto Highway is a two-lane undivided facility that is functionally classified as a minor arterial with a posted speed limit of 55 miles per hour. No sidewalks, curb and gutter, can be found throughout its length. It connects to SR 6/Camp Creek Parkway in the north and South Fulton Parkway in the south.

SR 166/Duncan Memorial Highway

SR 166/Duncan Memorial Highway is a two-lane undivided roadway classified as a minor arterial with a posted speed limit of 55 miles per hour. No sidewalks, curb and gutter, can be found throughout its length. It connects to SR 70/SR 92/SR 154/Campbellton Fairburn Road in the east and SR 5/Bill Arp Road in the southwest.

Butner Road

Butner Road is a two-lane undivided roadway classified as a minor arterial with a posted speed limit of 45 miles per hour. No sidewalks, curb and gutter, can be found throughout its length. It connects to SR 6/Camp Creek Parkway in the north and SR 92/Campbellton Fairburn Road in the south, where it changes to Ridge Road.

Ridge Road

Ridge Road is a two-lane undivided roadway classified as a minor arterial with a posted speed limit of 45 miles per hour. Curb, gutter, and sidewalk are provided on the northern end of the roadway, but no curb, gutter, and sidewalk are provided on the southern end. It connects to SR 70/SR 154/Cascade Palmetto Highway in the south and SR 92/Campbellton Fairburn Road in the north, where it changes to Butner Road.

Stubbs Road

Stubbs Road is a two-lane undivided roadway classified as a major collector with a posted speed limit of 45 miles per hour. Curb, gutter, and sidewalk are provided on sections of the roadway. It connects to Cascade Palmetto Highway in the west and Butner Road in the east.

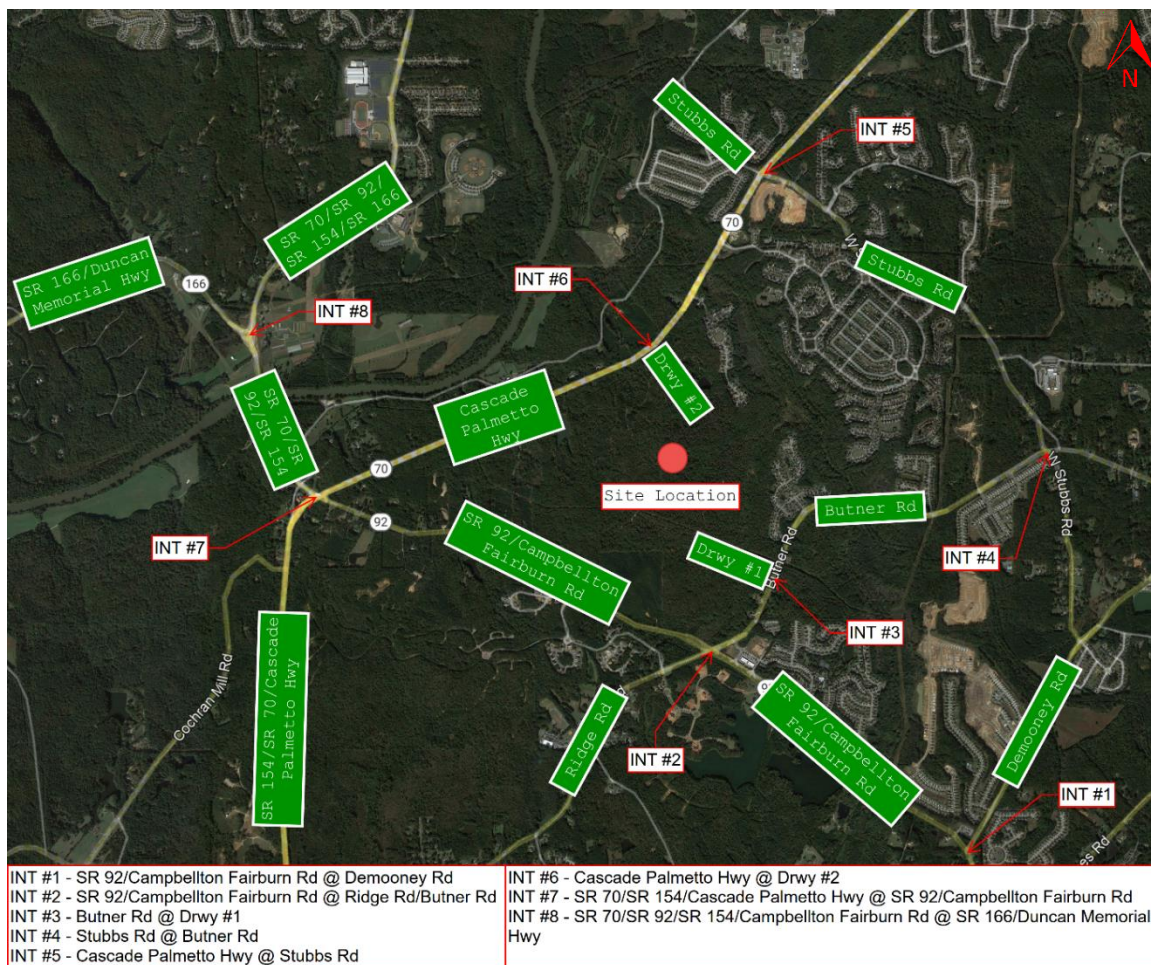


Figure 2 Study Area

Project Phasing Schedule

The development will be completed in two phases: Phase 1 will be completed by 2025 (136 units), and Phase 2 (386 units) will be completed by 2029.

Vehicle Site Access

The development will have two new accesses. Driveway #1 will be along Butner Road, approximately 0.3 miles north of SR 92/Campbellton Fairburn Road. Driveway #2 will be along Cascade Palmetto Highway approximately 1 mile south of Stubbs Road. Both driveways will be constructed as part of Phase 1 of the development.

Bicycle and Pedestrian Access

No existing bicycle or pedestrian facilities are present near Driveway #1. State Bicycle Route 15 (Central) is approximately 1.5 miles away from Driveway #2; however, the existing characteristics (typical section, topography, ROW, etc.) of the roadway between the two do not make a physical connection feasible in accordance with the scope of this development. There are no pedestrian facilities in the vicinity of Driveway #2.

Transit Access and Facilities Description

No alternative transportation modes are present in the vicinity of the development site.

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.

Traffic Data Collection

Existing traffic volumes at the study intersections were collected on September 14, 2022, when schools were in session. Peak hour turning movement counts were collected at the study intersections. The AM peak hour was from 7:00 AM to 8:00 AM, and the PM peak hour was from 4:30 PM to 5:30 PM. Daily traffic volumes were collected on primary roadways near the development. Existing average daily traffic volumes collected are summarized in **Table 1**. The existing AM and PM peak-hour traffic volumes for the study intersections are shown in **Figure 3**.

Table 1: Average Daily Volume (ADT)			
Location	NB / EB	SB / WB	Total Volume
SR 92/Campbellton Fairburn Road east of SR 154/Cascade Palmetto Highway	6,202	6,214	12,416
Cascade Palmetto Highway north of SR 92/Campbellton Fairburn Road	3,825	4,466	8,291
Cascade Palmetto Highway south of Davis Boulevard	3,864	4,486	8,350
Cascade Palmetto Highway south of Stubbs Road	3,964	4,501	8,465
Stubbs Road east of Cascade Palmetto	2,896	3,351	6,247
Stubbs Road north of Butner Road	3,960	3,465	7,425
Butner Road west of Stubbs Road	2,016	2,142	4,158
Butner Road south of Grassy Trace	1,544	1,672	3,216
SR 92/Campbellton Fairburn Road east of Ridge Road	6,606	6,514	13,120
SR 92/Campbellton Fairburn Road east of Demooney Road	9,860	10,494	20,354
Demooney Road north of SR 92/Campbellton Fairburn Road	3,823	2,974	6,797
SR 166/Duncan Memorial Highway west of SR 92/SR 70/SR 154	5,706	6,020	11,726
SR 92/SR 70/SR 154 north of SR 166/Duncan Memorial Highway	5,336	6,141	11,477
SR 92/SR 70/SR 154 south of SR 166/Duncan Memorial Highway	9,426	9,917	19,343

The collected traffic data were used to confirm the distribution for estimated trips generated by the development. The existing count data are included in **Appendix C**.

Figure 3 Existing TMC

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, ARC's Travel Demand Model, Fulton County and South Fulton population data from the U.S. Census Bureau, and population estimates from the Governor's Office of Planning and Budget. Historical data from nearby GDOT count stations was analyzed using all available data over a 10-year period. The average growth rate was calculated based on the 5-year and 10-year growth rates shown in **Table 2**. Growth rate calculations using different sources are summarized in **Appendix D**.

Table 2: Growth Rate Based on Historical Data			
Station ID	Location	5-Year Growth Rate	10-Year Growth Rate
121-0294	SR 92 / Campbellton Fairburn Road west of Butner Road	1.8%	3.4%
121-0298	SR 92 / Campbellton Fairburn Road west of Cascade Palmetto Road	6.7%	1.9%
121-0370	Cascade Palmetto Road north of Ridge Road / Cedar Grove Road	7.5%	2.2%
121-0256	Cascade Palmetto Road north of SR 92 / Campbellton Fairburn Road	1.0%	3.2%
121-0258	Cascade Palmetto Road north of Stubbs Road	6.4%	4.4%
121-0734	Butner Road north of SR 92 / Campbellton Fairburn Road	6.8%	5.9%
121-7232	Stubbs Road east of Cascade Palmetto Road	6.6%	5.5%
5-Year and 10-Year Average		5.3%	3.8%
Average Growth Rate		4.5%	

Census data for Fulton County and South Fulton was obtained from the Georgia Governor's Office of Planning and Budget and the U.S. Census Bureau. The growth rate calculated using both the census data sources are shown in **Table 3** and **Table 4**.

Table 3: Georgia Governor's Office of Planning and Budget Annual Population Estimates							
Geographic Area	Average 5-Year Growth Rate from 2020 to 2050						
Fulton County	2020-2025	2025-2030	2030-2035	2035-2040	2040-2045	2045-2050	Average
	2.8%	1.3%	1.0%	0.7%	0.7%	0.7%	1.2%
Geographic Area	Average 10-Year Growth Rate from 2020 to 2050						
Fulton County	2020-2030		2030-2040		2040-2050		Average
	1.7%		0.9%		0.7%		1.1%

Table 4: U.S. Census Bureau Annual Estimates of the Resident Population				
Geographic Area	2010	2010	2019	From 2010 to 2019
	Census	Estimate Base	Population Estimate	Population % Change
Fulton County	920,581	920,445	1,063,937	1.83%
City of South Fulton	67,044	85,589	99,155	1.86%

An average growth rate was calculated using the Atlanta Regional Commission's Travel Demand Model (TDM). The ARC's TDM included traffic projections for 2020, 2030, and 2040. **Table 5** presents growth rates per location used to calculate an overall TDM growth rate.

Table 5: ARC Travel Demand Model Growth Rate			
Location	10 Year	10 Year	20 Year
	2020 – 2030	2030 – 2040	2020 – 2040
SR 92 / Campbellton Fairburn Road east of Butner Road	1.2%	1.1%	1.1%
SR 92 / Campbellton Fairburn Road west of Butner Road	1.2%	1.0%	1.0%
Butner Road north of SR 92 / Campbellton Fairburn Road	3.4%	1.7%	2.4%
Butner Road south of SR 92 / Campbellton Fairburn Road	5.6%	3.1%	4.0%
SR 92 / Campbellton Fairburn Road east of Cascade Palmetto Road	1.6%	1.5%	1.4%
SR 92 / Campbellton Fairburn Road west of Cascade Palmetto Road	1.4%	1.3%	1.3%
Cascade Palmetto Road north of SR 92 / Campbellton Fairburn Road	1.8%	1.2%	1.4%
Cascade Palmetto Road south of SR 92 / Campbellton Fairburn Road	1.8%	1.6%	1.6%
Cascade Palmetto Road north of Wilson Road	1.6%	1.0%	1.3%
Cascade Palmetto Road south of Wilson Road	1.5%	1.0%	1.2%
Wilson Road east of Cascade Palmetto Road	2.7%	1.1%	1.7%
Wilson Road west of Cascade Palmetto Road	1.5%	0.3%	0.8%
Butner Road north of Wilson Road	2.5%	1.1%	1.7%
Butner Road south of Wilson Road	2.8%	1.2%	1.9%
Wilson Road east of Butner Road	2.1%	1.9%	1.9%
Wilson Road west of Butner Road	3.0%	1.2%	1.9%
Average	1.7%		

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 land use in the area, an average annual growth rate of 2.3% 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 6 below indicates the relationship between delay and LOS for signalized and unsignalized intersections.

Table 6: 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

Existing Conditions Level of Service

The level of service for the existing conditions was determined using Synchro 11, which follows the HCM methodology. The worst approach delay and LOS was reported for the unsignalized intersections with minor street stop control. Overall intersection delay was reported for all-way stops, roundabouts, and traffic signal controls. The existing intersection capacity analysis results are summarized in **Table 7** and detailed results are included in **Appendix E**.

Table 7: Existing Level of Service			
Intersection	Intersection Control	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)
SR 92/Campbellton Fairburn Road at Demooney Road	Minor Street Stop	224 (F)	331 (F)
SR 92/Campbellton Fairburn Road at Butner Road/Ridge Road	Traffic Signal	10 (A)	9 (A)
Butner Road at Stubbs Road	All-way Stop	17 (C)	16 (C)
SR 70/Cascade Palmetto Highway at Stubbs Road	Traffic Signal	13 (B)	9 (A)
SR 70/SR 154/ Cascade Palmetto Highway at SR 92/Campbellton Fairburn Road	Traffic Signal	35 (C)	79 (E)
SR 70/SR 92/SR 154 at SR 166	Multi-Lane Roundabout	8 (A)	8 (A)

All study intersections are operating at an acceptable level of service, LOS B-D, in the existing conditions except for the intersections of SR 92/Campbellton Fairburn Road at Demooney Road and SR 70/SR 154/ Cascade Palmetto Highway at SR 92/Campbellton Fairburn Road which are operating at unacceptable levels of service, LOS E-F. In its existing conditions the intersection of SR 92/Campbellton Fairburn Road at Demooney Road a minor street stop controlled, there is a programmed project to convert the intersection to a roundabout which is programmed to be constructed prior to the completion of the Hawks Ridge development, thus the intersection will be modelled as a roundabout per the planned design in the future conditions analysis.

FUTURE CONDITIONS - WITHOUT THE PROPOSED DEVELOPMENT (NO-BUILD)

The residential development will be built in two phases, with the phases being completed in 2025 and 2029. Traffic operations were analyzed for the study intersections for each future development phase, 2025 and 2029, without the proposed development (No-Build). The analysis will be compared to future conditions with the proposed development (Build).

Planned Project

Multiple programmed projects are planned in the study area and will be considered as existing conditions for future no-build and build analysis. Below are the project descriptions, and **Table 8** summarizes the projects. Intersection plans of the projects are included in **Appendix F**.

PI 0015593 – SR 92 at CR 1374/Butner Road.

The project will modify the intersection from a traffic signal to a single-lane roundabout at SR 92/Campbellton Fairburn Road and Butner/Ridge Road. The project is estimated to finish construction before the development's build-out therefore, the project improvements will be used as the future base conditions.

PI 0017398 – SR 92 at CR 515/Jones Road and CR 485/Demooney Road.

The project will include the construction of multilane hybrid roundabouts along SR 92/Campbellton Fairburn Road at its intersection with Jones Road and Demooney Road. The project is estimated to finish construction before the development's build-out therefore, the project improvements will be used as the future base conditions.

Table 8: Summary of Planned Projects							
Project Name	From / To Points:	Sponsor	GDOT PI#	ARC ID# (TIP)	Design FY	ROW / UTL FY	CST FY
SR 92 at Butner Rd Roundabout	Intersection Improvement	GDOT	0015593	-	2017	2022	Spring 2023
SR 92 at Demooney Rd Roundabout	Intersection Improvement	GDOT	0017398	-	2021	2023	Winter 2024

Future No Build Traffic Volumes (2025)

The future 2025 background traffic volumes were calculated by applying the annual, exponential growth rate (2.3%) over three years to the existing background traffic volumes. The future 2025 background traffic volume is shown in **Figure 4**.

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 9** and detailed results are included in **Appendix E**.

Table 9: No-Build Level of Service for Phase 1 - 2025			
Intersection	Intersection Control	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)
SR 92/Campbellton Fairburn Road at Demooney Road	Multi-Lane Roundabout	6 (A)	7 (A)
SR 92/Campbellton Fairburn Road at Butner Road/Ridge Road	Single-Lane Roundabout	13 (B)	11 (B)
Butner Road at Stubbs Road	All-way Stop	21 (C)	18 (C)
SR 70/Cascade Palmetto Highway at Stubbs Road	Traffic Signal	14 (B)	9 (A)
SR 70/SR 154/ Cascade Palmetto Highway at SR 92/Campbellton Fairburn Road	Traffic Signal	39 (D)	96 (F)
SR 70/SR 92/SR 154 at SR 166	Multi-Lane Roundabout	9 (A)	9 (A)

In the future 2025 no-build scenario the study intersections continue operating similarly to the existing conditions. The intersection of SR 70/SR 154/ Cascade Palmetto Highway at SR 92/Campbellton Fairburn Road is expected to continue to operate unacceptably, LOS F, during the PM peak hour.

Figure 4 Future No - Build TMC (2025)

Future No Build Traffic Volumes (2029)

The future 2029 background traffic volumes will be a summation of future background traffic volumes (2029), calculated using the existing volumes and Phase 1 trips generated by the proposed development. The future 2029 background traffic volume is shown in **Figure 5**.

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 to assess operations at the study intersections. The intersection capacity analysis results for Phase 2 (2029) are summarized in **Table 10** and detailed results are included in **Appendix E**.

Table 10: No-Build Level of Service for Phase 2 - 2029			
Intersection	Intersection Control	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)
SR 92/Campbellton Fairburn Road at Demooney Road	Multi-Lane Roundabout	7 (A)	8 (A)
SR 92/Campbellton Fairburn Road at Butner Road/Ridge Road	Single-Lane Roundabout	19 (C)	13 (B)
Butner Road at Driveway #1	Minor Street Stop	11 (B)	11 (B)
Butner Road at Stubbs Road	All-way Stop	38 (E)	30 (D)
SR 70/Cascade Palmetto Highway at Stubbs Road	Traffic Signal	16 (B)	10 (A)
Cascade Palmetto Highway at Driveway #2	Minor Street Stop	21 (C)	17 (C)
SR 70/SR 154/ Cascade Palmetto Highway at SR 92/Campbellton Fairburn Road	Traffic Signal	55 (E)	127(F)
SR 70/SR 92/SR 154 at SR 166	Multi-Lane Roundabout	9 (A)	9 (A)

In the future 2029 no-build scenario the study intersections continue operating similarly to the existing conditions. The intersection of SR 70/SR 154/ Cascade Palmetto Highway at SR 92/Campbellton Fairburn Road is expected to continue to operate unacceptably, LOS E-F, during AM and PM peak periods. The intersections of Butner Road at Stubbs Road is expected to begin to operate unacceptably, LOS E, during the AM peak hour.

Figure 5 Future No - Build TMC (2029)

FUTURE BUILD CONDITIONS - WITH THE PROPOSED DEVELOPMENT

The future 2025 and 2029 background traffic and trips generated from the proposed development were combined to analyze the traffic impact of the development on the study network for each development phase.

Trip Generation

The expected number of gross trips associated with this development were determined using trip-generation software. The process estimates trips generated by the proposed land use under the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. The proposed residential development will have no internal capture trips and pass-by trips. Trip generation for the proposed distribution is summarized in **Table 11** and detail report is included in **Appendix G**.

Table 11: 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
Phase 1										
Single-Family Detached Home	136	642	642	1284	25	75	100	85	50	135
Phase 2										
Single-Family Detached Home	386	1822	1822	3644	72	214	286	241	141	382
Total Trips										
Single-Family Detached Home	522	2464	2464	4928	97	289	386	326	191	517

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 for 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 residential development. The proposed distribution is based on historical counts and observed traffic patterns in the area. The overall site trip distribution is shown in **Figure 6**.

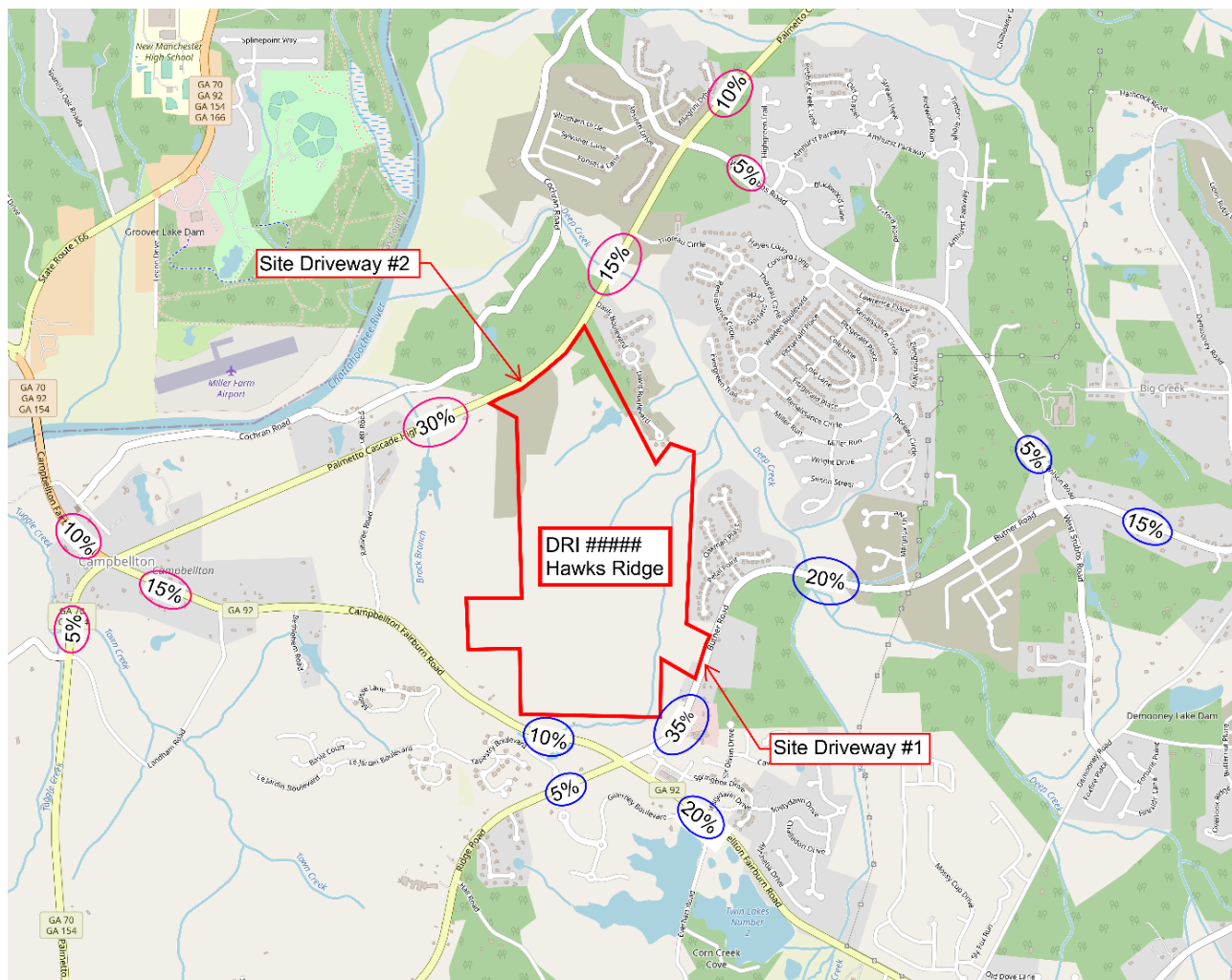


Figure 6 Overall Site Trip Distribution

The above distributions were considered for Phase 1 and Phase 2 of the proposed development as they share the same land use. Trip assignment for the trips generated from the development is shown in **Figure 7** and **Figure 8**.

Figure 7 Phase 1 Site Generated Peak Hour Trips

Figure 8 Phase 2 Site Generated Peak Hour Trips

Future Build Traffic Volumes (2025)

Intersection operation analysis was conducted to determine the impact of Phase 1 of the proposed development throughout the study area. Phase 1 generated peak hour volumes assigned to the adjacent street network along with the 2025 future background traffic are shown in **Figure 9**.

Future Build Level of Service (2025)

The future 2025 background traffic volumes, along with the site-generated volumes generated for Phase 1 of the development, were used to analyze the impacts of the proposed development on the study network. Study intersections at Driveway #1 and #2 for the proposed development were modeled with a left and right turn lanes on the mainline as those will be provided with initial construction of the accesses as well as right turn lanes on the driveways. **Table 12** summarizes the results for future 2025 build conditions, and the detailed results can be found in **Appendix E**.

Table 12: Build Level of Service for Phase 1 - 2025			
Intersection	Intersection Control	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)
SR 92/Campbellton Fairburn Road at Demooney Road	Multi-Lane Roundabout	6 (A)	7 (A)
SR 92/Campbellton Fairburn Road at Butner Road/Ridge Road	Single-Lane Roundabout	14 (B)	11 (B)
Butner Road at Driveway #1	Minor Street Stop	11 (B)	11 (B)
Butner Road at Stubbs Road	All-way Stop	23 (C)	20 (C)
SR 70/Cascade Palmetto Highway at Stubbs Road	Traffic Signal	14 (B)	9 (A)
Cascade Palmetto Highway at Driveway #2	Minor Street Stop	19 (C)	16 (C)
SR 70/SR 154/ Cascade Palmetto Highway at SR 92/Campbellton Fairburn Road	Traffic Signal	41 (D)	99 (F)
SR 70/SR 92/SR 154 at SR 166	Multi-Lane Roundabout	9 (A)	9 (A)

All study intersections continue to operate at a similar level of service as in the no-build (2025) condition. Phase 1 of the proposed residential development has minimal impact on the adjacent roadway network.

Figure 9 Future Build TMC (2025)

Future Build Traffic Volumes (2029)

Intersection operation analysis was conducted to determine the impact of Phase 2 of the development throughout the study area. Phase 1 and 2 generated peak hour volumes were assigned to the adjacent street network along with the 2029 future background traffic and are shown in **Figure 10**.

Future Build Level of Service (2029)

The future 2029 background traffic volumes, along with the site-generated volumes under Phases 1 and 2, were used to analyze the impacts of the proposed development on the study network. **Table 12** summarizes the results for future 2029 build conditions, and the detailed results can be found in **Appendix E**.

Table 13: Build Level of Service for Phase 2 - 2029

Intersection	Intersection Control	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)
SR 92/Campbellton Fairburn Road at Demooney Road	Multi-Lane Roundabout	7 (A)	8 (A)
SR 92/Campbellton Fairburn Road at Butner Road/Ridge Road	Single-Lane Roundabout	32 (D)	17 (C)
Butner Road at Driveway #1	Minor Street Stop	11 (B)	13 (B)
Butner Road at Stubbs Road	All-way Stop	52 (F)	52 (F)
SR 70/Cascade Palmetto Highway at Stubbs Road	Traffic Signal	17 (B)	10 (A)
Cascade Palmetto Highway at Driveway #2	Minor Street Stop	30 (D)	23 (C)
SR 70/SR 154/ Cascade Palmetto Highway at SR 92/Campbellton Fairburn Road	Traffic Signal	65 (E)	138 (F)
SR 70/SR 92/SR 154 at SR 166	Multi-Lane Roundabout	11 (B)	12 (B)

The intersection of Butner Road at Stubbs Road is expected to operate at an unacceptable level of service with the full build out of the development in 2029. The study intersection of SR 70/SR 154/ Cascade Palmetto Highway at SR 92/Campbellton Fairburn Road is expected to continue to operate unacceptably during both AM and PM peak hours.

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 level of service for roadway segments is summarized in **Table 14**.

Table 14: Build Level of Service for Roadway Segments

Roadway Segment	Facility type	Facility Service Volume @ Standard (vpd)	Facility LOS
SR 92//Campbellton Fairburn Road	2L-1	15,175	C
Stubbs Road	2L-0	10,450	B
Butner Road	2L-0	6,475	B
Cascade Palmetto Highway	2L-1	12,000	C

Figure 10 Future Build TMC (2029)

Auxiliary Lane Analysis

The need for auxiliary lanes was evaluated at both development driveway intersections. Auxiliary lanes are used on approaches to intersections when the projected turning traffic volumes exceed minimum levels, obtained from GDOT's Regulations for Driveway and Encroachment Control Manual. A left-turn lane is warranted on an intersection approach if the daily left-turn volumes meet or exceed values shown in **Table 15**.

Table 15: 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 values shown in **Table 16**.

Table 16: 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

Driveway #1 will be along Butner Road. Butner Road is a two-lane route with a posted speed limit of 45 mph, and a future average daily traffic (ADT) of approximately 6,475 vehicles per day (vpd) in 2029. Therefore, the threshold for the left turn lane is set at 175 LTV per day. The proposed development is expected to have 635 LTV per day, warranting a left-turn lane on Butner Road's northbound approach. The threshold for a right-turn lane is set at 75 RTV per day. The site is expected to have approximately 365 RTV per day from Butner Road, which warrants a right-turn lane on Butner Road's southbound approach.

Driveway #2 will be along Cascade Palmetto Highway. Cascade Palmetto Highway is a two-lane route with a posted speed limit of 55 mph, and a future average daily traffic (ADT) of approximately 12,000 vehicles per day (vpd) in 2029. Therefore, the threshold for the left turn lane is set at 200 LTV per day. The proposed development is expected to have 270 LTV per day, warranting a left-turn lane on Cascade Palmetto Highway's southbound approach. The threshold for a right-turn lane is set at 50 RTV per day. The site is expected to have approximately 550 RTV per day from Cascade Palmetto Highway, which warrants a right-turn lane on Cascade Palmetto Highway's northbound approach.

Future Modification Alternative Analysis

Modifications for intersections identified to operate at unacceptable levels of service because of development-generated traffic were analyzed to determine potential improvements. Improvements included different intersection controls and modifying roadway geometry at the intersections so they may operate at the same or better level of service than the no-build condition.

Stubbs Road at Butner Road

The intersection of Stubbs Road at Butner Road is expected to operate unacceptably in 2029 for both no-build and build conditions. An all-way stop control controls the intersection in the existing conditions. Feasible alternative like providing channelized right-turn lanes on each approach was considered because it fits the scale of the development. **Table 17** compares the level of service of Build 2029 condition with and without the improvements. Detailed reports for the improved conditions are included in **Appendix H**. The overall delay with the turn lanes is improved compared to the scenario without turn lane.

Table 17: LOS Comparison for Stubbs Road at Butner Road		
Intersection Control	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)
All-way Stop	52 (F)	52 (F)
All-way Stop with Channelized Right-Turn Lanes	38 (E)	19 (C)

SR 70/SR 154/Cascade Palmetto Highway at SR 92/Campbellton Fairburn Road

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 the study intersection of SR 70/SR 154/Cascade Palmetto Highway at SR 92/Campbellton Fairburn Road. 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.

Alternative #1 is a single-lane roundabout with a bypass lane on each approach. Alternative #2 is the existing traffic signal control. Alternative #3 maintains the traffic signal and provides a channelized right-turn lane on all approaches. The results of the ICE tool for the study intersection are summarized in **Table 18**. The ICE tool and associated operational analysis reports are attached in **Appendix H**.

Table 18: ICE Tool Analysis Results				
Intersection Control	AM Peak Delay (V/C Ratio)	PM Peak Delay (V/C Ratio)	ICE Score	Rank
Single Lane Roundabout	112 (1.47)	122 (1.46)	2.9	3
Traffic Signal	65 (0.95)	138 (1.00)	3.3	2
Traffic Signal with Channelized Right Turn Lane	33 (0.89)	84 (0.89)	4.2	1

Providing channelized right-turn lane on all approaches is recommended at the study intersection. The delay experienced at the study intersection for this alternative is better than that experienced under the no-build (2029) condition. The improvement addresses the impact of the proposed development.

Level of Service Comparison

Results of the intersection capacity analysis for the no-build and build conditions during Phases 1 and 2 are summarized in **Table 19** below for comparison.

Table 19: Level of Service Comparison					
Intersection	Control Type	Phase 1 - 2025		Phase 2 - 2029	
		No-Build Delay (LOS)	Build Delay (LOS)	No-Build Delay (LOS)	Build Delay (LOS)
SR 92/Campbellton Fairburn Road at Demooney Road	Multi-Lane Roundabout	6 (A)	6 (A)	7 (A)	7 (A)
		7 (A)	7 (A)	8 (A)	8 (A)
SR 92/Campbellton Fairburn Road at Butner Road/Ridge Road	Single-Lane Roundabout	13 (B)	14 (B)	19 (C)	32 (D)
		11 (B)	11 (B)	13 (B)	17 (C)
Butner Road at Driveway #1	Minor Street Stop		11 (B)	11 (B)	11 (B)
			11 (B)	11 (B)	13 (B)
Butner Road at Stubbs Road	All-way Stop	21 (C)	23 (C)	38 (E)	52 (F)
		18 (C)	20 (C)	30 (D)	52 (F)
SR 70/Cascade Palmetto Highway at Stubbs Road	Traffic Signal	14 (B)	14 (B)	16 (B)	17 (B)
		9 (A)	9 (A)	10 (A)	10 (A)
Cascade Palmetto Highway at Driveway #2	Minor Street Stop		21 (C)	19 (C)	30 (D)
			17 (C)	16 (C)	23 (C)
SR 70/SR 154/ Cascade Palmetto Highway at SR 92/Campbellton Fairburn Road	Traffic Signal	39 (D)	41 (D)	55 (E)	65 (E)
		96 (F)	99 (F)	127 (F)	138 (F)
SR 70/SR 92/SR 154 at SR 166	Multi-Lane Roundabout	9 (A)	9 (A)	9 (A)	11 (B)
		9 (A)	9 (A)	9 (A)	12 (B)

The comparison table shows the impact of the proposed development on the roadway network. **Table 20** shows the impact of recommended improvements for intersections operating at unacceptable service levels.

Table 20: Level of Service Comparison (2029)				
Intersection	Build w/o Improvements		Build w/ Improvements	
	Control Type	Delay (LOS)	Control Type	Delay (LOS)
Butner Road at Stubbs Road	All-way Stop	52 (F)	All-way Stop w/ Turn Lanes	38 (E)
		52 (F)		19 (C)
SR 70/SR 154/ Cascade Palmetto Highway at SR 92/Campbellton Fairburn Road	Traffic Signal	65 (E)	Traffic Signal with Channelized Right Turn Lane	33 (C)
		138 (F)		84 (F)

The delay experienced at the intersections is better with the recommended improvements. By providing the right-turn lanes, the impact of the proposed development is negated.

Level of Service Analysis for Internal Intersections

Capacity analysis was carried out at 5 internal intersections identified in the DRI Letter of Understanding on June 29, 2022. The results of the intersection analysis are summarized in **Table 21** and detailed results are included in **Appendix E**.

Table 21: Level of Service for Internal Development Intersection			
Intersection	Intersection Control	AM-Peak Delay (LOS)	PM-Peak Delay (LOS)
Street A at Street Q	Minor Street Stop	10 (A)	10 (A)
Street A at Street P	Minor Street Stop	9 (A)	10 (A)
Street A at Street M	Minor Street Stop	10 (A)	10 (A)
Street A at Street I	Minor Street Stop	9 (A)	11 (B)
Street A at Street D	Minor Street Stop	10 (A)	10 (A)

The capacity analysis carried out for the intersections within the development shows that they operate at an acceptable level of service with a minor street stop control after the full build-out of the proposed development. Daily turning movement volumes at the intersections are not expected to be high enough to warrant auxiliary lanes on the mainline, Street A, and the intersections all operate at an acceptable LOS as two lane facilities with minor street stop control.

RECOMMENDATION

The Hawk's Ridge residential development in South Fulton, GA, will have approximately 522 single-family homes. The development will be constructed under two phases. Phase 1 will include 136 units and be completed by 2025. Phase 2 will include 386 units will be completed by 2029. The development will have two driveways, Driveway #1 along Butner Road and Driveway #2 along Cascade Palmetto Highway.

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

The study intersections are operating at an acceptable level of service in the existing year (2022) except for the intersections of SR 92/Campbellton Fairburn Road at Demooney Road and SR 70/SR 154/Cascade Palmetto Highway. Prior to the completion of Phase 1, a project is programmed at the intersections which will replace the existing intersection minor street stop control with a roundabout. This roundabout project was included in the future year analysis for this study as the baseline existing condition.

Based on the analysis, all study intersections are expected to operate acceptably, LOS A-D, except for the intersection of SR 70/SR 154/ Cascade Palmetto Highway at SR 92/Campbellton Fairburn Road, which continues to operate at LOS F in no-build and build conditions (2025).

After the full build-out of the proposed development by 2029, most of the study intersections are expected to continue to operate at a similar level of service, except for the intersection of Stubbs Road at Butner Road, which is expected to operate unacceptably. The study intersection of SR

92/Campbellton Fairburn Road at SR 70/SR 154/ Cascade Palmetto Highway continues to operate unacceptably. All the study intersections located within the development are expected to operate acceptably with minor-street stop control.

Intersection improvements were considered for the intersections identified to operate unacceptably. Feasible alternatives that fit the development scale were considered for all the study intersections. GDOT's ICE tool was utilized to determine a feasible intersection control for the study intersection of SR 70/SR 154/Cascade Palmetto Highway at SR 92/Campbellton Fairburn Road.

The following is the recommended configuration for the study intersections:

Butner Road at Driveway #1

- Driveway #1 approach should be full access and stop sign-controlled.
- Driveway #1 should be three lanes, one entry, and two exit lanes. One exit lane should be a left-turn only, and the other lane should be a channelized right-turn lane.
- Provide a northbound left-turn lane and a southbound right-turn lane on Butner Road with minimum GDOT design standards.

Butner Road at Stubbs Road

- Maintain existing all-way stop-control.
- Provide channelized right-turn lanes on all approaches.
- Provide GDOT recommended storage and taper lengths

Cascade Palmetto Highway at Driveway #2

- Driveway #2 approach should be full access and stop sign-controlled.
- Driveway #2 should be three lanes, one entry, and two exit lanes. One exit lane should be a left-turn only, and the other lane should be a channelized right-turn lane.
- Provide a northbound right-turn lane and a southbound left-turn lane on Cascade Palmetto Highway with minimum GDOT design standards.

SR 70/SR 154/Cascade Palmetto Highway at SR 92/Campbellton Fairburn Road

- Maintain existing traffic signal control.
- Provide channelized right-turn lanes on all approaches
- Provide GDOT recommended storage and taper lengths.
- Review the traffic signal timings upon completion of each phase of the development.

APPENDICES

Appendix A : DRI Letter of Understanding

Appendix B : Site Plan

Appendix C : Traffic Counts Summary Sheets

Appendix D : Growth Rate Summary

Appendix E : Capacity Analysis 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 A
DRI Letter of Understanding



LETTER OF UNDERSTANDING

April 11, 2023

Albert Ashkouti
Heritage Capital Partners
6000 Lake Forest Dr. STE 100
Atlanta, GA 30328

RE: **Hawks Ridge (DRI#: 3955)**

Dear Albert Ashkouti:

The purpose of this Letter of Understanding is to document the discussions during the Methodology Meeting held virtually on Monday, April 3, 2023 regarding the **Hawks Ridge** 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 7490 Butner Road, Fairburn GA 30213, and 3500 Cascade Palmetto Highway, Atlanta, GA 30331.
- The proposed development includes 522 Single Family Detached Housing Units.
- The projected build-out is two phases to be completed by 2025 (phase one) and 2029 (phase two).
- The proposed development includes 1 site access along Butner Road, and one site access along Cascade Palmetto Highway.
- The DRI trigger for this development is a land disturbance permit.
- The vehicular trip generation is estimated to be 4,928 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 at SR 153
2. SR 92 at Cascade Palmetto Highway
3. SR 92 at Butner Road / Ridge Road
4. SR 92 at Demooney Road
5. Cascade Palmetto Highway at W Stubbs Road
6. Butner Road at W Stubbs Road
7. Cascade Palmetto Highway at Site Driveway 2
8. Butner Road at Site Driveway 1

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 one phase 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 and pass-by reductions are not 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 2.3% 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).

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,

December Weir
Transit and Transportation Planner

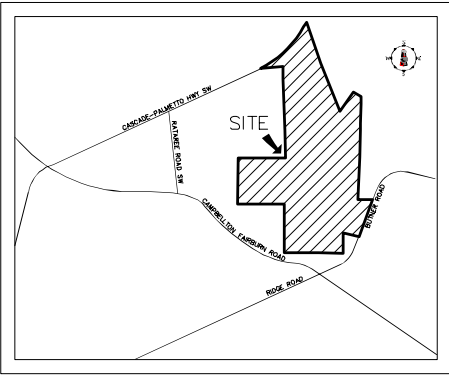
Cc:

Donald Shockey, ARC
Reginald McClendon, City of South Fulton
December Weir, GRTA/ATL
Beth Davis, GRTA/ATL
Paul DeNard, GDOT District 7
Justin Hatch, GDOT District 7
Joshua Higgins, GDOT District 7
Perry Landon, GDOT District 7
Josh Montefusco, GDOT District 7
Daniel Parker, GDOT District 7
Megan Wilson, GDOT District 7

Joseph Ashkouti, Heritage Partners
Chris Maddox, SE Engineering
Wayne Matthews, SE Engineering

Appendix B

Site Plan



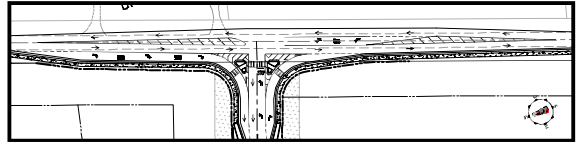
VICINITY MAP
NOT TO SCALE

LAND USE CHART	
TOTAL SITE AREA	369.73 AC
RESIDENTIAL LOT AREA	144.49 AC
RECREATION LOT AREA #1	4.19 AC
RECREATION LOT AREA #2	3.26 AC
RIGHT OF WAY AREA	37.87 AC
OPEN SPACE	179.92 AC
OPEN SPACE % REQUIRED	40%
OPEN SPACE % PROVIDED	48.66%

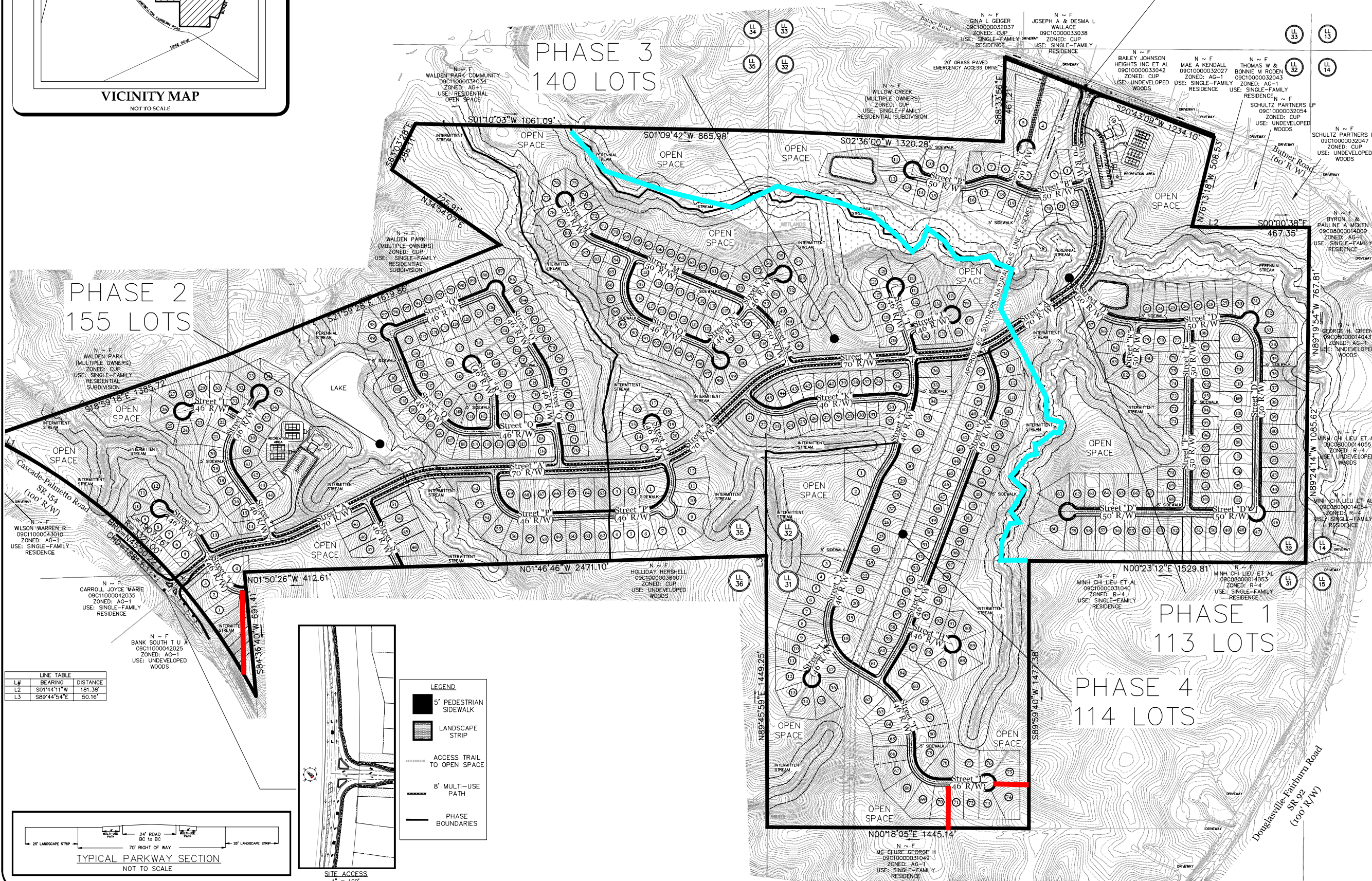
SITE NOTES:

1. THE JURISDICTIONAL BOUNDARIES OF THIS SITE ARE WITHIN UNINCORPORATED FULTON COUNTY.
2. THIS SITE INCLUDES 522 LOTS ZONED FOR SINGLE-FAMILY, DETACHED RESIDENTIAL AND 2 LOTS DEDICATED TO RECREATION AREAS.
3. THERE ARE NO EXISTING NOR PROPOSED TRAFFIC SIGNALS ASSOCIATED WITH THIS SITE.
4. THERE IS NO DEDICATED BIKE PATH FOR THIS SITE. HOWEVER, AN 8' MULTI-USE PATH IS PROPOSED ALONG BOTH SIDES OF STREET "A".

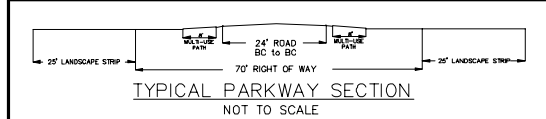
DENSITY CALCULATION	
TOTAL SITE AREA	369.73 AC
RESIDENTIAL LOTS	522 UNITS
RESIDENTIAL LOT DENSITY	1.41 UNITS/AC



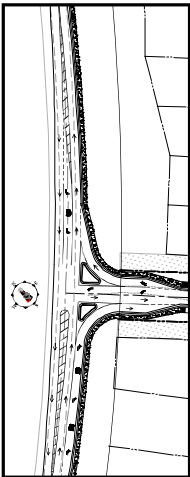
SITE ACCESS
1" = 100'



LINE TABLE	
LINE	BEARING & DISTANCE
L1	S01°44'11"W 181.38'
L2	S89°44'54"E 50.16'



TYPICAL PARKWAY SECTION
NOT TO SCALE



SITE ACCESS
1" = 100'

LEGEND	
	5' PEDESTRIAN SIDEWALK
	LANDSCAPE STRIP
	ACCESS TRAIL TO OPEN SPACE
	8' MULTI-USE PATH
	PHASE BOUNDARIES

HAWK'S RIDGE

DEVELOPMENT
REGIONAL IMPACT
EXHIBIT

DESIGNED: CBG
DRAWN: JTC
PROJ NO: 06006

DRAFT

4460 COMMERCE DRIVE
SUITE 100
BURLINGTON, GA 30618
P: 678-546-1675
WWW.DRI-INC.COM

DRI
1 of 1

Appendix C
Traffic Count Summary Sheets

TMC for SR 92 at SR 166



[Click here for Map](#)

Peak Hour Turning Movement Count

Douglasville, GA



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Wednesday, September 14, 2022	
Period	0600 - 0800
Peak Hour	0700 - 0800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



	Northbound				Southbound				Eastbound											
Time	GA-154 Hwy 92				GA-166 Hwy 92				GA-166 Duncan Memorial Hwy								Int Total			
	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Left 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total				App Total				
	0700 - 0715	45	62	-	0	107	-	133	15	0	148	16	-	149	0	165		-	-	-
0715 - 0730	79	80	-	2	161	-	126	11	0	137	13	-	164	0	177	-	-	-	0	475
0730 - 0745	70	67	-	0	137	-	125	13	1	139	9	-	163	0	172	-	-	-	0	448
0745 - 0800	66	72	-	0	138	-	130	22	0	152	34	-	149	0	183	-	-	-	0	473
Total	260	281	0	2	543	0	514	61	1	576	72	0	625	0	697	0	0	0	0	1816
Approach %	47.88	51.75	0.00	0.37	-	0.00	89.24	10.59	0.17	-	10.33	0.00	89.67	0.00	-	0.00	0.00	0.00	0.00	-
PHF	0.82	0.88	0.00	0.25	0.84	0.00	0.97	0.69	0.25	0.95	0.53	0.00	0.95	0.00	0.95	0.00	0.00	0.00	0.00	0.96

	Northbound				Southbound					Eastbound										
	GA-154 Hwy 92				GA-166 Hwy 92					GA-166 Duncan Memorial Hwy										
Time	Left	Thru	U-Turn	App		Thru	Right	U-Turn	App	Left	Right	U-Turn	App	Total				App	Total	
	1.1	1.2	1.3	Total		1.4	1.5	1.6	Total	1.7	1.8	1.9	Total					Total		
0700 - 0715	44	57	-	0	101	-	124	14	0	138	16	-	143	0	159	-	-	-	0	398
0715 - 0730	78	72	-	1	151	-	119	11	0	130	13	-	161	0	174	-	-	-	0	455
0730 - 0745	67	64	-	0	131	-	115	12	0	127	8	-	161	0	169	-	-	-	0	427
0745 - 0800	64	66	-	0	130	-	123	19	0	142	32	-	146	0	178	-	-	-	0	450
Total	253	259	0	1	513	0	481	56	0	537	69	0	611	0	680	0	0	0	0	1730
Approach %	49.32	50.49	0.00	0.19	-	0.00	89.57	10.43	0.00	-	10.15	0.00	89.85	0.00	-	0.00	0.00	0.00	0.00	-
PHF	0.81	0.90	0.00	0.25	0.85	0.00	0.97	0.74	0.00	0.95	0.54	0.00	0.95	0.00	0.96	0.00	0.00	0.00	0.00	0.95

	Northbound					Southbound					Eastbound									
	GA-154 Hwy 92					GA-166 Hwy 92					GA-166 Duncan Memorial Hwy									
Time	Left 1.1	Thru 1.2	U-Turn 1.3	App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total				App Total	Int Total		
0700 - 0715	1	3	-	0	4	-	5	1	0	6	0	-	3	0	3	-	-	-	0	13
0715 - 0730	1	6	-	0	7	-	3	0	0	3	0	-	2	0	2	-	-	-	0	12
0730 - 0745	3	2	-	0	5	-	4	1	1	6	0	-	0	0	0	-	-	-	0	11
0745 - 0800	2	3	-	0	5	-	3	3	0	6	1	-	2	0	3	-	-	-	0	14
Total	7	14	0	0	21	0	15	5	1	21	1	0	7	0	8	0	0	0	0	50
Approach %	33.33	66.67	0.00	0.00	-	0.00	71.43	23.81	4.76	-	12.50	0.00	87.50	0.00	-	0.00	0.00	0.00	0.00	-
PHF	0.58	0.58	0.00	0.00	0.75	0.00	0.75	0.42	0.25	0.88	0.25	0.00	0.58	0.00	0.67	0.00	0.00	0.00	0.00	0.89

	Northbound					Southbound					Eastbound									
	GA-154 Hwy 92					GA-166 Hwy 92					GA-166 Duncan Memorial Hwy									
Time	Left 1.1	Thru 1.2		U-Turn 1.3	App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total				App Total	Int Total	
0700 - 0715	0	2	-	0	2	-	4	0	0	4	0	-	3	0	3	-	-	-	0	9
0715 - 0730	0	2	-	1	3	-	4	0	0	4	0	-	1	0	1	-	-	-	0	8
0730 - 0745	0	1	-	0	1	-	6	0	0	6	1	-	2	0	3	-	-	-	0	10
0745 - 0800	0	3	-	0	3	-	4	0	0	4	1	-	1	0	2	-	-	-	0	9
Total	0	8	0	1	9	0	18	0	0	18	2	0	7	0	9	0	0	0	0	36
Approach %	0.00	88.89	0.00	11.11	-	0.00	100.00	0.00	0.00	-	22.22	0.00	77.78	0.00	-	0.00	0.00	0.00	0.00	-
PHF	0.00	0.67	0.00	0.25	0.75	0.00	0.75	0.00	0.00	0.75	0.50	0.00	0.58	0.00	0.75	0.00	0.00	0.00	0.00	0.90

	Northbound					Southbound					Eastbound									
	GA-154 Hwy 92					GA-166 Hwy 92					GA-166 Duncan Memorial Hwy									
Time	Left 1.1	Thru 1.2	U-Turn 1.3	App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total		Left 1.7	Right 1.8	U-Turn 1.9	App Total					App Total	Int Total
0700 - 0715	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
0730 - 0745	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
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

Douglasville, GA



www.marrtraffic.com

Wednesday, September 14, 2022	
Period	1600 - 1800
Peak Hour	1630 - 1730

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Time	Northbound				Southbound					Eastbound											Int Total
	GA-154 Hwy 92				GA-166 Hwy 92					GA-166 Duncan Memorial Hwy											
	Left 1.1	Thru 1.2	U-Turn 1.3	App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total						App Total		
1630 - 1645	149	117	-	1 267	-	101	30	1 132	22	-	61	0 83	-	-	-	-	-	0	482		
1645 - 1700	127	117	-	0 244	-	94	40	0 134	14	-	79	0 93	-	-	-	-	-	0	471		
1700 - 1715	156	120	-	1 277	-	84	31	0 115	15	-	72	0 87	-	-	-	-	-	0	479		
1715 - 1730	156	102	-	0 258	-	89	28	0 117	16	-	78	0 94	-	-	-	-	-	0	469		
Total	588	456	0	2 1046	0	368	129	1 498	67	0	290	0 357	0	0	0	0	0	0	1901		
Approach %	56.21	43.59	0.00	0.19	-	0.00	73.90	25.90	0.20	-	18.77	0.00	81.23	0.00	-	0.00	0.00	0.00	-		
PHF	0.94	0.95	0.00	0.50	0.94	0.00	0.91	0.81	0.25	0.93	0.76	0.00	0.92	0.00	0.95	0.00	0.00	0.00	0.99		

Time	Northbound				Southbound					Eastbound									Int Total	
	GA-154 Hwy 92				GA-166 Hwy 92					GA-166 Duncan Memorial Hwy										
	Left 1.1	Thru 1.2	U-Turn 1.3	App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7		Right 1.8	U-Turn 1.9	App Total						App Total
1630 - 1645	147	109	-	1 257	-	92	30	0	122	22	-	60	0	82	-	-	-	-	0	461
1645 - 1700	122	113	-	0 235	-	88	40	0	128	14	-	78	0	92	-	-	-	-	0	455
1700 - 1715	152	115	-	1 268	-	72	30	0	102	15	-	71	0	86	-	-	-	-	0	456
1715 - 1730	155	96	-	0 251	-	85	28	0	113	15	-	75	0	90	-	-	-	-	0	454
Total	576	433	0	2 1011	0	337	128	0	465	66	0	284	0	350	0	0	0	0	0	1826
Average %	56.97	42.83	0.00	0.20	-	0.00	72.47	27.53	0.00	-	18.86	0.00	81.14	0.00	-	0.00	0.00	0.00	0.00	-
PHF	0.93	0.94	0.00	0.50	0.94	0.00	0.92	0.80	0.00	0.91	0.75	0.00	0.91	0.00	0.95	0.00	0.00	0.00	0.00	0.99

Time	Northbound				Southbound					Eastbound									Int Total		
	GA-154 Hwy 92				GA-166 Hwy 92					GA-166 Duncan Memorial Hwy											
	Left 1.1	Thru 1.2	U-Turn 1.3	App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7		Right 1.8	U-Turn 1.9	App Total						App Total	
1630 - 1645	0	5	-	0	5	-	3	0	1	4	0	-	0	0	0	-	-	-	-	0	9
1645 - 1700	4	2	-	0	6	-	5	0	0	5	0	-	1	0	1	-	-	-	-	0	12
1700 - 1715	3	3	-	0	6	-	5	1	0	6	0	-	1	0	1	-	-	-	-	0	13
1715 - 1730	1	3	-	0	4	-	2	0	0	2	1	-	2	0	3	-	-	-	-	0	9
Total	8	13	0	0	21	0	15	1	1	17	1	0	4	0	5	0	0	0	0	0	43
Approach %	38.10	61.90	0.00	0.00	-	0.00	88.24	5.88	5.88	-	20.00	0.00	80.00	0.00	-	0.00	0.00	0.00	0.00	0	-
PHF	0.50	0.65	0.00	0.00	0.88	0.00	0.75	0.25	0.25	0.71	0.25	0.00	0.50	0.00	0.42	0.00	0.00	0.00	0.00	0.00	0.83

	Northbound				Southbound				Eastbound										
	GA-154 Hwy 92				GA-166 Hwy 92				GA-166 Duncan Memorial Hwy										
Time	Left 1.1	Thru 1.2	U-Turn 1.3	App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7		Right 1.8	U-Turn 1.9	App Total			App Total	Int Total	
1630 - 1645	2	3	-	0	5	-	6	0	0	6	0	-	1	0	1	-	-	0	12
1645 - 1700	1	2	-	0	3	-	1	0	0	1	0	-	0	0	0	-	-	0	4
1700 - 1715	1	2	-	0	3	-	7	0	0	7	0	-	0	0	0	-	-	0	10
1715 - 1730	0	3	-	0	3	-	2	0	0	2	0	-	1	0	1	-	-	0	6
Total	4	10	0	0	14	0	16	0	0	16	0	0	2	0	2	0	0	0	32
Approach %	28.57	71.43	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	-
PHF	0.50	0.83	0.00	0.00	0.70	0.00	0.57	0.00	0.00	0.57	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	0.67

[illegible]

Classified Turn Movement Count || All vehicles

Douglasville, GA



Marr Traffic
DATA COLLECTION

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Site 1 of 6

GA-154 Hwy 92
GA-166 Hwy 92
GA-166 Duncan Memorial Hwy

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.660341°, -84.675123°

0600 - 0800 (Weekday 2h Session) (09-14-2022)

All vehicles

TIME	Northbound				Southbound				Eastbound				Int Total
	GA-154 Hwy 92				GA-166 Hwy 92				GA-166 Duncan Memorial Hwy				
	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	
0600 - 0615	21	36	0	57	55	2	0	57	9	94	0	103	217
0615 - 0630	29	27	1	57	100	1	0	101	12	135	0	147	305
0630 - 0645	35	57	0	92	105	4	0	109	13	135	0	148	349
0645 - 0700	28	56	0	84	118	10	0	128	18	131	0	149	361
Hourly Total	113	176	1	290	378	17	0	395	52	495	0	547	1232
0700 - 0715	45	62	0	107	133	15	0	148	16	149	0	165	420
0715 - 0730	79	80	2	161	126	11	0	137	13	164	0	177	475
0730 - 0745	70	67	0	137	125	13	1	139	9	163	0	172	448
0745 - 0800	66	72	0	138	130	22	0	152	34	149	0	183	473
Hourly Total	260	281	2	543	514	61	1	576	72	625	0	697	1816
Grand Total	373	457	3	833	892	78	1	971	124	1120	0	1244	3048
Approach %	44.78	54.86	0.36	-	91.86	8.03	0.10	-	9.97	90.03	0.00	-	
Intersection %	12.24	14.99	0.10	27.33	29.27	2.56	0.03	31.86	4.07	36.75	0.00	40.81	
PHF	0.82	0.88	0.25	0.84	0.97	0.69	0.25	0.95	0.53	0.95	0.00	0.95	0.96

1600 - 1800 (Weekday 2h Session) (09-14-2022)

All vehicles

TIME	Northbound				Southbound				Eastbound				Int Total
	GA-154 Hwy 92				GA-166 Hwy 92				GA-166 Duncan Memorial Hwy				
	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	
1600 - 1615	105	97	0	202	89	30	0	119	10	67	0	77	398
1615 - 1630	144	103	0	247	84	28	0	112	9	72	0	81	440
1630 - 1645	149	117	1	267	101	30	1	132	22	61	0	83	482
1645 - 1700	127	117	0	244	94	40	0	134	14	79	0	93	471
Hourly Total	525	434	1	960	368	128	1	497	55	279	0	334	1791
1700 - 1715	156	120	1	277	84	31	0	115	15	72	0	87	479
1715 - 1730	156	102	0	258	89	28	0	117	16	78	0	94	469
1730 - 1745	149	97	1	247	46	34	0	80	16	77	0	93	420
1745 - 1800	160	135	0	295	29	21	0	50	22	59	0	81	426
Hourly Total	621	454	2	1077	248	114	0	362	69	286	0	355	1794
Grand Total	1146	888	3	2037	616	242	1	859	124	565	0	689	3585
Approach %	56.26	43.59	0.15	-	71.71	28.17	0.12	-	18.00	82.00	0.00	-	
Intersection %	31.97	24.77	0.08	56.82	17.18	6.75	0.03	23.96	3.46	15.76	0.00	19.22	
PHF	0.94	0.95	0.50	0.94	0.91	0.81	0.25	0.93	0.76	0.92	0.00	0.95	0.99

TMC for SR 92 at SR 70



[Click here for Map](#)

Peak Hour Turning Movement Count

Douglasville, GA



www.marrtraffic.com

Wednesday, September 14, 2022	
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
	GA-154 Cascade Palmetto Hwy					GA-70 Cascade Palmetto Hwy					GA-154 Hwy 92					GA-92 Hwy 92					
	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	
	2.1	2.2	2.3	2.4	App Total	2.5	2.6	2.7	2.8	App Total	2.9	2.10	2.11	2.12	App Total	2.13	2.14	2.15	2.16	App Total	
0700 - 0715	56	56	3	0	115	6	20	9	0	35	54	140	34	0	228	3	51	9	0	63	441
0715 - 0730	55	49	4	0	108	12	23	11	0	46	54	158	34	0	246	2	85	11	0	98	498
0730 - 0745	52	64	2	0	118	12	41	10	1	64	68	136	55	0	259	5	81	22	0	108	549
0745 - 0800	38	83	3	0	124	3	43	18	0	64	78	113	57	0	248	8	80	22	0	110	546
Total	201	252	12	0	465	33	127	48	1	209	254	547	180	0	981	18	297	64	0	379	2034
Approach %	43.23	54.19	2.58	0.00	-	15.79	60.77	22.97	0.48	-	25.89	55.76	18.35	0.00	-	4.75	78.36	16.89	0.00	-	
PHF	0.90	0.76	0.75	0.00	0.94	0.69	0.74	0.67	0.25	0.82	0.81	0.87	0.79	0.00	0.95	0.56	0.87	0.73	0.00	0.86	0.93

Time	Northbound						Southbound					Eastbound						Westbound						
	GA-154 Cascade Palmetto Hwy						GA-70 Cascade Palmetto Hwy					GA-154 Hwy 92						GA-92 Hwy 92						
	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
0700 - 0715	50	49	3	0	102		6	16	9	0	31		52	133	31	0	216		3	51	7	0	61	410
0715 - 0730	50	45	4	0	99		6	18	11	0	35		54	151	33	0	238		2	81	10	0	93	465
0730 - 0745	52	60	1	0	113		9	36	10	1	56		68	126	52	0	246		5	79	21	0	105	520
0745 - 0800	32	78	2	0	112		3	34	17	0	54		76	110	52	0	238		8	74	19	0	101	505
Total	184	232	10	0	426		24	104	47	1	176		250	520	168	0	938		18	285	57	0	360	1900
Approach %	43.19	54.46	2.35	0.00	-		13.64	59.09	26.70	0.57	-		26.65	55.44	17.91	0.00	-		5.00	79.17	15.83	0.00	-	
PHF	0.88	0.74	0.63	0.00	0.94		0.67	0.72	0.69	0.25	0.79		0.82	0.86	0.81	0.00	0.95		0.56	0.88	0.68	0.00	0.86	0.91

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-154 Cascade Palmetto Hwy					GA-70 Cascade Palmetto Hwy					GA-154 Hwy 92					GA-92 Hwy 92					
	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	5	1	0	0	6	0	2	0	0	2	1	1	1	0	3	0	0	1	0	1	12
0715 - 0730	3	3	0	0	6	2	3	0	0	5	0	4	1	0	5	0	2	0	0	2	18
0730 - 0745	0	2	1	0	3	2	1	0	0	3	0	3	2	0	5	0	2	0	0	2	13
0745 - 0800	4	3	1	0	8	0	6	0	0	6	1	1	3	0	5	0	5	0	0	5	24
Total	12	9	2	0	23	4	12	0	0	16	2	9	7	0	18	0	9	1	0	10	67
Approach %	52.17	39.13	8.70	0.00	-	25.00	75.00	0.00	0.00	-	11.11	50.00	38.89	0.00	-	0.00	90.00	10.00	0.00	-	
PHF	0.60	0.75	0.50	0.00	0.72	0.50	0.50	0.00	0.00	0.67	0.50	0.56	0.58	0.00	0.90	0.00	0.45	0.25	0.00	0.50	0.70

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-154 Cascade Palmetto Hwy					GA-70 Cascade Palmetto Hwy					GA-154 Hwy 92					GA-92 Hwy 92					
	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	1	6	0	0	7	0	2	0	0	2	1	6	2	0	9	0	0	1	0	1	19
0715 - 0730	2	1	0	0	3	4	2	0	0	6	0	3	0	0	3	0	2	1	0	3	15
0730 - 0745	0	2	0	0	2	1	4	0	0	5	0	7	1	0	8	0	0	1	0	1	16
0745 - 0800	2	2	0	0	4	0	3	1	0	4	1	2	2	0	5	0	1	3	0	4	17
Total	5	11	0	0	16	5	11	1	0	17	2	18	5	0	25	0	3	6	0	9	67
Approach %	31.25	68.75	0.00	0.00	-	29.41	64.71	5.88	0.00	-	8.00	72.00	20.00	0.00	-	0.00	33.33	66.67	0.00	-	
PHF	0.63	0.46	0.00	0.00	0.57	0.31	0.69	0.25	0.00	0.71	0.50	0.64	0.63	0.00	0.69	0.00	0.38	0.50	0.00	0.56	0.88

	Northbound						Southbound						Eastbound						Westbound					
	GA-154 Cascade Palmetto Hwy						GA-70 Cascade Palmetto Hwy						GA-154 Hwy 92						GA-92 Hwy 92					
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
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	-	
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

Douglasville, GA



www.marrtraffic.com

Wednesday, September 14, 2022	
Period	1600 - 1800
Peak Hour	1630 - 1730

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

GA-70 Cascade Palmetto Hwy

Southbound

(1-3)	153	308	41	0	502	174	(1-3)
(4-7)	3	13	0	0	16	18	(4-7)
(8-13)	2	17	3	0	22	31	(8-13)

Total	158	338	44	0	540	223	Total
-------	-----	-----	----	---	-----	-----	-------



0

0

(1-3)	(4-7)	(8-13)	Total
937	17	15	969
571	22	17	610
0	0	0	0
61	1	0	62
324	12	9	345
186	9	8	203
(1-3)	(4-7)	(8-13)	Total

Eastbound

GA-154 Hwy 92

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	1997	69	84	2150
PHF				0.9685

Total	(8-13)	(4-7)	(1-3)
39	9	4	26
602	12	9	581
15	0	0	15
0	0	0	0
656	21	13	622
402	13	12	377
Total	(8-13)	(4-7)	(1-3)

Westbound

GA-92 Hwy 92

Total	556	344	0	209	122	13	Total
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Northbound

(8-13)	25	24	0	1	22	1	(8-13)
(4-7)	22	18	0	5	13	0	(4-7)
(1-3)	509	302	0	203	87	12	(1-3)

GA-154 Cascade Palmetto Hwy

Time	Northbound					Southbound					Eastbound					Westbound					
	GA-154 Cascade Palmetto Hwy					GA-70 Cascade Palmetto Hwy					GA-154 Hwy 92					GA-92 Hwy 92					
	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
	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		
1630 - 1645	47	34	4	0	85	8	85	31	0	124	16	91	56	0	163	3	133	10	0	146	518
1645 - 1700	49	33	2	0	84	11	93	30	0	134	14	82	49	0	145	4	160	5	0	169	532
1700 - 1715	64	45	0	0	109	13	69	49	0	131	15	85	46	0	146	3	145	11	0	159	545
1715 - 1730	49	10	7	0	66	12	91	48	0	151	17	87	52	0	156	5	164	13	0	182	555
Total	209	122	13	0	344	44	338	158	0	540	62	345	203	0	610	15	602	39	0	656	2150
Approach %	60.76	35.47	3.78	0.00	-	8.15	62.59	29.26	0.00	-	10.16	56.56	33.28	0.00	-	2.29	91.77	5.95	0.00	-	
PHF	0.82	0.68	0.46	0.00	0.79	0.85	0.91	0.81	0.00	0.89	0.91	0.95	0.91	0.00	0.94	0.75	0.92	0.75	0.00	0.90	0.97

	Northbound					Southbound					Eastbound					Westbound					
	GA-154 Cascade Palmetto Hwy					GA-70 Cascade Palmetto Hwy					GA-154 Hwy 92					GA-92 Hwy 92					
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
1630 - 1645	47	21	4	0	72	7	79	30	0	116	16	81	49	0	146	3	126	5	0	134	468
1645 - 1700	47	25	2	0	74	11	83	29	0	123	14	79	46	0	139	4	153	4	0	161	497
1700 - 1715	63	32	0	0	95	12	62	48	0	122	15	82	41	0	138	3	143	7	0	153	508
1715 - 1730	46	9	6	0	61	11	84	46	0	141	16	82	50	0	148	5	159	10	0	174	524
Total	203	87	12	0	302	41	308	153	0	502	61	324	186	0	571	15	581	26	0	622	1997
Approach %	67.22	28.81	3.97	0.00	-	8.17	61.35	30.48	0.00	-	10.68	56.74	32.57	0.00	-	2.41	93.41	4.18	0.00	-	
PHF	0.81	0.68	0.50	0.00	0.79	0.85	0.92	0.80	0.00	0.89	0.95	0.99	0.93	0.00	0.96	0.75	0.91	0.65	0.00	0.89	0.95

	Northbound					Southbound					Eastbound					Westbound					
	GA-154 Cascade Palmetto Hwy					GA-70 Cascade Palmetto Hwy					GA-154 Hwy 92					GA-92 Hwy 92					
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
1630 - 1645	0	4	0	0	4	0	4	1	0	5	0	5	5	0	10	0	4	2	0	6	25
1645 - 1700	2	2	0	0	4	0	3	0	0	3	0	2	2	0	4	0	3	0	0	3	14
1700 - 1715	1	7	0	0	8	0	3	1	0	4	0	1	2	0	3	0	1	2	0	3	18
1715 - 1730	2	0	0	0	2	0	3	1	0	4	1	4	0	0	5	0	1	0	0	1	12
Total	5	13	0	0	18	0	13	3	0	16	1	12	9	0	22	0	9	4	0	13	69
Approach %	27.78	72.22	0.00	0.00	-	0.00	81.25	18.75	0.00	-	4.55	54.55	40.91	0.00	-	0.00	69.23	30.77	0.00	-	
PHF	0.63	0.46	0.00	0.00	0.56	0.00	0.81	0.75	0.00	0.80	0.25	0.60	0.45	0.00	0.55	0.00	0.56	0.50	0.00	0.54	0.69

	Northbound					Southbound					Eastbound					Westbound					
	GA-154 Cascade Palmetto Hwy					GA-70 Cascade Palmetto Hwy					GA-154 Hwy 92					GA-92 Hwy 92					
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
1630 - 1645	0	9	0	0	9	1	2	0	0	3	0	5	2	0	7	0	3	3	0	6	25
1645 - 1700	0	6	0	0	6	0	7	1	0	8	0	1	1	0	2	0	4	1	0	5	21
1700 - 1715	0	6	0	0	6	1	4	0	0	5	0	2	3	0	5	0	1	2	0	3	19
1715 - 1730	1	1	1	0	3	1	4	1	0	6	0	1	2	0	3	0	4	3	0	7	19
Total	1	22	1	0	24	3	17	2	0	22	0	9	8	0	17	0	12	9	0	21	84
Approach %	4.17	91.67	4.17	0.00	-	13.64	77.27	9.09	0.00	-	0.00	52.94	47.06	0.00	-	0.00	57.14	42.86	0.00	-	
PHF	0.25	0.61	0.25	0.00	0.67	0.75	0.61	0.50	0.00	0.69	0.00	0.45	0.67	0.00	0.61	0.00	0.75	0.75	0.00	0.75	0.84

	Northbound						Southbound						Eastbound						Westbound					
	GA-154 Cascade Palmetto Hwy						GA-70 Cascade Palmetto Hwy						GA-154 Hwy 92						GA-92 Hwy 92					
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
1630 - 1645	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
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
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

Douglasville, GA



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Site 2 of 6

GA-154 Cascade Palmetto Hwy

GA-70 Cascade Palmetto Hwy

GA-154 Hwy 92

GA-92 Hwy 92

Date

Wednesday, September 14, 2022

Lat/Long

33.650359°, -84.669799°

Weather

Fair

73°F

0600 - 0800 (Weekday 2h Session) (09-14-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-154 Cascade Palmetto Hwy					GA-70 Cascade Palmetto Hwy					GA-154 Hwy 92					GA-92 Hwy 92					
	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	16	44	3	0	63	2	17	2	0	21	27	72	34	0	133	1	37	4	0	42	259
0615 - 0630	27	55	5	0	87	3	20	2	0	25	55	120	39	0	214	1	36	2	0	39	365
0630 - 0645	40	76	3	0	119	4	22	3	0	29	40	136	44	0	220	0	41	6	0	47	415
0645 - 0700	34	49	6	0	89	3	14	4	0	21	48	158	36	0	242	1	46	11	0	58	410
Hourly Total	117	224	17	0	358	12	73	11	0	96	170	486	153	0	809	3	160	23	0	186	1449
0700 - 0715	56	56	3	0	115	6	20	9	0	35	54	140	34	0	228	3	51	9	0	63	441
0715 - 0730	55	49	4	0	108	12	23	11	0	46	54	158	34	0	246	2	85	11	0	98	498
0730 - 0745	52	64	2	0	118	12	41	10	1	64	68	136	55	0	259	5	81	22	0	108	549
0745 - 0800	38	83	3	0	124	3	43	18	0	64	78	113	57	0	248	8	80	22	0	110	546
Hourly Total	201	252	12	0	465	33	127	48	1	209	254	547	180	0	981	18	297	64	0	379	2034
Grand Total	318	476	29	0	823	45	200	59	1	305	424	1033	333	0	1790	21	457	87	0	565	3483
Approach %	38.64	57.84	3.52	0.00	-	14.75	65.57	19.34	0.33	-	23.69	57.71	18.60	0.00	-	3.72	80.88	15.40	0.00	-	-
Intersection %	9.13	13.67	0.83	0.00	23.63	1.29	5.74	1.69	0.03	8.76	12.17	29.66	9.56	0.00	51.39	0.60	13.12	2.50	0.00	16.22	-
PHF	0.90	0.76	0.75	0.00	0.94	0.69	0.74	0.67	0.25	0.82	0.81	0.87	0.79	0.00	0.95	0.56	0.87	0.73	0.00	0.86	0.93

1600 - 1800 (Weekday 2h Session) (09-14-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-154 Cascade Palmetto Hwy					GA-70 Cascade Palmetto Hwy					GA-154 Hwy 92					GA-92 Hwy 92					
	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	
1600 - 1615	44	29	3	0	76	8	76	24	0	108	14	91	50	0	155	3	152	9	0	164	503
1615 - 1630	69	41	3	0	113	13	89	34	0	136	17	62	41	0	120	4	138	7	0	149	518
1630 - 1645	47	34	4	0	85	8	85	31	0	124	16	91	56	0	163	3	133	10	0	146	518
1645 - 1700	49	33	2	0	84	11	93	30	0	134	14	82	49	0	145	4	160	5	0	169	532
Hourly Total	209	137	12	0	358	40	343	119	0	502	61	326	196	0	583	14	583	31	0	628	2071
1700 - 1715	64	45	0	0	109	13	69	49	0	131	15	85	46	0	146	3	145	11	0	159	545
1715 - 1730	49	10	7	0	66	12	91	48	0	151	17	87	52	0	156	5	164	13	0	182	555
1730 - 1745	67	15	2	0	84	17	86	40	0	143	5	57	43	0	105	4	149	9	0	162	494
1745 - 1800	55	48	1	0	104	20	74	54	0	148	13	42	25	0	80	1	132	5	0	138	470
Hourly Total	235	118	10	0	363	62	320	191	0	573	50	271	166	0	487	13	590	38	0	641	2064
Grand Total	444	255	22	0	721	102	663	310	0	1075	111	597	362	0	1070	27	1173	69	0	1269	4135
Approach %	61.58	35.37	3.05	0.00	-	9.49	61.67	28.84	0.00	-	10.37	55.79	33.83	0.00	-	2.13	92.43	5.44	0.00	-	-
Intersection %	10.74	6.17	0.53	0.00	17.44	2.47	16.03	7.50	0.00	26.00	2.68	14.44	8.75	0.00	25.88	0.65	28.37	1.67	0.00	30.69	-
PHF	0.82	0.68	0.46	0.00	0.79	0.85	0.91	0.81	0.00	0.89	0.91	0.95	0.91	0.00	0.94	0.75	0.92	0.75	0.00	0.90	0.97

TMC for SR 92 at Butner Road



[Click here for Map](#)

Peak Hour Turning Movement Count

Douglasville, GA



www.marrtraffic.com

Wednesday, September 14, 2022	
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
	Ridge Rd					Butner Rd					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (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	3	7	6	0	16	12	3	8	0	23	10	146	1	0	157	5	59	6	0	70	266	
0715 - 0730	2	10	6	0	18	13	12	10	0	35	14	153	4	0	171	11	89	8	0	108	332	
0730 - 0745	11	15	11	0	37	15	21	8	0	44	18	139	8	0	165	16	85	6	0	107	353	
0745 - 0800	6	20	16	0	42	12	35	12	0	59	16	106	10	0	132	28	84	10	0	122	355	
Total	22	52	39	0	113	52	71	38	0	161	58	544	23	0	625	60	317	30	0	407	1306	
Approach %	19.47	46.02	34.51	0.00	-	32.30	44.10	23.60	0.00	-	9.28	87.04	3.68	0.00	-	14.74	77.89	7.37	0.00	-		
PHF	0.50	0.65	0.61	0.00	0.67	0.87	0.51	0.79	0.00	0.68	0.81	0.89	0.58	0.00	0.91	0.54	0.89	0.75	0.00	0.83	0.92	

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Ridge Rd					Butner Rd					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (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	3	7	5	0	15	11	3	8	0	22	10	139	1	0	150	5	53	6	0	64	251
0715 - 0730	2	10	6	0	18	12	12	10	0	34	13	142	4	0	159	10	83	8	0	101	312
0730 - 0745	11	15	11	0	37	15	20	8	0	43	18	124	8	0	150	16	82	6	0	104	334
0745 - 0800	5	20	16	0	41	11	33	12	0	56	16	102	9	0	127	28	81	10	0	119	343
Total	21	52	38	0	111	49	68	38	0	155	57	507	22	0	586	59	299	30	0	388	1240
Approach %	18.92	46.85	34.23	0.00	-	31.61	43.87	24.52	0.00	-	9.73	86.52	3.75	0.00	-	15.21	77.06	7.73	0.00	-	
PHF	0.48	0.65	0.59	0.00	0.68	0.82	0.52	0.79	0.00	0.69	0.79	0.89	0.61	0.00	0.92	0.53	0.90	0.75	0.00	0.82	0.90

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Ridge Rd					Butner Rd					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (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	0	1	0	1	1	0	0	0	1	0	1	0	0	1	0	2	0	0	2	5
0715 - 0730	0	0	0	0	0	1	0	0	0	1	1	5	0	0	6	1	4	0	0	5	12
0730 - 0745	0	0	0	0	0	0	1	0	0	1	0	6	0	0	6	0	1	0	0	1	8
0745 - 0800	1	0	0	0	1	1	2	0	0	3	0	2	1	0	3	0	2	0	0	2	9
Total	1	0	1	0	2	3	3	0	0	6	1	14	1	0	16	1	9	0	0	10	34
Approach %	50.00	0.00	50.00	0.00	-	50.00	50.00	0.00	0.00	-	6.25	87.50	6.25	0.00	-	10.00	90.00	0.00	0.00	-	
PHF	0.25	0.00	0.25	0.00	0.50	0.75	0.38	0.00	0.00	0.50	0.25	0.58	0.25	0.00	0.67	0.25	0.56	0.00	0.00	0.50	0.71

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Ridge Rd					Butner Rd					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (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	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	4	0	0	4	10
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	2	0	0	2	8
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	2	0	0	2	11
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
Total	0	0	0	0	0	0	0	0	0	0	0	23	0	0	23	0	9	0	0	9	32
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	0.64	0.00	0.00	0.64	0.00	0.56	0.00	0.00	0.56	0.73

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Ridge Rd					Butner Rd					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (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	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

Douglasville, GA



www.marrtraffic.com

Wednesday, September 14, 2022	
Period	1600 - 1800
Peak Hour	1630 - 1730

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Ridge Rd						Butner Rd						GA-92 Hwy 92 (West)						GA-92 Hwy 92 (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		
1630 - 1645	5	6	12	0	23		18	6	18	0	42		7	82	1	0	90	10	172	9	0	191	346		
1645 - 1700	1	6	6	0	13		22	10	18	0	50		9	101	1	0	111	6	116	6	0	128	302		
1700 - 1715	4	8	6	0	18		10	11	11	0	32		8	95	2	0	105	7	144	14	0	165	320		
1715 - 1730	2	8	12	0	22		23	5	7	0	35		8	97	4	0	109	8	142	3	0	153	319		
Total	12	28	36	0	76		73	32	54	0	159		32	375	8	0	415	31	574	32	0	637	1287		
Approach %	15.79	36.84	47.37	0.00	-		45.91	20.13	33.96	0.00	-		7.71	90.36	1.93	0.00	-	4.87	90.11	5.02	0.00	-			
PHF	0.60	0.88	0.75	0.00	0.83		0.79	0.73	0.75	0.00	0.80		0.89	0.93	0.50	0.00	0.93	0.78	0.83	0.57	0.00	0.83	0.93		

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Ridge Rd					Butner Rd					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (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	
1630 - 1645	5	6	10	0	21	17	6	16	0	39	7	74	1	0	82	10	161	9	0	180	322
1645 - 1700	1	6	6	0	13	19	10	18	0	47	9	95	1	0	105	6	107	6	0	119	284
1700 - 1715	4	8	5	0	17	9	11	11	0	31	8	89	2	0	99	7	140	12	0	159	306
1715 - 1730	2	8	11	0	21	23	5	7	0	35	8	90	4	0	102	8	133	3	0	144	302
Total	12	28	32	0	72	68	32	52	0	152	32	348	8	0	388	31	541	30	0	602	1214
Approach %	16.67	38.89	44.44	0.00	-	44.74	21.05	34.21	0.00	-	8.25	89.69	2.06	0.00	-	5.15	89.87	4.98	0.00	-	-
PHF	0.60	0.88	0.73	0.00	0.86	0.74	0.73	0.72	0.00	0.81	0.89	0.92	0.50	0.00	0.92	0.78	0.84	0.63	0.00	0.84	0.94

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Ridge Rd						Butner Rd						GA-92 Hwy 92 (West)						GA-92 Hwy 92 (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		
1630 - 1645	0	0	2	0	2		1	0	1	0	2		0	3	0	0	3		0	5	0	0	5		12
1645 - 1700	0	0	0	0	0		3	0	0	0	3		0	3	0	0	3		0	5	0	0	5		11
1700 - 1715	0	0	1	0	1		1	0	0	0	1		0	1	0	0	1		0	1	2	0	3		6
1715 - 1730	0	0	1	0	1		0	0	0	0	0		0	4	0	0	4		0	4	0	0	4		9
Total	0	0	4	0	4		5	0	1	0	6		0	11	0	0	11		0	15	2	0	17		38
Approach %	0.00	0.00	100.00	0.00	-		83.33	0.00	16.67	0.00	-		0.00	100.00	0.00	0.00	-		0.00	88.24	11.76	0.00	-		
PHF	0.00	0.00	0.50	0.00	0.50		0.42	0.00	0.25	0.00	0.50		0.00	0.69	0.00	0.00	0.69		0.00	0.75	0.25	0.00	0.85		0.79

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Ridge Rd					Butner Rd					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (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	
1630 - 1645	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5	0	6	0	0	6	12
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	7
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	3	0	0	3	8
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	5	0	0	5	8
Total	0	0	0	0	0	0	0	1	0	1	0	16	0	0	16	0	18	0	0	18	35
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	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	0.25	0.00	0.25	0.00	0.80	0.00	0.00	0.80	0.00	0.75	0.00	0.00	0.75	0.73

[illegible]

Classified Turn Movement Count || All vehicles

Douglasville, GA



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Site 3 of 6

Ridge Rd
Butner Rd
GA-92 Hwy 92 (West)
GA-92 Hwy 92 (East)

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.640737°, -84.640159°

0600 - 0800 (Weekday 2h Session) (09-14-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Ridge Rd					Butner Rd					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (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	
0600 - 0615	1	3	8	0	12	1	4	4	0	9	2	82	0	0	84	2	34	4	0	40	145
0615 - 0630	2	4	3	0	9	3	1	0	0	4	5	103	2	0	110	2	44	1	0	47	170
0630 - 0645	1	4	2	0	7	4	2	6	0	12	8	147	1	0	156	2	47	3	0	52	227
0645 - 0700	0	6	4	0	10	4	5	2	0	11	6	135	1	0	142	3	52	4	0	59	222
Hourly Total	4	17	17	0	38	12	12	12	0	36	21	467	4	0	492	9	177	12	0	198	764
0700 - 0715	3	7	6	0	16	12	3	8	0	23	10	146	1	0	157	5	59	6	0	70	266
0715 - 0730	2	10	6	0	18	13	12	10	0	35	14	153	4	0	171	11	89	8	0	108	332
0730 - 0745	11	15	11	0	37	15	21	8	0	44	18	139	8	0	165	16	85	6	0	107	353
0745 - 0800	6	20	16	0	42	12	35	12	0	59	16	106	10	0	132	28	84	10	0	122	355
Hourly Total	22	52	39	0	113	52	71	38	0	161	58	544	23	0	625	60	317	30	0	407	1306
Grand Total	26	69	56	0	151	64	83	50	0	197	79	1011	27	0	1117	69	494	42	0	605	2070
Approach %	17.22	45.70	37.09	0.00	-	32.49	42.13	25.38	0.00	-	7.07	90.51	2.42	0.00	-	11.40	81.65	6.94	0.00	-	-
Intersection %	1.26	3.33	2.71	0.00	7.29	3.09	4.01	2.42	0.00	9.52	3.82	48.84	1.30	0.00	53.96	3.33	23.86	2.03	0.00	29.23	-
PHF	0.50	0.65	0.61	0.00	0.67	0.87	0.51	0.79	0.00	0.68	0.81	0.89	0.58	0.00	0.91	0.54	0.89	0.75	0.00	0.83	0.92

1600 - 1800 (Weekday 2h Session) (09-14-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Ridge Rd					Butner Rd					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (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	6	12	13	0	31	15	10	14	0	39	7	78	2	0	87	11	116	7	0	134	291
1615 - 1630	3	8	11	0	22	20	9	6	0	35	6	80	3	0	89	14	129	11	0	154	300
1630 - 1645	5	6	12	0	23	18	6	18	0	42	7	82	1	0	90	10	172	9	0	191	346
1645 - 1700	1	6	6	0	13	22	10	18	0	50	9	101	1	0	111	6	116	6	0	128	302
Hourly Total	15	32	42	0	89	75	35	56	0	166	29	341	7	0	377	41	533	33	0	607	1239
1700 - 1715	4	8	6	0	18	10	11	11	0	32	8	95	2	0	105	7	144	14	0	165	320
1715 - 1730	2	8	12	0	22	23	5	7	0	35	8	97	4	0	109	8	142	3	0	153	319
1730 - 1745	2	10	2	0	14	17	8	11	0	36	6	90	4	0	100	4	150	12	0	166	316
1745 - 1800	2	3	4	0	9	20	8	17	0	45	12	94	5	0	111	10	140	11	0	161	326
Hourly Total	10	29	24	0	63	70	32	46	0	148	34	376	15	0	425	29	576	40	0	645	1281
Grand Total	25	61	66	0	152	145	67	102	0	314	63	717	22	0	802	70	1109	73	0	1252	2520
Approach %	16.45	40.13	43.42	0.00	-	46.18	21.34	32.48	0.00	-	7.86	89.40	2.74	0.00	-	5.59	88.58	5.83	0.00	-	
Intersection %	0.99	2.42	2.62	0.00	6.03	5.75	2.66	4.05	0.00	12.46	2.50	28.45	0.87	0.00	31.83	2.78	44.01	2.90	0.00	49.68	
PHF	0.60	0.88	0.75	0.00	0.83	0.79	0.73	0.75	0.00	0.80	0.89	0.93	0.50	0.00	0.93	0.78	0.83	0.57	0.00	0.83	0.93

TMC for SR 92 at Demooney Road



[Click here for Map](#)

Peak Hour Turning Movement Count

Douglasville, GA



www.marrtraffic.com

Wednesday, September 14, 2022	
Period	0600 - 0800
Peak Hour	0700 - 0800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Demooney Rd

Southbound

(1-3)	2	172	0	174	218	(1-3)
(4-7)	1	3	0	4	3	(4-7)
(8-13)	0	0	0	0	1	(8-13)

Total	3	175	0	178	222	Total
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0

0

(1-3)	(4-7)	(8-13)	Total
363	9	9	381
613	18	23	654
0	0	0	0
10	0	0	10
603	18	23	644
(1-3)	(4-7)	(8-13)	Total

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	1356	33	33	1422
PHF				0.921

Total	(8-13)	(4-7)	(1-3)
212	1	3	208
378	9	8	361
0	0	0	0
590	10	11	569
819	23	21	775
Total	(8-13)	(4-7)	(1-3)

GA-92 Hwy 92 (West)

GA-92 Hwy 92 (East)

Time							Southbound					Eastbound					Westbound					Int Total
							Demooney Rd					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (East)					
						App Total	Left 4.1		Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5		U-Turn 4.6	App Total		Thru 4.7	Right 4.8	U-Turn 4.9	App Total	
0700 - 0715	-	-	-	-	-	0	42	-	1	0	43	1	173	-	0	174	-	72	31	0	103	320
0715 - 0730	-	-	-	-	-	0	39	-	2	0	41	2	184	-	0	186	-	98	61	0	159	386
0730 - 0745	-	-	-	-	-	0	38	-	0	0	38	4	154	-	0	158	-	109	61	0	170	366
0745 - 0800	-	-	-	-	-	0	56	-	0	0	56	3	133	-	0	136	-	99	59	0	158	350
Total	0	0	0	0	0	0	175	0	3	0	178	10	644	0	0	654	0	378	212	0	590	1422
Approach %	0.00	0.00	0.00	0.00	-	-	98.31	0.00	1.69	0.00	-	1.53	98.47	0.00	0.00	-	0.00	64.07	35.93	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	-	0.78	0.00	0.38	0.00	0.79	0.63	0.88	0.00	0.00	0.88	0.00	0.00	0.87	0.87	0.00	0.87

Time	Southbound					Demooney Rd					Eastbound					Westbound					Int Total
	0	1	2	3	App Total	Left 4.1		Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Thru 4.7	Right 4.8	U-Turn 4.9	App Total			
																			GA-92 Hwy 92 (West)		
0700 - 0715	-	-	-	-	0	41	-	1	0	42	1	165	-	0	166	-	69	31	0	100	308
0715 - 0730	-	-	-	-	0	38	-	1	0	39	2	174	-	0	176	-	93	58	0	151	366
0730 - 0745	-	-	-	-	0	38	-	1	0	38	4	139	-	0	143	-	105	60	0	165	346
0745 - 0800	-	-	-	-	0	55	-	0	0	55	3	125	-	0	128	-	94	59	0	153	336
Total	0	0	0	0	0	172	0	2	0	174	10	603	0	0	613	0	361	208	0	569	1356
Approach %	0.00	0.00	0.00	0.00	-	98.85	0.00	1.15	0.00	-	1.63	98.37	0.00	0.00	-	0.00	63.44	36.56	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.78	0.00	0.50	0.00	0.79	0.63	0.87	0.00	0.00	0.87	0.00	0.86	0.87	0.00	0.86	0.93

						Southbound					Eastbound					Westbound					
						Demooney Rd					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (East)					
Time					App Total	Left 4.1		Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Thru 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total		
0700 - 0715	-	-	-	-	0	1	-	0	0	1	0	3	-	0	3	-	1	0	0	1	5
0715 - 0730	-	-	-	-	0	1	-	1	0	2	0	4	-	0	4	-	3	2	0	5	11
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	6	-	0	6	-	2	1	0	3	9
0745 - 0800	-	-	-	-	0	1	-	0	0	1	0	5	-	0	5	-	2	0	0	2	8
Total	0	0	0	0	0	3	0	1	0	4	0	18	0	0	18	0	8	3	0	11	33
Approach %	0.00	0.00	0.00	0.00	-	75.00	0.00	25.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	72.73	27.27	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.25	0.00	0.50	0.00	0.75	0.00	0.00	0.75	0.00	0.67	0.38	0.00	0.55	0.75

						Southbound					Eastbound					Westbound					
						Demooney Rd					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (East)					
Time					App Total	Left 4.1		Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Thru 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total		
0700 - 0715	-	-	-	-	0	0	-	0	0	0	0	5	-	0	5	-	2	0	0	2	7
0715 - 0730	-	-	-	-	0	0	-	0	0	0	0	6	-	0	6	-	2	1	0	3	9
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	9	-	0	9	-	2	0	0	2	11
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	3	-	0	3	-	3	0	0	3	6
Total	0	0	0	0	0	0	0	0	0	0	0	23	0	0	23	0	9	1	0	10	33
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	90.00	10.00	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	0.64	0.00	0.00	0.64	0.00	0.75	0.25	0.00	0.83	0.75

[illegible]



[Click here for Map](#)

Peak Hour Turning Movement Count

Douglasville, GA



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Wednesday, September 14, 2022	
Period	1600 - 1800
Peak Hour	1630 - 1730

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Demooney Rd

Southbound

(1-3)	9	164	0	173	326	(1-3)
(4-7)	1	5	0	6	8	(4-7)
(8-13)	0	1	0	1	0	(8-13)

Total	10	170	0	180	334	Total
-------	----	-----	---	-----	-----	-------



0

0

(1-3)	(4-7)	(8-13)	Total
713	16	21	750
455	27	16	498
0	0	0	0
10	2	0	12
445	25	16	486
(1-3)	(4-7)	(8-13)	Total

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	1648	54	38	1740
PHF				0.9842

Total	(8-13)	(4-7)	(1-3)
322	0	6	316
740	21	15	704
0	0	0	0
1062	21	21	1020
656	17	30	609
Total	(8-13)	(4-7)	(1-3)

GA-92 Hwy 92 (West)

GA-92 Hwy 92 (East)

Time							Southbound					Eastbound					Westbound					Int Total
							Demooney Rd					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (East)					
						App Total	Left 4.1		Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5		U-Turn 4.6	App Total		Thru 4.7	Right 4.8	U-Turn 4.9	App Total	
1630 - 1645	-	-	-	-	-	0	41	-	4	0	45	1	121	-	0	122	-	170	87	0	0	257
1645 - 1700	-	-	-	-	-	0	51	-	3	0	54	4	109	-	0	113	-	199	71	0	0	270
1700 - 1715	-	-	-	-	-	0	36	-	1	0	37	3	127	-	0	130	-	186	84	0	0	270
1715 - 1730	-	-	-	-	-	0	42	-	2	0	44	4	129	-	0	133	-	185	80	0	0	265
Total	0	0	0	0	0	0	170	0	10	0	180	12	486	0	0	498	0	740	322	0	0	1062
Approach %	0.00	0.00	0.00	0.00	-	-	94.44	0.00	5.56	0.00	-	2.41	97.59	0.00	0.00	-	0.00	69.68	30.32	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	-	0.83	0.00	0.63	0.00	0.83	0.75	0.94	0.00	0.00	0.94	0.00	0.00	0.93	0.93	0.00	0.98

Time						Southbound					Eastbound					Westbound					Int Total
						Demooney Rd					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (East)					
					App Total	Left 4.1		Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5		U-Turn 4.6	App Total		Thru 4.7	Right 4.8	U-Turn 4.9	App Total	
1630 - 1645	-	-	-	-	0	40	-	3	0	43	0	105	-	0	105	-	162	85	0	247	395
1645 - 1700	-	-	-	-	0	50	-	3	0	53	4	102	-	0	106	-	188	71	0	259	418
1700 - 1715	-	-	-	-	0	34	-	1	0	35	3	117	-	0	120	-	178	81	0	259	414
1715 - 1730	-	-	-	-	0	40	-	2	0	42	3	121	-	0	124	-	176	79	0	255	421
Total	0	0	0	0	0	164	0	9	0	173	10	445	0	0	455	0	704	316	0	1020	1648
Approach %	0.00	0.00	0.00	0.00	-	94.80	0.00	5.20	0.00	-	2.20	97.80	0.00	0.00	-	0.00	69.02	30.98	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.82	0.00	0.75	0.00	0.82	0.63	0.92	0.00	0.00	0.92	0.00	0.94	0.93	0.00	0.98	0.98

Time						Southbound					Eastbound					Westbound					Int Total
						Demooney Rd					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (East)					
					App Total	Left 4.1		Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Thru 4.7	Right 4.8	U-Turn 4.9	App Total			
1630 - 1645	-	-	-	-	0	1	-	1	0	2	1	9	-	0	10	-	3	2	0	5	17
1645 - 1700	-	-	-	-	0	1	-	0	0	1	0	5	-	0	5	-	5	0	0	5	11
1700 - 1715	-	-	-	-	0	1	-	0	0	1	0	7	-	0	7	-	4	3	0	7	15
1715 - 1730	-	-	-	-	0	2	-	0	0	2	1	4	-	0	5	-	3	1	0	4	11
Total	0	0	0	0	0	5	0	1	0	6	2	25	0	0	27	0	15	6	0	21	54
Approach %	0.00	0.00	0.00	0.00	-	83.33	0.00	16.67	0.00	-	7.41	92.59	0.00	0.00	-	0.00	71.43	28.57	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.25	0.00	0.75	0.50	0.69	0.00	0.00	0.68	0.00	0.75	0.50	0.00	0.75	0.79

						Southbound					Eastbound					Westbound					
						Demooney Rd					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (East)					
Time					App Total	Left 4.1		Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Thru 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total		
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	7	-	0	7	-	5	0	5	12	
1645 - 1700	-	-	-	-	0	0	-	0	0	0	0	2	-	0	2	-	6	0	6	8	
1700 - 1715	-	-	-	-	0	1	-	0	0	1	0	3	-	0	3	-	4	0	4	8	
1715 - 1730	-	-	-	-	0	0	-	0	0	0	0	4	-	0	4	-	6	0	6	10	
Total	0	0	0	0	0	1	0	0	0	1	0	16	0	16	0	21	0	0	21	38	
Approach %	0.00	0.00	0.00	0.00	-	100.00	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	0.25	0.00	0.00	0.00	0.25	0.00	0.57	0.00	0.00	0.57	0.00	0.88	0.00	0.00	0.88	

Time						Southbound					Eastbound					Westbound					
						Demooney Rd					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (East)					
					App Total	Left 4.1		Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5		U-Turn 4.6	App Total		Thru 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
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
1715 - 1730	-	-	-	-	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

Douglasville, GA



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Site 4 of 6

Demooney Rd
GA-92 Hwy 92 (West)
GA-92 Hwy 92 (East)

Date

Wednesday, September 14, 2022

Lat/Long

33.628158°, -84.620989°

Weather

Fair
73°F

0600 - 0800 (Weekday 2h Session) (09-14-2022)

All vehicles

TIME	Southbound				Eastbound				Westbound				Int Total
	Demooney Rd				GA-92 Hwy 92 (West)				GA-92 Hwy 92 (East)				
	Left 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Thru 4.7	Right 4.8	U-Turn 4.9	App Total	
0600 - 0615	18	0	0	18	0	96	0	96	33	16	0	49	163
0615 - 0630	30	0	0	30	2	113	0	115	48	40	0	88	233
0630 - 0645	32	0	0	32	2	159	0	161	59	30	0	89	282
0645 - 0700	36	0	0	36	0	148	0	148	60	41	0	101	285
Hourly Total	116	0	0	116	4	516	0	520	200	127	0	327	963
0700 - 0715	42	1	0	43	1	173	0	174	72	31	0	103	320
0715 - 0730	39	2	0	41	2	184	0	186	98	61	0	159	386
0730 - 0745	38	0	0	38	4	154	0	158	109	61	0	170	366
0745 - 0800	56	0	0	56	3	133	0	136	99	59	0	158	350
Hourly Total	175	3	0	178	10	644	0	654	378	212	0	590	1422
Grand Total	291	3	0	294	14	1160	0	1174	578	339	0	917	2385
Approach %	98.98	1.02	0.00	-	1.19	98.81	0.00	-	63.03	36.97	0.00	-	
Intersection %	12.20	0.13	0.00	12.33	0.59	48.64	0.00	49.22	24.23	14.21	0.00	38.45	
PHF	0.78	0.38	0.00	0.79	0.63	0.88	0.00	0.88	0.87	0.87	0.00	0.87	0.92

1600 - 1800 (Weekday 2h Session) (09-14-2022)

All vehicles

TIME	Southbound				Eastbound				Westbound					Int Total
	Demooney Rd				GA-92 Hwy 92 (West)				GA-92 Hwy 92 (East)					
	Left 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Thru 4.7	Right 4.8	U-Turn 4.9	App Total		
1600 - 1615	42	5	0	47	3	131	0	134	158	72	0	230	411	
1615 - 1630	48	2	0	50	4	102	0	106	174	65	0	239	395	
1630 - 1645	41	4	0	45	1	121	0	122	170	87	0	257	424	
1645 - 1700	51	3	0	54	4	109	0	113	199	71	0	270	437	
Hourly Total	182	14	0	196	12	463	0	475	701	295	0	996	1667	
1700 - 1715	36	1	0	37	3	127	0	130	186	84	0	270	437	
1715 - 1730	42	2	0	44	4	129	0	133	185	80	0	265	442	
1730 - 1745	56	4	0	60	2	103	0	105	157	97	0	254	419	
1745 - 1800	61	2	0	63	1	91	0	92	160	75	0	235	390	
Hourly Total	195	9	0	204	10	450	0	460	688	336	0	1024	1688	
Grand Total	377	23	0	400	22	913	0	935	1389	631	0	2020	3355	
Approach %	94.25	5.75	0.00	-	2.35	97.65	0.00	-	68.76	31.24	0.00	-		
Intersection %	11.24	0.69	0.00	11.92	0.66	27.21	0.00	27.87	41.40	18.81	0.00	60.21		
PHF	0.83	0.63	0.00	0.83	0.75	0.94	0.00	0.94	0.93	0.93	0.00	0.98	0.98	

TMC for SR 70 at Stubbs Road



[Click here for Map](#)

Peak Hour Turning Movement Count

Douglasville, GA



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Wednesday, September 14, 2022	
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 Cascade Palmetto Hwy (North)

Southbound

(1-3)	12	111	111	0	234	915	(1-3)
(4-7)	0	16	5	0	21	14	(4-7)
(8-13)	0	17	0	0	17	19	(8-13)

Total	12	144	116	0	272	948	Total
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0

0

(1-3)	(4-7)	(8-13)	Total
50	3	0	53
133	1	0	134
0	0	0	0
66	0	0	66
44	1	0	45
23	0	0	23
(1-3)	(4-7)	(8-13)	Total

Eastbound

0	0	0	0
66	0	0	66
44	1	0	45
23	0	0	23

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	1303	39	36	1378
PHF				0.8634

Total	(8-13)	(4-7)	(1-3)
329	0	3	326
30	0	2	28
29	0	0	29
0	0	0	0
388	0	5	383
181	0	6	175
Total	(8-13)	(4-7)	(1-3)

Westbound

Total	196	584	0	11	553	20	Total
(8-13)	17	19	0	0	19	0	(8-13)
(4-7)	16	12	0	1	11	0	(4-7)
(1-3)	163	553	0	10	523	20	(1-3)

Northbound

GA-70 Cascade Palmetto Hwy (South)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					W 28th St (West)					W 28th St (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	5.6	5.7	5.8		5.9	5.10	5.11	5.12		5.13	5.14	5.15	5.16		
0700 - 0715	4	100	4	0	108	30	32	2	0	64	9	13	6	0	28	4	4	53	0	61	261
0715 - 0730	0	121	4	0	125	40	34	3	0	77	23	10	5	0	38	5	4	99	0	108	348
0730 - 0745	4	150	7	0	161	22	44	5	0	71	20	13	8	0	41	5	12	80	0	97	370
0745 - 0800	3	182	5	0	190	24	34	2	0	60	14	9	4	0	27	15	10	97	0	122	399
Total	11	553	20	0	584	116	144	12	0	272	66	45	23	0	134	29	30	329	0	388	1378
Approach %	1.88	94.69	3.42	0.00	-	42.65	52.94	4.41	0.00	-	49.25	33.58	17.16	0.00	-	7.47	7.73	84.79	0.00	-	
PHF	0.69	0.76	0.71	0.00	0.77	0.73	0.82	0.60	0.00	0.88	0.72	0.87	0.72	0.00	0.82	0.48	0.63	0.83	0.00	0.80	0.86

Time	Northbound					Southbound					Eastbound					Westbound					Int total	
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					W Stubbs Rd (West)					W Stubbs Rd (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	4	91	4	0	99	29	23	2	0	54	9	13	6	0	28	4	4	52	0	60	241	
0715 - 0730	0	116	4	0	120	39	23	3	0	65	23	10	5	0	38	5	4	99	0	108	331	
0730 - 0745	4	144	7	0	155	20	40	5	0	65	20	12	8	0	40	4	5	11	80	0	96	356
0745 - 0800	2	172	5	0	179	23	25	2	0	50	14	9	4	0	27	15	9	95	0	119	375	
Total	10	523	20	0	553	111	111	12	0	234	66	44	23	0	133	29	28	326	0	383	1303	
Approach %	1.81	94.58	3.62	0.00	-	47.44	47.44	5.13	0.00	-	49.62	33.08	17.29	0.00	-	7.57	7.31	85.12	0.00	-		
PHF	0.63	0.76	0.71	0.00	0.77	0.71	0.69	0.60	0.00	0.90	0.72	0.85	0.72	0.00	0.83	0.48	0.64	0.82	0.00	0.80	0.87	

Time	Northbound					Southbound					Eastbound					Westbound					Int Total	
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					W Stubbs Rd (West)					W Stubbs Rd (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	4	0	0	4	1	4	0	0	5	0	0	0	0	0	0	0	0	1	0	1	0
0715 - 0730	0	1	0	0	1	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	6
0730 - 0745	0	3	0	0	3	2	4	0	0	5	0	1	0	0	1	0	1	0	0	1	10	
0745 - 0800	1	3	0	0	4	1	5	0	0	6	0	0	0	0	0	0	1	2	0	3	13	
Total	1	11	0	0	12	5	16	0	0	21	0	1	0	0	1	0	2	3	0	5	39	
Approach %	8.33	91.67	0.00	0.00	-	23.81	76.19	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	40.00	60.00	0.00	-		
PHF	0.25	0.69	0.00	0.00	0.75	0.63	0.80	0.00	0.00	0.88	0.00	0.25	0.00	0.00	0.25	0.00	0.50	0.38	0.00	0.42	0.75	

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					W Stubbs Rd (West)					W Stubbs Rd (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	5	0	0	5	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	10
0715 - 0730	0	4	0	0	4	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	11
0730 - 0745	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
0745 - 0800	0	7	0	0	7	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	11
Total	0	19	0	0	19	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	36
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	-	
PHF	0.00	0.68	0.00	0.00	0.68	0.00	0.61	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.82

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					W Stubbs Rd (West)					W Stubbs Rd (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	
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

Douglasville, GA



www.marrtraffic.com

Wednesday, September 14, 2022	
Period	1600 - 1800
Peak Hour	1600 - 1700

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

GA-70 Cascade Palmetto Hwy (North)

Southbound

(1-3)	44	459	229	0	732	339	(1-3)
(4-7)	2	17	3	0	22	20	(4-7)
(8-13)	0	23	1	0	24	38	(8-13)

Total	46	499	233	0	778	397	Total
-------	----	-----	-----	---	-----	-----	-------



0

0

(1-3)	(4-7)	(8-13)	Total
94	3	0	97
60	1	0	61

0	0	0	0
30	0	0	30
20	1	0	21
10	0	0	10

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



Classes	(1-3)	(4-7)	(8-13)	Total
Volume	1193	44	62	1299
PHF				0.9332



Total	(8-13)	(4-7)	(1-3)
190	1	4	185
40	0	1	39
21	0	0	21
0	0	0	0

251	1	5	245
275	1	4	270
Total	(8-13)	(4-7)	(1-3)



Total	530	209	0	11	177	21	Total
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(8-13)	23	37	0	0	37	0	(8-13)
(4-7)	17	16	0	0	16	0	(4-7)
(1-3)	490	156	0	11	124	21	(1-3)

Northbound

GA-70 Cascade Palmetto Hwy (South)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					W Stubbs Rd (West)					W Stubbs Rd (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	5.6	5.7	5.8	5.9	6.0	6.1	6.2	6.3	6.4	6.5	6.6	6.7	6.8	6.9	7.0	
1600 - 1615	3	44	6	0	53	47	131	7	0	185	4	1	3	0	8	4	8	53	0	65	311
1615 - 1630	2	52	5	0	59	61	130	16	0	207	12	11	2	0	25	4	10	43	0	57	348
1630 - 1645	3	42	3	0	48	69	120	12	0	201	6	4	2	0	12	5	11	51	0	67	328
1645 - 1700	3	39	7	0	49	56	118	11	0	185	8	5	3	0	16	8	11	43	0	62	312
Total	11	177	21	0	209	233	499	46	0	778	30	21	10	0	61	21	40	190	0	251	1299
Approach %	5.26	84.69	10.05	0.00	-	29.95	64.14	5.91	0.00	-	49.18	34.43	16.39	0.00	-	8.37	15.94	75.70	0.00	-	
PHF	0.92	0.85	0.75	0.00	0.89	0.84	0.95	0.72	0.00	0.94	0.63	0.48	0.83	0.00	0.61	0.66	0.91	0.90	0.00	0.94	0.93

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					W Stubbs Rd (West)					W Stubbs Rd (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	3	30	6	0	39	45	121	7	0	173	4	0	3	0	7	4	8	51	0	63	282
1615 - 1630	2	40	5	0	47	60	123	16	0	199	12	11	2	0	25	4	10	42	0	56	327
1630 - 1645	3	29	3	0	35	68	109	11	0	188	6	4	2	0	12	5	11	50	0	66	301
1645 - 1700	3	25	7	0	35	56	106	10	0	172	8	5	3	0	16	8	10	42	0	60	283
Total	11	124	21	0	156	229	459	44	0	732	30	20	10	0	60	21	39	185	0	245	1193
Approach %	7.05	79.49	13.46	0.00	-	31.28	62.70	6.01	0.00	-	50.00	33.33	16.67	0.00	-	8.57	15.92	75.51	0.00	-	
PHF	0.92	0.78	0.75	0.00	0.83	0.84	0.93	0.69	0.00	0.92	0.63	0.45	0.83	0.00	0.60	0.66	0.89	0.91	0.00	0.93	0.91

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					W Stubbs Rd (West)					W Stubbs Rd (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	0	4	0	0	4	1	4	0	0	5	0	1	0	0	1	0	0	1	0	1	11
1615 - 1630	0	5	0	0	5	1	4	0	0	5	0	0	0	0	0	0	0	1	0	1	11
1630 - 1645	0	3	0	0	3	1	5	1	0	7	0	0	0	0	0	0	0	1	0	1	11
1645 - 1700	0	4	0	0	4	0	4	1	0	5	0	0	0	0	0	0	1	1	0	2	11
Total	0	16	0	0	16	3	17	2	0	22	0	1	0	0	1	0	1	4	0	5	44
Approach %	0.00	100.00	0.00	0.00	-	13.64	77.27	9.09	0.00	-	0.00	100.00	0.00	0.00	-	0.00	20.00	80.00	0.00	-	
PHF	0.00	0.80	0.00	0.00	0.80	0.75	0.85	0.50	0.00	0.79	0.00	0.25	0.00	0.00	0.25	0.00	0.25	1.00	0.00	0.63	1.00

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					W Stubbs Rd (West)					W Stubbs Rd (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	0	10	0	0	10	1	6	0	0	7	0	0	0	0	0	0	0	1	0	1	18
1615 - 1630	0	7	0	0	7	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	10
1630 - 1645	0	10	0	0	10	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	16
1645 - 1700	0	10	0	0	10	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	18
Total	0	37	0	0	37	1	23	0	0	24	0	0	0	0	0	0	0	1	0	1	62
Approach %	0.00	100.00	0.00	0.00	-	4.17	95.83	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
PHF	0.00	0.93	0.00	0.00	0.93	0.25	0.72	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.86	

Time	Northbound					Southbound					Eastbound					Westbound					Int	Total
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					W Stubbs Rd (West)					W Stubbs Rd (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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
Total	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	-	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	0.00

Classified Turn Movement Count || All vehicles

Douglasville, GA



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Site 5 of 6

GA-70 Cascade Palmetto Hwy (South)
GA-70 Cascade Palmetto Hwy (North)
W Stubbs Rd (West)
W Stubbs Rd (East)

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.670520°, -84.636402°

0600 - 0800 (Weekday 2h Session) (09-14-2022)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					W Stubbs Rd (West)					W Stubbs Rd (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
0600 - 0615	0	67	0	0	67	6	14	0	0	20	6	3	0	0	9	2	2	28	0	32	128
0615 - 0630	5	99	6	0	110	9	23	2	0	34	5	2	1	0	8	1	0	38	0	39	191
0630 - 0645	1	129	2	0	132	12	28	2	0	42	21	9	2	0	32	1	1	50	0	52	258
0645 - 0700	3	113	8	0	124	19	22	4	0	45	16	6	2	0	24	1	1	60	0	62	255
Hourly Total	9	408	16	0	433	46	87	8	0	141	48	20	5	0	73	5	4	176	0	185	832
0700 - 0715	4	100	4	0	108	30	32	2	0	64	9	13	6	0	28	4	4	53	0	61	261
0715 - 0730	0	121	4	0	125	40	34	3	0	77	23	10	5	0	38	5	4	99	0	108	348
0730 - 0745	4	150	7	0	161	22	44	5	0	71	20	13	8	0	41	5	12	80	0	97	370
0745 - 0800	3	182	5	0	190	24	34	2	0	60	14	9	4	0	27	15	10	97	0	122	399
Hourly Total	11	553	20	0	584	116	144	12	0	272	66	45	23	0	134	29	30	329	0	388	1378
Grand Total	20	961	36	0	1017	162	231	20	0	413	114	65	28	0	207	34	34	505	0	573	2210
Approach %	1.97	94.49	3.54	0.00	-	39.23	55.93	4.84	0.00	-	55.07	31.40	13.53	0.00	-	5.93	5.93	88.13	0.00	-	
Intersection %	0.90	43.48	1.63	0.00	46.02	7.33	10.45	0.90	0.00	18.69	5.16	2.94	1.27	0.00	9.37	1.54	1.54	22.85	0.00	25.93	
PHF	0.69	0.76	0.71	0.00	0.77	0.73	0.82	0.60	0.00	0.88	0.72	0.87	0.72	0.00	0.82	0.48	0.63	0.83	0.00	0.80	0.86

1600 - 1800 (Weekday 2h Session) (09-14-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					W Stubbs Rd (West)					W Stubbs Rd (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	3	44	6	0	53	47	131	7	0	185	4	1	3	0	8	4	8	53	0	65	311
1615 - 1630	2	52	5	0	59	61	130	16	0	207	12	11	2	0	25	4	10	43	0	57	348
1630 - 1645	3	42	3	0	48	69	120	12	0	201	6	4	2	0	12	5	11	51	0	67	328
1645 - 1700	3	39	7	0	49	56	118	11	0	185	8	5	3	0	16	8	11	43	0	62	312
Hourly Total	11	177	21	0	209	233	499	46	0	778	30	21	10	0	61	21	40	190	0	251	1299
1700 - 1715	3	32	4	0	39	55	118	8	0	181	12	4	6	0	22	7	11	49	0	67	309
1715 - 1730	2	38	3	0	43	63	142	10	0	215	6	5	5	0	16	2	10	56	0	68	342
1730 - 1745	5	50	3	0	58	56	100	19	0	175	13	9	5	0	27	7	9	49	0	65	325
1745 - 1800	1	40	3	0	44	51	91	8	0	150	13	2	4	0	19	4	9	58	0	71	284
Hourly Total	11	160	13	0	184	225	451	45	0	721	44	20	20	0	84	20	39	212	0	271	1260
Grand Total	22	337	34	0	393	458	950	91	0	1499	74	41	30	0	145	41	79	402	0	522	2559
Approach %	5.60	85.75	8.65	0.00	-	30.55	63.38	6.07	0.00	-	51.03	28.28	20.69	0.00	-	7.85	15.13	77.01	0.00	-	
Intersection %	0.86	13.17	1.33	0.00	15.36	17.90	37.12	3.56	0.00	58.58	2.89	1.60	1.17	0.00	5.67	1.60	3.09	15.71	0.00	20.40	
PHF	0.92	0.85	0.75	0.00	0.89	0.84	0.95	0.72	0.00	0.94	0.63	0.48	0.83	0.00	0.61	0.66	0.91	0.90	0.00	0.94	0.93

TMC for Stubbs Road at Butner Road



[Click here for Map](#)

Peak Hour Turning Movement Count

Douglasville, GA



www.marrtraffic.com

Wednesday, September 14, 2022	
Period	0600 - 1800
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	W Stubbs Rd (South)					W Stubbs Rd (North)					Butner Rd (West)					Butner Rd (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	
	6.1	6.2	6.3	6.4		6.5	6.6	6.7	6.8		6.9	6.10	6.11	6.12		6.13	6.14	6.15	6.16		
0715 - 0730	5	34	1	0	40	44	31	17	0	92	26	41	3	0	70	2	19	38	0	59	261
0730 - 0745	3	36	2	0	41	51	33	25	0	109	20	34	1	0	55	3	21	28	0	52	257
0745 - 0800	9	33	0	0	42	26	28	15	0	69	13	49	5	0	67	0	17	21	0	38	216
0800 - 0815	6	26	3	0	35	39	27	10	0	76	17	67	8	0	92	3	23	19	0	45	248
Total	23	129	6	0	158	160	119	67	0	346	76	191	17	0	284	8	80	106	0	194	982
Approach %	14.56	81.65	3.80	0.00	-	46.24	34.39	19.36	0.00	-	26.76	67.25	5.99	0.00	-	4.12	41.24	54.64	0.00	-	
PHF	0.64	0.90	0.50	0.00	0.94	0.78	0.90	0.67	0.00	0.79	0.73	0.71	0.53	0.00	0.77	0.67	0.87	0.70	0.00	0.82	0.94

	Northbound					Southbound					Eastbound					Westbound					
	W Stubbs Rd (South)					W Stubbs Rd (North)					Butner Rd (West)					Butner 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
0715 - 0730	5	34	1	0	40	44	30	17	0	91	26	40	3	0	69	2	19	37	0	58	258
0730 - 0745	3	36	2	0	41	48	32	24	0	104	20	33	1	0	54	3	21	27	0	51	250
0745 - 0800	7	33	0	0	40	25	27	13	0	65	13	48	5	0	66	0	17	21	0	38	209
0800 - 0815	6	26	3	0	35	38	27	8	0	73	15	65	8	0	88	3	21	19	0	43	239
Total	21	129	6	0	156	155	116	62	0	333	74	186	17	0	277	8	78	104	0	190	956
Approach %	13.46	82.69	3.85	0.00	-	46.55	34.83	18.62	0.00	-	26.71	67.15	6.34	0.00	-	4.21	41.05	54.74	0.00	-	
PHF	0.75	0.90	0.50	0.00	0.95	0.81	0.91	0.65	0.00	0.80	0.71	0.72	0.53	0.00	0.79	0.67	0.93	0.70	0.00	0.82	0.93

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	W Stubbs Rd (South)					W Stubbs Rd (North)					Butner Rd (West)					Butner 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	
0715 - 0730	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	3
0730 - 0745	0	0	0	0	0	2	1	1	0	4	0	1	0	0	1	0	0	1	0	1	6
0745 - 0800	2	0	0	0	2	1	1	2	0	4	0	1	0	0	1	0	0	0	0	1	7
0800 - 0815	0	0	0	0	0	1	0	2	0	3	2	2	0	0	4	0	2	0	0	2	9
Total	2	0	0	0	2	4	3	5	0	12	2	5	0	0	7	0	2	2	0	4	25
Approach %	100.00	0.00	0.00	0.00	-	33.33	25.00	41.67	0.00	-	28.57	71.43	0.00	0.00	-	0.00	50.00	50.00	0.00	-	
PHF	0.25	0.00	0.00	0.00	0.25	0.50	0.75	0.63	0.00	0.75	0.25	0.63	0.00	0.00	0.44	0.00	0.25	0.50	0.00	0.50	0.69

[illegible]

	Northbound						Southbound						Eastbound						Westbound						
	W Stubbs Rd (South)						W Stubbs Rd (North)						Butner Rd (West)						Butner 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	
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	
0800 - 0815	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

Douglasville, GA



Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Site 6 of 6

W Stubbs Rd (South)
W Stubbs Rd (North)
Butner Rd (West)
Butner Rd (East)

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.653134°, -84.615023°

0600 - 1800 (Weekday 12h Session) (09-14-2022)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total	
	W Stubbs Rd (South)					W Stubbs Rd (North)					Butner Rd (West)					Butner 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		
0600 - 0615	0	10	0	0	10	13	4	2	0	19	2	11	2	0	15	0	6	7	0	13	57	
0615 - 0630	1	24	0	0	25	19	13	8	0	40	8	20	1	0	29	0	5	8	0	13	107	
0630 - 0645	0	22	0	0	22	27	16	6	0	49	7	24	2	0	33	0	5	15	0	20	124	
0645 - 0700	1	27	0	0	28	23	16	5	0	44	10	26	2	0	38	0	8	21	0	29	139	
Hourly Total	2	83	0	0	85	82	49	21	0	152	27	81	7	0	115	0	24	51	0	75	427	
0700 - 0715	1	18	0	0	19	35	12	6	0	53	19	35	3	0	57	0	17	21	0	38	167	
0715 - 0730	5	34	1	0	40	44	31	17	0	92	26	41	3	0	70	2	19	38	0	59	261	
0730 - 0745	3	36	2	0	41	51	33	25	0	109	20	34	1	0	55	3	21	28	0	52	257	
0745 - 0800	9	33	0	0	42	26	28	15	0	69	13	49	5	0	67	0	17	21	0	38	216	
Hourly Total	18	121	3	0	142	156	104	63	0	323	78	159	12	0	249	5	74	108	0	187	901	
0800 - 0815	6	26	3	0	35	39	27	10	0	76	17	67	8	0	92	3	23	19	0	45	248	
0815 - 0830	2	28	4	0	34	34	18	3	0	55	12	46	2	0	60	1	13	20	0	34	183	
0830 - 0845	5	25	1	0	31	25	20	9	0	54	12	32	4	0	48	2	19	16	0	37	170	
0845 - 0900	2	36	0	0	38	21	14	8	0	43	7	25	1	0	33	0	9	16	0	25	139	
Hourly Total	15	115	8	0	138	119	79	30	0	228	48	170	15	0	233	6	64	71	0	141	740	
0900 - 0915	2	22	1	0	25	18	17	6	0	41	4	18	3	0	25	1	13	18	1	33	124	
0915 - 0930	1	12	3	0	16	18	10	2	1	31	7	15	0	0	22	0	12	17	0	29	98	
0930 - 0945	2	21	1	0	24	23	14	4	1	42	9	14	3	0	26	1	12	14	0	27	119	
0945 - 1000	1	19	1	0	21	18	14	7	1	40	3	20	0	0	23	2	13	12	0	27	111	
Hourly Total	6	74	6	0	86	77	55	19	3	154	23	67	6	0	96	4	50	61	1	116	452	
1000 - 1015	0	20	0	0	20	21	16	1	0	38	4	11	1	0	16	2	7	12	0	21	95	
1015 - 1030	0	9	2	0	11	19	15	2	0	36	3	8	1	0	12	3	15	12	0	30	89	
1030 - 1045	0	12	0	0	12	15	17	4	0	36	4	15	0	0	19	1	16	21	0	38	105	
1045 - 1100	1	17	0	0	18	13	13	2	0	28	3	13	0	0	16	0	12	14	0	26	88	
Hourly Total	1	58	2	0	61	68	61	9	0	138	14	47	2	0	63	6	50	59	0	115	377	
1100 - 1115	2	5	0	0	7	23	12	4	0	39	3	13	0	0	16	2	10	15	0	27	89	
1115 - 1130	3	16	0	0	19	19	10	5	0	34	2	12	1	0	15	0	11	12	0	23	91	
1130 - 1145	0	12	1	0	13	20	17	10	1	48	5	14	1	0	20	4	16	13	0	33	114	
1145 - 1200	1	17	2	0	20	13	13	5	0	31	6	15	0	0	21	0	13	16	0	29	101	
Hourly Total	6	50	3	0	59	75	52	24	1	152	16	54	2	0	72	6	50	56	0	112	395	
1200 - 1215	6	20	1	0	27	21	13	7	0	41	1	19	0	0	20	0	4	20	0	24	112	
1215 - 1230	3	16	1	0	20	20	8	3	0	31	4	28	1	0	33	1	15	18	0	34	118	
1230 - 1245	2	16	0	0	18	16	19	6	0	41	4	21	2	0	27	2	9	17	0	28	114	
1245 - 1300	1	16	0	0	17	22	12	6	0	40	4	19	1	0	24	0	14	20	0	34	115	
Hourly Total	12	68	2	0	82	79	52	22	0	153	13	87	4	0	104	3	42	75	0	120	459	
1300 - 1315	0	15	0	0	15	20	20	5	0	45	3	16	3	0	22	1	13	18	0	32	114	
1315 - 1330	0	16	0	0	16	23	17	4	0	44	4	16	0	0	20	0	24	24	0	48	128	
1330 - 1345	4	13	0	0	17	21	17	8	0	46	7	23	0	0	30	1	23	22	0	46	139	
1345 - 1400	0	20	1	0	21	16	13	8	0	37	13	15	1	0	29	3	21	24	0	48	135	
Hourly Total	4	64	1	0	69	80	67	25	0	172	27	70	4	0	101	5	81	88	0	174	516	
1400 - 1415	2	30	0	0	32	30	13	1	0	44	2	13	4	0	19	1	18	26	0	45	140	
1415 - 1430	3	23	1	0	27	19	14	8	0	41	11	19	0	0	30	0	19	21	0	40	138	
1430 - 1445	1	20	0	0	21	43	24	13	0	80	11	16	1	0	28	2	18	30	0	50	179	
1445 - 1500	2	18	3	0	23	29	27	17	0	73	3	18	1	0	22	3	19	28	0	50	168	
Hourly Total	8	91	4	0	103	121	78	39	0	238	27	66	6	0	99	6	74	105	0	185	625	
1500 - 1515	3	26	0	0	29	19	20	12	0	51	11	15	0	0	26	0	31	17	0	48	154	
1515 - 1530	0	20	0	0	20	16	24	18	0	58	9	33	1	0	43	1	28	21	0	50	171	
1530 - 1545	3	19	1	0	23	27	22	11	0	60	9	21	2	0	32	3	26	31	0	60	175	
1545 - 1600	2	37	0	0	39	29	28	18	0	75	18	17	2	0	37	4	29	24	0	57	208	
Hourly Total	8	102	1	0	111	91	94	59	0	244	47	86	5	0	138	8	114	93	0	215	708	
1600 - 1615	5	34	0	0	39	16	15	19	0	50	14	24	4	0	42	0	18	36	0	54	185	
1615 - 1630	5	51	1	0	57	21	18	25	0	64	11	13	3	0	27	1	28	29	0	58	206	
1630 - 1645	7	30	4	0	41	36	32	21	0	89	10	20	2	0	32	2	42	40	0	84	246	
1645 - 1700	4	34	0	0	38	30	24	20	0	74	6	21	3	0	30	4	28	50	0	82	224	
Hourly Total	21	149	5	0	175	103	89	85	0	277	41	78	12	0	131	7	116	155	0	278	861	
1700 - 1715	5	37	0	0	42	22	21	19	0	62	9	15	4	0	28	0	44	51	0	95	227	
1715 - 1730	9	38	0	0	47	23	37	32	0	92	11	25	5	0	41	1	35	48	0	84	264	
1730 - 1745	4	45	0	0	49	21	27	11	0	59	10	12	3	0	25	2	35	42	0	79	212	
1745 - 1800	13	46	2	0	61	25	25	13	0	63	8	17	0	0	25	1	43	44	0	88	237	
Hourly Total	31	166	2	0	199	91	110	75	0	276	38	69	12	0	119	4	157	185	0	346	940	
Grand Total	132	1141	37	0	1310	1142	890	471	4	2507	399	1034	87	0	1520	60	896	1107	1	2064	7401	
Approach %	10.08	87.10	2.82	0.00	-	45.55	35.50	18.79	0.16	-	26.25	68.03	5.72	0.00	-	2.91	43.41	53.63	0.05	-	-	
Intersection %	1.78	15.42	0.50	0.00	17.70	15.43	12.03	6.36	0.05	33.87	5.39	13.97	1.18	0.00	20.54	0.81	12.11	14.96	0.01	27.89	-	
PHF	0.64	0.90	0.50	0.00	0.94	0.78	0.90	0.67	0.00	0.79	0.73	0.71	0.53	0.00	0.77	0.67	0.87	0.70	0.00	0.82	0.94	

24-Hr for SR 92 e/o SR 154

Bi-Directional Class Count || NB EB 15min

Douglasville, GA



Site 7
GA-92 Hwy 92,
east of GA-154 Cascade Palmetto Hwy

Date
Wednesday, September 14, 2022

Weather
Fair
73°F

Lat/Long
33.649911°, -84.668912°



[Click here for Map](#)

0000 - 2400 (24h Session) (09-14-2022)
NB EB 15min

Time	Eastbound (Movement 7.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	5	1	0	0	1	0	0	1	0	0	0	0	8	42
0015 - 0030	0	9	1	0	1	0	0	0	0	0	0	0	0	11	
0030 - 0045	0	6	2	0	0	1	0	0	1	0	0	0	0	10	
0045 - 0100	0	7	3	0	0	1	0	0	2	0	0	0	0	13	
0100 - 0115	0	9	1	0	1	1	0	0	2	0	0	0	0	14	27
0115 - 0130	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0130 - 0145	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
0145 - 0200	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0200 - 0215	0	5	2	0	0	0	0	0	1	0	0	0	0	8	31
0215 - 0230	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0230 - 0245	0	4	1	0	0	0	0	0	1	0	0	0	0	6	
0245 - 0300	0	6	2	0	0	0	0	0	3	0	0	0	0	11	
0300 - 0315	0	9	3	0	0	0	0	0	1	0	0	0	0	13	67
0315 - 0330	0	17	3	0	1	0	0	0	1	0	0	0	0	22	
0330 - 0345	0	11	3	0	0	0	0	0	1	0	0	0	0	15	
0345 - 0400	0	12	4	0	0	0	0	0	1	0	0	0	0	17	
0400 - 0415	0	9	4	0	1	0	0	0	0	0	0	0	0	14	119
0415 - 0430	0	21	5	0	0	0	0	0	1	0	0	0	0	27	
0430 - 0445	0	36	3	0	0	0	0	0	2	0	0	0	0	41	
0445 - 0500	1	25	9	0	1	0	0	0	1	0	0	0	0	37	
0500 - 0515	0	25	13	0	0	0	0	0	3	0	0	0	0	41	218
0515 - 0530	0	34	10	0	2	0	0	0	1	0	0	0	0	47	
0530 - 0545	0	44	8	0	1	1	0	0	0	0	0	0	0	54	
0545 - 0600	0	57	13	0	1	1	0	0	4	0	0	0	0	76	
0600 - 0615	0	53	18	0	4	1	0	0	1	0	0	0	0	77	515
0615 - 0630	0	96	27	0	3	0	0	0	2	0	0	0	0	128	
0630 - 0645	0	103	31	0	3	2	0	1	3	0	0	0	0	143	
0645 - 0700	0	125	34	0	3	1	0	1	3	0	0	0	0	167	
0700 - 0715	1	120	21	0	0	1	0	1	5	0	0	0	0	149	592
0715 - 0730	0	137	24	1	5	0	0	0	7	0	0	0	0	174	
0730 - 0745	0	109	27	1	5	0	0	0	8	0	0	0	0	150	
0745 - 0800	0	98	17	0	2	0	0	0	2	0	0	0	0	119	
0800 - 0815	0	94	13	0	2	1	0	0	6	0	0	0	0	116	454
0815 - 0830	0	86	22	0	3	0	0	1	3	0	0	0	0	115	
0830 - 0845	0	69	26	1	5	1	0	1	7	0	0	0	0	110	
0845 - 0900	1	72	24	0	3	3	0	2	8	0	0	0	0	113	
0900 - 0915	0	66	31	0	0	0	0	1	6	0	0	0	0	104	346
0915 - 0930	0	71	23	0	3	0	0	3	5	0	0	0	0	105	
0930 - 0945	0	48	14	1	0	2	0	1	9	0	0	0	0	75	
0945 - 1000	0	42	8	0	1	0	0	1	10	0	0	0	0	62	
1000 - 1015	0	35	13	0	3	1	0	0	7	0	0	0	0	59	265
1015 - 1030	0	42	16	0	3	2	0	0	10	0	0	0	0	73	
1030 - 1045	0	31	19	0	4	1	0	0	6	0	0	0	0	62	
1045 - 1100	0	47	13	0	3	2	0	0	6	0	0	0	0	71	
1100 - 1115	0	44	13	0	1	1	0	0	7	0	0	0	0	66	246
1115 - 1130	0	39	10	0	1	3	0	2	7	0	0	0	0	62	
1130 - 1145	1	47	2	0	2	2	0	0	9	0	0	0	0	63	
1145 - 1200	0	37	6	0	2	2	0	0	8	0	0	0	0	55	
1200 - 1215	1	43	14	0	3	2	0	1	11	0	0	0	0	75	313
1215 - 1230	0	52	10	0	3	2	0	0	7	0	0	0	0	74	
1230 - 1245	0	59	13	0	0	1	0	0	15	1	0	0	0	90	
1245 - 1300	3	45	12	0	1	1	0	2	10	0	0	0	0	74	
1300 - 1315	0	46	14	0	3	0	0	1	5	0	0	0	0	69	288
1315 - 1330	0	53	7	0	2	0	0	2	7	0	0	0	0	71	
1330 - 1345	0	49	10	0	3	3	0	2	4	0	0	0	0	71	
1345 - 1400	1	54	8	0	2	3	0	1	8	0	0	0	0	77	
1400 - 1415	0	46	12	0	0	1	0	1	8	0	0	0	0	68	316
1415 - 1430	0	57	8	0	2	1	0	0	9	0	0	0	0	77	
1430 - 1445	1	63	7	0	3	0	0	2	10	0	0	0	0	86	
1445 - 1500	0	59	12	0	3	5	0	1	5	0	0	0	0	85	
1500 - 1515	0	58	15	0	0	1	0	0	10	0	0	0	0	85	362
1515 - 1530	0	50	18	2	2	0	0	0	3	0	0	0	0	75	
1530 - 1545	0	71	26	2	2	0	0	0	2	0	0	0	0	103	
1545 - 1600	0	78	12	0	2	4	0	1	1	1	0	0	0	99	
1600 - 1615	1	79	15	0	0	3	0	1	3	0	0	0	0	102	378
1615 - 1630	0	57	12	0	2	4	0	1	2	0	0	0	0	78	
1630 - 1645	1	79	12	0	5	0	0	2	4	0	0	0	0	103	
1645 - 1700	0	78	14	0	1	9	0	0	1	0	0	0	0	95	
1700 - 1715	0	90	4	0	0	1	0	0	3	0	0	0	0	98	343
1715 - 1730	0	90	9	1	3	0	0	0	1	2	0	0	0	106	
1730 - 1745	0	57	10	1	2	0	0	2	4	0	0	0	0	76	
1745 - 1800	0	50	7	0	2	1	0	0	3	0	0	0	0	63	
1800 - 1815	2	66	11	0	0	3	0	1	8	0	0	0	0	91	380
1815 - 1830	1	78	17	0	3	1	0	1	2	0	0	0	0	103	
1830 - 1845	1	80	16	0	2	2	0	2	1	0	0	0	0	104	
1845 - 1900	0	65	12	0	2	0	0	0	1	2	0	0	0	82	
1900 - 1915	1	55	14	0	3	0	0	3	2	0	0	0	0	78	305
1915 - 1930	0	72	6	0	1	1	0	0	2	0	0	0	0	82	
1930 - 1945	1	65	8	0	3	1	0	0	3	0	0	0	0	81	
1945 - 2000	0	52	6	0	5	0	0	0	1	0	0	0	0	64	
2000 - 2015	0	61	7	1	2	1	0	0	3	0	0	0	0	75	287
2015 - 2030	0	60	9	0	2	0	0	1	0	0	0	0	0	72	
2030 - 2045	0	62	9	0	0	0	0	0	1	0	0	0	0	72	
2045 - 2100	0	55	9	0	1	1	0	0	2	0	0	0	0	68	
2100 - 2115	0	45	5	0	0	1	0	0	0	1	0	0	0	52	148
2115 - 2130	0	33	1	0	0	0	0	0	2	0	0	0	0	36	
2130 - 2145	0	31	1	0	1	0	0	0	1	0	0	0	0	34	
2145 - 2200	0	23	0	0	0	1	0	0	2	0	0	0	0	26	
2200 - 2215	0	33	1	0	1	0	0	0	1	0	0	0	0	36	98
2215 - 2230	0	16	0	0	1	0	0	0	0	0	0	0	0	17	
2230 - 2245	0	27	1	0	0	0	0	0	1	0	0	0	0	29	
2245 - 2300	0	11	2	0	1	0	0	0	2	0	0	0	0	16	
2300 - 2315	0	15	0	0	0	0	0	0	0	0	0	0	0	15	62
2315 - 2330	0	15	1	0	0	1	0	0	2	0	0	0	0	19	
2330 - 2345	0	15	0	0	0	0	0	0	0	0	0	0	0	15	
2345 - 0000	0	12	1	0	0	0	0	0	0	0	0	0	0	13	

Session Total	18	4584	966	12	145	77	0	48	350	2	0	0	0	6202
Session Average	0.19	47.75	10.06	0.13	1.51	0.80	0.00	0.50	3.65	0.02	0.00	0.00	0.00	64.60
Session Percentage	0.29	73.91	15.58	0.19	2.34	1.24	0.00	0.77	5.64	0.03	0.00	0.00	0.00	
AM Peak Hour	0615 - 0715	0645 - 0745	0615 - 0715	0645 - 0745	0715 - 0815	0800 - 0900		0	0830 - 0930	1030 - 1030		-	-	0645 - 0745
AM Peak Volume	1	491	113	2	14	5		0	7	36	0	-	-	0
Noon Peak Hour	1200 - 1300	1445 - 1545	1445 - 1545	1445 - 1545	1000 - 1100	1115 - 1215		-	1245 - 1345	1200 - 1300	1145 - 1245	-	-	1445 - 1545
Noon Peak Volume	4	238	7	13	4	13		0	7	43	1	0	0	348
PM Peak Hour	1745 - 1845	1630 - 1730	1500 - 1600	1500 - 1600	1900 - 2000	1530 - 1630		-	1815 - 1915	1715 - 1815	1500 - 1600	-	-	1630 - 1730
PM Peak Volume	337	371	71	101	101	101		0	337	371	0	0	0	403

Bi-Directional Class Count || SB WB 15min

Douglasville, GA

Site 7

GA-92 Hwy 92,
east of GA-154 Cascade Palmetto Hwy

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.649911°, -84.668912°


[Click here for Map](#)

0000 - 2400 (24h Session) (09-14-2022)

SB WB 15min

Time	Westbound (Movement 7.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	17	1	0	1	0	0	0	0	0	0	0	0	19	
0015 - 0030	0	22	0	0	0	2	0	0	0	0	0	0	0	24	
0030 - 0045	0	12	1	0	1	0	0	0	2	0	0	0	0	16	
0045 - 0100	0	9	0	0	1	0	0	0	0	0	0	0	0	10	69
0100 - 0115	0	11	1	0	0	0	0	0	2	0	0	0	0	14	
0115 - 0130	0	11	0	0	2	0	0	0	1	0	0	0	0	14	
0130 - 0145	0	14	1	0	1	0	0	0	1	0	0	0	0	17	
0145 - 0200	0	9	0	0	0	0	0	0	1	0	0	0	0	10	55
0200 - 0215	0	2	0	0	1	0	0	0	0	0	0	0	0	3	
0215 - 0230	0	4	1	0	1	1	0	0	0	0	0	0	0	4	
0230 - 0245	0	4	1	0	2	0	0	0	0	0	0	0	0	7	
0245 - 0300	0	9	1	0	1	0	0	0	0	0	0	0	0	11	28
0300 - 0315	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0315 - 0330	0	16	2	0	6	0	0	0	1	0	0	0	0	25	
0330 - 0345	0	8	1	0	6	0	0	0	1	0	0	0	0	16	
0345 - 0400	0	8	0	0	4	0	0	0	3	0	0	0	0	15	63
0400 - 0415	0	11	6	0	0	1	0	0	1	0	0	0	0	19	
0415 - 0430	0	11	4	0	2	0	0	0	3	0	0	0	0	20	
0430 - 0445	0	8	2	0	1	1	0	0	0	0	0	0	0	12	
0445 - 0500	0	12	2	0	2	0	0	0	4	0	0	0	0	20	71
0500 - 0515	0	8	1	0	0	0	0	0	1	0	0	0	0	10	
0515 - 0530	0	12	4	0	2	0	0	0	3	0	0	0	0	21	
0530 - 0545	0	15	5	0	2	1	0	1	2	0	0	0	0	26	
0545 - 0600	0	15	3	0	1	0	0	0	1	0	0	0	0	20	77
0600 - 0615	0	38	4	0	0	0	0	0	0	0	0	0	0	42	
0615 - 0630	0	29	5	1	0	1	0	0	3	0	0	0	0	39	
0630 - 0645	0	38	5	0	1	0	0	0	3	0	0	0	0	47	
0645 - 0700	0	49	7	1	0	0	0	0	1	0	0	0	0	58	186
0700 - 0715	0	51	10	0	1	0	0	0	1	0	0	0	0	63	
0715 - 0730	2	79	12	0	0	2	0	0	3	0	0	0	0	98	
0730 - 0745	0	90	15	1	0	1	0	0	1	0	0	0	0	108	
0745 - 0800	1	87	13	1	1	3	0	0	4	0	0	0	0	110	379
0800 - 0815	0	69	14	0	2	0	0	0	4	0	0	0	0	89	
0815 - 0830	0	57	18	0	1	0	0	0	1	2	0	0	0	79	
0830 - 0845	0	58	9	0	0	2	0	0	7	0	0	0	0	76	
0845 - 0900	0	62	12	0	3	1	0	1	4	0	0	0	0	83	327
0900 - 0915	0	50	14	0	3	2	0	0	6	0	1	0	0	76	
0915 - 0930	0	42	13	0	5	1	0	1	6	0	0	0	0	68	
0930 - 0945	0	26	13	0	3	2	0	0	1	0	0	0	0	45	
0945 - 1000	0	33	12	0	2	2	0	0	3	0	0	0	0	52	241
1000 - 1015	1	29	16	0	3	0	0	0	6	0	0	0	0	55	
1015 - 1030	0	32	14	0	6	0	0	0	3	0	0	0	0	55	
1030 - 1045	1	31	12	0	5	2	0	0	5	0	0	0	0	56	
1045 - 1100	0	37	13	0	5	1	0	0	5	0	0	0	0	61	227
1100 - 1115	0	28	23	0	2	0	0	0	9	0	0	0	0	62	
1115 - 1130	0	42	23	0	8	0	0	0	5	0	0	0	0	78	
1130 - 1145	0	53	30	0	2	0	0	0	4	0	0	0	0	89	
1145 - 1200	0	33	22	0	14	0	0	0	5	0	0	0	0	74	303
1200 - 1215	1	60	14	0	1	0	0	0	2	0	0	0	0	78	
1215 - 1230	1	56	9	0	1	0	0	1	2	1	0	0	0	71	
1230 - 1245	1	32	18	0	4	3	0	1	4	0	0	0	0	63	
1245 - 1300	0	51	11	0	1	1	0	1	3	0	0	0	0	68	280
1300 - 1315	0	47	11	0	1	1	0	0	4	0	0	0	0	64	
1315 - 1330	0	49	9	0	5	0	0	1	4	0	0	0	0	68	
1330 - 1345	1	60	11	0	4	2	0	1	2	0	0	0	0	81	
1345 - 1400	0	63	11	0	1	0	0	1	5	0	0	0	0	81	294
1400 - 1415	1	52	13	0	0	2	0	1	5	0	0	0	0	74	
1415 - 1430	0	57	17	0	2	4	0	0	4	1	0	0	0	85	
1430 - 1445	0	72	12	0	1	1	0	0	4	0	0	0	0	90	
1445 - 1500	3	76	17	0	2	0	0	0	5	0	0	0	0	103	352
1500 - 1515	0	74	24	0	2	0	0	1	5	0	0	0	0	106	
1515 - 1530	1	102	25	0	5	1	0	1	1	0	0	0	0	136	
1530 - 1545	0	90	24	0	3	2	0	2	3	0	0	0	0	124	
1545 - 1600	0	109	21	2	2	0	0	0	1	0	0	0	0	135	501
1600 - 1615	1	128	25	1	1	2	0	2	4	0	0	0	0	164	
1615 - 1630	0	114	26	2	2	1	0	0	4	0	0	0	0	149	
1630 - 1645	0	117	17	0	3	3	0	3	3	0	0	0	0	146	
1645 - 1700	1	139	21	0	3	0	0	1	4	0	0	0	0	169	628
1700 - 1715	0	124	29	0	2	1	0	1	2	0	0	0	0	159	
1715 - 1730	0	148	26	0	0	1	0	4	3	0	0	0	0	182	
1730 - 1745	0	129	23	0	2	4	0	1	2	1	0	0	0	162	
1745 - 1800	1	109	23	0	2	0	0	1	2	0	0	0	0	138	641
1800 - 1815	2	131	21	0	1	1	0	0	2	0	0	0	0	158	
1815 - 1830	1	116	26	0	2	2	0	1	3	0	1	0	0	152	
1830 - 1845	0	104	17	0	1	1	0	1	2	0	0	0	0	126	
1845 - 1900	1	82	19	0	0	1	0	0	2	0	0	0	0	105	
1900 - 1915	0	71	14	0	0	1	0	0	0	0	0	0	0	86	541
1915 - 1930	0	85	12	0	2	2	0	0	2	0	0	0	0	103	
1930 - 1945	1	74	11	0	0	2	0	1	2	0	0	0	0	91	
1945 - 2000	0	55	10	1	1	1	0	1	0	0	0	0	0	69	349
2000 - 2015	1	46	8	0	0	0	0	0	1	0	0	0	0	56	
2015 - 2030	0	47	7	0	0	0	0	1	0	0	0	0	0	55	
2030 - 2045	0	46	5	0	0	0	0	0	1	0	0	0	0	52	
2045 - 2100	0	32	9	0	0	0	0	0	0	0	0	0	0	41	204
2100 - 2115	0	41	7	0	0	0	0	0	3	0	0	0	0	51	
2115 - 2130	0	42	3	0	0	0	0	1	0	0	0	0	0	46	
2130 - 2145	0	27	6	0	1	0	0	0	0	0	0	0	0	34	
2145 - 2200	0	38	7	0	0	0	0	0	2	0	0	0	0	47	178
2200 - 2215	0	29	2	0	0	0	0	0	1	0	0	0	0	32	
2215 - 2230	0	33	3	0	0	0	0	0	2	0	0	0	0	38	
2230 - 2245	0	27	5	0	1	0	0	0	0	0	0	0	0	33	
2245 - 2300	0	22	3	0	0	0	0	0	0	0	0	0	0	25	128
2300 - 2315	0	15	5	0	2	0	0	0	0	0	0	0	0	22	
2315 - 2330	0	24	0	0	0	0	0	1	0	0	0	0	0	25	
2330 - 2345	0	25	1	0	1	0	0	0	2	0	0	0	0	29	
2345 - 0000	0	16	0	0	0	0	0	0	0	0	0	0	0	16	92

Session Total	23	4684	1004	10	163	69	0	35	221	3	2	0	0	6214
Session Average	0.24	48.79	10.46	0.10	1.70	0.72	0.00	0.36	2.30	0.03	0.02	0.00	0.00	64.73
Session Percentage	0.37	75.38	16.16	0.16	2.62	1.11	0.00	0.56	3.56	0.05	0.03	0.00	0.00	
AM Peak Hour	0700 - 0800	0715 - 0815	0730 - 0830	0600 - 0700	0945 - 1045	0900 - 1000	-	0800 - 0900	0830 - 0930	-	0815 - 0915	-	-	0715 - 0815
AM Peak Volume	3	325	60	2	16	7	0	2	23	0	1	0	0	405
Noon Peak Hour	1400 - 1500	1445 - 1545	1100 - 1200	-	1100 - 1200	1330 - 1430	-	1315 - 1415	1030 - 1130	1130 - 1230	-	-	-	1445 - 1545
Noon Peak Volume	4	342	98	0	26	8	0	4	24	1	0	0	0	469
PM Peak Hour	1730 - 1830	1645 - 1745	1700 - 1800	1530 - 1630	1500 - 1600	1600 - 1700	-	1630 - 1730	1600 - 1700	1645 - 1745	1730 - 1830	-	-	1645 - 1745
PM Peak Volume	101	94	105	54	40	40	0	9	15	10	0	0	0	573

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

Douglasville, GA

Site 7

GA-92 Hwy 92,
east of GA-154 Cascade Palmetto Hwy

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.649911°, -84.668912°

0000 - 2400 (24h Session) (09-14-2022)

Bi-Directional 15min

Time	Bi-Directional 15min													15min Total	60min Total
0000 - 0015	0	22	2	0	1	1	0	0	1	0	0	0	0	27	111
0015 - 0030	0	31	1	0	1	2	0	0	0	0	0	0	0	35	
0030 - 0045	0	18	3	0	1	1	0	0	3	0	0	0	0	26	
0045 - 0100	0	16	3	0	1	1	0	0	2	0	0	0	0	23	
0100 - 0115	0	20	2	0	1	1	0	0	4	0	0	0	0	28	82
0115 - 0130	0	14	1	0	2	0	0	0	1	0	0	0	0	18	
0130 - 0145	0	18	3	0	1	0	0	0	1	0	0	0	0	23	
0145 - 0200	0	11	1	0	0	0	0	0	1	0	0	0	0	13	
0200 - 0215	0	7	2	0	1	0	0	0	1	0	0	0	0	11	59
0215 - 0230	0	7	2	0	1	1	0	0	2	0	0	0	0	13	
0230 - 0245	0	8	2	0	2	0	0	0	1	0	0	0	0	13	
0245 - 0300	0	15	3	0	3	0	0	0	3	0	0	0	0	22	
0300 - 0315	0	16	3	0	0	0	0	0	1	0	0	0	0	20	130
0315 - 0330	0	33	5	0	7	0	0	0	2	0	0	0	0	47	
0330 - 0345	0	19	4	0	6	0	0	0	2	0	0	0	0	31	
0345 - 0400	0	20	4	0	4	0	0	0	4	0	0	0	0	32	
0400 - 0415	0	20	10	0	1	1	0	0	1	0	0	0	0	33	190
0415 - 0430	0	32	9	0	2	0	0	0	4	0	0	0	0	47	
0430 - 0445	0	44	5	0	1	1	0	0	2	0	0	0	0	53	
0445 - 0500	1	37	11	0	3	0	0	0	5	0	0	0	0	57	
0500 - 0515	0	33	14	0	0	0	0	0	4	0	0	0	0	51	295
0515 - 0530	0	46	14	0	4	0	0	0	4	0	0	0	0	68	
0530 - 0545	0	59	13	0	3	2	0	1	2	0	0	0	0	80	
0545 - 0600	0	72	16	0	2	1	0	0	5	0	0	0	0	96	
0600 - 0615	0	91	22	0	4	1	0	0	1	0	0	0	0	119	701
0615 - 0630	0	125	32	1	3	1	0	0	5	0	0	0	0	167	
0630 - 0645	0	141	36	0	4	2	0	1	6	0	0	0	0	190	
0645 - 0700	0	174	41	1	3	1	0	1	4	0	0	0	0	225	
0700 - 0715	1	171	31	0	1	1	0	1	6	0	0	0	0	212	971
0715 - 0730	2	216	36	1	5	2	0	0	10	0	0	0	0	272	
0730 - 0745	0	199	42	2	5	1	0	0	9	0	0	0	0	258	
0745 - 0800	1	185	30	1	3	3	0	0	6	0	0	0	0	229	
0800 - 0815	0	163	27	0	4	1	0	0	10	0	0	0	0	205	781
0815 - 0830	0	143	40	0	4	0	0	2	5	0	0	0	0	194	
0830 - 0845	0	127	35	1	5	3	0	1	14	0	0	0	0	186	
0845 - 0900	1	134	36	0	6	4	0	3	12	0	0	0	0	196	
0900 - 0915	0	116	45	0	3	2	0	1	12	0	1	0	0	180	587
0915 - 0930	0	113	36	0	8	1	0	4	11	0	0	0	0	173	
0930 - 0945	0	74	27	1	3	4	0	1	10	0	0	0	0	120	
0945 - 1000	0	75	20	0	3	2	0	1	13	0	0	0	0	114	
1000 - 1015	1	64	29	0	6	1	0	0	13	0	0	0	0	114	492
1015 - 1030	0	74	30	0	9	2	0	0	13	0	0	0	0	128	
1030 - 1045	1	62	31	0	9	3	0	1	11	0	0	0	0	118	
1045 - 1100	0	84	26	0	8	3	0	0	11	0	0	0	0	132	
1100 - 1115	0	72	36	0	3	1	0	0	16	0	0	0	0	128	549
1115 - 1130	0	81	33	0	9	3	0	2	12	0	0	0	0	140	
1130 - 1145	1	100	32	0	4	2	0	0	13	0	0	0	0	152	
1145 - 1200	0	70	28	0	16	2	0	0	13	0	0	0	0	129	
1200 - 1215	2	103	28	0	4	2	0	1	13	0	0	0	0	153	593
1215 - 1230	1	108	19	0	4	2	0	1	9	1	0	0	0	145	
1230 - 1245	1	91	31	0	4	4	0	2	19	1	0	0	0	153	
1245 - 1300	3	96	23	0	2	2	0	3	13	0	0	0	0	142	
1300 - 1315	0	93	25	0	4	1	0	1	9	0	0	0	0	133	582
1315 - 1330	0	102	16	0	7	0	0	3	11	0	0	0	0	139	
1330 - 1345	1	109	21	0	7	5	0	3	6	0	0	0	0	152	
1345 - 1400	1	117	19	0	3	3	0	2	13	0	0	0	0	158	
1400 - 1415	1	98	25	0	0	3	0	2	13	0	0	0	0	142	668
1415 - 1430	0	114	25	0	4	5	0	0	13	1	0	0	0	162	
1430 - 1445	1	135	19	0	4	1	0	2	14	0	0	0	0	176	
1445 - 1500	3	135	29	0	5	5	0	1	10	0	0	0	0	188	
1500 - 1515	0	132	39	0	2	1	0	2	15	0	0	0	0	191	863
1515 - 1530	1	152	43	2	7	1	0	1	4	0	0	0	0	211	
1530 - 1545	0	161	50	2	5	2	0	2	5	0	0	0	0	227	
1545 - 1600	0	187	33	2	4	4	0	1	2	1	0	0	0	234	
1600 - 1615	2	207	40	1	1	5	0	3	7	0	0	0	0	266	1006
1615 - 1630	0	171	38	2	4	5	0	1	6	0	0	0	0	227	
1630 - 1645	1	196	29	0	8	3	0	5	7	0	0	0	0	249	
1645 - 1700	1	217	35	1	1	3	0	1	5	0	0	0	0	264	
1700 - 1715	0	214	33	0	2	2	0	1	5	0	0	0	0	257	984
1715 - 1730	0	238	35	1	3	1	0	5	5	0	0	0	0	288	
1730 - 1745	0	186	33	1	4	4	0	3	6	1	0	0	0	238	
1745 - 1800	1	159	30	0	4	1	0	1	5	0	0	0	0	201	
1800 - 1815	4	197	32	0	1	4	0	1	10	0	0	0	0	249	921
1815 - 1830	2	194	43	0	5	3	0	2	5	0	1	0	0	255	
1830 - 1845	1	184	33	0	3	3	0	3	3	0	0	0	0	230	
1845 - 1900	1	147	31	0	2	1	0	1	4	0	0	0	0	187	
1900 - 1915	1	126	28	0	3	1	0	3	2	0	0	0	0	164	654
1915 - 1930	0	157	18	0	3	3	0	0	4	0	0	0	0	185	
1930 - 1945	2	139	19	0	3	3	0	1	5	0	0	0	0	172	
1945 - 2000	0	107	16	1	6	1	0	1	1	0	0	0	0	133	
2000 - 2015	1	107	15	1	2	1	0	0	4	0	0	0	0	131	491
2015 - 2030	0	107	16	0	2	0	0	2	0	0	0	0	0	127	
2030 - 2045	0	108	14	0	0	0	0	0	2	0	0	0	0	124	
2045 - 2100	0	87	18	0	1	1	0	0	2	0	0	0	0	109	
2100 - 2115	0	86	12	0	1	0	0	0	4	0	0	0	0	103	326
2115 - 2130	0	75	4	0	0	0	0	1	2	0	0	0	0	82	
2130 - 2145	0	58	7	0	2	0	0	0	1	0	0	0	0	68	
2145 - 2200	0	61	7	0	0	1	0	0	4	0	0	0	0	73	
2200 - 2215	0	62	3	0	1	0	0	0	2	0	0	0	0	68	226
2215 - 2230	0	49	3	0	1	0	0	0	2	0	0	0	0	55	
2230 - 2245	0	54	6	0	1	0	0	0	1	0	0	0	0	62	
2245 - 2300	0	33	5	0	1	0	0	0	2	0	0	0	0	41	
2300 - 2315	0	30	5	0	2	0	0	0	0	0	0	0	0	37	154
2315 - 2330	0	39	1	0	0	1	0	1	2	0	0	0	0	44	
2330 - 2345	0	40	1	0	1	0	0	0	2	0	0	0	0	44	
2345 - 0000	0	28	1	0	0	0	0	0	0	0	0	0	0	29	

Session Total	41	9268	1970	22	308	146	0	83	571	5	2	0	0	12416
Session Average	0.43	96.54	20.52	0.23	3.21	1.52	0.00	0.86	5.95	0.05	0.02	0.00	0.00	129.33
Session Percentage	0.33	74.65	15.87	0.18	2.48	1.18	0.00	0.67	4.60	0.04	0.02	0.00	0.00	

AM Peak Hour	0700 - 0800	0700 - 0800	0815 - 0915	0645 - 0745	0945 - 1045	0845 - 0945	-	0830 - 0930	0545 - 1045	-	0815 - 0915	-	-	0700 - 0800
AM Peak Volume	4	771	156	4	27	11	0	9	50	0	1	0	0	971

Noon Peak Hour	1200 - 1300	1445 - 1545	1445 - 1545	1445 - 1545	1115 - 1215	1330 - 1430	-	1245 - 1345	1100 - 1200	1145 - 1245	-	-	-	1445 - 1545
Noon Peak Volume	7	580	161	4	33	16	0	10	54	2	0	0	0	817

PM Peak Hour	1745 - 1845	1630 - 1730	1515 - 1615	1515 - 1615	1500 - 1600	1545 - 1645	-	1630 - 1730	1500 - 1600	1500 - 1600	1730 - 1830	-	-	1630 - 1730
PM Peak Volume	8	865	366	7	18	17	0	12	26	1	0	0	0	1058

Bi-Directional Class Count || Volume Summary 15min

Douglasville, GA



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Site 7

GA-92 Hwy 92,
east of GA-154 Cascade Palmetto Hwy

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.649911°, -84.668912°

0000 - 2400 (24h Session) (09-14-2022)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
0000 - 0015	8	19	27	111
0015 - 0030	11	24	35	
0030 - 0045	10	16	26	
0045 - 0100	13	10	23	
0100 - 0115	14	14	28	82
0115 - 0130	4	14	18	
0130 - 0145	6	17	23	
0145 - 0200	3	10	13	
0200 - 0215	8	3	11	59
0215 - 0230	6	7	13	
0230 - 0245	6	7	13	
0245 - 0300	11	11	22	
0300 - 0315	13	7	20	130
0315 - 0330	22	25	47	
0330 - 0345	15	16	31	
0345 - 0400	17	15	32	
0400 - 0415	14	19	33	190
0415 - 0430	27	20	47	
0430 - 0445	41	12	53	
0445 - 0500	37	20	57	
0500 - 0515	41	10	51	295
0515 - 0530	47	21	68	
0530 - 0545	54	26	80	
0545 - 0600	76	20	96	
0600 - 0615	77	42	119	701
0615 - 0630	128	39	167	
0630 - 0645	143	47	190	
0645 - 0700	167	58	225	
0700 - 0715	149	63	212	971
0715 - 0730	174	98	272	
0730 - 0745	150	108	258	
0745 - 0800	119	110	229	
0800 - 0815	116	89	205	781
0815 - 0830	115	79	194	
0830 - 0845	110	76	186	
0845 - 0900	113	83	196	
0900 - 0915	104	76	180	587
0915 - 0930	105	68	173	
0930 - 0945	75	45	120	
0945 - 1000	62	52	114	
1000 - 1015	59	55	114	492
1015 - 1030	73	55	128	
1030 - 1045	62	56	118	
1045 - 1100	71	61	132	
1100 - 1115	66	62	128	549
1115 - 1130	62	78	140	
1130 - 1145	63	89	152	
1145 - 1200	55	74	129	

Time	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
1200 - 1215	75	78	153	593
1215 - 1230	74	71	145	
1230 - 1245	90	63	153	
1245 - 1300	74	68	142	
1300 - 1315	69	64	133	582
1315 - 1330	71	68	139	
1330 - 1345	71	81	152	
1345 - 1400	77	81	158	
1400 - 1415	68	74	142	668
1415 - 1430	77	85	162	
1430 - 1445	86	90	176	
1445 - 1500	85	103	188	
1500 - 1515	85	106	191	863
1515 - 1530	75	136	211	
1530 - 1545	103	124	227	
1545 - 1600	99	135	234	
1600 - 1615	102	164	266	1006
1615 - 1630	78	149	227	
1630 - 1645	103	146	249	
1645 - 1700	95	169	264	
1700 - 1715	98	159	257	984
1715 - 1730	106	182	288	
1730 - 1745	76	162	238	
1745 - 1800	63	138	201	
1800 - 1815	91	158	249	921
1815 - 1830	103	152	255	
1830 - 1845	104	126	230	
1845 - 1900	82	105	187	
1900 - 1915	78	86	164	654
1915 - 1930	82	103	185	
1930 - 1945	81	91	172	
1945 - 2000	64	69	133	
2000 - 2015	75	56	131	491
2015 - 2030	72	55	127	
2030 - 2045	72	52	124	
2045 - 2100	68	41	109	
2100 - 2115	52	51	103	326
2115 - 2130	36	46	82	
2130 - 2145	34	34	68	
2145 - 2200	26	47	73	
2200 - 2215	36	32	68	226
2215 - 2230	17	38	55	
2230 - 2245	29	33	62	
2245 - 2300	16	25	41	
2300 - 2315	15	22	37	154
2315 - 2330	19	25	44	
2330 - 2345	15	29	44	
2345 - 0000	13	16	29	

Session Total	6202	6214	12416
Session Average	64.60	64.73	129.33
Session Percentage	49.95	50.05	

24-Hr for Cascade Palmetto Hwy n/o SR 92

Bi-Directional Class Count || NB EB 15min

Douglasville, GA

Site 8

GA-70 Cascade Palmetto Hwy,
north of GA-92 Hwy 92

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.650778°, -84.668540°

[Click here for Map](#)

0000 - 2400 (24h Session) (09-14-2022)

NB EB 15min

Time	Northbound (Movement 8.1)													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	2	0	0	0	0	5	23
0015 - 0030	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0030 - 0045	0	4	0	0	0	0	0	0	1	0	0	0	0	5	
0045 - 0100	0	5	1	0	0	0	0	0	1	0	0	0	0	7	
0100 - 0115	0	3	0	0	0	0	0	0	2	0	0	0	0	5	11
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	2	3	0	0	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	
0200 - 0215	0	2	0	0	0	1	0	0	0	0	0	0	0	3	13
0215 - 0230	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	3	0	0	0	0	0	0	0	0	1	0	0	4	
0300 - 0315	0	3	0	0	0	0	0	0	0	0	0	0	0	3	19
0315 - 0330	0	4	1	0	0	1	0	0	0	0	0	0	0	6	
0330 - 0345	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0345 - 0400	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
0400 - 0415	0	9	0	0	0	0	0	0	0	0	0	0	0	9	65
0415 - 0430	0	14	0	0	0	0	0	0	2	0	0	0	0	16	
0430 - 0445	0	18	4	0	0	0	0	0	0	0	0	0	0	22	
0445 - 0500	0	14	1	0	0	0	0	0	3	0	0	0	0	18	
0500 - 0515	0	10	0	0	0	0	0	0	1	0	0	0	0	11	170
0515 - 0530	0	31	7	0	2	1	0	0	2	0	0	0	0	43	
0530 - 0545	2	48	12	0	1	0	0	0	1	0	0	0	0	64	
0545 - 0600	0	38	9	0	1	1	0	0	3	0	0	0	0	52	
0600 - 0615	1	53	20	0	0	0	0	0	1	0	0	0	0	75	417
0615 - 0630	0	87	22	1	0	0	0	0	0	0	1	0	0	112	
0630 - 0645	0	88	29	0	3	1	0	0	1	0	0	0	0	122	
0645 - 0700	2	83	19	0	2	1	0	0	1	0	0	0	0	108	
0700 - 0715	0	81	27	0	2	1	0	0	8	0	0	0	0	119	571
0715 - 0730	1	84	24	0	2	1	0	0	2	0	0	0	0	114	
0730 - 0745	0	117	33	0	2	0	0	0	3	0	0	0	0	155	
0745 - 0800	1	131	41	0	2	2	0	0	6	0	0	0	0	183	
0800 - 0815	2	113	35	0	4	3	0	0	6	0	0	0	0	163	459
0815 - 0830	0	103	23	0	1	1	0	0	1	0	0	0	0	129	
0830 - 0845	0	70	14	0	2	9	0	0	1	6	0	0	0	93	
0845 - 0900	0	45	12	0	3	1	0	1	11	1	0	0	0	74	
0900 - 0915	1	43	22	0	2	0	0	0	5	0	0	0	0	73	221
0915 - 0930	0	37	10	0	6	0	0	0	7	0	0	0	0	60	
0930 - 0945	0	28	9	0	5	0	0	1	3	1	0	0	0	47	
0945 - 1000	0	23	11	0	2	2	0	0	3	0	0	0	0	41	
1000 - 1015	1	16	5	0	6	1	0	1	7	0	0	0	0	37	134
1015 - 1030	0	20	7	0	2	3	0	0	1	0	0	0	0	33	
1030 - 1045	0	15	5	0	2	1	0	0	8	0	0	0	0	31	
1045 - 1100	1	20	6	0	2	0	0	0	4	0	0	0	0	33	
1100 - 1115	1	15	7	0	2	1	0	0	10	0	0	0	0	36	157
1115 - 1130	0	24	8	0	1	1	0	1	5	0	0	0	0	40	
1130 - 1145	0	15	7	0	1	3	0	0	14	0	0	0	0	40	
1145 - 1200	0	19	10	0	0	2	0	1	9	0	0	0	0	41	
1200 - 1215	0	14	8	0	1	1	0	0	3	0	1	0	0	28	126
1215 - 1230	0	21	1	0	4	2	0	0	4	0	0	0	0	32	
1230 - 1245	0	19	2	0	1	2	0	0	5	0	0	0	0	29	
1245 - 1300	0	17	10	0	4	0	0	0	6	0	0	0	0	37	
1300 - 1315	0	26	5	0	1	4	0	0	7	0	0	0	0	43	153
1315 - 1330	0	26	2	0	2	2	0	0	5	0	0	0	0	37	
1330 - 1345	0	20	7	0	0	3	0	0	4	0	0	0	0	34	
1345 - 1400	0	19	6	0	7	2	0	0	5	0	0	0	0	39	
1400 - 1415	0	20	6	0	1	5	0	0	8	0	0	0	0	40	200
1415 - 1430	0	31	4	0	2	5	0	0	5	0	0	0	0	47	
1430 - 1445	0	29	8	0	0	4	0	0	4	0	0	0	0	46	
1445 - 1500	0	48	12	0	1	1	0	0	5	0	0	0	0	67	
1500 - 1515	0	24	6	0	2	2	0	1	7	0	0	0	0	42	159
1515 - 1530	0	13	3	0	1	2	0	0	4	0	0	0	0	23	
1530 - 1545	0	22	12	0	2	5	0	0	13	0	0	0	0	54	
1545 - 1600	0	28	5	0	0	1	0	0	6	0	0	0	0	40	
1600 - 1615	0	31	8	0	1	2	0	2	8	0	0	0	0	52	229
1615 - 1630	0	41	10	0	3	3	0	2	5	1	0	0	0	65	
1630 - 1645	0	32	10	0	2	4	0	1	11	0	0	0	0	60	
1645 - 1700	0	33	10	0	2	0	0	0	7	0	0	0	0	52	
1700 - 1715	4	40	10	0	5	4	0	1	7	0	0	0	0	71	206
1715 - 1730	0	30	5	0	0	1	0	3	1	0	0	0	0	40	
1730 - 1745	0	18	6	0	0	4	0	0	1	0	0	0	0	29	
1745 - 1800	1	45	9	0	1	2	0	3	4	1	0	0	0	66	
1800 - 1815	0	26	8	0	0	2	0	1	2	0	0	0	0	39	144
1815 - 1830	0	20	6	0	2	3	0	2	3	0	0	0	0	36	
1830 - 1845	0	23	7	0	0	0	0	0	4	0	0	0	0	34	
1845 - 1900	0	21	7	0	0	1	0	1	5	0	0	0	0	35	
1900 - 1915	0	22	5	0	0	2	0	0	2	0	0	0	0	31	124
1915 - 1930	1	30	3	0	1	0	0	1	3	0	0	0	0	39	
1930 - 1945	0	17	7	0	1	1	0	0	4	0	0	0	0	30	
1945 - 2000	0	15	5	0	1	1	0	1	1	0	0	0	0	24	
2000 - 2015	0	29	9	0	0	0	0	0	4	0	0	0	0	42	113
2015 - 2030	0	24	4	0	1	0	0	1	0	0	0	0	0	30	
2030 - 2045	0	19	1	0	0	2	0	0	3	0	0	0	0	25	
2045 - 2100	0	14	1	0	0	0	0	0	1	0	0	0	0	16	
2100 - 2115	0	14	4	0	0	1	0	0	2	2	0	0	0	21	53
2115 - 2130	0	8	4	0	0	0	0	0	1	0	0	0	0	13	
2130 - 2145	0	7	2	0	1	0	0	0	1	0	0	0	0	11	
2145 - 2200	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
2200 - 2215	0	6	0	0	0	1	0	0	1	0	0	0	0	8	37
2215 - 2230	0	10	1	0	0	0	0	0	2	0	0	0	0	13	
2230 - 2245	0	10	0	0	0	0	0	0	1	0	0	0	0	11	
2245 - 2300	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
2300 - 2315	0	4	0	0	0	0	0	0	0	0	0	0	0	4	21
2315 - 2330	0	7	1	0	0	0	0	0	1	0	0	0	0	9	
2330 - 2345	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
2345 - 0000	0	1	0	0	0	0	0	0	0	0	0	0	0	1	

Session Total	19	2552	689	2	109	104	0	26	317	4	3	0	0	3825
Session Average	0.20	26.58	7.18	0.02	1.14	1.08	0.00	0.27	3.30	0.04	0.03	0.00	0.00	39.84
Session Percentage	0.50	66.72	18.01	0.05	2.85	2.72	0.00	0.68	8.29	0.10	0.08	0.00	0.00	
AM Peak Hour	0715 - 0815	0730 - 0830	0715 - 0815	0530 - 0630	0915 - 1015	0945 - 1045	-	0800 - 0900	0830 - 0930	0845 - 0945	0530 - 0630	-	-	0730 - 0830
AM Peak Volume	4	464	133	1	19	7	0	2	29	29	1	0	0	630
Noon Peak Hour	1000 - 1100	1415 - 1515	1115 - 1215	1345 - 1445	1000 - 1100	1345 - 1445	-	1100 - 1200	1100 - 1200	-	1115 - 1215	-	-	1415 - 1515
Noon Peak Volume	2	132	33	1	12	16	0	2	38	0	1	0	0	202
PM Peak Hour	1700 - 1800	1615 - 1715	1615 - 1715	-	1615 - 1715	1530 - 1630	-	1700 - 1800	1530 - 1630	1530 - 1630	-	-	-	1615 - 1715
PM Peak Volume	2	240	0	0	0	0	0	7	37	0	0	0	0	249

Bi-Directional Class Count || SB WB 15min

Douglasville, GA

Site 8

GA-70 Cascade Palmetto Hwy,
north of GA-92 Hwy 92

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.650778°, -84.668540°


[Click here for Map](#)

0000 - 2400 (24h Session) (09-14-2022)

SB WB 15min

Time	Southbound (Movement 8.2)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	2	0	0	0	1	0	0	1	0	0	0	0	4	17
0015 - 0030	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0030 - 0045	0	1	0	0	0	0	0	0	1	0	0	0	0	2	
0045 - 0100	0	2	0	0	0	2	0	0	0	0	0	0	0	4	
0100 - 0115	0	3	1	0	0	0	0	0	1	0	0	0	0	5	14
0115 - 0130	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0200 - 0215	0	1	1	0	0	0	0	0	3	0	0	0	0	5	15
0215 - 0230	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0230 - 0245	0	1	0	0	1	0	0	0	2	0	0	0	0	4	
0245 - 0300	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0300 - 0315	0	4	0	0	0	0	0	0	2	0	0	0	0	6	21
0315 - 0330	0	3	2	0	0	0	0	0	1	0	0	0	0	6	
0330 - 0345	0	4	0	0	0	0	0	0	0	0	1	0	0	5	
0345 - 0400	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0400 - 0415	0	3	0	0	0	0	0	0	0	0	0	0	0	3	26
0415 - 0430	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0430 - 0445	0	4	1	0	0	0	0	0	4	0	0	0	0	9	
0445 - 0500	0	4	1	0	0	1	0	0	1	0	0	0	0	7	
0500 - 0515	0	4	0	0	0	0	0	0	2	0	0	0	0	6	43
0515 - 0530	0	5	0	0	1	0	0	0	4	0	0	0	0	10	
0530 - 0545	0	4	4	0	0	0	0	0	4	0	0	0	0	12	
0545 - 0600	0	9	0	0	0	0	0	0	6	0	0	0	0	15	
0600 - 0615	0	11	3	0	2	1	0	0	4	0	0	0	0	21	96
0615 - 0630	0	18	5	0	1	0	0	0	1	0	0	0	0	25	
0630 - 0645	0	19	3	0	1	4	0	0	2	0	0	0	0	29	
0645 - 0700	0	14	2	0	2	1	0	0	2	0	0	0	0	21	
0700 - 0715	0	26	5	0	0	2	0	0	2	0	0	0	0	35	209
0715 - 0730	0	31	4	0	2	3	0	0	6	0	0	0	0	46	
0730 - 0745	0	44	12	0	2	1	0	0	5	0	0	0	0	64	
0745 - 0800	1	40	13	0	2	4	0	0	4	0	0	0	0	64	
0800 - 0815	0	28	5	0	3	1	0	0	4	0	0	0	0	41	144
0815 - 0830	0	18	4	0	0	2	0	0	9	0	0	0	0	33	
0830 - 0845	0	19	9	0	4	1	0	0	7	0	0	0	0	40	
0845 - 0900	0	18	6	0	1	1	0	0	4	0	0	0	0	30	
0900 - 0915	0	19	10	0	4	2	0	1	9	0	0	0	0	45	164
0915 - 0930	0	17	3	0	1	2	0	3	6	0	0	0	0	32	
0930 - 0945	1	22	8	1	1	2	0	0	10	0	0	0	0	45	
0945 - 1000	0	18	8	0	2	3	0	1	10	0	0	0	0	42	
1000 - 1015	0	29	16	0	1	1	0	0	12	0	0	0	0	59	228
1015 - 1030	1	22	18	0	4	7	0	0	20	0	0	0	0	72	
1030 - 1045	0	17	10	0	4	2	0	0	11	0	0	0	0	44	
1045 - 1100	0	26	14	0	2	3	0	0	8	0	0	0	0	53	
1100 - 1115	0	22	15	0	3	1	0	0	13	0	0	0	0	54	232
1115 - 1130	0	23	9	0	3	2	0	2	16	0	0	0	0	55	
1130 - 1145	1	33	11	0	1	5	0	1	16	0	0	0	0	68	
1145 - 1200	0	32	5	0	2	1	0	0	15	0	0	0	0	55	
1200 - 1215	2	35	10	0	3	0	0	2	12	0	0	0	0	64	257
1215 - 1230	0	30	16	0	6	4	0	0	10	0	0	0	0	66	
1230 - 1245	0	28	6	0	1	9	0	0	16	1	0	0	0	61	
1245 - 1300	0	23	17	0	2	2	0	4	17	1	0	0	0	66	
1300 - 1315	0	32	14	0	3	4	0	0	14	0	0	0	0	67	268
1315 - 1330	0	37	16	0	1	4	0	3	22	0	0	0	0	83	
1330 - 1345	0	27	16	0	3	3	0	1	3	0	0	0	0	53	
1345 - 1400	0	40	9	0	5	4	0	0	7	0	0	0	0	65	
1400 - 1415	0	35	22	0	0	5	0	1	17	0	0	0	0	80	333
1415 - 1430	0	48	25	0	1	8	0	2	14	1	0	0	0	96	
1430 - 1445	0	39	25	0	3	6	0	3	16	0	0	0	0	92	
1445 - 1500	0	34	17	1	5	5	0	2	5	1	0	0	0	65	
1500 - 1515	0	62	26	0	1	6	0	2	11	0	0	0	0	108	414
1515 - 1530	0	63	34	0	3	0	0	1	6	0	0	1	0	108	
1530 - 1545	1	59	27	1	0	1	0	0	8	0	0	0	0	97	
1545 - 1600	1	62	25	0	1	1	1	3	7	0	0	0	0	101	
1600 - 1615	1	68	26	0	2	3	0	0	8	0	0	0	0	108	502
1615 - 1630	2	92	35	0	1	2	0	0	4	0	0	0	0	136	
1630 - 1645	2	76	38	0	2	3	0	0	3	0	0	0	0	124	
1645 - 1700	3	97	23	0	2	1	0	0	7	0	0	0	0	134	
1700 - 1715	2	94	26	0	4	0	0	0	1	4	0	0	0	131	573
1715 - 1730	0	102	39	0	4	0	0	1	5	0	0	0	0	151	
1730 - 1745	0	100	38	0	1	0	0	0	4	0	0	0	0	143	
1745 - 1800	5	98	34	0	2	2	0	1	6	0	0	0	0	148	
1800 - 1815	2	62	26	0	1	4	0	0	6	0	0	0	0	101	392
1815 - 1830	1	72	32	0	1	2	0	2	8	0	0	0	0	118	
1830 - 1845	0	74	20	0	3	2	0	2	3	0	0	0	0	104	
1845 - 1900	0	51	12	0	0	0	0	0	6	0	0	0	0	69	
1900 - 1915	0	36	7	0	0	0	0	0	1	9	0	1	0	54	202
1915 - 1930	0	43	10	0	2	0	0	0	4	0	0	0	0	59	
1930 - 1945	0	29	14	0	2	0	0	0	4	0	0	0	0	49	
1945 - 2000	0	27	9	0	1	1	0	1	1	0	0	0	0	40	
2000 - 2015	0	20	4	0	0	0	0	0	4	0	0	0	0	28	119
2015 - 2030	0	19	3	0	0	1	0	0	3	0	0	0	0	26	
2030 - 2045	0	26	10	0	0	0	0	0	3	0	0	0	0	39	
2045 - 2100	0	18	4	0	1	0	0	0	3	0	0	0	0	26	
2100 - 2115	0	15	1	0	0	0	0	0	1	0	0	0	0	17	78
2115 - 2130	0	17	5	0	0	0	0	0	2	0	0	0	0	24	
2130 - 2145	0	9	2	0	1	0	0	1	0	0	0	0	0	13	
2145 - 2200	0	15	5	0	0	1	0	1	2	0	0	0	0	24	
2200 - 2215	0	17	2	0	0	0	0	0	2	0	0	0	0	21	64
2215 - 2230	0	8	3	0	0	0	0	0	2	0	0	0	0	13	
2230 - 2245	0	13	1	0	0	0	0	0	0	0	0	0	0	14	
2245 - 2300	0	13	2	0	0	1	0	0	0	0	0	0	0	16	
2300 - 2315	0	16	1	0	0	0	0	0	1	0	1	0	0	19	55
2315 - 2330	0	9	3	0	0	0	0	0	5	0	0	0	0	17	
2330 - 2345	0	8	0	0	0	0	0	0	3	0	0	0	0	11	
2345 - 0000	0	4	0	0	1	0	0	1	2	0	0	0	0	8	

Session Total	26	2655	945	2	115	141	1	46	527	4	3	1	0	4466
Session Average	0.27	27.66	9.84	0.02	1.20	1.47	0.01	0.48	5.49	0.04	0.03	0.01	0.00	46.52
Session Percentage	0.58	59.45	21.16	0.04	2.58	3.16	0.02	1.03	11.80	0.09	0.07	0.02	0.00	
AM Peak Hour	0930 - 1030	0715 - 0815	0945 - 1045	0845 - 0945	0945 - 1045	0930 - 1030	-	0900 - 1000	0945 - 1045	-	-	-	-	0930 - 1030
AM Peak Volume	2	143	52	1	11	13	0	5	53	0	0	0	0	218
Noon Peak Hour	1115 - 1215	1445 - 1545	1445 - 1545	1445 - 1545	1015 - 1115	1415 - 1515	-	1415 - 1515	1230 - 1330	1200 - 1300	-	1430 - 1530	-	1445 - 1545
Noon Peak Volume	3	218	104	1	13	25	0	9	69	32	0	0	1	378
PM Peak Hour	1615 - 1715	1700 - 1800	1700 - 1800	1600 - 1700	1630 - 1730	1745 - 1845	1500 - 1600	1500 - 1600	1500 - 1600	-	1815 - 1915	1500 - 1600	-	1700 - 1800
PM Peak Volume	9	394	137	1	12	18	1	6	32	0	1	1	0	573

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

Douglasville, GA

Site 8

GA-70 Cascade Palmetto Hwy,
north of GA-92 Hwy 92

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.650778°, -84.668540°

0000 - 2400 (24h Session) (09-14-2022)

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	4	1	0	0	1	0	0	3	0	0	0	0	9	
0015 - 0030	0	13	0	0	0	0	0	0	0	0	0	0	0	13	
0030 - 0045	0	5	0	0	0	0	0	0	2	0	0	0	0	7	
0045 - 0100	0	7	1	0	0	2	0	0	1	0	0	0	0	11	40
0100 - 0115	0	6	1	0	0	0	0	0	3	0	0	0	0	10	
0115 - 0130	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0130 - 0145	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
0145 - 0200	0	4	0	0	0	0	0	0	0	0	0	0	0	4	25
0200 - 0215	0	3	1	0	0	1	0	0	3	0	0	0	0	8	
0215 - 0230	0	7	0	0	0	0	0	0	0	1	0	0	0	8	
0230 - 0245	0	2	0	0	1	0	0	0	2	0	0	0	0	5	
0245 - 0300	0	6	0	0	0	0	0	0	0	0	1	0	0	7	28
0300 - 0315	0	7	0	0	0	0	0	0	2	0	0	0	0	9	
0315 - 0330	0	7	3	0	0	1	0	0	1	0	0	0	0	12	
0330 - 0345	0	9	1	0	0	0	0	0	0	0	1	0	0	11	
0345 - 0400	0	6	2	0	0	0	0	0	0	0	0	0	0	8	40
0400 - 0415	0	12	0	0	0	0	0	0	0	0	0	0	0	12	
0415 - 0430	0	21	0	0	0	0	0	0	2	0	0	0	0	23	
0430 - 0445	0	22	5	0	0	0	0	0	4	0	0	0	0	31	
0445 - 0500	0	18	2	0	0	1	0	0	4	0	0	0	0	25	91
0500 - 0515	0	14	0	0	0	0	0	0	3	0	0	0	0	17	
0515 - 0530	0	36	7	0	3	1	0	0	6	0	0	0	0	53	
0530 - 0545	2	52	16	0	1	0	0	0	5	0	0	0	0	76	
0545 - 0600	0	47	9	0	1	1	0	0	9	0	0	0	0	67	213
0600 - 0615	1	64	23	0	2	1	0	0	5	0	0	0	0	96	
0615 - 0630	0	105	27	1	2	0	0	0	1	0	1	0	0	137	
0630 - 0645	0	107	32	0	4	5	0	0	3	0	0	0	0	151	
0645 - 0700	2	97	21	0	4	2	0	0	3	0	0	0	0	129	513
0700 - 0715	0	107	32	0	2	3	0	0	10	0	0	0	0	154	
0715 - 0730	1	115	28	0	4	4	0	0	8	0	0	0	0	160	
0730 - 0745	0	161	45	0	4	1	0	0	8	0	0	0	0	219	
0745 - 0800	2	171	54	0	4	6	0	0	10	0	0	0	0	247	780
0800 - 0815	2	141	40	0	7	4	0	0	10	0	0	0	0	204	
0815 - 0830	0	121	27	0	1	3	0	0	10	0	0	0	0	162	
0830 - 0845	0	89	23	0	6	1	0	1	13	0	0	0	0	133	
0845 - 0900	0	63	18	0	4	2	0	1	15	1	0	0	0	104	603
0900 - 0915	1	62	32	0	6	2	0	1	14	0	0	0	0	118	
0915 - 0930	0	54	13	0	7	2	0	3	13	0	0	0	0	92	
0930 - 0945	1	50	17	1	6	2	0	1	13	1	0	0	0	92	
0945 - 1000	0	41	19	0	4	5	0	1	13	0	0	0	0	83	385
1000 - 1015	1	45	21	0	7	2	0	1	19	0	0	0	0	96	
1015 - 1030	1	42	25	0	6	10	0	0	21	0	0	0	0	105	
1030 - 1045	0	32	15	0	6	3	0	0	19	0	0	0	0	75	
1045 - 1100	1	46	20	0	4	3	0	0	12	0	0	0	0	86	362
1100 - 1115	1	37	22	0	5	2	0	0	23	0	0	0	0	90	
1115 - 1130	0	47	17	0	4	3	0	3	21	0	0	0	0	95	
1130 - 1145	1	48	18	0	2	8	0	1	30	0	0	0	0	108	
1145 - 1200	0	51	15	0	2	3	0	1	24	0	0	0	0	96	389
1200 - 1215	2	49	18	0	4	1	0	2	15	0	1	0	0	92	
1215 - 1230	0	51	17	0	10	6	0	0	14	0	0	0	0	98	
1230 - 1245	0	47	8	0	2	11	0	0	21	1	0	0	0	90	
1245 - 1300	0	40	27	0	6	2	0	4	23	1	0	0	0	103	383
1300 - 1315	0	58	19	0	4	8	0	0	21	0	0	0	0	110	
1315 - 1330	0	63	18	0	3	6	0	3	27	0	0	0	0	120	
1330 - 1345	0	47	23	0	3	6	0	1	7	0	0	0	0	87	
1345 - 1400	0	59	15	0	12	6	0	0	12	0	0	0	0	104	421
1400 - 1415	0	55	28	0	1	10	0	1	25	0	0	0	0	120	
1415 - 1430	0	79	26	0	3	13	0	2	19	1	0	0	0	143	
1430 - 1445	0	88	33	1	3	10	0	3	20	0	0	0	0	138	
1445 - 1500	0	82	29	0	2	6	0	2	10	1	0	0	0	132	533
1500 - 1515	0	86	32	0	3	8	0	3	18	0	0	0	0	150	
1515 - 1530	0	76	37	0	4	2	0	1	10	0	0	1	0	131	
1530 - 1545	1	81	39	1	2	6	0	0	21	0	0	0	0	151	
1545 - 1600	1	90	30	0	1	2	1	3	13	0	0	0	0	141	573
1600 - 1615	1	99	34	0	3	5	0	2	16	0	0	0	0	160	
1615 - 1630	2	133	45	0	4	5	0	2	9	1	0	0	0	201	
1630 - 1645	2	108	48	0	4	7	0	1	14	0	0	0	0	184	
1645 - 1700	3	130	33	0	4	1	0	1	14	0	0	0	0	186	731
1700 - 1715	6	134	36	0	9	4	0	2	11	0	0	0	0	202	
1715 - 1730	0	132	44	0	4	1	0	4	6	0	0	0	0	191	
1730 - 1745	0	118	44	0	1	4	0	0	5	0	0	0	0	172	
1745 - 1800	6	143	43	0	3	4	0	4	10	1	0	0	0	214	779
1800 - 1815	2	88	34	0	1	6	0	1	8	0	0	0	0	140	
1815 - 1830	1	92	38	0	3	5	0	4	11	0	0	0	0	154	
1830 - 1845	0	97	27	0	3	2	0	2	7	0	0	0	0	138	
1845 - 1900	0	72	19	0	0	1	0	1	11	0	0	0	0	104	
1900 - 1915	0	58	12	0	0	2	0	1	11	0	1	0	0	85	536
1915 - 1930	1	73	13	0	3	0	0	1	7	0	0	0	0	98	
1930 - 1945	0	46	21	0	3	1	0	0	8	0	0	0	0	79	
1945 - 2000	0	42	14	0	2	2	0	2	2	0	0	0	0	64	326
2000 - 2015	0	49	13	0	0	0	0	0	8	0	0	0	0	70	
2015 - 2030	0	43	7	0	1	1	0	1	3	0	0	0	0	56	
2030 - 2045	0	45	11	0	0	2	0	0	6	0	0	0	0	64	
2045 - 2100	0	32	5	0	1	0	0	0	4	0	0	0	0	42	232
2100 - 2115	0	29	5	0	0	1	0	1	2	0	0	0	0	38	
2115 - 2130	0	25	9	0	0	0	0	0	3	0	0	0	0	37	
2130 - 2145	0	16	4	0	2	0	0	1	1	0	0	0	0	24	
2145 - 2200	0	22	6	0	0	1	0	1	2	0	0	0	0	32	131
2200 - 2215	0	23	2	0	0	1	0	0	3	0	0	0	0	29	
2215 - 2230	0	18	4	0	0	0	0	0	4	0	0	0	0	26	
2230 - 2245	0	23	1	0	0	0	0	0	1	0	0	0	0	25	
2245 - 2300	0	18	2	0	0	1	0	0	0	0	0	0	0	21	101
2300 - 2315	0	20	1	0	0	0	0	0	1	0	1	0	0	23	
2315 - 2330	0	16	4	0	0	0	0	0	6	0	0	0	0	26	
2330 - 2345	0	15	0	0	0	0	0	0	3	0	0	0	0	18	
2345 - 0000	0	5	0	0	1	0	0	1	2	0	0	0	0	9	76

Session Total	45	5207	1624	4	224	245	1	72	844	8	6	1	0	0	8291
Session Average	0.47	54.24	17.02	0.04	2.33	2.55	0.01	0.75	8.79	0.08	0.06	0.01	0.00	0.00	86.36
Session Percentage	0.54	62.80	19.71	0.05	2.70	2.96	0.01	0.87	10.18	0.10	0.07	0.01	0.00	0.00	
AM Peak Hour	0715 - 0815	0730 - 0830	0715 - 0815	0530 - 0630	0915 - 1015	0945 - 1045		0830 - 0930	0945 - 1045	0845 - 0945	0530 - 0630	-	-	-	0730 - 0830
AM Peak Volume	5	594	167	1	24	20	0	6	72	20	1	0	0	0	832
Noon Peak Hour	1000 - 1100	1445 - 1545	1445 - 1545	1345 - 1445	1000 - 1100	1345 - 1445	-	1415 - 1515	1100 - 1200	1200 - 1300	1115 - 1215	1430 - 1530	-	-	1445 - 1545
Noon Peak Volume	3	325	137	1	23	39	0	10	98	120	1	1	0	0	564
PM Peak Hour	1615 - 1715	1700 - 1800	1700 - 1800	1500 - 1600	1615 - 1715	1545 - 1645	1500 - 1600	1745 - 1845	1500 - 1600	1530 - 1630	1815 - 1915	1500 - 1600	-	-	1700 - 1800
PM Peak Volume	57	57	167	1	23	39	1	1	57	120	1	1	0	0	775

Bi-Directional Class Count || Volume Summary 15min

Douglasville, GA



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Site 8

GA-70 Cascade Palmetto Hwy,
north of GA-92 Hwy 92

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.650778°, -84.668540°

0000 - 2400 (24h Session) (09-14-2022)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
0000 - 0015	5	4	9	40
0015 - 0030	6	7	13	
0030 - 0045	5	2	7	
0045 - 0100	7	4	11	
0100 - 0115	5	5	10	25
0115 - 0130	0	4	4	
0130 - 0145	5	2	7	
0145 - 0200	1	3	4	
0200 - 0215	3	5	8	28
0215 - 0230	5	3	8	
0230 - 0245	1	4	5	
0245 - 0300	4	3	7	
0300 - 0315	3	6	9	40
0315 - 0330	6	6	12	
0330 - 0345	6	5	11	
0345 - 0400	4	4	8	
0400 - 0415	9	3	12	91
0415 - 0430	16	7	23	
0430 - 0445	22	9	31	
0445 - 0500	18	7	25	
0500 - 0515	11	6	17	213
0515 - 0530	43	10	53	
0530 - 0545	64	12	76	
0545 - 0600	52	15	67	
0600 - 0615	75	21	96	513
0615 - 0630	112	25	137	
0630 - 0645	122	29	151	
0645 - 0700	108	21	129	
0700 - 0715	119	35	154	780
0715 - 0730	114	46	160	
0730 - 0745	155	64	219	
0745 - 0800	183	64	247	
0800 - 0815	163	41	204	603
0815 - 0830	129	33	162	
0830 - 0845	93	40	133	
0845 - 0900	74	30	104	
0900 - 0915	73	45	118	385
0915 - 0930	60	32	92	
0930 - 0945	47	45	92	
0945 - 1000	41	42	83	
1000 - 1015	37	59	96	362
1015 - 1030	33	72	105	
1030 - 1045	31	44	75	
1045 - 1100	33	53	86	
1100 - 1115	36	54	90	389
1115 - 1130	40	55	95	
1130 - 1145	40	68	108	
1145 - 1200	41	55	96	

Time	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
1200 - 1215	28	64	92	383
1215 - 1230	32	66	98	
1230 - 1245	29	61	90	
1245 - 1300	37	66	103	
1300 - 1315	43	67	110	421
1315 - 1330	37	83	120	
1330 - 1345	34	53	87	
1345 - 1400	39	65	104	
1400 - 1415	40	80	120	533
1415 - 1430	47	96	143	
1430 - 1445	46	92	138	
1445 - 1500	67	65	132	
1500 - 1515	42	108	150	573
1515 - 1530	23	108	131	
1530 - 1545	54	97	151	
1545 - 1600	40	101	141	
1600 - 1615	52	108	160	731
1615 - 1630	65	136	201	
1630 - 1645	60	124	184	
1645 - 1700	52	134	186	
1700 - 1715	71	131	202	779
1715 - 1730	40	151	191	
1730 - 1745	29	143	172	
1745 - 1800	66	148	214	
1800 - 1815	39	101	140	536
1815 - 1830	36	118	154	
1830 - 1845	34	104	138	
1845 - 1900	35	69	104	
1900 - 1915	31	54	85	326
1915 - 1930	39	59	98	
1930 - 1945	30	49	79	
1945 - 2000	24	40	64	
2000 - 2015	42	28	70	232
2015 - 2030	30	26	56	
2030 - 2045	25	39	64	
2045 - 2100	16	26	42	
2100 - 2115	21	17	38	131
2115 - 2130	13	24	37	
2130 - 2145	11	13	24	
2145 - 2200	8	24	32	
2200 - 2215	8	21	29	101
2215 - 2230	13	13	26	
2230 - 2245	11	14	25	
2245 - 2300	5	16	21	
2300 - 2315	4	19	23	76
2315 - 2330	9	17	26	
2330 - 2345	7	11	18	
2345 - 0000	1	8	9	

Session Total	3825	4466	8291
Session Average	39.84	46.52	86.36
Session Percentage	46.13	53.87	

24-Hr for Cascade Palmetto Hwy s/o Driveway

Bi-Directional Class Count || NB EB 15min

Douglasville, GA

Site 9

GA-70 Cascade Palmetto Hwy (South),
south of Driveway

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.661169°, -84.643003°

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0000 - 2400 (24h Session) (09-14-2022)

NB EB 15min

Time	Northbound (Movement 9.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	3	0	0	0	0	0	0	2	0	0	0	0	5	
0015 - 0030	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0030 - 0045	0	3	1	0	0	0	0	0	1	0	0	0	0	5	
0045 - 0100	0	6	0	0	0	0	0	0	1	0	0	0	0	7	23
0100 - 0115	0	2	1	0	0	0	0	0	2	0	0	0	0	5	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	10
0200 - 0215	0	2	0	0	0	1	0	0	0	0	0	0	0	3	
0215 - 0230	0	4	0	0	0	0	0	0	0	0	1	0	0	5	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	3	0	0	0	0	0	0	1	0	0	0	0	4	13
0300 - 0315	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0315 - 0330	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0330 - 0345	0	4	1	0	0	1	0	0	0	0	0	0	0	6	
0345 - 0400	0	2	2	0	0	0	0	0	0	0	0	0	0	4	20
0400 - 0415	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
0415 - 0430	0	13	0	0	0	0	0	0	1	0	0	0	0	14	
0430 - 0445	0	22	2	0	0	0	0	0	1	0	0	0	0	25	
0445 - 0500	0	13	1	0	0	0	0	0	3	0	0	0	0	17	65
0500 - 0515	0	9	3	0	0	0	0	0	1	0	0	0	0	13	
0515 - 0530	0	30	8	0	2	1	0	0	2	0	0	0	0	43	
0530 - 0545	0	39	7	0	2	1	0	0	1	0	0	0	0	50	
0545 - 0600	0	50	10	0	0	0	0	0	3	0	0	0	0	63	169
0600 - 0615	1	47	16	0	2	0	0	0	1	0	0	0	0	67	
0615 - 0630	1	87	26	1	1	1	0	0	1	0	0	1	0	118	
0630 - 0645	0	96	25	0	3	1	0	0	1	0	0	0	0	126	
0645 - 0700	2	85	24	0	0	0	0	0	1	0	0	0	0	112	423
0700 - 0715	0	69	34	0	1	2	0	0	8	0	0	0	0	114	
0715 - 0730	1	88	25	0	2	0	0	0	2	0	0	0	0	118	
0730 - 0745	0	111	37	0	3	0	0	0	3	0	0	0	0	154	
0745 - 0800	1	145	29	0	2	2	0	0	6	0	0	0	0	185	571
0800 - 0815	2	119	32	0	2	3	0	0	6	0	0	0	0	164	
0815 - 0830	0	99	25	0	5	1	0	1	1	0	0	0	0	132	
0830 - 0845	0	71	17	0	2	9	0	0	6	0	0	0	0	97	
0845 - 0900	0	47	12	0	1	1	0	0	11	1	0	0	0	73	466
0900 - 0915	0	43	17	0	1	1	0	0	4	1	0	0	0	67	
0915 - 0930	0	34	11	0	4	0	0	1	6	0	0	0	0	56	
0930 - 0945	0	28	10	0	4	1	0	0	4	0	0	0	0	47	
0945 - 1000	0	20	12	0	6	0	0	0	4	0	0	0	0	42	212
1000 - 1015	1	13	6	0	4	1	0	0	8	0	0	0	0	33	
1015 - 1030	0	23	5	0	1	3	0	1	2	0	0	0	0	35	
1030 - 1045	0	15	5	0	3	1	0	0	6	0	0	0	0	30	
1045 - 1100	1	19	7	0	4	0	0	0	4	0	0	0	0	35	133
1100 - 1115	1	16	7	0	2	1	0	0	10	0	0	0	0	37	
1115 - 1130	0	23	7	0	1	1	0	1	4	0	0	0	0	37	
1130 - 1145	0	13	7	0	0	2	0	1	14	0	0	0	0	37	
1145 - 1200	0	20	10	0	1	3	0	0	10	0	0	0	0	44	155
1200 - 1215	0	11	6	0	4	1	0	0	3	0	1	0	0	26	
1215 - 1230	0	19	6	0	4	2	0	0	4	0	0	0	0	35	
1230 - 1245	0	16	4	0	1	2	0	0	4	0	0	0	0	27	
1245 - 1300	0	26	6	0	1	0	0	0	7	0	0	0	0	40	128
1300 - 1315	0	21	9	0	3	4	0	0	7	0	0	0	0	44	
1315 - 1330	0	24	6	0	2	0	0	0	5	0	0	0	0	37	
1330 - 1345	0	27	2	0	4	4	0	0	4	0	0	0	0	41	
1345 - 1400	0	29	6	0	1	3	0	0	5	0	0	0	0	44	166
1400 - 1415	0	16	8	0	2	5	0	0	7	0	0	0	0	38	
1415 - 1430	0	14	4	1	0	4	0	0	6	0	0	0	0	29	
1430 - 1445	0	42	3	0	1	4	0	0	2	0	0	0	0	52	
1445 - 1500	0	26	4	0	2	2	0	0	7	0	0	0	0	39	158
1500 - 1515	0	23	6	0	1	2	0	0	5	0	0	0	0	37	
1515 - 1530	0	27	11	0	3	4	0	0	8	0	0	0	0	53	
1530 - 1545	0	25	9	0	1	3	0	0	9	0	0	0	0	47	
1545 - 1600	1	42	10	0	1	1	0	1	8	0	0	0	0	64	201
1600 - 1615	0	33	10	0	2	1	0	2	8	0	0	0	0	56	
1615 - 1630	0	35	12	0	3	2	0	2	7	0	0	0	0	61	
1630 - 1645	0	35	8	0	1	6	0	1	9	1	0	0	0	61	
1645 - 1700	0	38	9	0	2	0	0	0	7	0	0	0	0	56	234
1700 - 1715	3	47	4	0	5	4	0	3	2	0	0	0	0	68	
1715 - 1730	1	27	5	0	0	1	0	3	3	0	0	0	0	40	
1730 - 1745	0	22	7	0	0	4	0	1	2	0	0	0	0	36	
1745 - 1800	1	40	15	0	1	2	0	0	6	1	0	0	0	66	210
1800 - 1815	0	33	8	0	0	2	0	0	3	0	0	0	0	46	
1815 - 1830	0	21	5	0	2	2	0	1	4	0	0	0	0	35	
1830 - 1845	0	22	8	0	0	0	0	2	4	0	0	0	0	36	
1845 - 1900	0	18	9	0	0	2	0	1	3	0	0	0	0	33	150
1900 - 1915	0	22	6	0	0	2	0	0	2	0	0	0	0	32	
1915 - 1930	1	26	4	0	1	0	0	0	3	0	0	0	0	35	
1930 - 1945	0	19	8	0	1	1	0	1	4	0	0	0	0	34	
1945 - 2000	0	19	3	0	1	1	0	1	1	0	0	0	0	26	127
2000 - 2015	0	31	7	0	0	0	0	0	4	0	0	0	0	42	
2015 - 2030	0	25	3	0	0	0	0	1	1	0	0	0	0	30	
2030 - 2045	0	18	4	0	0	2	0	0	2	0	0	0	0	26	
2045 - 2100	0	13	2	0	1	0	0	0	1	0	0	0	0	17	115
2100 - 2115	0	13	3	0	1	1	0	0	1	0	0	0	0	19	
2115 - 2130	0	10	4	0	0	0	0	0	1	0	0	0	0	15	
2130 - 2145	0	8	3	0	0	0	0	0	2	0	0	0	0	13	
2145 - 2200	0	7	2	0	0	0	0	0	0	0	0	0	0	9	56
2200 - 2215	0	8	0	0	0	0	0	0	1	0	0	0	0	9	
2215 - 2230	0	10	0	0	0	1	0	0	2	0	0	0	0	13	
2230 - 2245	0	8	0	0	0	0	0	0	1	0	0	0	0	9	
2245 - 2300	0	5	1	0	0	0	0	0	0	0	0	0	0	6	37
2300 - 2315	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2315 - 2330	0	8	0	0	0	0	0	0	1	0	0	0	0	9	
2330 - 2345	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
2345 - 0000	0	2	0	0	0	0	0	0	0	0	0	0	0	2	22

Session Total	18	2582	699	2	109	104	0	26	317	4	3	0	0	3864
Session Average	0.19	26.90	7.28	0.02	1.14	1.08	0.00	0.27	3.30	0.04	0.03	0.00	0.00	40.25
Session Percentage	0.47	66.82	18.09	0.05	2.82	2.69	0.00	0.67	8.20	0.10	0.08	0.00	0.00	
AM Peak Hour	0600 - 0700	0730 - 0830	0700 - 0800	0530 - 0630	0915 - 1015	0730 - 0830								
AM Peak Volume	4	474	125	1	18	6	-	0745 - 0845	0830 - 0930	0815 - 0915	0530 - 0630	-	-	0730 - 0830
							0	2	27	2	1	0	0	635
Noon Peak Hour	1000 - 1100	1430 - 1530	1100 - 1200	1330 - 1430	1000 - 1100	1330 - 1430	-	1045 - 1145	1100 - 1200	-	1115 - 1215	-	-	1430 - 1530
Noon Peak Volume	2	118	31	1	12	16	0	2	38	0	1	0	0	181
PM Peak Hour	1700 - 1800	1615 - 1715	1530 - 1630	-	1615 - 1715	1615 - 1715	-	1630 - 1730	1515 - 1615	1545 - 1645	-	-	-	1615 - 1715
PM Peak Volume	1	111	11	0	1	1	0	7	1	1	0	0	0	245

Bi-Directional Class Count || SB WB 15min

Douglasville, GA

Site 9

GA-70 Cascade Palmetto Hwy (South),
south of Driveway

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.661169°, -84.643003°


[Click here for Map](#)

0000 - 2400 (24h Session) (09-14-2022)

SB WB 15min

Time	Southbound (Movement 9.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	4	0	0	0	1	0	0	0	0	0	0	0	5	
0015 - 0030	0	4	0	0	0	1	0	0	1	0	0	0	0	6	
0030 - 0045	0	1	0	0	0	1	0	0	1	0	0	0	0	2	
0045 - 0100	0	5	1	0	0	1	0	0	0	0	0	0	0	7	20
0100 - 0115	0	4	0	0	0	0	0	0	1	0	0	0	0	5	
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0130 - 0145	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12
0200 - 0215	0	3	1	0	0	0	0	0	2	0	0	0	0	6	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	2	0	0	1	0	0	0	1	0	0	0	0	4	
0245 - 0300	0	3	1	0	0	0	0	0	0	0	0	0	0	4	17
0300 - 0315	0	5	1	0	0	0	0	0	1	0	1	0	0	8	
0315 - 0330	0	5	1	0	0	0	0	0	1	0	0	0	0	7	
0330 - 0345	0	2	0	0	0	0	0	0	1	0	0	0	0	3	
0345 - 0400	0	4	1	0	0	0	0	0	0	0	0	0	0	5	23
0400 - 0415	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0415 - 0430	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0430 - 0445	0	3	0	0	0	1	0	0	4	0	0	0	0	8	
0445 - 0500	0	5	0	0	0	0	0	0	1	0	0	0	0	6	24
0500 - 0515	0	8	1	0	0	0	0	0	4	0	0	0	0	13	
0515 - 0530	0	5	2	0	0	0	0	0	2	0	0	0	0	9	
0530 - 0545	0	5	2	0	0	0	0	0	5	0	0	0	0	12	
0545 - 0600	0	11	2	0	1	0	0	0	5	0	0	0	0	19	53
0600 - 0615	0	9	3	0	2	0	0	0	2	0	0	0	0	16	
0615 - 0630	0	14	4	0	1	3	0	0	1	0	0	0	0	23	
0630 - 0645	0	22	2	0	0	3	0	0	4	0	0	0	0	31	
0645 - 0700	0	16	3	0	3	0	0	0	2	0	0	0	0	24	94
0700 - 0715	0	30	7	0	2	2	0	0	1	0	0	0	0	42	
0715 - 0730	0	31	6	0	2	3	0	0	7	0	0	0	0	49	
0730 - 0745	1	44	10	0	0	3	0	0	6	0	0	0	0	64	
0745 - 0800	0	37	11	0	2	2	0	0	3	0	0	0	0	55	210
0800 - 0815	0	34	6	0	2	2	0	0	4	0	0	0	0	48	
0815 - 0830	0	18	8	0	3	1	0	0	6	0	0	0	0	36	
0830 - 0845	0	19	8	0	2	1	0	0	7	0	0	0	0	37	
0845 - 0900	0	23	6	0	1	1	0	0	7	0	0	0	0	38	159
0900 - 0915	0	17	5	0	2	1	0	0	8	0	0	0	0	33	
0915 - 0930	0	12	7	0	1	2	0	3	9	0	0	0	0	34	
0930 - 0945	1	27	5	1	2	3	0	1	9	0	0	0	0	49	
0945 - 1000	0	16	10	0	3	3	0	1	9	0	0	0	0	42	158
1000 - 1015	0	28	17	0	2	2	0	0	10	0	0	0	0	59	
1015 - 1030	0	24	17	0	3	6	0	0	24	0	0	0	0	74	
1030 - 1045	0	21	10	0	5	2	0	0	8	0	0	0	0	46	
1045 - 1100	0	22	14	0	1	3	0	0	9	0	0	0	0	49	228
1100 - 1115	0	25	16	0	3	2	0	1	10	0	0	0	0	57	
1115 - 1130	0	24	11	0	2	1	0	1	22	0	0	0	0	61	
1130 - 1145	0	28	8	0	2	3	0	0	14	0	0	0	0	55	
1145 - 1200	0	35	6	0	2	3	0	1	14	0	0	0	0	61	234
1200 - 1215	2	36	10	0	2	0	0	1	13	0	0	0	0	64	
1215 - 1230	0	28	13	0	6	6	0	2	11	1	0	0	0	67	
1230 - 1245	0	27	12	0	2	6	0	1	15	1	0	0	0	64	
1245 - 1300	0	29	16	0	2	3	0	2	16	0	0	0	0	68	263
1300 - 1315	0	38	13	0	2	5	0	0	15	0	0	0	0	73	
1315 - 1330	0	49	13	0	1	3	0	1	14	0	0	0	0	81	
1330 - 1345	0	25	15	0	5	3	0	1	3	0	0	0	0	52	
1345 - 1400	0	32	17	0	4	4	0	2	14	0	0	0	0	73	279
1400 - 1415	0	37	21	0	0	5	0	1	10	0	0	0	0	74	
1415 - 1430	0	53	25	0	3	8	0	2	16	1	0	0	0	108	
1430 - 1445	0	46	22	0	1	4	0	2	17	1	0	0	0	93	
1445 - 1500	0	28	21	0	1	7	0	3	9	0	0	0	0	69	344
1500 - 1515	0	66	31	0	1	4	1	2	8	0	0	0	0	113	
1515 - 1530	0	60	32	0	2	1	0	2	9	0	0	1	0	107	
1530 - 1545	2	56	25	1	1	2	0	1	6	0	0	0	0	94	
1545 - 1600	1	70	26	0	1	1	0	1	9	0	0	0	0	109	423
1600 - 1615	0	83	34	0	2	4	0	0	7	0	0	0	0	130	
1615 - 1630	3	86	30	0	2	3	0	0	3	0	0	0	0	127	
1630 - 1645	3	82	31	0	1	2	0	1	4	0	0	0	0	124	
1645 - 1700	1	102	34	0	3	0	0	0	8	0	0	0	0	148	529
1700 - 1715	2	93	34	0	2	0	0	0	5	0	0	0	0	136	
1715 - 1730	1	106	39	0	1	0	0	2	4	0	0	0	0	153	
1730 - 1745	2	106	32	0	1	0	0	1	3	0	0	0	0	145	
1745 - 1800	0	76	27	0	7	2	0	0	7	0	0	0	0	119	553
1800 - 1815	2	81	14	0	1	4	0	0	3	0	0	0	0	105	
1815 - 1830	0	81	28	0	1	1	0	1	5	0	0	0	0	117	
1830 - 1845	0	57	24	0	2	2	0	3	8	0	0	0	0	96	
1845 - 1900	0	31	21	0	1	1	0	0	7	0	0	0	0	61	379
1900 - 1915	0	35	8	0	1	1	0	2	7	0	0	0	0	54	
1915 - 1930	0	39	12	0	2	0	0	0	4	0	1	0	0	58	
1930 - 1945	0	27	11	0	1	0	0	0	3	0	0	0	0	42	
1945 - 2000	0	32	8	0	1	0	0	0	4	0	0	0	0	45	199
2000 - 2015	0	12	3	0	0	0	0	0	4	0	0	0	0	19	
2015 - 2030	0	21	3	0	0	0	0	0	3	0	0	0	0	27	
2030 - 2045	0	31	8	0	1	0	0	0	2	0	0	0	0	42	
2045 - 2100	0	9	4	0	0	1	0	0	4	0	0	0	0	18	106
2100 - 2115	0	10	4	0	0	0	0	0	1	0	0	0	0	15	
2115 - 2130	0	16	2	0	0	0	0	1	1	0	0	0	0	20	
2130 - 2145	0	12	3	0	1	0	0	2	1	0	0	0	0	19	
2145 - 2200	0	19	4	0	0	1	0	0	1	0	0	0	0	25	79
2200 - 2215	0	17	2	0	0	0	0	0	3	0	0	0	0	22	
2215 - 2230	0	14	1	0	0	0	0	0	0	0	0	0	0	15	
2230 - 2245	0	7	2	0	0	1	0	0	0	0	0	0	0	10	
2245 - 2300	0	9	2	0	0	0	0	0	1	0	0	0	0	12	59
2300 - 2315	0	14	0	0	0	0	0	0	2	0	0	0	0	16	
2315 - 2330	0	7	0	0	0	0	0	0	4	0	1	0	0	12	
2330 - 2345	0	3	0	0	1	0	0	1	3	0	0	0	0	8	
2345 - 0000	0	3	0	0	0	0	0	0	2	0	0	0	0	5	41

Session Total	21	2673	951	2	116	141	1	46	527	4	3	1	0	4486
Session Average	0.22	27.84	9.91	0.02	1.21	1.47	0.01	0.48	5.49	0.04	0.03	0.01	0.00	46.73
Session Percentage	0.47	59.59	21.20	0.04	2.59	3.14	0.02	1.03	11.75	0.09	0.07	0.02	0.00	
AM Peak Hour	0645 - 0745	0715 - 0815	0945 - 1045	0845 - 0945	0945 - 1045	0930 - 1030	-	0900 - 1000	0930 - 1030	-	-	-	-	0930 - 1030
AM Peak Volume	1	146	54	1	13	14	0	5	52	0	0	0	0	224
Noon Peak Hour	1115 - 1215	1445 - 1545	1445 - 1545	1445 - 1545	1015 - 1115	1400 - 1500	1415 - 1515	1415 - 1515	1115 - 1215	1145 - 1245	-	1430 - 1530	-	1415 - 1515
Noon Peak Volume	2	210	109	1	12	24	1	9	63	2	0	1	0	383
PM Peak Hour	1615 - 1715	1645 - 1745	1645 - 1745	1645 - 1745	1500 - 1600	1700 - 1800	1530 - 1630	1500 - 1600	1500 - 1600	1500 - 1600	-	1830 - 1930	1500 - 1600	1645 - 1745
PM Peak Volume	139	139	139	139	139	139	139	139	139	139	0	139	139	587

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

Douglasville, GA

Site 9

GA-70 Cascade Palmetto Hwy (South),
south of Driveway

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.661169°, -84.643003°

0000 - 2400 (24h Session) (09-14-2022)

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	0	0	0	1	0	0	2	0	0	0	0	10	43
0015 - 0030	0	9	1	0	0	1	0	0	1	0	0	0	0	12	
0030 - 0045	0	4	1	0	0	0	0	0	2	0	0	0	0	7	
0045 - 0100	0	11	1	0	0	1	0	0	1	0	0	0	0	14	
0100 - 0115	0	6	1	0	0	0	0	0	3	0	0	0	0	10	22
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0130 - 0145	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0200 - 0215	0	5	1	0	0	1	0	0	2	0	0	0	0	9	30
0215 - 0230	0	5	0	0	0	0	0	0	2	0	1	0	0	8	
0230 - 0245	0	3	0	0	1	0	0	0	1	0	0	0	0	5	
0245 - 0300	0	6	1	0	0	0	0	0	1	0	0	0	0	8	
0300 - 0315	0	8	2	0	0	0	0	0	1	0	1	0	0	12	43
0315 - 0330	0	11	1	0	0	0	0	0	1	0	0	0	0	13	
0330 - 0345	0	6	1	0	0	1	0	0	1	0	0	0	0	9	
0345 - 0400	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
0400 - 0415	0	9	3	0	0	0	0	0	0	0	0	0	0	12	89
0415 - 0430	0	20	0	0	0	0	0	0	1	0	0	0	0	21	
0430 - 0445	0	25	2	0	0	1	0	0	5	0	0	0	0	33	
0445 - 0500	0	18	1	0	0	0	0	0	4	0	0	0	0	23	
0500 - 0515	0	17	4	0	0	0	0	0	5	0	0	0	0	26	222
0515 - 0530	0	35	10	0	2	1	0	0	4	0	0	0	0	52	
0530 - 0545	0	44	9	0	2	1	0	0	6	0	0	0	0	62	
0545 - 0600	0	61	12	0	1	0	0	0	8	0	0	0	0	82	
0600 - 0615	1	56	19	0	4	0	0	0	3	0	0	0	0	83	517
0615 - 0630	1	101	30	1	2	4	0	0	1	0	1	0	0	141	
0630 - 0645	0	118	27	0	3	4	0	0	5	0	0	0	0	157	
0645 - 0700	2	101	27	0	3	0	0	0	3	0	0	0	0	136	
0700 - 0715	0	99	41	0	3	4	0	0	9	0	0	0	0	156	781
0715 - 0730	1	119	31	0	4	3	0	0	9	0	0	0	0	167	
0730 - 0745	1	155	47	0	3	3	0	0	9	0	0	0	0	218	
0745 - 0800	1	182	40	0	4	4	0	0	9	0	0	0	0	240	
0800 - 0815	2	153	38	0	4	5	0	0	10	0	0	0	0	212	625
0815 - 0830	0	117	33	0	8	2	0	1	7	0	0	0	0	168	
0830 - 0845	0	90	25	0	4	1	0	1	13	0	0	0	0	134	
0845 - 0900	0	70	18	0	2	2	0	0	18	1	0	0	0	111	
0900 - 0915	0	60	22	0	3	2	0	0	12	1	0	0	0	100	370
0915 - 0930	0	46	18	0	5	2	0	4	15	0	0	0	0	90	
0930 - 0945	1	55	15	1	6	4	0	1	13	0	0	0	0	96	
0945 - 1000	0	36	22	0	9	3	0	1	13	0	0	0	0	84	
1000 - 1015	1	41	23	0	6	3	0	0	18	0	0	0	0	92	361
1015 - 1030	0	47	22	0	4	9	0	1	26	0	0	0	0	109	
1030 - 1045	0	36	15	0	8	3	0	0	14	0	0	0	0	76	
1045 - 1100	1	41	21	0	5	3	0	0	13	0	0	0	0	84	
1100 - 1115	1	41	23	0	5	3	0	1	20	0	0	0	0	94	389
1115 - 1130	0	47	18	0	3	2	0	2	26	0	0	0	0	98	
1130 - 1145	0	41	15	0	2	5	0	1	28	0	0	0	0	92	
1145 - 1200	0	55	16	0	3	6	0	1	24	0	0	0	0	105	
1200 - 1215	2	47	16	0	6	1	0	1	16	0	1	0	0	90	391
1215 - 1230	0	47	19	0	10	8	0	2	15	1	0	0	0	102	
1230 - 1245	0	43	16	0	3	8	0	1	19	1	0	0	0	91	
1245 - 1300	0	55	22	0	3	3	0	2	23	0	0	0	0	108	
1300 - 1315	0	59	22	0	5	9	0	0	22	0	0	0	0	117	445
1315 - 1330	0	73	19	0	3	3	0	1	19	0	0	0	0	118	
1330 - 1345	0	52	17	0	9	7	0	1	7	0	0	0	0	93	
1345 - 1400	0	61	23	0	5	7	0	2	19	0	0	0	0	117	
1400 - 1415	0	53	29	0	2	10	0	1	17	0	0	0	0	112	502
1415 - 1430	0	67	29	1	3	12	0	2	22	1	0	0	0	137	
1430 - 1445	0	88	25	0	2	8	0	2	19	1	0	0	0	145	
1445 - 1500	0	54	25	0	1	9	0	0	3	15	0	0	0	108	
1500 - 1515	0	89	37	0	2	6	1	2	13	0	0	0	0	150	624
1515 - 1530	0	87	43	0	5	5	0	2	17	0	0	1	0	160	
1530 - 1545	2	81	34	1	2	5	0	1	15	0	0	0	0	141	
1545 - 1600	2	112	36	0	2	2	0	2	17	0	0	0	0	173	
1600 - 1615	0	116	44	0	4	5	0	2	15	0	0	0	0	186	763
1615 - 1630	3	121	42	0	5	5	0	2	10	0	0	0	0	188	
1630 - 1645	3	117	39	0	2	8	0	2	13	1	0	0	0	185	
1645 - 1700	1	140	43	0	5	20	0	0	15	0	0	0	0	204	
1700 - 1715	5	140	38	0	7	4	0	3	7	0	0	0	0	204	763
1715 - 1730	2	133	44	0	1	1	0	5	7	0	0	0	0	193	
1730 - 1745	2	128	39	0	1	4	0	2	5	0	0	0	0	181	
1745 - 1800	1	116	42	0	8	4	0	0	13	1	0	0	0	185	
1800 - 1815	2	114	22	0	1	6	0	0	6	0	0	0	0	151	529
1815 - 1830	0	102	33	0	3	3	0	2	9	0	0	0	0	152	
1830 - 1845	0	79	32	0	2	2	0	5	12	0	0	0	0	132	
1845 - 1900	0	49	30	0	1	3	0	1	10	0	0	0	0	94	
1900 - 1915	0	57	14	0	1	3	0	2	9	0	0	0	0	86	326
1915 - 1930	1	65	16	0	3	0	0	0	7	0	1	0	0	93	
1930 - 1945	0	46	19	0	2	1	0	1	7	0	0	0	0	76	
1945 - 2000	0	51	11	0	2	1	0	1	5	0	0	0	0	71	
2000 - 2015	0	43	10	0	0	0	0	0	8	0	0	0	0	61	221
2015 - 2030	0	46	6	0	0	0	0	1	4	0	0	0	0	57	
2030 - 2045	0	49	12	0	1	2	0	0	4	0	0	0	0	68	
2045 - 2100	0	22	6	0	1	1	0	0	5	0	0	0	0	35	
2100 - 2115	0	23	7	0	1	1	0	0	2	0	0	0	0	34	135
2115 - 2130	0	26	6	0	0	0	0	1	2	0	0	0	0	35	
2130 - 2145	0	20	6	0	1	0	0	2	3	0	0	0	0	32	
2145 - 2200	0	26	6	0	0	1	0	0	1	0	0	0	0	34	
2200 - 2215	0	25	2	0	0	0	0	0	4	0	0	0	0	31	96
2215 - 2230	0	24	1	0	0	1	0	0	2	0	0	0	0	28	
2230 - 2245	0	15	2	0	0	1	0	0	1	0	0	0	0	19	
2245 - 2300	0	14	3	0	0	0	0	0	1	0	0	0	0	18	
2300 - 2315	0	18	0	0	0	0	0	0	2	0	0	0	0	20	63
2315 - 2330	0	15	0	0	0	0	0	0	5	0	1	0	0	21	
2330 - 2345	0	9	1	0	1	0	0	1	3	0	0	0	0	15	
2345 - 0000	0	5	0	0	0	0	0	0	2	0	0	0	0	7	

Session Total	39	5255	1650	4	225	245	1	72	844	8	6	1	0		8350
Session Average	0.41	54.74	17.19	0.04	2.34	2.55	0.01	0.75	8.79	0.08	0.06	0.01	0.00		86.98
Session Percentage	0.47	62.93	19.76	0.05	2.69	2.93	0.01	0.86	10.11	0.10	0.07	0.01	0.00		
AM Peak Hour	0715 - 0815	0715 - 0815	0700 - 0800	0530 - 0630	0945 - 1045	0930 - 1030	-	0900 - 1000	0945 - 1045	0815 - 0915	0530 - 0630	-	-	-	0730 - 0830
AM Peak Volume	5	609	159	1	29	19	0	6	71	2	1	0	0	0	838
Noon Peak Hour	1000 - 1100	1430 - 1530	1445 - 1545	1330 - 1430	1000 - 1100	1400 - 1500	1415 - 1515	1415 - 1515	1100 - 1200	1445 - 1245	1115 - 1215	1430 - 1530	-	-	1430 - 1530
Noon Peak Volume	2	318	139	1	23	39	1	9	98	2	1	1	0	0	563
PM Peak Hour	1615 - 1715	1645 - 1745	1600 - 1700	1500 - 1600	1615 - 1715	1545 - 1645	1500 - 1600	1630 - 1730	1515 - 1615	1545 - 1645	1830 - 1930	1500 - 1600	-	-	1630 - 1730
PM Peak Volume	165	165	165	165	165	165	165	165	165	165	165	165	0	0	785

Bi-Directional Class Count || Volume Summary 15min

Douglasville, GA



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Site 9

GA-70 Cascade Palmetto Hwy (South),
south of Driveway

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.661169°, -84.643003°

0000 - 2400 (24h Session) (09-14-2022)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
0000 - 0015	5	5	10	43
0015 - 0030	6	6	12	
0030 - 0045	5	2	7	
0045 - 0100	7	7	14	
0100 - 0115	5	5	10	22
0115 - 0130	0	2	2	
0130 - 0145	4	4	8	
0145 - 0200	1	1	2	
0200 - 0215	3	6	9	30
0215 - 0230	5	3	8	
0230 - 0245	1	4	5	
0245 - 0300	4	4	8	
0300 - 0315	4	8	12	43
0315 - 0330	6	7	13	
0330 - 0345	6	3	9	
0345 - 0400	4	5	9	
0400 - 0415	9	3	12	89
0415 - 0430	14	7	21	
0430 - 0445	25	8	33	
0445 - 0500	17	6	23	
0500 - 0515	13	13	26	222
0515 - 0530	43	9	52	
0530 - 0545	50	12	62	
0545 - 0600	63	19	82	
0600 - 0615	67	16	83	517
0615 - 0630	118	23	141	
0630 - 0645	126	31	157	
0645 - 0700	112	24	136	
0700 - 0715	114	42	156	781
0715 - 0730	118	49	167	
0730 - 0745	154	64	218	
0745 - 0800	185	55	240	
0800 - 0815	164	48	212	625
0815 - 0830	132	36	168	
0830 - 0845	97	37	134	
0845 - 0900	73	38	111	
0900 - 0915	67	33	100	370
0915 - 0930	56	34	90	
0930 - 0945	47	49	96	
0945 - 1000	42	42	84	
1000 - 1015	33	59	92	361
1015 - 1030	35	74	109	
1030 - 1045	30	46	76	
1045 - 1100	35	49	84	
1100 - 1115	37	57	94	389
1115 - 1130	37	61	98	
1130 - 1145	37	55	92	
1145 - 1200	44	61	105	

Time	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
1200 - 1215	26	64	90	391
1215 - 1230	35	67	102	
1230 - 1245	27	64	91	
1245 - 1300	40	68	108	
1300 - 1315	44	73	117	445
1315 - 1330	37	81	118	
1330 - 1345	41	52	93	
1345 - 1400	44	73	117	
1400 - 1415	38	74	112	502
1415 - 1430	29	108	137	
1430 - 1445	52	93	145	
1445 - 1500	39	69	108	
1500 - 1515	37	113	150	624
1515 - 1530	53	107	160	
1530 - 1545	47	94	141	
1545 - 1600	64	109	173	
1600 - 1615	56	130	186	763
1615 - 1630	61	127	188	
1630 - 1645	61	124	185	
1645 - 1700	56	148	204	
1700 - 1715	68	136	204	763
1715 - 1730	40	153	193	
1730 - 1745	36	145	181	
1745 - 1800	66	119	185	
1800 - 1815	46	105	151	529
1815 - 1830	35	117	152	
1830 - 1845	36	96	132	
1845 - 1900	33	61	94	
1900 - 1915	32	54	86	326
1915 - 1930	35	58	93	
1930 - 1945	34	42	76	
1945 - 2000	26	45	71	
2000 - 2015	42	19	61	221
2015 - 2030	30	27	57	
2030 - 2045	26	42	68	
2045 - 2100	17	18	35	
2100 - 2115	19	15	34	135
2115 - 2130	15	20	35	
2130 - 2145	13	19	32	
2145 - 2200	9	25	34	
2200 - 2215	9	22	31	96
2215 - 2230	13	15	28	
2230 - 2245	9	10	19	
2245 - 2300	6	12	18	
2300 - 2315	4	16	20	63
2315 - 2330	9	12	21	
2330 - 2345	7	8	15	
2345 - 0000	2	5	7	

Session Total	3864	4486	8350
Session Average	40.25	46.73	86.98
Session Percentage	46.28	53.72	

24-Hr for Cascade Palmetto Hwy s/o Stubbs Rd

Bi-Directional Class Count || NB EB 15min

Douglasville, GA

Site 10

GA-70 Cascade Palmetto Hwy (South),
south of W Stubbs Rd (West)

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.669743°, -84.636988°


[Click here for Map](#)

0000 - 2400 (24h Session) (09-14-2022)

NB EB 15min

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	2	0	0	0	0	0	0	2	0	0	0	0	4	
0015 - 0030	0	4	0	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	5	
0045 - 0100	0	6	1	0	0	0	0	0	2	0	0	0	0	9	22
0100 - 0115	0	2	0	0	0	0	0	0	1	0	0	0	0	3	
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	2	0	0	0	0	0	1	0	0	0	0	4	10
0200 - 0215	0	1	0	0	0	1	0	0	0	0	0	0	0	2	
0215 - 0230	0	3	0	0	0	0	0	0	1	0	0	0	0	4	
0230 - 0245	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0245 - 0300	0	2	0	0	0	0	0	0	0	0	1	0	0	3	12
0300 - 0315	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0315 - 0330	0	3	1	0	0	1	0	0	0	0	0	0	0	5	
0330 - 0345	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
0345 - 0400	0	3	1	0	0	0	0	0	0	0	0	0	0	4	19
0400 - 0415	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0415 - 0430	0	9	1	0	0	0	0	0	1	0	0	0	0	11	
0430 - 0445	0	24	1	0	0	0	0	0	2	0	0	0	0	27	
0445 - 0500	0	15	1	0	0	0	0	0	2	0	0	0	0	18	63
0500 - 0515	0	10	3	0	0	0	0	0	2	0	0	0	0	15	
0515 - 0530	0	34	4	0	0	1	0	0	1	0	0	0	0	40	
0530 - 0545	0	44	7	0	2	0	0	0	1	0	0	0	0	54	
0545 - 0600	0	41	14	0	2	1	0	0	3	0	0	0	0	61	170
0600 - 0615	0	44	20	0	2	0	0	0	1	0	0	0	0	67	
0615 - 0630	0	89	18	1	2	0	0	0	0	0	0	0	0	110	
0630 - 0645	0	102	26	0	1	1	0	0	1	0	1	0	0	132	
0645 - 0700	0	90	31	0	1	1	0	0	1	0	0	0	0	124	433
0700 - 0715	0	70	29	0	3	1	0	0	5	0	0	0	0	108	
0715 - 0730	1	88	31	0	1	0	0	0	4	0	0	0	0	125	
0730 - 0745	0	118	37	0	2	1	0	0	3	0	0	0	0	161	
0745 - 0800	0	147	32	0	2	2	0	0	7	0	0	0	0	190	584
0800 - 0815	0	137	26	0	2	1	0	0	5	0	0	0	0	171	
0815 - 0830	0	113	25	0	2	2	0	0	5	0	0	0	0	147	
0830 - 0845	0	62	20	0	3	1	0	2	6	0	0	0	0	94	
0845 - 0900	1	39	20	0	3	1	0	0	8	1	0	0	0	73	485
0900 - 0915	1	46	17	0	4	1	0	0	4	0	0	0	0	73	
0915 - 0930	0	41	15	0	4	0	0	0	4	1	0	0	0	65	
0930 - 0945	0	32	13	0	2	1	0	0	5	0	0	0	0	53	
0945 - 1000	0	23	11	0	5	0	0	1	5	0	0	0	0	45	236
1000 - 1015	0	20	5	0	4	1	0	1	4	0	0	0	0	35	
1015 - 1030	0	27	7	0	1	2	0	0	4	0	0	0	0	41	
1030 - 1045	0	9	4	0	3	1	0	0	7	0	0	0	0	24	
1045 - 1100	0	18	9	0	4	1	0	0	5	0	0	0	0	37	137
1100 - 1115	0	13	6	0	2	1	0	0	11	0	0	0	0	33	
1115 - 1130	0	27	6	0	1	1	0	1	5	0	0	0	0	41	
1130 - 1145	0	21	10	0	1	1	0	0	15	0	0	0	0	48	
1145 - 1200	0	18	12	0	0	4	0	1	7	0	0	0	0	42	164
1200 - 1215	0	22	9	0	2	1	0	0	5	0	0	0	0	39	
1215 - 1230	0	22	6	0	3	1	0	0	4	0	0	0	0	36	
1230 - 1245	0	16	4	0	3	3	0	0	4	0	1	0	0	31	
1245 - 1300	0	20	6	0	2	0	0	0	5	0	0	0	0	33	139
1300 - 1315	0	32	5	0	2	3	0	0	10	0	0	0	0	52	
1315 - 1330	0	23	5	0	1	3	0	0	2	0	0	0	0	34	
1330 - 1345	0	26	7	0	5	2	0	0	6	0	0	0	0	46	
1345 - 1400	0	29	9	0	2	3	0	0	3	0	0	0	0	46	178
1400 - 1415	0	31	4	1	1	4	0	0	3	0	0	0	0	44	
1415 - 1430	0	22	3	0	2	4	0	0	5	0	0	0	0	36	
1430 - 1445	0	32	12	0	0	3	0	0	5	0	0	0	0	52	
1445 - 1500	0	29	6	0	0	4	0	0	9	0	0	0	0	48	180
1500 - 1515	0	18	8	0	2	4	0	0	6	0	0	0	0	38	
1515 - 1530	0	31	11	0	1	2	0	1	8	0	0	0	0	54	
1530 - 1545	0	20	6	0	2	2	0	0	9	0	0	0	0	39	
1545 - 1600	1	49	11	0	1	2	0	0	7	0	0	0	0	71	202
1600 - 1615	0	34	5	0	2	2	0	0	10	0	0	0	0	53	
1615 - 1630	0	38	9	0	2	3	0	2	5	0	0	0	0	59	
1630 - 1645	0	26	9	0	1	2	0	1	9	0	0	0	0	48	
1645 - 1700	0	25	10	0	2	2	0	2	7	1	0	0	0	49	209
1700 - 1715	0	29	4	0	1	2	0	1	2	0	0	0	0	39	
1715 - 1730	0	26	10	0	1	3	0	1	1	1	0	0	0	43	
1730 - 1745	0	40	6	0	1	3	0	3	5	0	0	0	0	58	
1745 - 1800	1	25	5	0	3	3	0	2	5	0	0	0	0	44	184
1800 - 1815	0	52	10	0	1	2	0	1	4	0	0	0	0	70	
1815 - 1830	0	25	13	0	1	0	0	2	2	0	0	0	0	43	
1830 - 1845	0	23	11	0	1	1	0	1	4	0	0	0	0	41	
1845 - 1900	0	21	5	0	0	3	0	0	4	0	0	0	0	33	
1900 - 1915	1	24	5	0	0	2	0	2	5	0	0	0	0	39	187
1915 - 1930	0	16	3	0	2	0	0	0	1	0	0	0	0	22	
1930 - 1945	0	16	5	0	1	1	0	0	3	0	0	0	0	26	
1945 - 2000	1	22	5	0	0	1	0	0	1	0	0	0	0	30	117
2000 - 2015	0	15	5	0	1	0	0	0	2	0	0	0	0	23	
2015 - 2030	0	21	2	0	0	1	0	0	3	0	0	0	0	27	
2030 - 2045	0	20	3	0	0	1	0	1	3	0	0	0	0	28	
2045 - 2100	0	17	1	0	0	0	0	0	0	0	0	0	0	18	96
2100 - 2115	0	17	5	0	0	0	0	0	0	0	0	0	0	22	
2115 - 2130	0	15	4	0	0	1	0	0	2	0	0	0	0	22	
2130 - 2145	0	11	5	0	0	0	0	0	1	0	0	0	0	17	
2145 - 2200	0	7	2	0	1	0	0	0	1	0	0	0	0	11	72
2200 - 2215	0	10	2	0	0	1	0	0	0	0	0	0	0	13	
2215 - 2230	0	13	1	0	0	0	0	0	1	0	0	0	0	15	
2230 - 2245	0	5	0	0	0	0	0	0	1	0	0	0	0	6	
2245 - 2300	0	10	1	0	0	0	0	0	2	0	0	0	0	13	47
2300 - 2315	0	6	0	0	0	0	0	0	1	0	0	0	0	7	
2315 - 2330	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
2330 - 2345	0	5	0	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	18

Session Total	7	2663	729	2	109	104	0	26	317	4	3	0	0	3964
Session Average	0.07	27.74	7.59	0.02	1.14	1.08	0.00	0.27	3.30	0.04	0.03	0.00	0.00	41.29
Session Percentage	0.18	67.18	18.39	0.05	2.75	2.62	0.00	0.66	8.00	0.10	0.08	0.00	0.00	
AM Peak Hour	0815 - 0915	0730 - 0830	0700 - 0800	0530 - 0630	0900 - 1000	0730 - 0830	-	0745 - 0845	0800 - 0900	0830 - 0930	0545 - 0645	-	-	0730 - 0830
AM Peak Volume	2	515	129	1	15	6	0	2	24	2	1	0	0	669
Noon Peak Hour	-	1345 - 1445	1115 - 1215	1315 - 1415	1000 - 1100	1400 - 1500	-	1100 - 1200	1100 - 1200	-	1145 - 1245	-	-	1430 - 1530
Noon Peak Volume	0	114	37	1	12	15	0	2	38	0	1	0	0	192
PM Peak Hour	1900 - 2000	1545 - 1645	1745 - 1845	-	1530 - 1630	1700 - 1800	-	1730 - 1830	1515 - 1615	1630 - 1730	-	-	-	1545 - 1645
PM Peak Volume	39	39	39	0	39	39	0	8	39	39	0	0	0	331

Bi-Directional Class Count || SB WB 15min

Douglasville, GA

Site 10

GA-70 Cascade Palmetto Hwy (South),
south of W Stubbs Rd (West)

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.669743°, -84.636988°


[Click here for Map](#)

0000 - 2400 (24h Session) (09-14-2022)

SB WB 15min

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	1	0	0	1	0	0	0	0	4	19
0015 - 0030	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0030 - 0045	0	1	0	0	0	0	0	0	1	0	0	0	0	2	
0045 - 0100	0	5	0	0	0	2	0	0	0	0	0	0	0	7	
0100 - 0115	0	4	0	0	0	0	0	0	1	0	0	0	0	5	14
0115 - 0130	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0130 - 0145	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0200 - 0215	0	1	1	0	0	0	0	0	3	0	0	0	0	5	16
0215 - 0230	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0230 - 0245	0	1	0	0	1	0	0	0	2	0	0	0	0	4	
0245 - 0300	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0300 - 0315	0	6	1	0	0	0	0	0	2	0	0	0	0	9	24
0315 - 0330	0	6	1	0	0	0	0	0	1	0	0	0	0	8	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	1	0	0	2	
0345 - 0400	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	2	24
0415 - 0430	1	5	1	0	0	0	0	0	0	0	0	0	0	7	
0430 - 0445	0	4	0	0	0	0	0	0	4	0	0	0	0	8	
0445 - 0500	0	5	0	0	0	1	0	0	1	0	0	0	0	7	
0500 - 0515	0	7	1	0	1	0	0	0	4	0	0	0	0	13	54
0515 - 0530	0	8	0	0	0	0	0	0	2	0	0	0	0	10	
0530 - 0545	0	4	2	0	0	0	0	0	5	0	0	0	0	11	
0545 - 0600	0	11	4	0	0	0	0	0	5	0	0	0	0	20	
0600 - 0615	0	10	3	0	1	0	0	0	2	0	0	0	0	16	97
0615 - 0630	0	16	6	0	1	1	0	0	1	0	0	0	0	25	
0630 - 0645	0	17	3	0	2	5	0	0	4	0	0	0	0	31	
0645 - 0700	0	20	1	0	2	0	0	0	2	0	0	0	0	25	
0700 - 0715	0	30	3	0	2	2	0	0	5	0	0	0	0	42	196
0715 - 0730	0	27	6	0	0	4	0	0	7	0	0	0	0	44	
0730 - 0745	1	40	12	0	1	2	0	0	1	0	0	0	0	57	
0745 - 0800	0	35	9	0	3	2	0	0	4	0	0	0	0	53	
0800 - 0815	0	31	13	0	4	3	0	0	4	0	0	0	0	55	178
0815 - 0830	0	32	4	0	1	0	0	0	5	0	0	0	0	42	
0830 - 0845	0	23	6	0	2	0	0	0	7	0	0	0	0	38	
0845 - 0900	0	22	10	0	1	2	0	0	8	0	0	0	0	43	
0900 - 0915	0	17	6	0	1	2	0	1	5	0	0	0	0	32	157
0915 - 0930	0	12	9	0	2	2	0	2	9	0	0	0	0	36	
0930 - 0945	0	22	6	1	2	3	0	1	12	0	0	0	0	47	
0945 - 1000	0	21	6	0	3	2	0	1	9	0	0	0	0	42	
1000 - 1015	0	24	17	0	2	2	0	0	9	0	0	0	0	54	229
1015 - 1030	1	26	16	0	3	6	0	0	24	0	0	0	0	76	
1030 - 1045	0	22	13	0	4	2	0	0	9	0	0	0	0	50	
1045 - 1100	0	23	12	0	2	3	0	0	9	0	0	0	0	49	
1100 - 1115	0	20	16	0	2	3	0	1	14	0	0	0	0	56	238
1115 - 1130	0	31	7	0	3	1	0	0	20	0	0	0	0	62	
1130 - 1145	0	32	10	0	2	2	0	1	13	0	0	0	0	60	
1145 - 1200	0	32	9	0	2	3	0	1	13	0	0	0	0	60	
1200 - 1215	2	37	12	0	2	0	0	2	12	0	0	0	0	67	276
1215 - 1230	0	32	16	0	6	6	0	0	10	1	0	0	0	71	
1230 - 1245	0	40	11	0	3	7	0	0	11	0	0	0	0	72	
1245 - 1300	0	21	15	0	1	2	0	4	22	1	0	0	0	66	
1300 - 1315	0	38	16	0	2	5	0	0	15	0	0	0	0	76	293
1315 - 1330	0	43	14	0	2	4	0	3	17	0	0	0	0	83	
1330 - 1345	0	26	17	0	3	3	0	1	3	0	0	0	0	53	
1345 - 1400	0	47	15	0	5	3	0	0	11	0	0	0	0	81	
1400 - 1415	0	39	23	0	0	5	0	1	11	0	0	0	0	79	354
1415 - 1430	0	63	24	0	2	9	0	2	18	1	0	0	0	119	
1430 - 1445	0	41	21	0	3	4	0	4	16	0	0	0	0	89	
1445 - 1500	0	28	24	0	0	6	0	1	7	1	0	0	0	67	
1500 - 1515	0	74	20	0	2	2	0	1	10	0	0	1	0	110	427
1515 - 1530	0	54	36	0	1	3	1	3	9	0	0	0	0	107	
1530 - 1545	2	58	29	1	1	2	0	1	6	0	0	0	0	100	
1545 - 1600	1	69	30	0	1	1	0	1	7	0	0	0	0	110	
1600 - 1615	1	93	34	0	2	2	0	0	6	0	0	0	0	138	530
1615 - 1630	3	85	41	0	1	3	0	0	3	0	0	0	0	136	
1630 - 1645	0	85	31	0	1	2	0	1	5	0	0	0	0	127	
1645 - 1700	0	93	24	0	2	2	0	0	8	0	0	0	0	129	
1700 - 1715	0	95	26	0	3	0	0	1	6	0	0	0	0	131	491
1715 - 1730	1	106	35	0	1	1	0	0	5	0	0	0	0	149	
1730 - 1745	1	79	26	0	3	0	0	1	2	0	0	0	0	112	
1745 - 1800	1	57	30	0	3	1	0	1	6	0	0	0	0	99	
1800 - 1815	0	62	21	0	3	2	0	1	6	0	0	0	0	95	312
1815 - 1830	0	54	16	0	0	3	0	2	5	0	0	0	0	80	
1830 - 1845	0	46	19	0	0	2	0	1	7	0	0	0	0	75	
1845 - 1900	0	40	15	0	1	1	0	0	5	0	0	0	0	62	
1900 - 1915	0	25	6	0	0	0	0	0	7	0	0	0	0	38	192
1915 - 1930	0	33	11	0	1	0	0	1	3	0	1	0	0	50	
1930 - 1945	0	40	12	0	2	0	0	1	3	0	0	0	0	58	
1945 - 2000	0	30	8	0	2	1	0	0	5	0	0	0	0	46	
2000 - 2015	0	22	7	0	0	0	0	0	4	0	0	0	0	33	139
2015 - 2030	0	27	10	0	1	0	0	0	5	0	0	0	0	43	
2030 - 2045	0	29	9	0	0	0	0	0	2	0	0	0	0	40	
2045 - 2100	0	19	0	0	1	1	0	0	2	0	0	0	0	23	
2100 - 2115	0	16	2	0	0	0	0	0	2	0	0	0	0	20	101
2115 - 2130	0	25	6	0	0	0	0	0	1	0	0	0	0	32	
2130 - 2145	0	13	7	0	0	0	0	1	1	0	0	0	0	22	
2145 - 2200	0	19	4	0	1	1	0	0	2	0	0	0	0	27	
2200 - 2215	0	19	3	0	0	0	0	0	2	0	0	0	0	24	68
2215 - 2230	0	11	3	0	0	0	0	0	2	0	0	0	0	16	
2230 - 2245	0	13	3	0	0	0	0	0	0	0	0	0	0	16	
2245 - 2300	0	11	3	0	0	1	0	0	0	0	0	0	0	12	
2300 - 2315	0	16	3	0	1	0	0	0	3	0	1	0	0	23	72
2315 - 2330	0	10	3	0	1	0	0	1	4	0	0	0	0	19	
2330 - 2345	0	12	1	0	0	0	0	0	2	0	0	0	0	15	
2345 - 0000	0	11	1	0	1	0	0	0	2	0	0	0	0	15	

Session Total	15	2687	958	2	116	141	1	46	527	4	3	1	0	4501
Session Average	0.16	27.99	9.98	0.02	1.21	1.47	0.01	0.48	5.49	0.04	0.03	0.01	0.00	46.89
Session Percentage	0.33	59.70	21.28	0.04	2.58	3.13	0.02	1.02	11.71	0.09	0.07	0.02	0.00	
AM Peak Hour	0645 - 0745	0730 - 0830	0845 - 0945	0945 - 1045	0930 - 1030	-	-	0900 - 1000	1030 - 1130	-	-	-	-	0945 - 1045
AM Peak Volume	138	52	1	12	13	0	5	54	0	0	0	0	0	222
Noon Peak Hour	1115 - 1215	1445 - 1545	1445 - 1545	1445 - 1545	1415 - 1245	1400 - 1500	1430 - 1530	1430 - 1530	1230 - 1330	1200 - 1300	-	-	1415 - 1515	-
Noon Peak Volume	2	214	109	1	13	24	1	9	65	2	0	0	1	385
PM Peak Hour	1530 - 1630	1630 - 1730	1545 - 1645	1500 - 1600	1700 - 1800	1600 - 1700	1500 - 1600	1500 - 1600	1500 - 1600	-	1830 - 1930	1500 - 1600	-	1630 - 1730
PM Peak Volume	379	336	1	10	9	1	6	32	0	1	1	2	0	936

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

Douglasville, GA

Site 10

GA-70 Cascade Palmetto Hwy (South),
south of W Stubbs Rd (West)

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.669743°, -84.636988°

0000 - 2400 (24h Session) (09-14-2022)

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	4	0	0	0	1	0	0	3	0	0	0	0	8	41
0015 - 0030	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
0030 - 0045	0	5	1	0	0	0	0	0	1	0	0	0	0	7	
0045 - 0100	0	11	1	0	0	2	0	0	2	0	0	0	0	16	
0100 - 0115	0	6	0	0	0	0	0	0	2	0	0	0	0	8	24
0115 - 0130	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
0130 - 0145	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0145 - 0200	0	2	2	0	0	0	0	0	1	0	0	0	0	5	
0200 - 0215	0	2	1	0	0	1	0	0	3	0	0	0	0	7	28
0215 - 0230	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0230 - 0245	0	4	0	0	1	0	0	0	2	0	0	0	0	7	
0245 - 0300	0	5	1	0	0	0	0	0	0	0	1	0	0	7	
0300 - 0315	0	9	1	0	0	0	0	0	2	0	0	0	0	12	43
0315 - 0330	0	9	2	0	0	1	0	0	1	0	0	0	0	13	
0330 - 0345	0	6	2	0	0	0	0	0	0	0	1	0	0	9	
0345 - 0400	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
0400 - 0415	0	8	1	0	0	0	0	0	0	0	0	0	0	9	87
0415 - 0430	1	14	2	0	0	0	0	0	1	0	0	0	0	18	
0430 - 0445	0	28	1	0	0	0	0	0	6	0	0	0	0	35	
0445 - 0500	0	20	1	0	0	1	0	0	3	0	0	0	0	25	
0500 - 0515	0	17	4	0	1	0	0	0	6	0	0	0	0	28	224
0515 - 0530	0	42	4	0	0	1	0	0	3	0	0	0	0	50	
0530 - 0545	0	48	9	0	2	0	0	0	6	0	0	0	0	65	
0545 - 0600	0	52	18	0	2	1	0	0	8	0	0	0	0	81	
0600 - 0615	0	54	23	0	3	0	0	0	3	0	0	0	0	83	530
0615 - 0630	0	105	24	1	3	1	0	0	1	0	0	0	0	135	
0630 - 0645	0	119	29	0	3	6	0	0	5	0	1	0	0	163	
0645 - 0700	0	110	32	0	3	1	0	0	3	0	0	0	0	149	
0700 - 0715	0	100	32	0	5	3	0	0	10	0	0	0	0	150	780
0715 - 0730	1	115	37	0	1	4	0	0	11	0	0	0	0	169	
0730 - 0745	1	158	49	0	3	3	0	0	4	0	0	0	0	218	
0745 - 0800	0	182	41	0	5	4	0	0	11	0	0	0	0	243	
0800 - 0815	0	168	39	0	6	4	0	0	9	0	0	0	0	226	663
0815 - 0830	0	145	29	0	3	2	0	0	10	0	0	0	0	189	
0830 - 0845	0	85	26	0	5	1	2	0	13	0	0	0	0	132	
0845 - 0900	1	61	30	0	4	3	0	0	16	1	0	0	0	116	
0900 - 0915	1	63	23	0	5	3	0	1	9	0	0	0	0	105	393
0915 - 0930	0	53	24	0	6	2	0	2	13	1	0	0	0	101	
0930 - 0945	0	54	19	1	4	4	0	1	17	0	0	0	0	100	
0945 - 1000	0	44	17	0	8	2	0	2	14	0	0	0	0	87	
1000 - 1015	0	44	22	0	6	3	0	1	13	0	0	0	0	89	366
1015 - 1030	1	53	23	0	4	8	0	0	28	0	0	0	0	117	
1030 - 1045	0	31	17	0	7	3	0	0	16	0	0	0	0	74	
1045 - 1100	0	41	21	0	6	4	0	0	14	0	0	0	0	86	
1100 - 1115	0	33	22	0	4	4	0	1	25	0	0	0	0	89	402
1115 - 1130	0	58	13	0	4	2	0	1	25	0	0	0	0	103	
1130 - 1145	0	53	20	0	3	3	0	1	28	0	0	0	0	108	
1145 - 1200	0	50	21	0	2	7	0	2	20	0	0	0	0	102	
1200 - 1215	2	59	21	0	4	1	0	2	17	0	0	0	0	106	415
1215 - 1230	0	54	22	0	9	7	0	0	14	1	0	0	0	107	
1230 - 1245	0	56	15	0	6	10	0	0	15	0	1	0	0	103	
1245 - 1300	0	41	21	0	3	2	0	4	27	1	0	0	0	99	
1300 - 1315	0	70	21	0	4	8	0	0	25	0	0	0	0	128	471
1315 - 1330	0	66	19	0	3	7	0	3	19	0	0	0	0	117	
1330 - 1345	0	52	24	0	8	5	0	1	9	0	0	0	0	99	
1345 - 1400	0	76	24	0	7	6	0	0	14	0	0	0	0	127	
1400 - 1415	0	70	27	1	1	9	0	1	14	0	0	0	0	123	534
1415 - 1430	0	85	27	0	4	13	0	2	23	1	0	0	0	155	
1430 - 1445	0	73	33	0	3	7	0	4	21	0	0	0	0	141	
1445 - 1500	0	57	30	0	0	10	0	1	16	1	0	0	0	115	
1500 - 1515	0	92	28	0	4	6	0	1	16	0	0	1	0	148	629
1515 - 1530	0	85	47	0	2	5	1	4	17	0	0	0	0	161	
1530 - 1545	2	78	35	1	3	4	0	1	15	0	0	0	0	139	
1545 - 1600	2	118	41	0	2	3	0	1	14	0	0	0	0	181	
1600 - 1615	1	127	39	0	4	4	0	0	16	0	0	0	0	191	739
1615 - 1630	3	123	50	0	3	6	0	2	8	0	0	0	0	195	
1630 - 1645	0	111	40	0	4	4	0	2	14	0	0	0	0	175	
1645 - 1700	0	118	34	0	4	4	0	2	15	1	0	0	0	178	
1700 - 1715	0	124	30	0	4	2	0	2	8	0	0	0	0	170	675
1715 - 1730	1	132	45	0	2	4	0	1	6	1	0	0	0	192	
1730 - 1745	1	119	32	0	4	3	0	4	7	0	0	0	0	170	
1745 - 1800	2	82	35	0	6	4	0	3	11	0	0	0	0	143	
1800 - 1815	0	114	31	0	4	4	0	2	10	0	0	0	0	165	499
1815 - 1830	0	79	29	0	1	3	0	4	7	0	0	0	0	123	
1830 - 1845	0	69	30	0	1	3	0	2	11	0	0	0	0	116	
1845 - 1900	0	61	20	0	1	4	0	0	9	0	0	0	0	95	
1900 - 1915	1	49	11	0	0	2	0	2	12	0	0	0	0	77	309
1915 - 1930	0	49	14	0	3	0	0	1	4	0	1	0	0	72	
1930 - 1945	0	56	17	0	3	1	0	1	6	0	0	0	0	84	
1945 - 2000	1	52	13	0	2	2	0	0	6	0	0	0	0	76	
2000 - 2015	0	37	12	0	1	0	0	0	6	0	0	0	0	56	235
2015 - 2030	0	48	12	0	1	1	0	0	8	0	0	0	0	70	
2030 - 2045	0	49	12	0	0	1	0	1	5	0	0	0	0	68	
2045 - 2100	0	36	1	0	1	1	0	0	2	0	0	0	0	41	
2100 - 2115	0	33	7	0	0	0	0	2	0	0	0	0	0	42	173
2115 - 2130	0	40	10	0	0	1	0	0	3	0	0	0	0	54	
2130 - 2145	0	24	12	0	0	0	0	1	2	0	0	0	0	39	
2145 - 2200	0	26	6	0	2	1	0	0	3	0	0	0	0	38	
2200 - 2215	0	29	5	0	0	1	0	0	2	0	0	0	0	37	115
2215 - 2230	0	24	4	0	0	0	0	0	3	0	0	0	0	31	
2230 - 2245	0	18	3	0	0	0	0	0	1	0	0	0	0	22	
2245 - 2300	0	21	3	0	0	1	0	0	2	0	0	0	0	25	
2300 - 2315	0	3	22	3	0	0	0	0	4	0	1	0	0	30	24
2315 - 2330	0	15	3	0	1	0	0	0	1	4	0	0	0	24	
2330 - 2345	0	17	1	0	0	0	0	0	2	0	0	0	0	20	
2345 - 0000	0	12	1	0	1	0	0	0	2	0	0	0	0	16	90

Session Total	22	5350	1687	4	225	245	1	72	844	8	6	1	0	0	8465
Session Average	0.23	55.73	17.57	0.04	2.34	2.55	0.01	0.75	8.79	0.08	0.06	0.01	0.00	0.00	86.18
Session Percentage	0.26	63.20	19.93	0.05	2.66	2.89	0.01	0.85	9.97	0.09	0.07	0.01	0.00		
AM Peak Hour	0645 - 0745	0730 - 0830	0715 - 0815	0530 - 0630	0945 - 1045	0930 - 1030	-	0	0900 - 1000	0930 - 1030	0830 - 0930	0545 - 0645	-	-	0730 - 0830
AM Peak Volume	2	653	166	1	25	17	0	6	72	2	1	0	0	0	876
Noon Peak Hour	1115 - 1215	1445 - 1545	1445 - 1545	1315 - 1415	1300 - 1400	1400 - 1500	1430 - 1530	1430 - 1530	1100 - 1200	1200 - 1300	1145 - 1245	1415 - 1515	-	-	1430 - 1530
Noon Peak Volume	2	312	140	1	23	39	1	10	98	2	1	1	0	0	565
PM Peak Hour	1530 - 1630	1645 - 1745	1545 - 1645	1500 - 1600	1700 - 1800	1500 - 1600	1500 - 1600	1730 - 1830	1500 - 1600	1630 - 1730	1830 - 1930	1500 - 1600	-	-	1545 - 1645
PM Peak Volume	370	370	370	370	370	370	370	370	370	370	370	370	0	0	740

Bi-Directional Class Count || Volume Summary 15min



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Douglasville, GA

Site 10

GA-70 Cascade Palmetto Hwy (South),
south of W Stubbs Rd (West)

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.669743°, -84.636988°

0000 - 2400 (24h Session) (09-14-2022)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
0000 - 0015	4	4	8	41
0015 - 0030	4	6	10	
0030 - 0045	5	2	7	
0045 - 0100	9	7	16	
0100 - 0115	3	5	8	24
0115 - 0130	2	4	6	
0130 - 0145	1	4	5	
0145 - 0200	4	1	5	
0200 - 0215	2	5	7	28
0215 - 0230	4	3	7	
0230 - 0245	3	4	7	
0245 - 0300	3	4	7	
0300 - 0315	3	9	12	43
0315 - 0330	5	8	13	
0330 - 0345	7	2	9	
0345 - 0400	4	5	9	
0400 - 0415	7	2	9	87
0415 - 0430	11	7	18	
0430 - 0445	27	8	35	
0445 - 0500	18	7	25	
0500 - 0515	15	13	28	224
0515 - 0530	40	10	50	
0530 - 0545	54	11	65	
0545 - 0600	61	20	81	
0600 - 0615	67	16	83	530
0615 - 0630	110	25	135	
0630 - 0645	132	31	163	
0645 - 0700	124	25	149	
0700 - 0715	108	42	150	780
0715 - 0730	125	44	169	
0730 - 0745	161	57	218	
0745 - 0800	190	53	243	
0800 - 0815	171	55	226	663
0815 - 0830	147	42	189	
0830 - 0845	94	38	132	
0845 - 0900	73	43	116	
0900 - 0915	73	32	105	393
0915 - 0930	65	36	101	
0930 - 0945	53	47	100	
0945 - 1000	45	42	87	
1000 - 1015	35	54	89	366
1015 - 1030	41	76	117	
1030 - 1045	24	50	74	
1045 - 1100	37	49	86	
1100 - 1115	33	56	89	402
1115 - 1130	41	62	103	
1130 - 1145	48	60	108	
1145 - 1200	42	60	102	

Time	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
1200 - 1215	39	67	106	415
1215 - 1230	36	71	107	
1230 - 1245	31	72	103	
1245 - 1300	33	66	99	
1300 - 1315	52	76	128	471
1315 - 1330	34	83	117	
1330 - 1345	46	53	99	
1345 - 1400	46	81	127	
1400 - 1415	44	79	123	534
1415 - 1430	36	119	155	
1430 - 1445	52	89	141	
1445 - 1500	48	67	115	
1500 - 1515	38	110	148	629
1515 - 1530	54	107	161	
1530 - 1545	39	100	139	
1545 - 1600	71	110	181	
1600 - 1615	53	138	191	739
1615 - 1630	59	136	195	
1630 - 1645	48	127	175	
1645 - 1700	49	129	178	
1700 - 1715	39	131	170	675
1715 - 1730	43	149	192	
1730 - 1745	58	112	170	
1745 - 1800	44	99	143	
1800 - 1815	70	95	165	499
1815 - 1830	43	80	123	
1830 - 1845	41	75	116	
1845 - 1900	33	62	95	
1900 - 1915	39	38	77	309
1915 - 1930	22	50	72	
1930 - 1945	26	58	84	
1945 - 2000	30	46	76	
2000 - 2015	23	33	56	235
2015 - 2030	27	43	70	
2030 - 2045	28	40	68	
2045 - 2100	18	23	41	
2100 - 2115	22	20	42	173
2115 - 2130	22	32	54	
2130 - 2145	17	22	39	
2145 - 2200	11	27	38	
2200 - 2215	13	24	37	115
2215 - 2230	15	16	31	
2230 - 2245	6	16	22	
2245 - 2300	13	12	25	
2300 - 2315	7	23	30	90
2315 - 2330	5	19	24	
2330 - 2345	5	15	20	
2345 - 0000	1	15	16	

Session Total	3964	4501	8465
Session Average	41.29	46.89	88.18
Session Percentage	46.83	53.17	

24-Hr for Stubbs Rd e/o Cascade Palmetto Hwy

Bi-Directional Class Count || NB EB 15min

Douglasville, GA

Site 11
 W Stubbs Rd (East),
 east of GA-70 Cascade Palmetto Hwy (South)

Date
 Wednesday, September 14, 2022

Weather
 Fair
 73°F

Lat/Long
 33.670351°, -84.635742°

[Click here for Map](#)
0000 - 2400 (24h Session) (09-14-2022)
 NB EB 15min

Time	Eastbound (Movement 11.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	13	0	0	0	0	0	0	0	0	0	0	0	13	37
0015 - 0030	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0030 - 0045	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
0045 - 0100	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0100 - 0115	0	3	3	0	0	0	0	0	0	0	0	0	0	6	23
0115 - 0130	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0130 - 0145	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0145 - 0200	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0200 - 0215	0	2	0	0	2	0	0	0	0	0	0	0	0	4	18
0215 - 0230	0	4	2	0	1	0	0	0	0	0	0	0	0	7	
0230 - 0245	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0245 - 0300	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0300 - 0315	0	1	1	0	0	0	0	0	0	0	0	0	0	2	14
0315 - 0330	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0330 - 0345	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0345 - 0400	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0400 - 0415	0	4	0	0	0	0	0	0	0	0	0	0	0	4	29
0415 - 0430	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0430 - 0445	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
0445 - 0500	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0500 - 0515	0	10	1	0	0	1	0	0	0	0	0	0	0	12	46
0515 - 0530	0	4	4	0	0	0	0	0	0	0	0	0	0	8	
0530 - 0545	0	17	0	0	0	0	0	0	0	0	0	0	0	17	
0545 - 0600	0	7	1	0	1	0	0	0	0	0	0	0	0	9	
0600 - 0615	0	9	0	0	0	0	0	0	0	0	0	0	0	9	82
0615 - 0630	0	15	1	0	0	0	0	0	0	0	0	0	0	17	
0630 - 0645	0	17	5	0	1	0	0	0	0	0	0	0	0	23	
0645 - 0700	0	27	4	2	0	0	0	0	0	0	0	0	0	33	
0700 - 0715	0	38	8	1	0	0	0	0	0	0	0	0	0	47	181
0715 - 0730	0	47	6	1	0	0	0	0	0	0	0	0	0	54	
0730 - 0745	0	35	4	2	1	0	0	0	0	0	0	0	0	42	
0745 - 0800	0	34	3	0	0	1	0	0	0	0	0	0	0	38	
0800 - 0815	0	38	5	0	1	0	0	1	0	0	0	0	0	45	157
0815 - 0830	0	34	4	2	0	0	0	0	0	0	0	0	0	40	
0830 - 0845	0	25	6	0	2	0	0	0	0	0	0	0	0	33	
0845 - 0900	0	31	5	1	1	0	0	1	0	0	0	0	0	39	
0900 - 0915	0	22	8	0	1	0	0	1	0	0	0	0	0	32	132
0915 - 0930	0	25	8	0	3	0	0	0	0	0	0	0	0	36	
0930 - 0945	0	24	4	0	1	1	0	1	0	0	0	0	0	31	
0945 - 1000	0	24	5	0	1	1	0	2	0	0	0	0	0	33	
1000 - 1015	0	14	8	0	2	0	0	0	0	0	0	0	0	24	81
1015 - 1030	0	15	3	0	0	0	0	0	0	0	0	0	0	18	
1030 - 1045	0	19	1	0	2	0	0	0	0	0	0	0	0	22	
1045 - 1100	0	15	1	0	0	0	0	1	0	0	0	0	0	17	
1100 - 1115	0	16	6	0	0	0	0	0	0	0	0	0	0	22	92
1115 - 1130	0	11	6	0	1	0	0	0	0	0	0	0	0	18	
1130 - 1145	0	19	4	0	0	0	0	0	1	0	0	0	0	24	
1145 - 1200	0	22	5	0	1	0	0	0	0	0	0	0	0	28	
1200 - 1215	1	28	7	0	1	0	0	0	0	0	0	0	0	37	130
1215 - 1230	0	20	6	0	0	0	0	0	0	0	0	0	0	26	
1230 - 1245	1	24	6	0	2	0	0	0	0	0	0	0	0	33	
1245 - 1300	0	25	6	0	3	0	0	0	0	0	0	0	0	34	
1300 - 1315	0	28	6	0	0	0	0	0	0	0	0	0	0	34	135
1315 - 1330	0	23	9	0	0	0	0	0	0	0	0	0	0	32	
1330 - 1345	0	24	6	0	0	0	0	0	0	0	0	0	0	30	
1345 - 1400	0	29	5	0	3	0	0	1	1	0	0	0	0	39	
1400 - 1415	0	32	7	0	0	0	0	0	0	0	0	0	0	39	177
1415 - 1430	0	30	11	0	1	0	0	1	0	0	0	0	0	43	
1430 - 1445	0	43	4	0	2	1	0	0	0	0	0	0	0	50	
1445 - 1500	0	37	5	2	1	0	0	0	0	0	0	0	0	45	
1500 - 1515	1	36	6	1	1	0	0	0	0	0	0	0	0	45	195
1515 - 1530	0	40	5	0	1	0	0	0	0	0	0	0	0	46	
1530 - 1545	1	40	6	2	0	0	0	0	1	0	0	0	0	50	
1545 - 1600	0	41	11	1	1	0	0	0	0	0	0	0	0	54	
1600 - 1615	0	42	9	1	1	0	0	1	0	0	0	0	0	54	275
1615 - 1630	0	63	13	0	0	1	0	0	0	0	0	0	0	77	
1630 - 1645	0	64	11	0	1	0	0	0	0	0	0	0	0	76	
1645 - 1700	0	58	10	0	0	0	0	0	0	0	0	0	0	68	
1700 - 1715	0	46	14	3	0	0	0	0	0	0	0	0	0	63	258
1715 - 1730	0	64	7	0	0	0	0	0	0	0	0	0	0	71	
1730 - 1745	0	61	6	0	1	0	0	0	0	0	0	0	0	68	
1745 - 1800	0	54	2	0	0	0	0	0	0	0	0	0	0	56	
1800 - 1815	0	46	7	0	0	0	0	0	0	0	0	0	0	53	195
1815 - 1830	0	45	12	0	0	0	0	0	0	0	0	0	0	57	
1830 - 1845	0	45	4	0	0	0	0	0	0	0	0	0	0	49	
1845 - 1900	0	33	2	0	0	0	0	0	1	0	0	0	0	36	
1900 - 1915	0	47	3	0	0	0	0	0	0	0	0	0	0	50	204
1915 - 1930	0	46	7	0	0	0	0	1	0	0	0	0	0	54	
1930 - 1945	0	43	3	0	0	0	0	0	0	0	0	0	0	46	
1945 - 2000	0	48	6	0	0	0	0	0	0	0	0	0	0	54	
2000 - 2015	0	40	3	0	0	0	0	0	0	0	0	0	0	43	168
2015 - 2030	0	42	4	0	0	0	0	0	0	0	0	0	0	46	
2030 - 2045	0	35	7	0	0	0	0	0	0	0	0	0	0	42	
2045 - 2100	0	30	6	0	1	0	0	0	0	0	0	0	0	37	
2100 - 2115	0	36	4	0	0	0	0	0	0	0	0	0	0	40	129
2115 - 2130	1	35	4	0	0	0	0	0	0	0	0	0	0	40	
2130 - 2145	0	17	2	0	0	0	0	0	0	0	0	0	0	19	
2145 - 2200	0	25	4	0	1	0	0	0	0	0	0	0	0	30	
2200 - 2215	0	26	3	0	0	0	0	0	0	0	0	0	0	29	91
2215 - 2230	0	15	2	0	1	0	0	0	0	0	0	0	0	18	
2230 - 2245	0	26	1	0	0	0	0	0	0	0	0	0	0	27	
2245 - 2300	0	15	1	0	1	0	0	0	0	0	0	0	0	17	
2300 - 2315	0	6	1	0	0	0	0	0	0	0	0	0	0	7	47
2315 - 2330	0	15	0	0	0	0	0	0	0	0	0	0	0	15	
2330 - 2345	0	7	5	0	0	0	0	0	0	0	0	0	0	12	
2345 - 0000	0	13	0	0	0	0	0	0	0	0	0	0	0	13	

Session Total	5	2410	395	20	45	6	0	9	6	0	0	0	0	2896
Session Average	0.05	25.10	4.11	0.21	0.47	0.06	0.00	0.09	0.06	0.00	0.00	0.00	0.00	30.17
Session Percentage	0.17	83.22	13.64	0.69	1.55	0.21	0.00	0.31	0.21	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0700 - 0800	0830 - 0930	0645 - 0745	0830 - 0930	0900 - 1000	-	0845 - 0945	0900 - 1000	-	-	-	-	0700 - 0800
AM Peak Volume	0	154	27	6	7	2	0	3	4	0	0	0	0	181
Noon Peak Hour	1145 - 1245	1430 - 1530	1330 - 1430	1445 - 1545	1200 - 1300	1345 - 1445	-	1330 - 1430	1045 - 1145	-	-	-	-	1430 - 1530
Noon Peak Volume	2	156	29	5	6	1	0	2	1	0	0	0	0	186
PM Peak Hour	1500 - 1600	1630 - 1730	1615 - 1715	1500 - 1600	1500 - 1600	1530 - 1630	-	1515 - 1615	1500 - 1600	-	-	-	-	1615 - 1715
PM Peak Volume	23	248	24	24	24	24	0	24	24	0	0	0	0	284

Bi-Directional Class Count || SB WB 15min

Douglasville, GA

Site 11
 W Stubbs Rd (East),
 east of GA-70 Cascade Palmetto Hwy (South)

Date
 Wednesday, September 14, 2022

Weather
 Fair
 73°F

Lat/Long
 33.670351°, -84.635742°

[Click here for Map](#)
0000 - 2400 (24h Session) (09-14-2022)
 SB WB 15min

Time	Westbound (Movement 11.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	6	2	0	0	0	0	0	0	0	0	0	0	8	18
0015 - 0030	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0030 - 0045	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0045 - 0100	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0100 - 0115	0	5	0	0	0	0	0	0	0	0	0	0	0	5	17
0115 - 0130	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0130 - 0145	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0145 - 0200	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0200 - 0215	0	1	1	0	0	0	0	0	0	0	0	0	0	2	13
0215 - 0230	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0300 - 0315	0	6	0	0	0	0	0	0	0	0	0	0	0	6	30
0315 - 0330	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0330 - 0345	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
0345 - 0400	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0400 - 0415	0	5	4	0	0	0	0	0	0	0	0	0	0	9	45
0415 - 0430	0	4	4	0	0	0	0	0	0	0	0	0	0	8	
0430 - 0445	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
0445 - 0500	0	15	4	0	0	0	0	0	0	0	0	0	0	19	
0500 - 0515	0	8	4	0	0	0	0	0	0	0	0	0	0	12	106
0515 - 0530	0	19	5	0	0	0	0	0	0	0	0	0	0	24	
0530 - 0545	0	25	10	0	0	0	0	0	0	0	0	0	0	35	
0545 - 0600	0	29	6	0	0	0	0	0	0	0	0	0	0	35	
0600 - 0615	0	27	4	0	1	0	0	0	0	0	0	0	0	32	185
0615 - 0630	0	36	1	2	0	0	0	0	0	0	0	0	0	39	
0630 - 0645	0	45	6	1	0	0	0	0	0	0	0	0	0	52	
0645 - 0700	0	54	7	0	0	1	0	0	0	0	0	0	0	62	
0700 - 0715	0	51	9	1	0	0	0	0	0	0	0	0	0	61	388
0715 - 0730	0	97	11	0	0	0	0	0	0	0	0	0	0	108	
0730 - 0745	1	84	11	1	0	0	0	0	0	0	0	0	0	97	
0745 - 0800	0	111	8	0	2	1	0	0	0	0	0	0	0	122	
0800 - 0815	0	61	8	0	0	0	0	0	0	0	0	0	0	69	244
0815 - 0830	0	43	7	1	2	1	0	0	0	0	0	0	0	54	
0830 - 0845	0	51	7	1	0	0	0	0	0	0	0	0	0	59	
0845 - 0900	0	46	14	0	1	1	0	0	0	0	0	0	0	62	
0900 - 0915	0	37	7	0	0	1	0	0	0	0	0	0	0	45	187
0915 - 0930	0	41	5	0	1	0	0	1	0	0	0	0	0	48	
0930 - 0945	0	51	6	0	3	0	0	0	0	0	0	0	0	60	
0945 - 1000	0	28	6	0	0	0	0	0	0	0	0	0	0	34	
1000 - 1015	0	32	5	0	4	0	0	0	0	0	0	0	0	41	148
1015 - 1030	0	38	3	0	0	0	0	0	0	0	0	0	0	41	
1030 - 1045	0	30	6	1	0	0	0	0	1	0	0	0	0	38	
1045 - 1100	0	22	4	0	1	1	0	0	0	0	0	0	0	28	
1100 - 1115	0	22	5	0	1	0	0	1	0	0	0	0	0	29	117
1115 - 1130	0	24	2	0	2	0	0	0	0	0	0	0	0	28	
1130 - 1145	0	30	7	0	0	0	0	0	0	0	0	0	0	37	
1145 - 1200	0	18	5	0	0	0	0	0	0	0	0	0	0	23	
1200 - 1215	0	35	5	0	1	0	0	0	0	0	0	0	0	41	130
1215 - 1230	0	21	10	0	3	0	0	0	0	0	0	0	0	34	
1230 - 1245	0	23	6	0	0	2	0	0	0	1	0	0	0	32	
1245 - 1300	0	20	3	0	0	0	0	0	0	0	0	0	0	23	
1300 - 1315	0	34	8	0	2	0	0	0	0	0	0	0	0	44	150
1315 - 1330	1	25	12	0	1	0	0	0	0	0	0	0	0	39	
1330 - 1345	0	23	7	0	4	0	0	0	0	0	0	0	0	34	
1345 - 1400	0	26	7	0	0	0	0	0	0	0	0	0	0	33	
1400 - 1415	0	36	3	0	0	0	0	0	0	0	0	0	0	39	191
1415 - 1430	0	34	7	1	1	0	0	0	0	0	0	0	0	43	
1430 - 1445	0	35	1	4	1	0	0	0	1	0	0	0	0	42	
1445 - 1500	0	58	6	0	1	0	0	1	0	0	0	0	0	67	
1500 - 1515	0	43	12	2	0	1	0	0	0	0	0	0	0	58	198
1515 - 1530	0	35	10	0	1	0	0	0	0	0	0	0	0	46	
1530 - 1545	0	28	7	1	1	0	0	0	0	0	0	0	0	37	
1545 - 1600	0	47	9	0	1	0	0	0	0	0	0	0	0	57	
1600 - 1615	0	50	13	0	1	0	0	0	1	0	0	0	0	65	251
1615 - 1630	0	48	8	0	0	1	0	0	0	0	0	0	0	57	
1630 - 1645	0	58	8	0	1	0	0	0	0	0	0	0	0	67	
1645 - 1700	0	56	4	0	1	0	0	0	0	0	0	0	0	62	
1700 - 1715	1	60	5	0	1	0	0	0	0	0	0	0	0	67	271
1715 - 1730	0	59	8	0	1	0	0	0	0	0	0	0	0	68	
1730 - 1745	0	59	6	0	0	0	0	0	0	0	0	0	0	65	
1745 - 1800	0	61	9	0	1	0	0	0	0	0	0	0	0	71	
1800 - 1815	0	50	6	0	0	0	0	0	0	0	0	0	0	56	220
1815 - 1830	0	51	5	0	1	0	0	0	0	0	0	0	0	57	
1830 - 1845	0	51	7	0	2	0	0	0	0	0	0	0	0	60	
1845 - 1900	0	42	5	0	0	0	0	0	0	0	0	0	0	47	
1900 - 1915	0	33	4	0	1	0	0	0	0	0	0	0	0	38	141
1915 - 1930	0	25	5	0	0	0	0	0	0	0	0	0	0	30	
1930 - 1945	0	31	5	0	1	0	0	0	0	0	0	0	0	37	
1945 - 2000	0	33	3	0	0	0	0	0	0	0	0	0	0	36	
2000 - 2015	0	37	1	0	0	0	0	0	0	0	0	0	0	38	118
2015 - 2030	0	36	1	0	0	0	0	0	0	0	0	0	0	37	
2030 - 2045	0	22	1	0	0	0	0	0	0	0	0	0	0	23	
2045 - 2100	0	19	1	0	0	0	0	0	0	0	0	0	0	20	
2100 - 2115	0	27	3	0	0	0	0	0	0	0	0	0	0	30	90
2115 - 2130	0	28	1	0	0	0	0	0	0	0	0	0	0	29	
2130 - 2145	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
2145 - 2200	0	16	1	0	0	0	0	0	0	0	0	0	0	17	
2200 - 2215	0	18	1	0	0	0	0	0	0	0	0	0	0	19	65
2215 - 2230	0	14	2	0	0	0	0	0	0	0	0	0	0	16	
2230 - 2245	0	16	1	0	0	0	0	0	0	0	0	0	0	17	
2245 - 2300	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
2300 - 2315	0	10	1	0	0	0	0	0	0	0	0	0	0	11	28
2315 - 2330	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
2330 - 2345	1	6	0	0	0	0	0	0	0	0	0	0	0	7	
2345 - 0000	0	2	0	0	0	0	0	0	0	0	0	0	0	2	

Session Total	4	2827	439	17	46	10	0	3	5	0	0	0	0	3351
Session Average	0.04	29.45	4.57	0.18	0.48	0.10	0.00	0.03	0.05	0.00	0.00	0.00	0.00	34.91
Session Percentage	0.12	84.36	13.10	0.51	1.37	0.30	0.00	0.09	0.15	0.00	0.00	0.00	0.00	0.00
AM Peak Hour	0645 - 0745	0715 - 0815	0700 - 0800	0615 - 0715	0915 - 1015	0815 - 0915								0715 - 0815
AM Peak Volume	1	353	39	4	8	3	-	0	1	0	-	-	-	396
Noon Peak Hour	1230 - 1330	1430 - 1530	1445 - 1545	1415 - 1515	1245 - 1345	1145 - 1245								1430 - 1530
Noon Peak Volume	1	171	35	7	7	2	-	0	1	2	0	-	-	213
PM Peak Hour	1615 - 1715	1700 - 1800	1515 - 1615	1500 - 1600	1515 - 1615	1500 - 1600								1700 - 1800
PM Peak Volume	273	39	39	3	3	3	-	0	0	0	0	-	-	371

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

Douglasville, GA



Site 11
W Stubbs Rd (East),
east of GA-70 Cascade Palmetto Hwy (South)

Date
Wednesday, September 14, 2022

Weather
Fair
73°F

Lat/Long
33.670351°, -84.635742°

0000 - 2400 (24h Session) (09-14-2022)
Bi-Directional 15min

Time	Bi-Directional 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	19	2	0	0	0	0	0	0	0	0	0	0	21	9
0015 - 0030	0	8	1	0	0	0	0	0	0	0	0	0	0	14	55
0030 - 0045	0	14	0	0	0	0	0	0	0	0	0	0	0	11	
0045 - 0100	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
0100 - 0115	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
0115 - 0130	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
0130 - 0145	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0145 - 0200	0	9	1	0	0	0	0	0	0	0	0	0	0	10	40
0200 - 0215	0	3	1	0	2	0	0	0	0	0	0	0	0	6	
0215 - 0230	0	10	3	0	1	0	0	0	0	0	0	0	0	14	
0230 - 0245	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0245 - 0300	0	6	1	0	0	0	0	0	0	0	0	0	0	7	31
0300 - 0315	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0315 - 0330	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
0330 - 0345	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
0345 - 0400	0	12	1	0	0	0	0	0	0	0	0	0	0	13	44
0400 - 0415	0	9	4	0	0	0	0	0	0	0	0	0	0	13	
0415 - 0430	0	10	4	0	0	0	0	0	0	0	0	0	0	14	
0430 - 0445	0	18	2	0	0	0	0	0	0	0	0	0	0	20	
0445 - 0500	0	23	4	0	0	0	0	0	0	0	0	0	0	27	74
0500 - 0515	0	18	5	0	0	1	0	0	0	0	0	0	0	24	
0515 - 0530	0	23	9	0	0	0	0	0	0	0	0	0	0	32	
0530 - 0545	0	42	10	0	0	0	0	0	0	0	0	0	0	52	
0545 - 0600	0	36	7	0	1	0	0	0	0	0	0	0	0	44	152
0600 - 0615	0	36	4	0	1	0	0	0	0	0	0	0	0	41	
0615 - 0630	0	51	2	0	0	0	0	0	0	0	0	0	0	56	
0630 - 0645	0	62	11	1	1	0	0	0	0	0	0	0	0	75	
0645 - 0700	0	81	11	2	0	1	0	0	0	0	0	0	0	95	267
0700 - 0715	0	89	17	2	0	0	0	0	0	0	0	0	0	108	
0715 - 0730	0	144	17	1	0	0	0	0	0	0	0	0	0	162	
0730 - 0745	1	119	15	3	1	0	0	0	0	0	0	0	0	139	
0745 - 0800	0	145	11	0	2	2	0	0	0	0	0	0	0	160	569
0800 - 0815	0	99	13	0	1	0	0	1	0	0	0	0	0	114	
0815 - 0830	0	77	11	3	2	1	0	0	0	0	0	0	0	94	
0830 - 0845	0	76	13	1	2	0	0	0	0	0	0	0	0	92	
0845 - 0900	0	77	19	1	2	1	0	1	0	0	0	0	0	101	401
0900 - 0915	0	59	15	0	1	1	0	1	0	0	0	0	0	77	
0915 - 0930	0	66	13	0	4	0	0	1	0	0	0	0	0	84	
0930 - 0945	0	75	10	0	4	1	0	1	0	0	0	0	0	91	
0945 - 1000	0	52	11	0	1	1	0	0	2	0	0	0	0	67	319
1000 - 1015	0	46	13	0	6	0	0	0	0	0	0	0	0	65	
1015 - 1030	0	53	6	0	0	0	0	0	0	0	0	0	0	59	
1030 - 1045	0	49	7	0	1	0	0	1	0	0	0	0	0	60	
1045 - 1100	0	37	5	0	1	1	0	1	0	0	0	0	0	45	229
1100 - 1115	0	38	11	0	1	0	0	1	0	0	0	0	0	51	
1115 - 1130	0	35	8	0	3	0	0	0	0	0	0	0	0	46	
1130 - 1145	0	49	11	0	0	0	0	0	1	0	0	0	0	61	
1145 - 1200	0	40	10	0	1	0	0	0	0	0	0	0	0	51	209
1200 - 1215	1	63	12	0	2	0	0	0	0	0	0	0	0	78	
1215 - 1230	0	41	16	0	3	0	0	0	0	0	0	0	0	60	
1230 - 1245	1	47	12	0	2	2	0	0	1	0	0	0	0	65	
1245 - 1300	0	45	9	0	3	0	0	0	0	0	0	0	0	57	260
1300 - 1315	0	62	14	0	2	0	0	0	0	0	0	0	0	78	
1315 - 1330	1	48	21	0	1	0	0	0	0	0	0	0	0	71	
1330 - 1345	0	47	13	0	4	0	0	0	0	0	0	0	0	64	
1345 - 1400	0	55	12	0	3	0	0	1	1	0	0	0	0	72	285
1400 - 1415	0	68	10	0	0	0	0	0	0	0	0	0	0	78	
1415 - 1430	0	64	18	1	2	0	0	1	0	0	0	0	0	86	
1430 - 1445	0	78	5	4	3	1	0	0	1	0	0	0	0	92	
1445 - 1500	0	95	11	2	0	0	0	1	2	0	0	0	0	112	368
1500 - 1515	1	79	18	3	1	1	0	0	0	0	0	0	0	103	
1515 - 1530	0	75	15	0	2	0	0	0	0	0	0	0	0	92	
1530 - 1545	1	68	13	3	1	0	0	0	1	0	0	0	0	87	
1545 - 1600	0	88	20	1	2	0	0	0	0	0	0	0	0	111	393
1600 - 1615	0	92	22	1	2	0	0	1	1	0	0	0	0	119	
1615 - 1630	0	111	21	0	0	2	0	0	0	0	0	0	0	134	
1630 - 1645	0	122	19	0	2	0	0	0	0	0	0	0	0	143	
1645 - 1700	0	114	14	1	1	0	0	0	0	0	0	0	0	130	526
1700 - 1715	1	106	19	3	1	1	0	0	0	0	0	0	0	130	
1715 - 1730	0	123	15	0	1	0	0	0	0	0	0	0	0	139	
1730 - 1745	0	120	12	0	1	0	0	0	0	0	0	0	0	133	
1745 - 1800	0	115	11	0	1	0	0	0	0	0	0	0	0	127	529
1800 - 1815	0	96	13	0	0	0	0	0	0	0	0	0	0	109	
1815 - 1830	0	96	17	0	1	0	0	0	0	0	0	0	0	114	
1830 - 1845	0	96	11	0	2	0	0	0	0	0	0	0	0	109	
1845 - 1900	0	75	7	0	0	0	0	0	1	0	0	0	0	83	415
1900 - 1915	0	80	7	0	1	0	0	0	0	0	0	0	0	88	
1915 - 1930	0	71	12	0	0	0	0	1	0	0	0	0	0	84	
1930 - 1945	0	74	8	0	1	0	0	0	0	0	0	0	0	83	
1945 - 2000	0	81	9	0	0	0	0	0	0	0	0	0	0	90	345
2000 - 2015	0	77	4	0	0	0	0	0	0	0	0	0	0	81	
2015 - 2030	0	78	5	0	0	0	0	0	0	0	0	0	0	83	
2030 - 2045	0	57	8	0	0	0	0	0	0	0	0	0	0	65	
2045 - 2100	0	49	7	0	1	0	0	0	0	0	0	0	0	57	286
2100 - 2115	0	63	7	0	0	0	0	0	0	0	0	0	0	70	
2115 - 2130	1	63	5	0	0	0	0	0	0	0	0	0	0	69	
2130 - 2145	0	29	4	0	0	0	0	0	0	0	0	0	0	33	
2145 - 2200	0	41	5	0	1	0	0	0	0	0	0	0	0	47	219
2200 - 2215	0	44	4	0	0	0	0	0	0	0	0	0	0	48	
2215 - 2230	0	29	4	0	1	0	0	0	0	0	0	0	0	34	
2230 - 2245	0	42	2	0	0	0	0	0	0	0	0	0	0	44	
2245 - 2300	0	27	2	0	1	0	0	0	0	0	0	0	0	30	156
2300 - 2315	0	16	2	0	0	0	0	0	0	0	0	0	0	18	
2315 - 2330	0	22	1	0	0	0	0	0	0	0	0	0	0	23	
2330 - 2345	1	13	5	0	0	0	0	0	0	0	0	0	0	19	
2345 - 0000	0	15	0	0	0	0	0	0	0	0	0	0	0	15	75

Session Total	9	5237	834	37	91	16	0	12	11	0	0	0	0	6247
Session Average	0.09	54.55	8.69	0.39	0.95	0.17	0.00	0.13	0.11	0.00	0.00	0.00	0.00	65.07
Session Percentage	0.14	83.83	13.35	0.59	1.46	0.26	0.00	0.19	0.18	0.00	0.00	0.00	0.00	
AM Peak Hour	0645 - 0745	0715 - 0815	0645 - 0745	0615 - 0715	0915 - 1015	0730 - 0830	-	0845 - 0945	0945 - 1045	-	-	-	-	0715 - 0815
AM Peak Volume	1	507	60	8	15	3	0	4	3	0	0	0	0	575
Noon Peak Hour	1145 - 1245	1430 - 1530	1300 - 1400	1415 - 1515	1200 - 1300	1145 - 1245	-	1015 - 1115	1345 - 1445	-	-	-	-	1430 - 1530
Noon Peak Volume	2	327	60	10	10	2	0	2	2	0	0	0	0	399
PM Peak Hour	1500 - 1600	1630 - 1730	1545 - 1645	1500 - 1600	1515 - 1615	1530 - 1630	-	1515 - 1615	1515 - 1615	-	-	-	-	1630 - 1730
PM Peak Volume	2	463	82	7	7	2	0	1	2	0	0	0	0	542

Bi-Directional Class Count || Volume Summary 15min

Douglasville, GA



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Site 11

W Stubbs Rd (East),
east of GA-70 Cascade Palmetto Hwy (South)

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.670351°, -84.635742°

0000 - 2400 (24h Session) (09-14-2022)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
0000 - 0015	13	8	21	55
0015 - 0030	7	2	9	
0030 - 0045	10	4	14	
0045 - 0100	7	4	11	
0100 - 0115	6	5	11	40
0115 - 0130	8	3	11	
0130 - 0145	5	3	8	
0145 - 0200	4	6	10	
0200 - 0215	4	2	6	31
0215 - 0230	7	7	14	
0230 - 0245	3	1	4	
0245 - 0300	4	3	7	
0300 - 0315	2	6	8	44
0315 - 0330	4	8	12	
0330 - 0345	3	8	11	
0345 - 0400	5	8	13	
0400 - 0415	4	9	13	74
0415 - 0430	6	8	14	
0430 - 0445	11	9	20	
0445 - 0500	8	19	27	
0500 - 0515	12	12	24	152
0515 - 0530	8	24	32	
0530 - 0545	17	35	52	
0545 - 0600	9	35	44	
0600 - 0615	9	32	41	267
0615 - 0630	17	39	56	
0630 - 0645	23	52	75	
0645 - 0700	33	62	95	
0700 - 0715	47	61	108	569
0715 - 0730	54	108	162	
0730 - 0745	42	97	139	
0745 - 0800	38	122	160	
0800 - 0815	45	69	114	401
0815 - 0830	40	54	94	
0830 - 0845	33	59	92	
0845 - 0900	39	62	101	
0900 - 0915	32	45	77	319
0915 - 0930	36	48	84	
0930 - 0945	31	60	91	
0945 - 1000	33	34	67	
1000 - 1015	24	41	65	229
1015 - 1030	18	41	59	
1030 - 1045	22	38	60	
1045 - 1100	17	28	45	
1100 - 1115	22	29	51	209
1115 - 1130	18	28	46	
1130 - 1145	24	37	61	
1145 - 1200	28	23	51	

Time	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
1200 - 1215	37	41	78	260
1215 - 1230	26	34	60	
1230 - 1245	33	32	65	
1245 - 1300	34	23	57	
1300 - 1315	34	44	78	285
1315 - 1330	32	39	71	
1330 - 1345	30	34	64	
1345 - 1400	39	33	72	
1400 - 1415	39	39	78	368
1415 - 1430	43	43	86	
1430 - 1445	50	42	92	
1445 - 1500	45	67	112	
1500 - 1515	45	58	103	393
1515 - 1530	46	46	92	
1530 - 1545	50	37	87	
1545 - 1600	54	57	111	
1600 - 1615	54	65	119	526
1615 - 1630	77	57	134	
1630 - 1645	76	67	143	
1645 - 1700	68	62	130	
1700 - 1715	63	67	130	529
1715 - 1730	71	68	139	
1730 - 1745	68	65	133	
1745 - 1800	56	71	127	
1800 - 1815	53	56	109	415
1815 - 1830	57	57	114	
1830 - 1845	49	60	109	
1845 - 1900	36	47	83	
1900 - 1915	50	38	88	345
1915 - 1930	54	30	84	
1930 - 1945	46	37	83	
1945 - 2000	54	36	90	
2000 - 2015	43	38	81	286
2015 - 2030	46	37	83	
2030 - 2045	42	23	65	
2045 - 2100	37	20	57	
2100 - 2115	40	30	70	219
2115 - 2130	40	29	69	
2130 - 2145	19	14	33	
2145 - 2200	30	17	47	
2200 - 2215	29	19	48	156
2215 - 2230	18	16	34	
2230 - 2245	27	17	44	
2245 - 2300	17	13	30	
2300 - 2315	7	11	18	75
2315 - 2330	15	8	23	
2330 - 2345	12	7	19	
2345 - 0000	13	2	15	

Session Total	2896	3351	6247
Session Average	30.17	34.91	65.07
Session Percentage	46.36	53.64	

24-Hr for Stubbs Rd n/o Butner Rd

Bi-Directional Class Count | NB EB 15min

Douglasville, GA

Site 12

W Stubbs Rd (North),
north of Butner Rd (East)

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.653525°, -84.615296°


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0000 - 2400 (24h Session) (09-14-2022)

NB EB 15min

Time	Northbound (Movement 12.1)													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	9	3	0	0	0	0	0	0	0	0	0	0	12	
0030 - 0045	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
0045 - 0100	1	4	0	0	0	0	0	0	0	0	0	0	0	5	
0100 - 0115	0	5	2	0	0	0	0	0	0	0	0	0	0	7	20
0115 - 0130	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0130 - 0145	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0145 - 0200	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0200 - 0215	0	5	2	0	0	0	0	0	0	0	0	0	0	7	31
0215 - 0230	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
0230 - 0245	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0245 - 0300	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	20
0315 - 0330	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0330 - 0345	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0345 - 0400	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	2	30
0415 - 0430	0	2	0	0	0	0	0	0	0	0	0	0	0	4	
0430 - 0445	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
0445 - 0500	0	10	5	0	0	0	0	0	0	0	0	0	0	15	
0500 - 0515	0	11	3	0	0	0	0	0	0	0	0	0	0	14	83
0515 - 0530	0	16	4	0	0	0	0	0	0	0	0	0	0	20	
0530 - 0545	0	19	6	0	0	0	0	0	0	0	0	0	0	25	
0545 - 0600	0	18	6	0	0	0	0	0	0	0	0	0	0	24	
0600 - 0615	0	16	1	2	0	0	0	0	0	0	0	0	0	19	161
0615 - 0630	0	36	4	0	0	0	0	0	0	0	0	0	0	40	
0630 - 0645	0	40	3	1	0	0	0	0	0	0	0	0	0	44	
0645 - 0700	0	52	4	0	1	1	0	0	0	0	0	0	0	58	
0700 - 0715	0	55	2	1	0	0	0	0	0	0	0	0	0	58	307
0715 - 0730	0	90	7	0	0	1	0	0	0	0	0	0	0	98	
0730 - 0745	0	77	6	1	0	0	0	0	0	0	0	0	0	84	
0745 - 0800	0	63	4	0	0	0	0	0	0	0	0	0	0	67	
0800 - 0815	0	54	6	2	0	0	0	0	0	0	0	0	0	62	234
0815 - 0830	0	46	12	0	1	1	0	0	0	0	0	0	0	60	
0830 - 0845	0	44	8	0	0	1	0	0	0	0	0	0	0	53	
0845 - 0900	0	50	7	0	2	0	0	0	0	0	0	0	0	59	
0900 - 0915	0	38	4	0	1	1	0	0	0	0	0	0	0	44	161
0915 - 0930	0	32	5	0	0	0	0	0	0	0	0	0	0	37	
0930 - 0945	1	38	5	0	1	0	0	0	0	0	0	0	0	45	
0945 - 1000	0	30	3	0	1	0	0	1	0	0	0	0	0	35	
1000 - 1015	0	30	3	0	1	1	0	0	1	0	0	0	0	36	131
1015 - 1030	0	20	4	0	0	0	0	0	0	0	0	0	0	24	
1030 - 1045	0	32	3	1	1	0	0	0	0	0	0	0	0	37	
1045 - 1100	0	27	4	0	3	0	0	0	0	0	0	0	0	34	
1100 - 1115	0	21	2	0	0	0	0	0	0	0	0	0	0	23	123
1115 - 1130	0	25	4	0	0	0	0	1	0	0	0	0	0	30	
1130 - 1145	0	25	4	0	2	0	0	0	0	0	0	0	0	31	
1145 - 1200	0	27	11	0	1	0	0	0	0	0	0	0	0	39	
1200 - 1215	0	33	5	0	1	1	0	0	1	0	0	0	0	41	156
1215 - 1230	0	31	4	0	2	1	0	0	0	0	0	0	0	38	
1230 - 1245	0	27	10	0	0	0	0	0	0	0	0	0	0	37	
1245 - 1300	0	26	12	0	2	0	0	0	0	0	0	0	0	40	
1300 - 1315	0	27	9	0	0	0	0	0	0	0	0	0	0	36	179
1315 - 1330	0	29	11	0	4	0	0	0	0	0	0	0	0	44	
1330 - 1345	0	29	9	0	4	0	0	0	0	0	0	0	0	42	
1345 - 1400	1	44	12	0	0	0	0	0	0	0	0	0	0	57	
1400 - 1415	0	46	9	2	0	0	0	0	1	0	0	0	0	58	223
1415 - 1430	0	44	7	2	0	0	0	1	1	0	0	0	0	55	
1430 - 1445	0	53	5	1	2	0	0	0	0	0	0	0	0	61	
1445 - 1500	0	43	4	0	2	0	0	0	0	0	0	0	0	49	
1500 - 1515	0	38	12	1	2	1	0	0	0	0	0	0	0	54	242
1515 - 1530	0	41	9	0	0	0	0	0	0	0	0	0	0	50	
1530 - 1545	0	48	11	0	0	0	0	0	0	0	0	0	0	59	
1545 - 1600	0	58	17	2	2	0	0	0	0	0	0	0	0	79	
1600 - 1615	0	69	13	0	1	1	0	0	0	0	0	0	0	84	345
1615 - 1630	0	74	14	0	2	0	0	0	1	0	0	0	0	91	
1630 - 1645	0	63	16	0	1	0	0	0	0	0	0	0	0	80	
1645 - 1700	0	74	14	0	1	0	0	0	0	0	0	0	0	90	
1700 - 1715	1	83	12	0	1	0	0	0	0	0	0	0	0	97	389
1715 - 1730	0	79	16	0	1	0	0	0	1	0	0	0	0	97	
1730 - 1745	0	78	16	0	2	1	0	0	0	0	0	0	0	97	
1745 - 1800	0	83	14	0	1	0	0	0	0	0	0	0	0	98	
1800 - 1815	0	78	16	0	1	0	0	0	0	0	0	0	0	95	351
1815 - 1830	0	70	11	0	2	1	0	0	1	0	0	0	0	85	
1830 - 1845	0	86	14	0	2	0	0	0	0	0	0	0	0	102	
1845 - 1900	1	52	15	0	1	0	0	0	0	0	0	0	0	69	
1900 - 1915	0	51	11	0	1	0	0	0	0	0	0	0	0	63	230
1915 - 1930	0	45	11	0	3	0	0	0	0	0	0	0	0	59	
1930 - 1945	0	51	8	0	0	0	0	0	0	0	0	0	0	59	
1945 - 2000	0	40	9	0	0	0	0	0	0	0	0	0	0	49	
2000 - 2015	0	50	7	0	0	0	0	0	0	0	0	0	0	57	216
2015 - 2030	0	52	11	0	1	0	0	0	0	0	0	0	0	64	
2030 - 2045	0	36	6	0	0	0	0	0	0	0	0	0	0	42	
2045 - 2100	1	47	4	0	1	0	0	0	0	0	0	0	0	53	
2100 - 2115	0	33	6	0	0	0	0	0	0	0	0	0	0	39	140
2115 - 2130	0	31	4	0	0	0	0	0	0	0	0	0	0	35	
2130 - 2145	0	25	4	0	0	0	0	0	0	0	0	0	0	29	
2145 - 2200	0	30	6	0	1	0	0	0	0	0	0	0	0	37	
2200 - 2215	0	16	5	0	0	0	0	0	0	0	0	0	0	21	87
2215 - 2230	0	21	5	0	0	0	0	0	0	0	0	0	0	26	
2230 - 2245	0	20	1	0	0	0	0	0	0	0	0	0	0	21	
2245 - 2300	0	19	0	0	0	0	0	0	0	0	0	0	0	19	
2300 - 2315	0	14	1	0	0	0	0	0	0	0	0	0	0	15	62
2315 - 2330	0	16	3	0	0	0	0	0	0	0	0	0	0	19	
2330 - 2345	0	16	5	0	1	0	0	0	0	0	0	0	0	22	
2345 - 0000	0	4	2	0	0	0	0	0	0	0	0	0	0	6	

Session Total	6	3262	593	17	60	12	0	3	7	0	0	0	0	3960
Session Average	0.06	33.98	6.18	0.18	0.63	0.13	0.00	0.03	0.07	0.00	0.00	0.00	0.00	41.25
Session Percentage	0.15	82.37	14.97	0.43	1.52	0.30	0.00	0.08	0.18	0.00	0.00	0.00	0.00	
AM Peak Hour	0845 - 0945	0700 - 0800	0800 - 0900	0545 - 0645	0815 - 0915	0815 - 0915	-	0	0900 - 1000	0915 - 1015	-	-	-	0715 - 0815
AM Peak Volume		285	33	3	4	3	-	1	0	1	0	0	0	311
Noon Peak Hour	1300 - 1400	1345 - 1445	1230 - 1330	1345 - 1445	1245 - 1345	1130 - 1230	-	0	1030 - 1130	1130 - 1430	-	-	-	1345 - 1445
Noon Peak Volume		187	42	5	10	2	0	1	2	0	0	0	0	231
PM Peak Hour	1615 - 1715	1700 - 1800	1715 - 1815	1500 - 1600	1830 - 1930	1730 - 1830	-	-	1530 - 1630	-	-	-	-	1700 - 1800
PM Peak Volume		325	67	23	42	30	0	0	0	0	0	0	0	389

Bi-Directional Class Count || SB WB 15min

Douglasville, GA

Site 12

W Stubbs Rd (North),
north of Butner Rd (East)

Date

Wednesday, September 14, 2022

Weather

Fair
73°FLat/Long
33.653525°, -84.615296°
[Click here for Map](#)

0000 - 2400 (24h Session) (09-14-2022)

SB WB 15min

Time	Southbound (Movement 12.2)													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	0	0	0	0	0	9	
0015 - 0030	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
0030 - 0045	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0045 - 0100	0	6	0	0	0	0	0	0	0	0	0	0	0	6	28
0100 - 0115	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0115 - 0130	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0130 - 0145	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0145 - 0200	0	4	2	0	0	0	0	0	0	0	0	0	0	6	18
0200 - 0215	0	3	0	0	2	0	0	0	0	0	0	0	0	5	
0215 - 0230	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0230 - 0245	0	3	2	0	1	0	0	0	0	0	0	0	0	6	
0245 - 0300	0	3	0	0	0	0	0	0	0	0	0	0	0	3	18
0300 - 0315	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0315 - 0330	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
0330 - 0345	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0345 - 0400	0	3	1	0	0	0	0	0	0	0	0	0	0	4	27
0400 - 0415	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
0415 - 0430	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
0430 - 0445	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
0445 - 0500	0	15	2	0	1	0	0	0	0	0	0	0	0	18	55
0500 - 0515	0	17	3	0	0	0	0	0	0	0	0	0	0	20	
0515 - 0530	0	12	5	0	0	0	0	0	0	0	0	0	0	17	
0530 - 0545	0	12	3	0	2	0	0	0	0	0	0	0	0	17	
0545 - 0600	0	20	3	0	0	1	0	0	0	0	0	0	0	24	78
0600 - 0615	0	17	2	0	0	0	0	0	0	0	0	0	0	19	
0615 - 0630	0	32	7	1	0	0	0	0	0	0	0	0	0	40	
0630 - 0645	0	36	11	1	1	0	0	0	0	0	0	0	0	49	
0645 - 0700	0	34	8	1	1	0	0	0	0	0	0	0	0	44	152
0700 - 0715	0	43	9	1	0	0	0	0	0	0	0	0	0	53	
0715 - 0730	0	76	15	0	0	1	0	0	0	0	0	0	0	92	
0730 - 0745	0	86	18	1	2	1	0	0	1	0	0	0	0	109	
0745 - 0800	0	50	15	2	2	0	0	0	0	0	0	0	0	69	323
0800 - 0815	0	63	10	2	1	0	0	0	0	0	0	0	0	76	
0815 - 0830	0	44	8	0	3	0	0	0	0	0	0	0	0	55	
0830 - 0845	0	38	12	1	1	0	0	2	0	0	0	0	0	54	
0845 - 0900	0	35	8	0	0	0	0	0	0	0	0	0	0	43	228
0900 - 0915	0	33	4	0	4	0	0	0	0	0	0	0	0	41	
0915 - 0930	0	23	7	0	0	0	0	1	0	0	0	0	0	31	
0930 - 0945	0	27	10	0	2	1	0	0	2	0	0	0	0	42	
0945 - 1000	0	28	10	0	0	1	0	1	0	0	0	0	0	40	154
1000 - 1015	0	29	8	0	1	0	0	0	0	0	0	0	0	38	
1015 - 1030	0	27	8	0	1	0	0	0	0	0	0	0	0	36	
1030 - 1045	0	30	5	0	0	0	0	1	0	0	0	0	0	36	
1045 - 1100	0	19	6	0	3	0	0	0	0	0	0	0	0	28	138
1100 - 1115	0	31	8	0	0	0	0	0	0	0	0	0	0	39	
1115 - 1130	0	25	9	0	0	0	0	0	0	0	0	0	0	34	
1130 - 1145	0	33	12	0	2	0	0	0	1	0	0	0	0	48	
1145 - 1200	0	23	7	0	1	0	0	0	0	0	0	0	0	31	152
1200 - 1215	0	30	9	0	2	0	0	0	0	0	0	0	0	41	
1215 - 1230	0	23	6	0	2	0	0	0	0	0	0	0	0	31	
1230 - 1245	0	33	7	0	1	0	0	0	0	0	0	0	0	41	
1245 - 1300	0	29	9	0	2	0	0	0	0	0	0	0	0	40	153
1300 - 1315	0	36	7	0	0	0	0	1	1	0	0	0	0	45	
1315 - 1330	0	29	13	0	2	0	0	0	0	0	0	0	0	44	
1330 - 1345	0	36	9	0	1	0	0	0	0	0	0	0	0	46	
1345 - 1400	0	30	6	0	1	0	0	0	0	0	0	0	0	37	172
1400 - 1415	0	34	8	0	0	1	0	1	0	0	0	0	0	44	
1415 - 1430	0	34	6	0	1	0	0	0	0	0	0	0	0	41	
1430 - 1445	0	66	11	2	1	0	0	1	0	0	0	0	0	80	
1445 - 1500	0	53	17	0	3	0	0	0	0	0	0	0	0	73	238
1500 - 1515	0	41	9	0	1	0	0	0	0	0	0	0	0	51	
1515 - 1530	0	47	7	2	2	0	0	0	0	0	0	0	0	58	
1530 - 1545	0	47	11	0	1	0	0	0	1	0	0	0	0	60	
1545 - 1600	0	59	14	2	0	0	0	0	0	0	0	0	0	75	244
1600 - 1615	0	42	7	0	0	1	0	0	0	0	0	0	0	50	
1615 - 1630	0	53	10	0	1	0	0	0	0	0	0	0	0	64	
1630 - 1645	0	71	16	1	0	0	0	1	0	0	0	0	0	89	
1645 - 1700	0	62	11	0	1	0	0	0	0	0	0	0	0	74	277
1700 - 1715	0	53	7	2	0	0	0	0	0	0	0	0	0	62	
1715 - 1730	0	78	13	1	0	0	0	0	0	0	0	0	0	92	
1730 - 1745	0	52	7	0	0	0	0	0	0	0	0	0	0	59	
1745 - 1800	0	55	7	0	1	0	0	0	0	0	0	0	0	63	276
1800 - 1815	0	50	6	0	0	0	0	0	0	0	0	0	0	56	
1815 - 1830	0	54	8	0	0	0	0	0	1	0	0	0	0	63	
1830 - 1845	0	52	11	0	0	0	0	0	0	0	0	0	0	63	
1845 - 1900	0	31	7	0	1	0	0	0	0	0	0	0	0	39	221
1900 - 1915	0	46	2	0	0	0	0	0	0	0	0	0	0	48	
1915 - 1930	1	36	4	0	0	0	0	1	0	0	0	0	0	42	
1930 - 1945	0	43	3	0	0	0	0	0	0	0	0	0	0	46	
1945 - 2000	0	42	4	0	0	0	0	0	0	0	0	0	0	46	182
2000 - 2015	0	26	3	0	0	0	0	0	0	0	0	0	0	29	
2015 - 2030	0	28	1	0	0	0	0	0	0	0	0	0	0	29	
2030 - 2045	0	38	3	0	0	0	0	0	0	0	0	0	0	41	
2045 - 2100	0	24	2	0	0	0	0	0	0	0	0	0	0	26	125
2100 - 2115	0	27	2	0	0	0	0	0	0	0	0	0	0	29	
2115 - 2130	0	22	1	0	0	0	0	0	0	0	0	0	0	23	
2130 - 2145	0	16	1	0	0	0	0	0	0	0	0	0	0	17	
2145 - 2200	0	21	0	0	0	0	0	0	0	0	0	0	0	21	90
2200 - 2215	0	16	0	0	0	0	0	0	0	0	0	0	0	16	
2215 - 2230	0	21	0	0	2	0	0	0	0	0	0	0	0	23	
2230 - 2245	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
2245 - 2300	0	13	1	0	0	0	0	0	0	0	0	0	0	14	67
2300 - 2315	0	17	4	0	0	0	0	0	0	0	0	0	0	21	
2315 - 2330	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
2330 - 2345	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
2345 - 0000	0	6	0	0	0	0	0	0	0	0	0	0	0	6	49

Session Total	1	2823	541	20	57	7	0	9	7	0	0	0	0	3465
Session Average	0.01	29.41	5.64	0.21	0.59	0.07	0.00	0.09	0.07	0.00	0.00	0.00	0.00	36.09
Session Percentage	0.03	81.47	15.61	0.58	1.65	0.20	0.00	0.26	0.20	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0715 - 0815	0715 - 0815	0715 - 0815	0730 - 0830	0645 - 0745	-	0830 - 0930	0845 - 0945	-	-	-	-	0715 - 0815
AM Peak Volume	0	275	58	5	8	2	0	3	2	0	0	0	0	346
Noon Peak Hour	-	1430 - 1530	1430 - 1530	1430 - 1530	1130 - 1230	1315 - 1415	-	1000 - 1100	1045 - 1145	-	-	-	-	1430 -

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

Douglasville, GA

Site 12

W Stubbs Rd (North),
north of Butner Rd (East)

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.653525°, -84.615296°

0000 - 2400 (24h Session) (09-14-2022)

Bi-Directional 15min

Time	Bi-Directional 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	21	2	0	0	0	0	0	0	0	0	0	0	23	
0015 - 0030	0	18	3	0	0	0	0	0	0	0	0	0	0	21	
0030 - 0045	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
0045 - 0100	1	10	0	0	0	0	0	0	0	0	0	0	0	11	67
0100 - 0115	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
0115 - 0130	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0130 - 0145	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
0145 - 0200	0	10	2	0	0	0	0	0	0	0	0	0	0	12	38
0200 - 0215	0	8	2	0	2	0	0	0	0	0	0	0	0	12	
0215 - 0230	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
0230 - 0245	0	9	3	0	0	0	0	0	0	0	0	0	0	13	
0245 - 0300	0	10	3	0	0	0	0	0	0	0	0	0	0	13	49
0300 - 0315	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0315 - 0330	0	11	4	0	0	0	0	0	0	0	0	0	0	15	
0330 - 0345	0	13	1	0	0	0	0	0	0	0	0	0	0	14	
0345 - 0400	0	8	3	0	0	0	0	0	0	0	0	0	0	11	47
0400 - 0415	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
0415 - 0430	0	11	4	0	0	0	0	0	0	0	0	0	0	15	
0430 - 0445	0	21	5	0	0	0	0	0	0	0	0	0	0	26	
0445 - 0500	0	25	7	0	1	0	0	0	0	0	0	0	0	33	85
0500 - 0515	0	28	6	0	0	0	0	0	0	0	0	0	0	34	
0515 - 0530	0	28	9	0	0	0	0	0	0	0	0	0	0	37	
0530 - 0545	0	31	9	0	2	0	0	0	0	0	0	0	0	42	
0545 - 0600	0	38	9	0	0	1	0	0	0	0	0	0	0	48	161
0600 - 0615	0	33	3	2	0	0	0	0	0	0	0	0	0	38	
0615 - 0630	0	68	11	0	0	0	0	0	0	0	0	0	0	80	
0630 - 0645	0	76	14	2	1	0	0	0	0	0	0	0	0	93	
0645 - 0700	0	86	12	1	2	1	0	0	0	0	0	0	0	102	313
0700 - 0715	0	98	11	2	0	0	0	0	0	0	0	0	0	111	
0715 - 0730	0	166	22	0	0	2	0	0	0	0	0	0	0	190	
0730 - 0745	0	163	24	2	2	1	0	0	1	0	0	0	0	193	
0745 - 0800	0	113	19	2	2	0	0	0	0	0	0	0	0	136	630
0800 - 0815	0	117	16	4	1	0	0	0	0	0	0	0	0	138	
0815 - 0830	0	90	20	0	4	1	0	0	0	0	0	0	0	115	
0830 - 0845	0	82	20	1	1	1	0	2	0	0	0	0	0	107	
0845 - 0900	0	85	15	0	2	0	0	0	0	0	0	0	0	102	462
0900 - 0915	0	71	8	0	5	1	0	0	0	0	0	0	0	85	
0915 - 0930	0	55	12	0	0	0	0	1	0	0	0	0	0	68	
0930 - 0945	1	65	15	0	3	1	0	0	2	0	0	0	0	87	
0945 - 1000	0	58	13	0	1	1	0	2	0	0	0	0	0	75	315
1000 - 1015	0	59	11	0	2	1	0	0	1	0	0	0	0	74	
1015 - 1030	0	47	12	0	1	0	0	0	0	0	0	0	0	60	
1030 - 1045	0	62	8	1	1	0	0	1	0	0	0	0	0	73	
1045 - 1100	0	46	10	0	6	0	0	0	0	0	0	0	0	62	269
1100 - 1115	0	52	10	0	0	0	0	0	0	0	0	0	0	62	
1115 - 1130	0	50	13	0	0	0	0	1	0	0	0	0	0	64	
1130 - 1145	0	58	16	0	4	0	0	0	1	0	0	0	0	79	
1145 - 1200	0	50	18	0	2	0	0	0	0	0	0	0	0	70	275
1200 - 1215	0	63	14	0	3	1	0	0	1	0	0	0	0	82	
1215 - 1230	0	54	10	0	4	1	0	0	0	0	0	0	0	69	
1230 - 1245	0	60	17	0	1	0	0	0	0	0	0	0	0	78	
1245 - 1300	0	55	21	0	4	0	0	0	0	0	0	0	0	80	309
1300 - 1315	0	63	16	0	0	0	0	1	1	0	0	0	0	81	
1315 - 1330	0	58	24	0	6	0	0	0	0	0	0	0	0	88	
1330 - 1345	0	65	18	0	5	0	0	0	0	0	0	0	0	88	
1345 - 1400	1	74	18	0	1	0	0	0	0	0	0	0	0	94	351
1400 - 1415	0	80	17	2	0	1	0	1	1	0	0	0	0	102	
1415 - 1430	0	78	13	2	1	0	0	1	1	0	0	0	0	96	
1430 - 1445	0	119	16	3	3	0	0	0	0	0	0	0	0	141	
1445 - 1500	0	96	21	0	5	0	0	0	0	0	0	0	0	122	461
1500 - 1515	0	79	21	1	3	1	0	0	0	0	0	0	0	105	
1515 - 1530	0	88	16	2	2	0	0	0	0	0	0	0	0	108	
1530 - 1545	0	95	22	0	1	0	0	0	1	0	0	0	0	119	
1545 - 1600	0	117	31	4	2	0	0	0	0	0	0	0	0	154	486
1600 - 1615	0	111	20	0	1	2	0	0	0	0	0	0	0	134	
1615 - 1630	0	127	24	0	3	0	0	0	1	0	0	0	0	155	
1630 - 1645	0	134	32	1	1	0	0	1	0	0	0	0	0	169	
1645 - 1700	0	136	1	25	0	1	0	0	0	0	0	0	0	164	622
1700 - 1715	1	136	19	2	1	0	0	0	0	0	0	0	0	159	
1715 - 1730	0	157	29	1	1	0	0	0	1	0	0	0	0	189	
1730 - 1745	0	130	23	0	2	1	0	0	0	0	0	0	0	156	
1745 - 1800	0	138	21	0	2	0	0	0	0	0	0	0	0	161	665
1800 - 1815	0	128	22	0	1	0	0	0	0	0	0	0	0	151	
1815 - 1830	0	124	19	0	2	1	0	0	2	0	0	0	0	148	
1830 - 1845	0	138	25	0	2	0	0	0	0	0	0	0	0	165	
1845 - 1900	1	83	22	0	2	0	0	0	0	0	0	0	0	108	
1900 - 1915	0	97	13	0	1	0	0	0	0	0	0	0	0	111	572
1915 - 1930	1	81	15	0	3	0	0	1	0	0	0	0	0	101	
1930 - 1945	0	94	11	0	0	0	0	0	0	0	0	0	0	105	
1945 - 2000	0	82	13	0	0	0	0	0	0	0	0	0	0	95	412
2000 - 2015	0	76	10	0	0	0	0	0	0	0	0	0	0	86	
2015 - 2030	0	80	12	0	1	0	0	0	0	0	0	0	0	93	
2030 - 2045	0	74	9	0	0	0	0	0	0	0	0	0	0	83	
2045 - 2100	1	71	6	0	1	0	0	0	0	0	0	0	0	79	341
2100 - 2115	0	60	8	0	0	0	0	0	0	0	0	0	0	68	
2115 - 2130	0	53	5	0	0	0	0	0	0	0	0	0	0	58	
2130 - 2145	0	41	5	0	0	0	0	0	0	0	0	0	0	46	
2145 - 2200	0	51	6	0	1	0	0	0	0	0	0	0	0	58	230
2200 - 2215	0	32	5	0	0	0	0	0	0	0	0	0	0	37	
2215 - 2230	0	42	5	0	2	0	0	0	0	0	0	0	0	49	
2230 - 2245	0	34	1	0	0	0	0	0	0	0	0	0	0	35	
2245 - 2300	0	32	1	0	0	0	0	0	0	0	0	0	0	33	154
2300 - 2315	0	31	5	0	0	0	0	0	0	0	0	0	0	36	
2315 - 2330	0	26	3	0	0	0	0	0	0	0	0	0	0	29	
2330 - 2345	0	25	8	0	1	0	0	0	0	0	0	0	0	34	
2345 - 0000	0	10	2	0	0	0	0	0	0	0	0	0	0	12	111

Session Total	7	6085	1134	37	117	19	0	12	14	0	0	0	0	7425
Session Average	0.07	63.39	11.81	0.39	1.22	0.20	0.00	0.13	0.15	0.00	0.00	0.00	0.00	77.34
Session Percentage	0.09	81.95	15.27	0.50	1.58	0.26	0.00	0.16	0.19	0.00	0.00	0.00	0.00	
AM Peak Hour	0845 - 0945	0715 - 0815	0715 - 0815	0815 - 0915	0645 - 0745		-	0830 - 0930	0915 - 1015		-	-	-	0715 - 0815
AM Peak Volume	1	559	81	8	12	4	0	3	3	0	0	0	0	657
Noon Peak Hour	1300 - 1400	1430 - 1530	1445 - 1545	1345 - 1445	1245 - 1345	1130 - 1230	-	1030 - 1130	1115 - 1215	-	-	-	-	1430 - 1530
Noon Peak Volume	1	382	80	7	15	2	0	2	2	0	0	0	0	476
PM Peak Hour	1830 - 1930	1630 - 1730	1545 - 1645	1500 - 1600	1500 - 1600	1515 - 1615	-	1545 - 1645	1530 - 1630	-	-	-	-	1630 - 1730
PM Peak Volume	1	365	107	7	7	7	0	0	0	0	0	0	0	681

Bi-Directional Class Count || Volume Summary 15min

Douglasville, GA



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Site 12

W Stubbs Rd (North),
north of Butner Rd (East)

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.653525°, -84.615296°

0000 - 2400 (24h Session) (09-14-2022)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
0000 - 0015	14	9	23	67
0015 - 0030	12	9	21	
0030 - 0045	8	4	12	
0045 - 0100	5	6	11	
0100 - 0115	7	3	10	38
0115 - 0130	4	3	7	
0130 - 0145	3	6	9	
0145 - 0200	6	6	12	
0200 - 0215	7	5	12	49
0215 - 0230	7	4	11	
0230 - 0245	7	6	13	
0245 - 0300	10	3	13	
0300 - 0315	1	6	7	47
0315 - 0330	6	9	15	
0330 - 0345	6	8	14	
0345 - 0400	7	4	11	
0400 - 0415	2	9	11	85
0415 - 0430	4	11	15	
0430 - 0445	9	17	26	
0445 - 0500	15	18	33	
0500 - 0515	14	20	34	161
0515 - 0530	20	17	37	
0530 - 0545	25	17	42	
0545 - 0600	24	24	48	
0600 - 0615	19	19	38	313
0615 - 0630	40	40	80	
0630 - 0645	44	49	93	
0645 - 0700	58	44	102	
0700 - 0715	58	53	111	630
0715 - 0730	98	92	190	
0730 - 0745	84	109	193	
0745 - 0800	67	69	136	
0800 - 0815	62	76	138	462
0815 - 0830	60	55	115	
0830 - 0845	53	54	107	
0845 - 0900	59	43	102	
0900 - 0915	44	41	85	315
0915 - 0930	37	31	68	
0930 - 0945	45	42	87	
0945 - 1000	35	40	75	
1000 - 1015	36	38	74	269
1015 - 1030	24	36	60	
1030 - 1045	37	36	73	
1045 - 1100	34	28	62	
1100 - 1115	23	39	62	275
1115 - 1130	30	34	64	
1130 - 1145	31	48	79	
1145 - 1200	39	31	70	

Time	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
1200 - 1215	41	41	82	309
1215 - 1230	38	31	69	
1230 - 1245	37	41	78	
1245 - 1300	40	40	80	
1300 - 1315	36	45	81	351
1315 - 1330	44	44	88	
1330 - 1345	42	46	88	
1345 - 1400	57	37	94	
1400 - 1415	58	44	102	461
1415 - 1430	55	41	96	
1430 - 1445	61	80	141	
1445 - 1500	49	73	122	
1500 - 1515	54	51	105	486
1515 - 1530	50	58	108	
1530 - 1545	59	60	119	
1545 - 1600	79	75	154	
1600 - 1615	84	50	134	622
1615 - 1630	91	64	155	
1630 - 1645	80	89	169	
1645 - 1700	90	74	164	
1700 - 1715	97	62	159	665
1715 - 1730	97	92	189	
1730 - 1745	97	59	156	
1745 - 1800	98	63	161	
1800 - 1815	95	56	151	572
1815 - 1830	85	63	148	
1830 - 1845	102	63	165	
1845 - 1900	69	39	108	
1900 - 1915	63	48	111	412
1915 - 1930	59	42	101	
1930 - 1945	59	46	105	
1945 - 2000	49	46	95	
2000 - 2015	57	29	86	341
2015 - 2030	64	29	93	
2030 - 2045	42	41	83	
2045 - 2100	53	26	79	
2100 - 2115	39	29	68	230
2115 - 2130	35	23	58	
2130 - 2145	29	17	46	
2145 - 2200	37	21	58	
2200 - 2215	21	16	37	154
2215 - 2230	26	23	49	
2230 - 2245	21	14	35	
2245 - 2300	19	14	33	
2300 - 2315	15	21	36	111
2315 - 2330	19	10	29	
2330 - 2345	22	12	34	
2345 - 0000	6	6	12	

Session Total	3960	3465	7425
Session Average	41.25	36.09	77.34
Session Percentage	53.33	46.67	

24-Hr for Butner Rd w/o Stubbs Rd

Bi-Directional Class Count || NB EB 15min

Douglasville, GA

Site 13
 Butner Rd (West),
 west of W Stubbs Rd (North)

Date
 Wednesday, September 14, 2022

Weather
 Fair
 73°F

Lat/Long
 33.652839°, -84.615763°

[Click here for Map](#)
0000 - 2400 (24h Session) (09-14-2022)
 NB EB 15min

Time	Eastbound (Movement 13.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0015 - 0030	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
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	8
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	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	1	2	0	0	0	0	0	0	0	0	0	0	3	5
0200 - 0215	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0215 - 0230	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
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	8
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0315 - 0330	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0330 - 0345	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0345 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	11
0400 - 0415	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0415 - 0430	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0430 - 0445	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0445 - 0500	0	4	3	0	0	0	0	0	0	0	0	0	0	7	23
0500 - 0515	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0515 - 0530	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
0530 - 0545	0	12	4	0	0	0	0	0	0	0	0	0	0	16	
0545 - 0600	0	8	4	0	0	0	0	0	0	0	0	0	0	12	45
0600 - 0615	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
0615 - 0630	0	22	6	1	0	0	0	0	0	0	0	0	0	29	
0630 - 0645	0	28	5	0	0	0	0	0	0	0	0	0	0	33	
0645 - 0700	0	29	7	0	2	0	0	0	0	0	0	0	0	38	115
0700 - 0715	0	49	8	0	0	0	0	0	0	0	0	0	0	57	
0715 - 0730	0	57	12	0	1	0	0	0	0	0	0	0	0	70	
0730 - 0745	0	43	11	0	1	0	0	0	0	0	0	0	0	55	
0745 - 0800	0	51	15	0	1	0	0	0	0	0	0	0	0	67	249
0800 - 0815	0	75	13	2	2	0	0	0	0	0	0	0	0	92	
0815 - 0830	0	44	14	1	1	0	0	0	0	0	0	0	0	60	
0830 - 0845	0	34	13	1	0	0	0	0	0	0	0	0	0	48	
0845 - 0900	0	21	11	1	0	0	0	0	0	0	0	0	0	33	233
0900 - 0915	0	18	4	0	2	0	0	1	0	0	0	0	0	25	
0915 - 0930	0	15	6	0	1	0	0	0	0	0	0	0	0	22	
0930 - 0945	0	19	6	0	0	0	0	1	0	0	0	0	0	26	
0945 - 1000	0	16	5	0	2	0	0	0	0	0	0	0	0	23	96
1000 - 1015	0	13	3	0	0	0	0	0	0	0	0	0	0	16	
1015 - 1030	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
1030 - 1045	0	14	3	0	1	0	0	1	0	0	0	0	0	19	
1045 - 1100	0	12	3	1	0	0	0	0	0	0	0	0	0	16	63
1100 - 1115	0	13	1	0	2	0	0	0	0	0	0	0	0	16	
1115 - 1130	0	12	2	0	1	0	0	0	0	0	0	0	0	15	
1130 - 1145	0	15	4	0	1	0	0	0	0	0	0	0	0	20	
1145 - 1200	0	15	6	0	0	0	0	0	0	0	0	0	0	21	72
1200 - 1215	0	18	2	0	0	0	0	0	0	0	0	0	0	20	
1215 - 1230	0	21	7	0	4	1	0	0	0	0	0	0	0	33	
1230 - 1245	0	19	7	0	1	0	0	0	0	0	0	0	0	27	
1245 - 1300	0	17	6	0	1	0	0	0	0	0	0	0	0	24	104
1300 - 1315	0	17	4	0	0	0	0	1	0	0	0	0	0	22	
1315 - 1330	0	15	5	0	0	0	0	0	0	0	0	0	0	20	
1330 - 1345	0	23	4	2	1	0	0	0	0	0	0	0	0	30	
1345 - 1400	1	24	3	0	1	0	0	0	0	0	0	0	0	29	101
1400 - 1415	0	14	5	0	0	0	0	0	0	0	0	0	0	19	
1415 - 1430	0	23	7	0	0	0	0	0	0	0	0	0	0	30	
1430 - 1445	0	22	4	0	2	0	0	0	0	0	0	0	0	28	
1445 - 1500	0	15	6	0	1	0	0	0	0	0	0	0	0	22	99
1500 - 1515	0	21	4	1	0	0	0	0	0	0	0	0	0	26	
1515 - 1530	0	37	6	0	0	0	0	0	0	0	0	0	0	43	
1530 - 1545	0	25	6	0	0	1	0	0	0	0	0	0	0	32	
1545 - 1600	0	27	7	3	0	0	0	0	0	0	0	0	0	37	138
1600 - 1615	0	32	9	0	1	0	0	0	0	0	0	0	0	42	
1615 - 1630	0	24	3	0	0	0	0	0	0	0	0	0	0	27	
1630 - 1645	0	26	6	0	0	0	0	0	0	0	0	0	0	32	
1645 - 1700	0	24	5	0	0	0	0	0	0	0	0	0	0	30	131
1700 - 1715	0	25	2	1	0	0	0	0	0	0	0	0	0	28	
1715 - 1730	0	36	4	1	0	0	0	0	0	0	0	0	0	41	
1730 - 1745	0	21	4	0	0	0	0	0	0	0	0	0	0	25	
1745 - 1800	0	20	5	0	0	0	0	0	0	0	0	0	0	25	119
1800 - 1815	0	26	5	0	0	0	0	0	0	0	0	0	0	31	
1815 - 1830	0	23	6	0	0	0	0	0	0	0	0	0	0	29	
1830 - 1845	0	22	2	0	0	1	0	0	0	0	0	0	0	25	
1845 - 1900	0	18	6	0	0	0	0	0	0	0	0	0	0	24	109
1900 - 1915	0	21	6	0	0	0	0	0	0	0	0	0	0	27	
1915 - 1930	0	22	3	0	1	0	0	0	0	0	0	0	0	26	
1930 - 1945	0	18	5	0	0	0	0	0	0	0	0	0	0	23	
1945 - 2000	0	18	3	0	0	0	0	0	0	0	0	0	0	21	97
2000 - 2015	0	24	4	0	0	0	0	0	0	0	0	0	0	28	
2015 - 2030	0	26	8	0	2	0	0	0	0	0	0	0	0	36	
2030 - 2045	0	16	4	0	0	0	0	0	0	0	0	0	0	20	
2045 - 2100	0	10	1	0	0	0	0	0	0	0	0	0	0	11	95
2100 - 2115	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
2115 - 2130	0	11	3	0	1	0	0	0	0	0	0	0	0	15	
2130 - 2145	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2145 - 2200	0	6	0	0	0	0	0	0	0	0	0	0	0	6	41
2200 - 2215	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
2215 - 2230	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
2230 - 2245	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2245 - 2300	0	7	1	0	0	0	0	0	0	0	0	0	0	8	26
2300 - 2315	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2315 - 2330	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2330 - 2345	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
2345 - 0000	0	4	1	0	0	0	0	0	0	0	0	0	0	5	28

Session Total	1	1582	376	16	34	3	0	4	0	0	0	0	0	0	2106
Session Average	0.01	16.48	3.92	0.17	0.35	0.03	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	21.00
Session Percentage	0.05	78.47	18.65	0.79	1.69	0.15	0.00	0.20	0.00	0.00	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0715 - 0815	0745 - 0845	0800 - 0900	0715 - 0815	-	-	0845 - 0945	-	-	-	-	-	-	0715 - 0815
AM Peak Volume	0	226	55	5	5	0	0	2	0	0	0	0	0	0	284
Noon Peak Hour	1300 - 1400	1445 - 1545	1215 - 1315	1245 - 1345	1200 - 1300	1130 - 1230	-	1000 - 1100	-	-	-	-	-	-	1445 - 1545
Noon Peak Volume	1	98	24	2	6	1	0	1	0	0	0	0	0	0	123
PM Peak Hour	-	1515 - 1615	1515 - 1615	1500 - 1600	1930 - 2030	1500 - 1600	-	-	-	-	-	-	-	-	1515 - 1615
PM Peak Volume	0	28	28	28	28	28	0	0	0	0	0	0	0	0	154

Bi-Directional Class Count || SB WB 15min

Douglasville, GA

Site 13

Butner Rd (West),
west of W Stubbs Rd (North)

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.652839°, -84.615763°


[Click here for Map](#)

0000 - 2400 (24h Session) (09-14-2022)

SB WB 15min

Time	Westbound (Movement 13.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
0015 - 0030	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
0030 - 0045	0	4	0	0	1	0	0	0	0	0	0	0	0	5	
0045 - 0100	0	2	0	0	0	0	0	0	0	0	0	0	0	2	25
0100 - 0115	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0130 - 0145	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0215 - 0230	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0230 - 0245	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	11
0300 - 0315	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0315 - 0330	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0330 - 0345	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0345 - 0400	0	2	2	0	0	0	0	0	0	0	0	0	0	4	13
0400 - 0415	0	2	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	2	
0430 - 0445	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0445 - 0500	0	2	0	0	0	0	0	0	0	0	0	0	0	2	8
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515 - 0530	0	2	0	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	6	1	0	0	0	0	0	0	0	0	0	0	7	9
0600 - 0615	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0615 - 0630	0	13	0	1	0	0	0	0	0	0	0	0	0	14	
0630 - 0645	0	10	0	1	0	0	0	0	0	0	0	0	0	11	
0645 - 0700	0	11	3	0	0	0	0	0	0	0	0	0	0	14	47
0700 - 0715	0	22	1	1	0	0	0	0	0	0	0	0	0	24	
0715 - 0730	0	39	2	0	0	0	0	0	0	0	0	0	0	41	
0730 - 0745	0	46	2	1	0	0	0	0	0	0	0	0	0	49	
0745 - 0800	0	31	6	4	0	0	0	0	0	0	0	0	0	41	155
0800 - 0815	0	32	3	4	0	0	0	0	0	0	0	0	0	39	
0815 - 0830	0	14	4	0	0	0	0	0	0	0	0	0	0	18	
0830 - 0845	0	27	3	2	1	0	0	0	0	0	0	0	0	33	
0845 - 0900	0	16	3	0	0	0	0	0	0	0	0	0	0	19	109
0900 - 0915	0	16	4	1	0	0	0	0	0	0	0	0	0	21	
0915 - 0930	0	11	4	0	0	0	0	0	0	0	0	0	0	15	
0930 - 0945	0	13	5	0	0	0	0	0	0	0	0	0	0	18	
0945 - 1000	0	17	2	0	1	0	0	0	1	0	0	0	0	21	75
1000 - 1015	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
1015 - 1030	0	11	3	0	3	0	0	0	0	0	0	0	0	17	
1030 - 1045	0	12	7	0	0	1	0	0	0	0	0	0	0	20	
1045 - 1100	0	10	2	0	3	0	0	0	0	0	0	0	0	15	60
1100 - 1115	0	12	4	0	0	0	0	0	0	0	0	0	0	16	
1115 - 1130	0	14	5	0	0	0	0	0	0	0	0	0	0	19	
1130 - 1145	0	18	6	0	1	0	0	0	1	0	0	0	0	26	
1145 - 1200	0	14	5	0	0	0	0	0	0	0	0	0	0	19	80
1200 - 1215	0	12	5	0	0	0	0	0	0	0	0	0	0	17	
1215 - 1230	0	13	8	0	0	0	0	0	0	0	0	0	0	21	
1230 - 1245	0	13	4	0	0	0	0	0	0	0	0	0	0	17	
1245 - 1300	0	16	4	0	0	1	0	0	0	0	0	0	0	21	76
1300 - 1315	0	13	4	0	1	0	0	0	0	0	0	0	0	18	
1315 - 1330	0	21	5	0	1	0	0	1	0	0	0	0	0	28	
1330 - 1345	1	27	7	0	0	0	0	0	0	0	0	0	0	35	
1345 - 1400	0	20	7	0	2	0	0	0	0	0	0	0	0	29	110
1400 - 1415	0	15	5	0	1	0	0	0	0	0	0	0	0	21	
1415 - 1430	0	27	2	0	1	0	0	0	0	0	0	0	0	30	
1430 - 1445	0	24	7	0	1	0	0	0	0	0	0	0	0	32	
1445 - 1500	0	30	8	0	0	0	0	0	0	0	0	0	0	38	121
1500 - 1515	0	34	8	1	2	1	0	0	0	0	0	0	0	46	
1515 - 1530	0	36	7	2	1	0	0	0	0	0	0	0	0	46	
1530 - 1545	0	32	8	0	0	0	0	0	0	0	0	0	0	40	
1545 - 1600	0	36	10	2	1	0	0	0	0	0	0	0	0	49	181
1600 - 1615	0	33	8	1	0	0	0	0	0	0	0	0	0	42	
1615 - 1630	0	45	10	2	1	0	0	0	0	0	0	0	0	58	
1630 - 1645	0	51	15	3	1	0	0	0	0	0	0	0	0	70	
1645 - 1700	0	37	12	1	1	0	0	0	0	0	0	0	0	52	222
1700 - 1715	0	50	15	2	1	0	0	0	0	0	0	0	0	68	
1715 - 1730	0	53	19	3	1	0	0	0	0	0	0	0	0	76	
1730 - 1745	0	39	11	0	0	0	0	0	0	0	0	0	0	50	
1745 - 1800	0	56	13	0	0	0	0	0	0	0	0	0	0	69	263
1800 - 1815	0	45	8	0	2	0	0	0	0	0	0	0	0	55	
1815 - 1830	0	47	7	0	0	0	0	0	0	0	0	0	0	54	
1830 - 1845	0	43	7	0	1	0	0	0	1	0	0	0	0	52	
1845 - 1900	0	31	8	0	0	0	0	0	0	0	0	0	0	39	200
1900 - 1915	0	31	7	1	1	0	0	0	0	0	0	0	0	40	
1915 - 1930	0	19	6	0	1	0	0	0	0	0	0	0	0	26	
1930 - 1945	0	27	7	0	0	0	0	0	0	0	0	0	0	34	
1945 - 2000	0	23	4	0	0	0	0	0	0	0	0	0	0	27	127
2000 - 2015	0	21	9	0	0	0	0	0	0	0	0	0	0	30	
2015 - 2030	0	22	4	0	1	0	0	0	0	0	0	0	0	27	
2030 - 2045	0	21	3	0	0	0	0	0	0	0	0	0	0	24	
2045 - 2100	0	14	3	0	0	0	0	0	0	0	0	0	0	17	98
2100 - 2115	0	12	4	0	0	0	0	0	0	0	0	0	0	16	
2115 - 2130	0	16	2	0	1	0	0	0	0	0	0	0	0	19	
2130 - 2145	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
2145 - 2200	0	13	3	0	0	0	0	0	0	0	0	0	0	16	63
2200 - 2215	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
2215 - 2230	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
2230 - 2245	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
2245 - 2300	0	9	3	0	0	0	0	0	0	0	0	0	0	12	43
2300 - 2315	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
2315 - 2330	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
2330 - 2345	0	8	5	0	0	0	0	0	0	0	0	0	0	13	
2345 - 0000	0	10	4	0	0	0	0	0	0	0	0	0	0	14	41

Session Total	1	1676	391	33	33	3	0	2	3	0	0	0	0	2142
Session Average	0.01	17.46	4.07	0.34	0.34	0.03	0.00	0.02	0.03	0.00	0.00	0.00	0.00	22.31
Session Percentage	0.05	78.24	18.25	1.54	1.54	0.14	0.00	0.09	0.14	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0715 - 0815	0745 - 0845	0745 - 0845	0930 - 1030	0945 - 1045	-	-	0900 - 1000	-	-	-	-	0715 - 0815
AM Peak Volume	0	148	16	10	4	1	0	0	1	0	0	0	0	170
Noon Peak Hour	1245 - 1345	1445 - 1545	1445 - 1545	1430 - 1530	1000 - 1100	1000 - 1100	-	1230 - 1330	1045 - 1145	-	-	-	-	1445 - 1545
Noon Peak Volume	1	132	31	3	6	1	0	1	0	0	0	0	0	170
PM Peak Hour	-	1700 - 1800	1630 - 1730	1630 - 1730	1500 - 1600	1500 - 1600	-	1600 - 1700	1745 - 1845	-	-	-	-	1630 - 1730
PM Peak Volume	0	198	61	9	4	1	0	1	1	0	0	0	0	266

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

Douglasville, GA

Site 13

Butner Rd (West),
west of W Stubbs Rd (North)

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.652839°, -84.615763°

0000 - 2400 (24h Session) (09-14-2022)

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	3	0	0	0	0	0	0	0	0	0	0	11	
0015 - 0030	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
0030 - 0045	0	4	0	0	1	0	0	0	0	0	0	0	0	5	
0045 - 0100	0	3	0	0	0	0	0	0	0	0	0	0	0	3	33
0100 - 0115	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0130 - 0145	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	1	2	0	0	0	0	0	0	0	0	0	0	3	10
0200 - 0215	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0215 - 0230	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
0230 - 0245	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0245 - 0300	0	3	1	0	0	0	0	0	0	0	0	0	0	4	19
0300 - 0315	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0315 - 0330	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0330 - 0345	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0345 - 0400	0	4	2	0	0	0	0	0	0	0	0	0	0	6	24
0400 - 0415	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
0415 - 0430	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0430 - 0445	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0445 - 0500	0	6	3	0	0	0	0	0	0	0	0	0	0	9	31
0500 - 0515	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0515 - 0530	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
0530 - 0545	0	12	4	0	0	0	0	0	0	0	0	0	0	16	
0545 - 0600	0	14	5	0	0	0	0	0	0	0	0	0	0	19	54
0600 - 0615	0	19	4	0	0	0	0	0	0	0	0	0	0	23	
0615 - 0630	0	35	6	2	0	0	0	0	0	0	0	0	0	43	
0630 - 0645	0	38	5	1	0	0	0	0	0	0	0	0	0	44	
0645 - 0700	0	40	10	0	2	0	0	0	0	0	0	0	0	52	162
0700 - 0715	0	71	9	1	0	0	0	0	0	0	0	0	0	81	
0715 - 0730	0	96	14	0	1	0	0	0	0	0	0	0	0	111	
0730 - 0745	0	89	13	1	1	0	0	0	0	0	0	0	0	104	
0745 - 0800	0	82	21	4	1	0	0	0	0	0	0	0	0	108	404
0800 - 0815	0	107	16	6	2	0	0	0	0	0	0	0	0	131	
0815 - 0830	0	58	18	1	1	0	0	0	0	0	0	0	0	78	
0830 - 0845	0	61	16	3	1	0	0	0	0	0	0	0	0	81	
0845 - 0900	0	37	14	1	0	0	0	0	0	0	0	0	0	52	342
0900 - 0915	0	34	8	1	2	0	0	1	0	0	0	0	0	46	
0915 - 0930	0	26	10	0	1	0	0	0	0	0	0	0	0	37	
0930 - 0945	0	32	11	0	0	0	0	1	0	0	0	0	0	44	
0945 - 1000	0	33	7	0	3	0	0	0	1	0	0	0	0	44	171
1000 - 1015	0	21	3	0	0	0	0	0	0	0	0	0	0	24	
1015 - 1030	0	20	6	0	3	0	0	0	0	0	0	0	0	29	
1030 - 1045	0	26	10	0	1	1	0	1	0	0	0	0	0	39	
1045 - 1100	0	22	5	1	3	0	0	0	0	0	0	0	0	31	123
1100 - 1115	0	25	5	0	2	0	0	0	0	0	0	0	0	32	
1115 - 1130	0	26	7	0	1	0	0	0	0	0	0	0	0	34	
1130 - 1145	0	33	10	0	2	0	0	0	1	0	0	0	0	46	
1145 - 1200	0	29	11	0	0	0	0	0	0	0	0	0	0	40	152
1200 - 1215	0	30	7	0	0	0	0	0	0	0	0	0	0	37	
1215 - 1230	0	34	15	0	4	1	0	0	0	0	0	0	0	54	
1230 - 1245	0	32	11	0	1	0	0	0	0	0	0	0	0	44	
1245 - 1300	0	33	10	0	1	1	0	0	0	0	0	0	0	45	180
1300 - 1315	0	30	8	0	1	0	0	1	0	0	0	0	0	40	
1315 - 1330	0	36	10	0	1	0	0	1	0	0	0	0	0	48	
1330 - 1345	1	50	11	2	1	0	0	0	0	0	0	0	0	65	
1345 - 1400	1	44	10	0	3	0	0	0	0	0	0	0	0	58	211
1400 - 1415	0	29	10	0	1	0	0	0	0	0	0	0	0	40	
1415 - 1430	0	50	9	0	1	0	0	0	0	0	0	0	0	60	
1430 - 1445	0	46	11	0	3	0	0	0	0	0	0	0	0	60	
1445 - 1500	0	45	14	0	1	0	0	0	0	0	0	0	0	60	220
1500 - 1515	0	55	12	2	2	1	0	0	0	0	0	0	0	72	
1515 - 1530	0	73	13	2	1	0	0	0	0	0	0	0	0	89	
1530 - 1545	0	57	14	0	0	1	0	0	0	0	0	0	0	72	
1545 - 1600	0	63	17	5	1	0	0	0	0	0	0	0	0	86	319
1600 - 1615	0	65	17	1	1	0	0	0	0	0	0	0	0	84	
1615 - 1630	0	69	13	2	1	0	0	0	0	0	0	0	0	85	
1630 - 1645	0	77	21	3	1	0	0	0	0	0	0	0	0	102	
1645 - 1700	0	61	17	2	1	0	0	0	0	0	0	0	0	82	353
1700 - 1715	0	75	17	3	1	0	0	0	0	0	0	0	0	96	
1715 - 1730	0	89	23	4	1	0	0	0	0	0	0	0	0	117	
1730 - 1745	0	60	15	0	0	0	0	0	0	0	0	0	0	75	
1745 - 1800	0	76	18	0	0	0	0	0	0	0	0	0	0	94	382
1800 - 1815	0	71	13	0	2	0	0	0	0	0	0	0	0	86	
1815 - 1830	0	70	13	0	0	0	0	0	0	0	0	0	0	83	
1830 - 1845	0	65	9	0	1	1	0	0	1	0	0	0	0	77	
1845 - 1900	0	49	14	0	0	0	0	0	0	0	0	0	0	63	309
1900 - 1915	0	52	13	1	1	0	0	0	0	0	0	0	0	67	
1915 - 1930	0	41	9	0	2	0	0	0	0	0	0	0	0	52	
1930 - 1945	0	45	12	0	0	0	0	0	0	0	0	0	0	57	
1945 - 2000	0	41	7	0	0	0	0	0	0	0	0	0	0	48	224
2000 - 2015	0	45	13	0	0	0	0	0	0	0	0	0	0	58	
2015 - 2030	0	48	12	0	3	0	0	0	0	0	0	0	0	63	
2030 - 2045	0	37	7	0	0	0	0	0	0	0	0	0	0	44	
2045 - 2100	0	24	4	0	0	0	0	0	0	0	0	0	0	28	193
2100 - 2115	0	22	5	0	0	0	0	0	0	0	0	0	0	27	
2115 - 2130	0	27	5	0	2	0	0	0	0	0	0	0	0	34	
2130 - 2145	0	16	5	0	0	0	0	0	0	0	0	0	0	21	
2145 - 2200	0	19	3	0	0	0	0	0	0	0	0	0	0	22	104
2200 - 2215	0	13	3	0	0	0	0	0	0	0	0	0	0	16	
2215 - 2230	0	18	3	0	0	0	0	0	0	0	0	0	0	21	
2230 - 2245	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
2245 - 2300	0	16	4	0	0	0	0	0	0	0	0	0	0	20	
2300 - 2315	0	14	2	0	0	0	0	0	0	0	0	0	0	16	69
2315 - 2330	0	14	2	0	0	0	0	0	0	0	0	0	0	16	
2330 - 2345	0	11	7	0	0	0	0	0	0	0	0	0	0	18	
2345 - 0000	0	14	5	0	0	0	0	0	0	0	0	0	0	19	69

Session Total	2	3258	767	49	67	6	0	6	3	0	0	0	0	4158
Session Average	0.02	33.94	7.99	0.51	0.70	0.06	0.00	0.06	0.03	0.00	0.00	0.00	0.00	43.31
Session Percentage	0.05	78.35	18.45	1.18	1.61	0.14	0.00	0.14	0.07	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0715 - 0815	0745 - 0845	0745 - 0845	0945 - 1045	0945 - 1045	-	0845 - 0945	0900 - 1000	-	-	-	-	0715 - 0815
AM Peak Volume	0	374	71	14	7	1	0	2	1	0	0	0	0	454
Noon Peak Hour	1300 - 1400	1445 - 1545	1445 - 1545	1430 - 1530	1015 - 1115	1200 - 1300	-	1230 - 1330	1045 - 1145	-	-	-	-	1445 - 154

Bi-Directional Class Count || Volume Summary 15min

Douglasville, GA



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Site 13

Butner Rd (West),
west of W Stubbs Rd (North)

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.652839°, -84.615763°

0000 - 2400 (24h Session) (09-14-2022)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
0000 - 0015	4	7	11	33
0015 - 0030	3	11	14	
0030 - 0045	0	5	5	
0045 - 0100	1	2	3	
0100 - 0115	1	3	4	10
0115 - 0130	0	1	1	
0130 - 0145	1	1	2	
0145 - 0200	3	0	3	
0200 - 0215	2	1	3	19
0215 - 0230	1	3	4	
0230 - 0245	2	6	8	
0245 - 0300	3	1	4	
0300 - 0315	1	3	4	24
0315 - 0330	3	3	6	
0330 - 0345	5	3	8	
0345 - 0400	2	4	6	
0400 - 0415	8	2	10	31
0415 - 0430	4	2	6	
0430 - 0445	4	2	6	
0445 - 0500	7	2	9	
0500 - 0515	7	0	7	54
0515 - 0530	10	2	12	
0530 - 0545	16	0	16	
0545 - 0600	12	7	19	
0600 - 0615	15	8	23	162
0615 - 0630	29	14	43	
0630 - 0645	33	11	44	
0645 - 0700	38	14	52	
0700 - 0715	57	24	81	404
0715 - 0730	70	41	111	
0730 - 0745	55	49	104	
0745 - 0800	67	41	108	
0800 - 0815	92	39	131	342
0815 - 0830	60	18	78	
0830 - 0845	48	33	81	
0845 - 0900	33	19	52	
0900 - 0915	25	21	46	171
0915 - 0930	22	15	37	
0930 - 0945	26	18	44	
0945 - 1000	23	21	44	
1000 - 1015	16	8	24	123
1015 - 1030	12	17	29	
1030 - 1045	19	20	39	
1045 - 1100	16	15	31	
1100 - 1115	16	16	32	152
1115 - 1130	15	19	34	
1130 - 1145	20	26	46	
1145 - 1200	21	19	40	

Time	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
1200 - 1215	20	17	37	180
1215 - 1230	33	21	54	
1230 - 1245	27	17	44	
1245 - 1300	24	21	45	
1300 - 1315	22	18	40	211
1315 - 1330	20	28	48	
1330 - 1345	30	35	65	
1345 - 1400	29	29	58	
1400 - 1415	19	21	40	220
1415 - 1430	30	30	60	
1430 - 1445	28	32	60	
1445 - 1500	22	38	60	
1500 - 1515	26	46	72	319
1515 - 1530	43	46	89	
1530 - 1545	32	40	72	
1545 - 1600	37	49	86	
1600 - 1615	42	42	84	353
1615 - 1630	27	58	85	
1630 - 1645	32	70	102	
1645 - 1700	30	52	82	
1700 - 1715	28	68	96	382
1715 - 1730	41	76	117	
1730 - 1745	25	50	75	
1745 - 1800	25	69	94	
1800 - 1815	31	55	86	309
1815 - 1830	29	54	83	
1830 - 1845	25	52	77	
1845 - 1900	24	39	63	
1900 - 1915	27	40	67	224
1915 - 1930	26	26	52	
1930 - 1945	23	34	57	
1945 - 2000	21	27	48	
2000 - 2015	28	30	58	193
2015 - 2030	36	27	63	
2030 - 2045	20	24	44	
2045 - 2100	11	17	28	
2100 - 2115	11	16	27	104
2115 - 2130	15	19	34	
2130 - 2145	9	12	21	
2145 - 2200	6	16	22	
2200 - 2215	7	9	16	69
2215 - 2230	7	14	21	
2230 - 2245	4	8	12	
2245 - 2300	8	12	20	
2300 - 2315	9	7	16	69
2315 - 2330	9	7	16	
2330 - 2345	5	13	18	
2345 - 0000	5	14	19	

Session Total	2016	2142	4158
Session Average	21.00	22.31	43.31
Session Percentage	48.48	51.52	

24-Hr for Butner Rd w/o Butner Rd

Bi-Directional Class Count || NB EB 15min

Douglasville, GA

Site 14

Butner Rd (West),
west of Butner Rd (East)

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.648431°, -84.633967°


[Click here for Map](#)

0000 - 2400 (24h Session) (09-14-2022)

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	3	0	0	0	0	0	0	0	0	0	0	0	3	
0015 - 0030	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
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	6
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	2	
0130 - 0145	0	0	1	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	4
0200 - 0215	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0215 - 0230	0	0	1	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	2	0	0	0	0	0	0	0	0	0	0	0	2	6
0300 - 0315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0315 - 0330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	8
0400 - 0415	0	3	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	3	0	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	3	0	0	0	0	0	0	0	0	0	0	0	3	
0515 - 0530	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
0530 - 0545	0	8	1	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	27
0600 - 0615	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0615 - 0630	0	14	2	1	0	0	0	0	0	0	0	0	0	17	
0630 - 0645	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
0645 - 0700	0	19	3	0	1	0	0	0	0	0	0	0	0	23	58
0700 - 0715	0	34	6	0	0	0	0	0	0	0	0	0	0	40	
0715 - 0730	0	42	5	0	0	0	0	0	0	0	0	0	0	47	
0730 - 0745	0	27	6	0	0	0	0	0	0	0	0	0	0	33	
0745 - 0800	0	43	10	0	2	0	0	0	0	0	0	0	0	55	175
0800 - 0815	0	58	9	2	1	0	0	0	0	0	0	0	0	70	
0815 - 0830	0	38	8	0	1	0	0	0	0	0	0	0	0	47	
0830 - 0845	0	22	10	2	0	0	0	0	0	0	0	0	0	34	
0845 - 0900	0	12	9	1	0	0	0	0	0	0	0	0	0	22	173
0900 - 0915	0	12	4	0	2	0	0	0	0	0	0	0	0	18	
0915 - 0930	0	8	4	0	0	0	0	0	0	0	0	0	0	12	
0930 - 0945	0	11	1	0	1	0	0	1	0	0	0	0	0	14	
0945 - 1000	0	11	3	0	1	0	0	1	0	0	0	0	0	16	60
1000 - 1015	0	5	1	0	1	0	0	0	0	0	0	0	0	7	
1015 - 1030	0	9	2	0	0	0	0	1	0	0	0	0	0	12	
1030 - 1045	0	14	3	0	0	0	0	0	0	0	0	0	0	17	
1045 - 1100	0	8	2	1	0	0	0	0	0	0	0	0	0	11	47
1100 - 1115	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
1115 - 1130	0	11	1	0	1	0	0	0	0	0	0	0	0	13	
1130 - 1145	0	12	2	0	2	0	0	0	0	0	0	0	0	16	
1145 - 1200	0	9	3	0	0	0	0	0	0	0	0	0	0	12	47
1200 - 1215	0	17	3	0	0	0	0	0	0	0	0	0	0	20	
1215 - 1230	0	11	4	0	3	0	0	0	0	0	0	0	0	18	
1230 - 1245	0	17	4	0	1	1	0	0	0	0	0	0	0	23	
1245 - 1300	0	12	5	0	1	0	0	0	0	0	0	0	0	18	79
1300 - 1315	0	11	2	1	0	0	0	0	0	0	0	0	0	14	
1315 - 1330	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
1330 - 1345	0	16	3	1	0	0	0	0	0	0	0	0	0	20	
1345 - 1400	0	13	1	0	1	0	0	1	0	0	0	0	0	16	63
1400 - 1415	0	9	4	0	0	0	0	0	0	0	0	0	0	13	
1415 - 1430	0	14	5	0	1	0	0	0	0	0	0	0	0	20	
1430 - 1445	0	13	3	0	1	0	0	0	0	0	0	0	0	17	
1445 - 1500	0	13	1	0	0	0	0	0	0	0	0	0	0	14	64
1500 - 1515	0	21	4	1	0	0	0	0	0	0	0	0	0	26	
1515 - 1530	0	31	5	0	0	1	0	0	0	0	0	0	0	37	
1530 - 1545	0	20	4	1	0	0	0	0	0	0	0	0	0	25	
1545 - 1600	0	29	7	2	0	0	0	0	0	0	0	0	0	38	126
1600 - 1615	0	23	7	0	0	0	0	0	0	0	0	0	0	30	
1615 - 1630	0	28	2	0	0	0	0	0	0	0	0	0	0	30	
1630 - 1645	0	15	4	0	0	0	0	0	0	0	0	0	0	19	
1645 - 1700	0	20	3	0	0	0	0	0	0	0	0	0	0	24	103
1700 - 1715	0	29	3	2	0	0	0	0	0	0	0	0	0	34	
1715 - 1730	0	27	6	0	0	0	0	0	0	0	0	0	0	33	
1730 - 1745	0	19	3	0	0	0	0	0	0	0	0	0	0	22	
1745 - 1800	0	28	4	0	0	0	0	0	0	0	0	0	0	32	121
1800 - 1815	0	24	5	0	0	1	0	0	0	0	0	0	0	30	
1815 - 1830	0	28	5	0	0	0	0	0	0	0	0	0	0	33	
1830 - 1845	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
1845 - 1900	0	17	5	0	0	0	0	0	0	0	0	0	0	22	
1900 - 1915	0	28	5	0	0	0	0	0	0	0	0	0	0	33	102
1915 - 1930	0	17	1	0	1	0	0	0	0	0	0	0	0	19	
1930 - 1945	0	16	6	0	0	0	0	0	0	0	0	0	0	22	
1945 - 2000	0	22	6	0	0	0	0	0	0	0	0	0	0	28	102
2000 - 2015	0	19	4	0	1	0	0	0	0	0	0	0	0	24	
2015 - 2030	0	26	5	0	1	0	0	0	0	0	0	0	0	32	
2030 - 2045	0	18	4	0	0	0	0	0	0	0	0	0	0	22	
2045 - 2100	0	9	2	0	0	0	0	0	0	0	0	0	0	11	89
2100 - 2115	0	8	1	0	0	0	0	0	0	0	0	0	0	10	
2115 - 2130	0	10	2	0	0	0	0	0	0	0	0	0	0	12	
2130 - 2145	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2145 - 2200	0	5	0	0	0	0	0	0	0	0	0	0	0	5	36
2200 - 2215	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
2215 - 2230	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2230 - 2245	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
2245 - 2300	0	6	1	0	0	0	0	0	0	0	0	0	0	7	24
2300 - 2315	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2315 - 2330	0	2	0	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	2	1	0	0	0	0	0	0	0	0	0	0	3	13

Session Total	0	1240	256	16	25	3	0	4	0	0	0	0	0	1544
Session Average	0.00	12.92	2.67	0.17	0.26	0.03	0.00	0.04	0.00	0.00	0.00	0.00	0.00	16.08
Session Percentage	0.00	80.31	16.58	1.04	1.62	0.19	0.00	0.26	0.00	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0715 - 0815	0745 - 0845	0800 - 0900	0730 - 0830	-	-	0930 - 1030	-	-	-	-	-	0745 - 0845
AM Peak Volume	0	170	37	5	4	0	0	3	0	0	0	0	0	206
Noon Peak Hour	-	1445 - 1545	1200 - 1300	1245 - 1345	1130 - 1230	1145 - 1245	-	1000 - 1100	-	-	-	-	-	1445 - 1545
Noon Peak Volume	0	85	16	2	5	1	0	1	0	0	0	0	0	102
PM Peak Hour	-	1515 - 1615	1515 - 1615	1500 - 1600	1915 - 2015	1500 - 1600	-	-	-	-	-	-	-	1515 - 1615
PM Peak Volume	0	23	23	13	0	0	0	0	0	0	0	0	0	130

Bi-Directional Class Count || SB WB 15min

Douglasville, GA

Site 14

Butner Rd (West),
west of Butner Rd (East)

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.648431°, -84.633967°


[Click here for Map](#)

0000 - 2400 (24h Session) (09-14-2022)

SB WB 15min

Time	Westbound (Movement 14.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0015 - 0030	0	3	1	0	1	0	0	0	0	0	0	0	0	5	
0030 - 0045	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
0100 - 0115	0	1	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	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	2	0	0	0	0	0	0	0	0	0	0	0	2	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4
0300 - 0315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0315 - 0330	0	2	1	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	8
0400 - 0415	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0415 - 0430	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
0445 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	10
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	2	0	0	0	0	0	0	0	0	0	0	0	2	
0545 - 0600	0	4	0	0	0	0	0	0	0	0	0	0	0	4	8
0600 - 0615	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0615 - 0630	0	5	0	1	0	0	0	0	0	0	0	0	0	6	
0630 - 0645	0	10	2	1	0	0	0	0	0	0	0	0	0	13	
0645 - 0700	0	16	1	0	0	0	0	0	0	0	0	0	0	17	43
0700 - 0715	0	26	1	1	0	0	0	0	0	0	0	0	0	28	
0715 - 0730	0	32	4	1	0	0	0	0	0	0	0	0	0	37	
0730 - 0745	0	40	3	1	0	0	0	0	0	0	0	0	0	44	
0745 - 0800	0	41	4	3	0	0	0	0	0	0	0	0	0	48	157
0800 - 0815	0	29	5	2	0	0	0	0	0	0	0	0	0	36	
0815 - 0830	0	14	2	1	0	0	0	0	0	0	0	0	0	17	
0830 - 0845	0	30	2	2	1	0	0	0	0	0	0	0	0	35	
0845 - 0900	0	9	1	1	0	0	0	0	0	0	0	0	0	11	99
0900 - 0915	0	15	3	1	0	0	0	0	0	0	0	0	0	19	
0915 - 0930	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
0930 - 0945	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
0945 - 1000	0	10	4	0	1	0	0	0	1	0	0	0	0	16	61
1000 - 1015	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
1015 - 1030	0	10	1	0	3	1	0	0	0	0	0	0	0	15	
1030 - 1045	0	10	3	0	2	0	0	0	0	0	0	0	0	15	
1045 - 1100	0	11	5	0	1	0	0	0	0	0	0	0	0	17	60
1100 - 1115	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
1115 - 1130	0	10	4	0	0	0	0	0	0	0	0	0	0	14	
1130 - 1145	0	11	4	0	1	0	0	0	1	0	0	0	0	17	
1145 - 1200	0	12	5	0	0	0	0	0	0	0	0	0	0	17	58
1200 - 1215	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
1215 - 1230	0	11	5	0	0	0	0	0	0	0	0	0	0	16	
1230 - 1245	0	9	3	0	0	1	1	0	0	0	0	0	0	13	
1245 - 1300	0	11	6	0	0	0	0	0	0	0	0	0	0	17	57
1300 - 1315	0	11	4	0	0	0	0	0	0	0	0	0	0	15	
1315 - 1330	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
1330 - 1345	1	21	4	0	1	0	0	1	0	0	0	0	0	28	
1345 - 1400	0	14	3	0	2	0	0	0	0	0	0	0	0	19	76
1400 - 1415	0	12	3	0	1	0	0	0	0	0	0	0	0	16	
1415 - 1430	0	16	3	0	0	0	0	0	0	0	0	0	0	19	
1430 - 1445	0	27	4	0	0	0	0	0	0	0	0	0	0	31	
1445 - 1500	0	23	5	0	1	0	0	0	0	0	0	0	0	29	95
1500 - 1515	0	26	6	1	1	1	0	0	0	0	0	0	0	35	
1515 - 1530	0	31	7	1	0	0	0	0	0	0	0	0	0	39	
1530 - 1545	0	27	6	2	1	0	0	0	0	0	0	0	0	36	
1545 - 1600	0	30	6	1	1	0	0	0	0	0	0	0	0	38	148
1600 - 1615	0	23	6	2	0	0	0	0	0	0	0	0	0	31	
1615 - 1630	0	40	11	1	1	0	0	0	0	0	0	0	0	53	
1630 - 1645	0	38	10	2	1	0	0	1	0	0	0	0	0	52	
1645 - 1700	0	39	9	2	0	0	0	0	0	0	0	0	0	50	186
1700 - 1715	0	37	11	3	0	0	0	0	0	0	0	0	0	51	
1715 - 1730	0	50	10	1	1	0	0	0	0	0	0	0	0	62	
1730 - 1745	0	28	12	1	0	0	0	0	0	0	0	0	0	41	
1745 - 1800	0	42	11	0	0	0	0	0	0	0	0	0	0	53	207
1800 - 1815	0	43	6	0	0	0	0	0	0	0	0	0	0	49	
1815 - 1830	0	37	8	0	2	0	0	0	1	0	0	0	0	48	
1830 - 1845	0	41	5	0	0	0	0	0	0	0	0	0	0	46	
1845 - 1900	0	22	3	0	0	0	0	0	0	0	0	0	0	25	168
1900 - 1915	0	20	5	0	1	0	0	0	0	0	0	0	0	26	
1915 - 1930	0	16	3	1	0	0	0	0	0	0	0	0	0	20	
1930 - 1945	0	17	2	0	0	0	0	0	0	0	0	0	0	19	
1945 - 2000	0	17	4	0	0	0	0	0	0	0	0	0	0	21	86
2000 - 2015	0	13	2	0	0	0	0	0	0	0	0	0	0	15	
2015 - 2030	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
2030 - 2045	0	17	2	0	0	0	0	0	0	0	0	0	0	19	
2045 - 2100	0	7	2	0	0	0	0	0	0	0	0	0	0	9	54
2100 - 2115	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2115 - 2130	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
2130 - 2145	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
2145 - 2200	1	8	1	0	0	0	0	0	0	0	0	0	0	10	35
2200 - 2215	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2215 - 2230	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
2230 - 2245	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2245 - 2300	0	6	1	0	0	0	0	0	0	0	0	0	0	7	22
2300 - 2315	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2315 - 2330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2330 - 2345	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
2345 - 0000	0	5	1	0	0	0	0	0	0	0	0	0	0	6	17

Session Total	2	1333	272	33	24	3	0	2	3	0	0	0	0	1672
Session Average	0.02	13.89	2.83	0.34	0.25	0.03	0.00	0.02	0.03	0.00	0.00	0.00	0.00	17.42
Session Percentage	0.12	79.72	16.27	1.97	1.44	0.18	0.00	0.12	0.18	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0715 - 0815	0715 - 0815	0745 - 0845	0945 - 1045	0930 - 1030	-	-	0900 - 1000	-	-	-	-	0715 - 0815
AM Peak Volume	0	142	16	8	6	1	0	0	1	0	0	0	0	165
Noon Peak Hour	1245 - 1345	1430 - 1530	1445 - 1545	1445 - 1545	1000 - 1100	1000 - 1100	-	1245 - 1345	1045 - 1145	-	-	-	-	1445 - 1545
Noon Peak Volume	1	107	24	4	6	1	0	1	0	0	0	0	0	139
PM Peak Hour	-	1630 - 1730	1700 - 1800	1615 - 1715	1500 - 1600	1500 - 1600	-	1545 - 1645	1730 - 1830	-	-	-	-	1630 - 1730
PM Peak Volume	0	15	15	8	8	8	0	0	0	0	0	0	0	115

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

Douglasville, GA

Site 14

Butner Rd (West),
west of Butner Rd (East)

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.648431°, -84.633967°

0000 - 2400 (24h Session) (09-14-2022)

Bi-Directional 15min

Time	Bi-Directional 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0015 - 0030	0	6	1	0	1	0	0	0	0	0	0	0	0	8	
0030 - 0045	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0115 - 0130	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0130 - 0145	0	0	1	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	3	1	0	0	0	0	0	0	0	0	0	0	4	
0215 - 0230	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
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	10
0300 - 0315	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0315 - 0330	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0330 - 0345	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0345 - 0400	0	4	0	0	0	0	0	0	0	0	0	0	0	4	16
0400 - 0415	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0415 - 0430	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0430 - 0445	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
0445 - 0500	0	4	1	0	0	0	0	0	0	0	0	0	0	5	21
0500 - 0515	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0515 - 0530	0	5	4	0	0	0	0	0	0	0	0	0	0	9	
0530 - 0545	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
0545 - 0600	0	10	1	0	0	0	0	0	0	0	0	0	0	11	35
0600 - 0615	0	14	1	0	0	0	0	0	0	0	0	0	0	15	
0615 - 0630	0	19	2	2	0	0	0	0	0	0	0	0	0	23	
0630 - 0645	0	19	3	1	0	0	0	0	0	0	0	0	0	23	
0645 - 0700	0	35	4	0	1	0	0	0	0	0	0	0	0	40	101
0700 - 0715	0	60	7	1	0	0	0	0	0	0	0	0	0	68	
0715 - 0730	0	74	9	1	0	0	0	0	0	0	0	0	0	84	
0730 - 0745	0	67	9	1	0	0	0	0	0	0	0	0	0	77	
0745 - 0800	0	84	14	3	2	0	0	0	0	0	0	0	0	103	332
0800 - 0815	0	87	14	4	1	0	0	0	0	0	0	0	0	106	
0815 - 0830	0	52	10	1	1	0	0	0	0	0	0	0	0	64	
0830 - 0845	0	52	12	4	1	0	0	0	0	0	0	0	0	69	
0845 - 0900	0	21	10	2	0	0	0	0	0	0	0	0	0	33	272
0900 - 0915	0	27	7	1	2	0	0	0	0	0	0	0	0	37	
0915 - 0930	0	20	5	0	0	0	0	0	0	0	0	0	0	25	
0930 - 0945	0	21	4	0	1	0	0	1	0	0	0	0	0	27	
0945 - 1000	0	21	7	0	2	0	0	1	1	0	0	0	0	32	121
1000 - 1015	0	15	4	0	1	0	0	0	0	0	0	0	0	20	
1015 - 1030	0	19	3	0	3	1	0	1	0	0	0	0	0	27	
1030 - 1045	0	24	6	1	2	0	0	0	0	0	0	0	0	32	
1045 - 1100	0	19	7	1	1	0	0	0	0	0	0	0	0	28	107
1100 - 1115	0	14	2	0	0	0	0	0	0	0	0	0	0	16	
1115 - 1130	0	21	5	0	1	0	0	0	0	0	0	0	0	27	
1130 - 1145	0	23	6	0	3	0	0	0	1	0	0	0	0	33	
1145 - 1200	0	21	8	0	0	0	0	0	0	0	0	0	0	29	105
1200 - 1215	0	26	5	0	0	0	0	0	0	0	0	0	0	31	
1215 - 1230	0	22	9	0	3	0	0	0	0	0	0	0	0	34	
1230 - 1245	0	26	7	0	1	2	0	0	0	0	0	0	0	36	
1245 - 1300	0	23	11	0	1	0	0	0	0	0	0	0	0	35	136
1300 - 1315	0	22	6	1	0	0	0	0	0	0	0	0	0	29	
1315 - 1330	0	23	4	0	0	0	0	0	0	0	0	0	0	27	
1330 - 1345	1	37	7	1	1	0	0	1	0	0	0	0	0	48	
1345 - 1400	0	27	4	0	3	0	0	1	0	0	0	0	0	35	139
1400 - 1415	0	21	7	0	1	0	0	0	0	0	0	0	0	29	
1415 - 1430	0	30	8	0	1	0	0	0	0	0	0	0	0	39	
1430 - 1445	0	40	7	0	1	0	0	0	0	0	0	0	0	48	
1445 - 1500	0	36	6	1	0	0	0	0	0	0	0	0	0	43	159
1500 - 1515	0	47	10	2	1	1	0	0	0	0	0	0	0	61	
1515 - 1530	0	62	12	1	0	1	0	0	0	0	0	0	0	76	
1530 - 1545	0	47	10	3	1	0	0	0	0	0	0	0	0	61	
1545 - 1600	0	59	13	3	1	0	0	0	0	0	0	0	0	76	274
1600 - 1615	0	46	13	2	0	0	0	0	0	0	0	0	0	61	
1615 - 1630	0	68	13	1	1	0	0	0	0	0	0	0	0	83	
1630 - 1645	0	53	14	2	1	0	0	1	0	0	0	0	0	71	
1645 - 1700	0	59	12	3	0	0	0	0	0	0	0	0	0	74	289
1700 - 1715	0	66	14	5	0	0	0	0	0	0	0	0	0	85	
1715 - 1730	0	77	16	1	1	0	0	0	0	0	0	0	0	95	
1730 - 1745	0	47	15	1	0	0	0	0	0	0	0	0	0	63	
1745 - 1800	0	70	15	0	0	0	0	0	0	0	0	0	0	85	328
1800 - 1815	0	67	11	0	0	1	0	0	0	0	0	0	0	79	
1815 - 1830	0	65	13	0	2	0	0	0	1	0	0	0	0	81	
1830 - 1845	0	56	7	0	0	0	0	0	0	0	0	0	0	63	
1845 - 1900	0	39	8	0	0	0	0	0	0	0	0	0	0	47	
1900 - 1915	0	48	10	0	1	0	0	0	0	0	0	0	0	59	270
1915 - 1930	0	33	4	1	1	0	0	0	0	0	0	0	0	39	
1930 - 1945	0	33	8	0	0	0	0	0	0	0	0	0	0	41	
1945 - 2000	0	39	10	0	0	0	0	0	0	0	0	0	0	49	188
2000 - 2015	0	32	6	0	1	0	0	0	0	0	0	0	0	39	
2015 - 2030	0	35	7	0	1	0	0	0	0	0	0	0	0	43	
2030 - 2045	0	35	6	0	0	0	0	0	0	0	0	0	0	41	
2045 - 2100	0	16	4	0	0	0	0	0	0	0	0	0	0	20	143
2100 - 2115	0	15	3	0	0	0	0	0	0	0	0	0	0	19	
2115 - 2130	0	19	3	0	0	0	0	0	0	0	0	0	0	22	
2130 - 2145	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
2145 - 2200	1	13	1	0	0	0	0	0	0	0	0	0	0	15	71
2200 - 2215	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
2215 - 2230	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
2230 - 2245	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
2245 - 2300	0	12	2	0	0	0	0	0	0	0	0	0	0	14	46
2300 - 2315	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
2315 - 2330	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2330 - 2345	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
2345 - 0000	0	7	2	0	0	0	0	0	0	0	0	0	0	9	30

Session Total	2	2573	528	49	49	6	0	6	3	0	0	0	0	0	3216
Session Average	0.02	26.80	5.50	0.51	0.51	0.06	0.00	0.06	0.03	0.00	0.00	0.00	0.00	0.00	33.50
Session Percentage	0.06	80.01	16.42	1.52	1.52	0.19	0.00	0.19	0.09	0.00	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0715 - 0815	0745 - 0845	0745 - 0845	0945 - 1045	0930 - 1030	-	0930 - 1030	0900 - 1000	-	-	-	-	-	0715 - 0815
AM Peak Volume	0	312	50	12	8	1	0	3	1	0	0	0	0	0	370
Noon Peak Hour	1245 - 1345	1445 - 1545	1445 - 1545	1445 - 1545	1000 - 1100	1145 - 1245	-	1300 - 1400	1045 - 1145	-	-	-	-	-	1445 - 1545

Bi-Directional Class Count || Volume Summary 15min

Douglasville, GA



www.marrtraffic.com

Site 14

Butner Rd (West),
west of Butner Rd (East)

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.648431°, -84.633967°

0000 - 2400 (24h Session) (09-14-2022)

Volume Summary 15min

TIME	Volume Summary 15min		15min Total	60min Total
	EB	WB		
0000 - 0015	3	4	7	17
0015 - 0030	3	5	8	
0030 - 0045	0	2	2	
0045 - 0100	0	0	0	
0100 - 0115	0	1	1	6
0115 - 0130	2	1	3	
0130 - 0145	1	0	1	
0145 - 0200	1	0	1	
0200 - 0215	3	1	4	10
0215 - 0230	1	0	1	
0230 - 0245	0	2	2	
0245 - 0300	2	1	3	
0300 - 0315	2	2	4	16
0315 - 0330	2	3	5	
0330 - 0345	3	0	3	
0345 - 0400	1	3	4	
0400 - 0415	3	2	5	21
0415 - 0430	1	3	4	
0430 - 0445	3	4	7	
0445 - 0500	4	1	5	
0500 - 0515	3	1	4	35
0515 - 0530	8	1	9	
0530 - 0545	9	2	11	
0545 - 0600	7	4	11	
0600 - 0615	8	7	15	101
0615 - 0630	17	6	23	
0630 - 0645	10	13	23	
0645 - 0700	23	17	40	
0700 - 0715	40	28	68	332
0715 - 0730	47	37	84	
0730 - 0745	33	44	77	
0745 - 0800	55	48	103	
0800 - 0815	70	36	106	272
0815 - 0830	47	17	64	
0830 - 0845	34	35	69	
0845 - 0900	22	11	33	
0900 - 0915	18	19	37	121
0915 - 0930	12	13	25	
0930 - 0945	14	13	27	
0945 - 1000	16	16	32	
1000 - 1015	7	13	20	107
1015 - 1030	12	15	27	
1030 - 1045	17	15	32	
1045 - 1100	11	17	28	
1100 - 1115	6	10	16	105
1115 - 1130	13	14	27	
1130 - 1145	16	17	33	
1145 - 1200	12	17	29	

Time	Volume Summary 15min		15min Total	60min Total
	EB	WB		
1200 - 1215	20	11	31	136
1215 - 1230	18	16	34	
1230 - 1245	23	13	36	
1245 - 1300	18	17	35	
1300 - 1315	14	15	29	139
1315 - 1330	13	14	27	
1330 - 1345	20	28	48	
1345 - 1400	16	19	35	
1400 - 1415	13	16	29	159
1415 - 1430	20	19	39	
1430 - 1445	17	31	48	
1445 - 1500	14	29	43	
1500 - 1515	26	35	61	274
1515 - 1530	37	39	76	
1530 - 1545	25	36	61	
1545 - 1600	38	38	76	
1600 - 1615	30	31	61	289
1615 - 1630	30	53	83	
1630 - 1645	19	52	71	
1645 - 1700	24	50	74	
1700 - 1715	34	51	85	328
1715 - 1730	33	62	95	
1730 - 1745	22	41	63	
1745 - 1800	32	53	85	
1800 - 1815	30	49	79	270
1815 - 1830	33	48	81	
1830 - 1845	17	46	63	
1845 - 1900	22	25	47	
1900 - 1915	33	26	59	188
1915 - 1930	19	20	39	
1930 - 1945	22	19	41	
1945 - 2000	28	21	49	
2000 - 2015	24	15	39	143
2015 - 2030	32	11	43	
2030 - 2045	22	19	41	
2045 - 2100	11	9	20	
2100 - 2115	10	9	19	71
2115 - 2130	12	10	22	
2130 - 2145	9	6	15	
2145 - 2200	5	10	15	
2200 - 2215	7	4	11	46
2215 - 2230	3	7	10	
2230 - 2245	7	4	11	
2245 - 2300	7	7	14	
2300 - 2315	4	3	7	30
2315 - 2330	2	2	4	
2330 - 2345	4	6	10	
2345 - 0000	3	6	9	

Session Total	1544	1672	3216
Session Average	16.08	17.42	33.50
Session Percentage	48.01	51.99	

24-Hr for SR 92 e/o Ridge Rd

Bi-Directional Class Count || NB EB 15min

Douglasville, GA

Site 15

GA-92 Hwy 92 (East),
east of Ridge Rd

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.640202°, -84.639198°


[Click here for Map](#)

0000 - 2400 (24h Session) (09-14-2022)

NB EB 15min

Time	Eastbound (Movement 15.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	4	0	0	1	0	0	0	2	0	0	0	0	7	
0015 - 0030	0	5	2	0	0	1	0	0	1	0	0	0	0	9	
0030 - 0045	0	9	1	0	0	1	0	0	1	0	0	0	0	12	
0045 - 0100	0	7	3	0	0	1	0	0	0	0	0	0	0	11	39
0100 - 0115	0	10	4	0	1	1	0	0	2	0	0	0	0	18	
0115 - 0130	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0130 - 0145	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0145 - 0200	0	2	1	0	0	0	0	0	0	0	0	0	0	3	32
0200 - 0215	0	4	1	0	0	0	0	0	2	0	0	0	0	7	
0215 - 0230	0	2	1	0	0	0	0	0	1	0	0	0	0	5	
0230 - 0245	0	3	1	0	0	0	0	0	1	0	0	0	0	5	
0245 - 0300	0	8	2	0	0	0	0	0	2	0	0	0	0	12	29
0300 - 0315	0	10	2	0	0	0	0	0	1	0	0	0	0	13	
0315 - 0330	0	14	5	0	1	0	0	0	1	0	0	0	0	21	
0330 - 0345	0	12	3	0	0	0	0	0	1	0	0	0	0	16	
0345 - 0400	0	11	2	0	0	0	0	0	1	0	0	0	0	14	64
0400 - 0415	0	18	2	0	0	0	0	0	0	0	0	0	0	20	
0415 - 0430	1	17	6	0	1	0	0	0	1	0	0	0	0	26	
0430 - 0445	0	27	7	0	1	0	0	0	2	0	0	0	0	37	
0445 - 0500	1	27	5	0	0	0	0	0	1	0	0	0	0	34	117
0500 - 0515	0	28	8	0	0	0	0	0	3	0	0	0	0	39	
0515 - 0530	0	28	11	0	2	0	0	0	0	0	0	0	0	41	
0530 - 0545	0	41	9	0	1	0	0	0	4	0	0	0	0	55	
0545 - 0600	0	56	13	0	1	1	0	0	1	0	0	0	0	72	207
0600 - 0615	0	59	25	0	3	1	0	0	3	0	0	0	0	91	
0615 - 0630	1	82	22	0	1	0	0	0	1	2	0	0	0	109	
0630 - 0645	1	116	26	1	3	3	0	1	2	0	0	0	0	153	
0645 - 0700	0	105	31	0	4	1	0	0	2	0	0	0	0	143	496
0700 - 0715	0	130	25	2	1	0	0	1	5	0	0	0	0	164	
0715 - 0730	0	135	25	2	3	1	0	0	6	0	0	0	0	172	
0730 - 0745	0	129	21	1	5	0	0	0	9	0	0	0	0	165	
0745 - 0800	0	109	20	1	2	0	0	0	2	0	0	0	0	134	635
0800 - 0815	0	87	19	2	3	2	0	1	7	0	0	0	0	121	
0815 - 0830	0	76	24	2	1	0	0	1	6	0	0	0	0	110	
0830 - 0845	0	83	18	2	7	2	0	1	7	0	0	0	0	120	
0845 - 0900	1	92	23	0	3	1	0	1	4	0	0	0	0	125	476
0900 - 0915	0	74	24	1	0	0	0	1	8	0	0	0	0	108	
0915 - 0930	0	64	27	0	2	1	0	3	6	0	0	0	0	103	
0930 - 0945	0	59	22	1	2	1	0	2	6	0	0	0	0	93	
0945 - 1000	0	47	4	0	0	0	0	0	10	0	0	0	0	61	365
1000 - 1015	0	42	16	0	4	2	0	1	6	0	0	0	0	71	
1015 - 1030	0	37	19	0	3	2	0	0	6	0	0	0	0	67	
1030 - 1045	0	44	12	0	6	1	0	0	9	0	0	0	0	72	
1045 - 1100	0	37	12	0	2	2	0	0	8	0	0	0	0	61	271
1100 - 1115	0	52	12	0	1	1	0	1	8	0	0	0	0	75	
1115 - 1130	0	49	16	0	2	3	0	1	9	0	0	0	0	80	
1130 - 1145	1	48	8	0	0	0	0	0	7	0	0	0	0	64	
1145 - 1200	0	46	11	0	0	3	0	0	8	0	0	0	0	68	287
1200 - 1215	1	47	18	0	1	2	0	2	11	0	0	0	0	82	
1215 - 1230	0	54	11	0	2	4	0	0	10	1	0	0	0	82	
1230 - 1245	1	60	13	0	3	1	0	0	10	0	0	0	0	88	
1245 - 1300	2	49	15	0	0	0	0	2	12	0	0	0	0	80	332
1300 - 1315	1	46	14	0	2	2	0	3	7	0	0	0	0	75	
1315 - 1330	0	54	16	0	4	1	0	1	6	0	0	0	0	82	
1330 - 1345	0	50	12	0	3	2	0	1	6	0	0	0	0	74	
1345 - 1400	1	63	8	0	2	1	0	0	4	0	0	0	0	79	310
1400 - 1415	0	55	9	0	1	1	0	0	6	0	0	0	0	72	
1415 - 1430	1	61	11	0	2	1	0	1	10	0	0	0	0	87	
1430 - 1445	0	93	17	0	3	2	0	2	9	0	0	0	0	126	
1445 - 1500	0	41	8	0	3	3	0	1	7	0	0	0	0	63	348
1500 - 1515	1	61	8	1	3	5	0	0	3	0	0	0	0	82	
1515 - 1530	1	68	12	0	0	0	0	0	2	1	0	0	0	84	
1530 - 1545	0	62	16	1	2	1	0	1	8	0	0	0	0	91	
1545 - 1600	0	66	21	0	1	0	0	1	3	0	0	0	0	92	349
1600 - 1615	0	82	14	2	1	3	0	1	3	0	0	0	0	106	
1615 - 1630	0	87	15	2	3	2	0	0	2	0	0	0	0	111	
1630 - 1645	0	80	21	0	5	1	0	2	3	0	0	0	0	112	
1645 - 1700	0	101	19	0	2	1	0	1	2	0	0	0	0	129	458
1700 - 1715	0	86	17	2	1	0	0	0	5	0	0	0	0	111	
1715 - 1730	0	104	20	2	3	0	0	1	2	0	0	0	0	132	
1730 - 1745	0	85	12	4	3	0	0	2	3	0	0	0	0	109	
1745 - 1800	1	90	20	1	2	2	0	0	2	0	0	0	0	118	470
1800 - 1815	0	70	16	0	0	2	0	1	8	0	0	0	0	97	
1815 - 1830	0	90	12	0	1	1	0	3	0	0	0	0	0	107	
1830 - 1845	0	59	14	0	1	2	0	0	2	0	0	0	0	78	
1845 - 1900	4	89	4	0	4	1	0	1	3	0	0	0	0	106	
1900 - 1915	0	55	12	0	2	0	0	0	2	0	0	0	0	71	388
1915 - 1930	0	81	9	0	3	0	0	1	4	0	0	0	0	98	
1930 - 1945	0	59	10	0	3	1	0	1	1	0	0	0	0	75	
1945 - 2000	0	53	8	0	5	1	0	1	1	0	0	0	0	69	313
2000 - 2015	0	60	11	0	1	1	0	0	2	0	0	0	0	75	
2015 - 2030	0	61	12	0	1	1	0	1	1	0	0	0	0	77	
2030 - 2045	0	76	8	1	1	0	0	0	1	0	0	0	0	87	
2045 - 2100	0	46	5	0	2	0	0	0	3	0	0	0	0	56	295
2100 - 2115	0	52	0	0	0	0	0	0	0	0	0	0	0	52	
2115 - 2130	0	38	1	0	1	0	0	0	3	0	0	0	0	43	
2130 - 2145	0	28	6	0	1	1	0	0	1	0	0	0	0	37	
2145 - 2200	0	26	3	0	0	0	0	0	2	0	0	0	0	31	163
2200 - 2215	0	33	1	0	0	0	0	0	1	0	0	0	0	35	
2215 - 2230	0	16	1	0	1	0	0	0	1	0	0	0	0	19	
2230 - 2245	0	24	0	0	0	0	0	0	0	0	0	0	0	24	
2245 - 2300	0	16	0	0	2	0	0	0	2	0	0	0	0	20	98
2300 - 2315	0	14	0	0	0	1	0	1	0	0	0	0	0	16	
2315 - 2330	0	18	0	0	0	0	0	0	1	0	0	0	0	19	
2330 - 2345	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
2345 - 0000	0	14	1	0	0	0	0	0	1	0	0	0	0	16	64

Session Total	20	4888	1026	34	148	79	0	48	351	2	0	0	0	6606
Session Average	0.21	50.92	10.79	0.35	1.54	0.82	0.00	0.50	3.66	0.02	0.00	0.00	0.00	68.81
Session Percentage	0.30	73.99	15.68	0.51	2.24	1.20	0.00	0.73	5.31	0.03	0.00	0.00	0.00	
AM Peak Hour	0545 - 0645	0700 - 0800	0630 - 0730	0745 - 0845	0800 - 0900	0545 - 0645	-	0845 - 0945	0945 - 1045	-	-	-	-	0645 - 0745
AM Peak Volume	2	503	107	7	14	5	0	7	31	0	0	0	0	644
Noon Peak Hour	1200 - 1300	1345 - 1445	1000 - 1100	1445 - 1545	1000 - 1100	1415 - 1515	-	1245 - 1345	1200 - 1300	1130 - 1230	-	-	-	1345 - 1445
Noon Peak Volume	4	272	59	2	15	11	0	7	43	13	0	0	0	364
PM Peak Hour	1800 - 1900	1645 - 1745	1630 - 1730	1645 - 1745	1900 - 2000	1600 - 1700	-	1730 - 1830	1500 - 1600	1500 - 1600	-	-	-	1630 - 1730
PM Peak Volume	7	71	71	71	71	71	0	115	15	15	0	0	0	454

Bi-Directional Class Count || SB WB 15min

Douglasville, GA

Site 15

GA-92 Hwy 92 (East),
east of Ridge Rd

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.640202°, -84.639198°


[Click here for Map](#)

0000 - 2400 (24h Session) (09-14-2022)

SB WB 15min

Time	Westbound (Movement 15.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	
0000 - 0015	0	19	0	0	0	1	0	0	0	0	0	0	0	20	73
0015 - 0030	0	20	1	0	1	0	0	0	1	0	0	0	0	23	
0030 - 0045	0	13	1	0	1	1	0	0	1	0	0	0	0	17	
0045 - 0100	0	13	0	0	0	0	0	0	0	0	0	0	0	13	
0100 - 0115	0	11	0	0	0	0	0	0	2	0	0	0	0	13	55
0115 - 0130	0	13	1	0	2	0	0	0	1	0	0	0	0	17	
0130 - 0145	0	12	1	0	1	0	0	0	2	0	0	0	0	16	
0145 - 0200	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
0200 - 0215	0	2	0	0	1	0	0	0	0	0	0	0	0	3	27
0215 - 0230	0	3	2	0	1	1	0	0	0	0	0	0	0	7	
0230 - 0245	0	4	1	0	2	0	0	0	0	0	0	0	0	7	
0245 - 0300	0	9	0	0	1	0	0	0	0	0	0	0	0	10	
0300 - 0315	0	10	0	0	3	0	0	0	0	0	0	0	0	13	69
0315 - 0330	0	17	2	0	6	0	0	0	1	0	0	0	0	26	
0330 - 0345	0	10	2	0	4	0	0	0	1	0	0	0	0	17	
0345 - 0400	0	7	0	0	3	0	0	0	3	0	0	0	0	13	
0400 - 0415	0	13	3	0	3	0	0	0	1	0	0	0	0	20	72
0415 - 0430	0	13	5	0	0	1	0	0	3	0	0	0	0	22	
0430 - 0445	0	7	1	0	1	1	0	0	2	0	0	0	0	12	
0445 - 0500	0	12	3	0	1	0	0	0	2	0	0	0	0	18	
0500 - 0515	0	10	2	0	1	0	0	0	2	0	0	0	0	15	90
0515 - 0530	0	19	8	0	0	1	0	0	3	0	0	0	0	31	
0530 - 0545	0	14	2	0	2	0	0	1	1	0	0	0	0	20	
0545 - 0600	0	19	2	0	2	0	0	0	1	0	0	0	0	24	
0600 - 0615	0	32	8	0	0	0	0	0	0	0	0	0	0	40	198
0615 - 0630	0	34	6	2	1	0	0	0	4	0	0	0	0	47	
0630 - 0645	0	45	4	1	0	1	0	0	1	0	0	0	0	52	
0645 - 0700	0	49	7	1	0	0	0	0	2	0	0	0	0	59	
0700 - 0715	0	50	14	1	0	1	0	0	4	0	0	0	0	70	407
0715 - 0730	2	88	11	1	1	3	0	0	2	0	0	0	0	108	
0730 - 0745	0	92	12	0	0	1	0	0	2	0	0	0	0	107	
0745 - 0800	1	105	13	0	1	1	0	0	1	0	0	0	0	122	
0800 - 0815	0	67	16	0	2	0	0	1	4	0	0	0	0	90	336
0815 - 0830	0	69	11	1	1	0	0	1	1	0	0	0	0	83	
0830 - 0845	0	60	10	0	2	2	0	0	8	0	0	0	0	82	
0845 - 0900	0	58	16	0	1	1	0	1	4	0	0	0	0	81	
0900 - 0915	0	61	13	0	2	3	0	1	4	0	1	0	0	85	260
0915 - 0930	0	32	18	0	4	1	0	0	7	0	0	0	0	62	
0930 - 0945	0	40	10	0	5	2	0	0	2	0	0	0	0	59	
0945 - 1000	1	30	14	0	4	1	0	2	2	0	0	0	0	54	
1000 - 1015	0	26	13	0	1	1	0	0	5	0	0	0	0	46	243
1015 - 1030	0	41	13	0	9	0	0	0	5	0	0	0	0	68	
1030 - 1045	1	37	18	0	2	1	0	1	4	0	0	0	0	64	
1045 - 1100	0	38	14	1	6	1	0	0	5	0	0	0	0	65	
1100 - 1115	0	39	14	0	4	0	0	0	9	0	0	0	0	66	320
1115 - 1130	0	51	19	0	4	0	0	0	3	0	0	0	0	77	
1130 - 1145	0	40	36	0	11	0	0	0	3	0	0	0	0	90	
1145 - 1200	0	41	30	0	8	0	0	0	8	0	0	0	0	87	
1200 - 1215	1	65	14	0	1	1	0	0	3	0	0	0	0	85	299
1215 - 1230	0	48	17	0	2	0	0	2	3	0	0	0	0	72	
1230 - 1245	2	45	11	0	3	3	0	1	3	0	0	0	0	68	
1245 - 1300	0	54	14	0	2	1	0	0	2	1	0	0	0	74	
1300 - 1315	0	49	10	0	2	2	0	0	4	0	0	0	0	67	303
1315 - 1330	0	45	9	0	4	1	0	1	3	0	0	0	0	63	
1330 - 1345	1	62	15	0	3	0	0	2	3	0	0	0	0	86	
1345 - 1400	1	65	15	0	2	0	0	0	4	0	0	0	0	87	
1400 - 1415	0	65	18	1	1	1	0	0	7	0	0	0	0	93	407
1415 - 1430	1	58	17	0	1	3	0	0	4	1	0	0	0	85	
1430 - 1445	0	75	17	0	1	2	0	0	3	0	0	0	0	99	
1445 - 1500	0	101	20	1	2	1	1	0	1	4	0	0	0	130	
1500 - 1515	0	101	30	2	2	1	0	1	1	0	0	0	0	138	553
1515 - 1530	1	100	25	0	2	1	0	2	4	0	0	0	0	135	
1530 - 1545	0	102	36	0	3	2	0	1	3	0	0	0	0	147	
1545 - 1600	0	108	19	1	3	0	0	0	2	0	0	0	0	133	
1600 - 1615	1	99	24	2	1	0	0	3	4	0	0	0	0	134	607
1615 - 1630	0	125	21	0	2	3	0	0	3	0	0	0	0	154	
1630 - 1645	1	163	16	2	1	2	0	1	5	0	0	0	0	191	
1645 - 1700	0	101	18	0	1	4	0	0	1	3	0	0	0	128	
1700 - 1715	0	130	29	2	1	0	0	0	3	0	0	0	0	165	645
1715 - 1730	0	117	27	0	1	3	0	3	1	1	0	0	0	153	
1730 - 1745	0	130	25	0	3	3	0	2	3	0	0	0	0	166	
1745 - 1800	1	131	24	0	1	0	0	2	2	0	0	0	0	161	
1800 - 1815	0	111	22	0	1	3	0	0	0	0	0	0	0	137	511
1815 - 1830	1	109	12	0	1	0	0	0	3	0	1	0	0	127	
1830 - 1845	0	110	22	0	0	1	0	1	3	0	0	0	0	137	
1845 - 1900	0	85	18	0	2	2	0	1	2	0	0	0	0	110	
1900 - 1915	0	94	12	0	0	1	0	0	0	0	0	0	0	107	372
1915 - 1930	0	93	12	0	0	2	0	1	1	0	0	0	0	109	
1930 - 1945	2	66	12	0	1	1	0	1	1	0	0	0	0	84	
1945 - 2000	1	53	12	0	2	2	0	0	2	0	0	0	0	72	
2000 - 2015	0	55	9	0	0	0	0	1	1	0	0	0	0	66	239
2015 - 2030	0	43	7	0	0	0	0	0	1	0	0	0	0	51	
2030 - 2045	0	61	9	0	0	0	0	0	0	0	0	0	0	70	
2045 - 2100	0	43	8	0	0	0	0	0	1	0	0	0	0	52	
2100 - 2115	0	44	7	0	0	0	0	0	2	0	0	0	0	53	190
2115 - 2130	0	41	6	0	1	0	0	0	1	0	0	0	0	49	
2130 - 2145	0	33	6	0	0	0	0	1	0	0	0	0	0	40	
2145 - 2200	0	42	4	0	0	0	0	0	2	0	0	0	0	48	
2200 - 2215	0	30	3	0	0	0	0	0	2	0	0	0	0	35	142
2215 - 2230	0	44	4	0	0	0	0	0	0	0	0	0	0	48	
2230 - 2245	0	28	3	0	1	0	0	0	0	0	0	0	0	32	
2245 - 2300	0	23	3	0	0	0	0	0	1	0	0	0	0	27	
2300 - 2315	0	21	4	0	0	0	0	0	1	0	0	0	0	28	23
2315 - 2330	0	23	1	0	0	0	0	0	0	0	0	0	0	24	
2330 - 2345	0	18	2	0	1	0	0	1	1	0	0	0	0	23	
2345 - 0000	0	19	2	0	0	0	0	0	0	0	0	0	0	21	

Session Total	19	4933	1048	19	162	72	0	37	219	3	2	0	0	6514
Session Average	0.20	51.39	10.92	0.20	1.69	0.75	0.00	0.39	2.28	0.03	0.02	0.00	0.00	68.85
Session Percentage	0.29	75.73	16.09	0.29	2.49	1.11	0.00	0.57	3.36	0.05	0.03	0.00	0.00	
AM Peak Hour	0700 - 0800	0715 - 0815	0945 - 1045	0615 - 0715	0930 - 1030	0830 - 0930			0900 - 1000	0830 - 0930		0815 - 0915		0715 - 0815
AM Peak Volume	3	352	58	5	19	7	-	0	3	23	0	1	-	427
Noon Peak Hour	1145 - 1245	1445 - 1545	1445 - 1545	1415 - 1515	1100 - 1200	1230 - 1330	-		1445 - 1545	1015 - 1115	1200 - 1300	-	-	1445 - 1545
Noon Peak Volume	3	404	3	27	23	7	0	5	5	13	1	0	0	550
PM Peak Hour	1900 - 2000	1615 - 1715	1500 - 1600	1545 - 1645	1500 - 1600	1645 - 1745	-		1700 - 1800	1600 - 1700	1630 - 1730	1730 - 1830	-	1700 - 1800
PM Peak Volume	110	110	110	110	110	110	0	7	15	15	15	15	0	110

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

Douglasville, GA

Site 15

GA-92 Hwy 92 (East),
east of Ridge Rd

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.640202°, -84.639198°

0000 - 2400 (24h Session) (09-14-2022)

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	23	0	0	1	1	0	0	2	0	0	0	0	27	112
0015 - 0030	0	25	3	0	1	1	0	0	2	0	0	0	0	32	
0030 - 0045	0	22	2	0	1	2	0	0	2	0	0	0	0	29	
0045 - 0100	0	20	3	0	0	1	0	0	0	0	0	0	0	24	
0100 - 0115	0	21	4	0	1	1	0	0	4	0	0	0	0	31	87
0115 - 0130	0	18	1	0	2	0	0	0	1	0	0	0	0	22	
0130 - 0145	0	17	2	0	1	0	0	0	2	0	0	0	0	22	
0145 - 0200	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
0200 - 0215	0	6	1	0	1	0	0	0	2	0	0	0	0	10	56
0215 - 0230	0	5	3	0	1	1	0	0	0	0	0	0	0	12	
0230 - 0245	0	7	2	0	2	0	0	0	1	0	0	0	0	12	
0245 - 0300	0	17	2	0	1	0	0	0	2	0	0	0	0	22	
0300 - 0315	0	20	2	0	3	0	0	0	1	0	0	0	0	26	133
0315 - 0330	0	31	7	0	7	0	0	0	2	0	0	0	0	47	
0330 - 0345	0	22	5	0	4	0	0	0	2	0	0	0	0	33	
0345 - 0400	0	18	2	0	3	0	0	0	4	0	0	0	0	27	
0400 - 0415	0	31	5	0	3	0	0	0	1	0	0	0	0	40	189
0415 - 0430	1	30	11	0	1	1	0	0	4	0	0	0	0	48	
0430 - 0445	0	34	8	0	2	1	0	0	4	0	0	0	0	49	
0445 - 0500	1	39	8	0	1	0	0	0	3	0	0	0	0	52	
0500 - 0515	0	38	10	0	1	0	0	0	5	0	0	0	0	54	297
0515 - 0530	0	47	19	0	2	1	0	0	3	0	0	0	0	72	
0530 - 0545	0	55	11	0	3	0	0	1	5	0	0	0	0	75	
0545 - 0600	0	75	15	0	3	1	0	0	2	0	0	0	0	96	
0600 - 0615	0	91	33	0	3	1	0	0	3	0	0	0	0	131	694
0615 - 0630	1	116	28	2	0	0	0	1	6	0	0	0	0	156	
0630 - 0645	1	161	30	2	3	4	0	1	3	0	0	0	0	205	
0645 - 0700	0	154	38	1	4	1	0	0	4	0	0	0	0	202	
0700 - 0715	0	180	39	3	1	1	0	1	9	0	0	0	0	234	1042
0715 - 0730	2	223	36	3	4	4	0	0	8	0	0	0	0	280	
0730 - 0745	0	221	33	1	5	1	0	0	11	0	0	0	0	272	
0745 - 0800	1	214	33	1	3	1	0	0	3	0	0	0	0	256	
0800 - 0815	0	154	35	2	5	2	0	2	11	0	0	0	0	211	812
0815 - 0830	0	145	35	3	2	0	0	1	7	0	0	0	0	193	
0830 - 0845	0	143	28	2	9	4	0	1	15	0	0	0	0	202	
0845 - 0900	1	150	39	0	4	2	0	2	8	0	0	0	0	206	
0900 - 0915	0	135	37	1	2	3	0	2	12	0	1	0	0	193	625
0915 - 0930	0	96	45	0	6	2	0	3	13	0	0	0	0	165	
0930 - 0945	0	99	32	1	7	3	0	2	8	0	0	0	0	152	
0945 - 1000	1	77	18	0	4	1	0	2	12	0	0	0	0	115	
1000 - 1015	0	68	29	0	5	3	0	1	11	0	0	0	0	117	514
1015 - 1030	0	78	32	0	12	2	0	0	11	0	0	0	0	135	
1030 - 1045	1	81	30	0	8	2	0	0	1	13	0	0	0	136	
1045 - 1100	0	75	26	1	8	3	0	0	13	0	0	0	0	126	
1100 - 1115	0	91	26	0	5	1	0	1	17	0	0	0	0	141	607
1115 - 1130	0	100	35	0	6	3	0	1	12	0	0	0	0	157	
1130 - 1145	1	88	44	0	11	0	0	0	10	0	0	0	0	154	
1145 - 1200	0	87	41	0	8	3	0	0	16	0	0	0	0	155	
1200 - 1215	2	112	32	0	2	3	0	2	14	0	0	0	0	167	631
1215 - 1230	0	102	28	0	4	4	0	2	13	1	0	0	0	154	
1230 - 1245	3	105	24	0	6	4	0	1	13	0	0	0	0	156	
1245 - 1300	2	103	29	0	2	1	0	2	14	1	0	0	0	154	
1300 - 1315	1	95	24	0	4	4	0	3	11	0	0	0	0	142	613
1315 - 1330	0	99	25	0	8	2	0	2	9	0	0	0	0	145	
1330 - 1345	1	112	27	0	6	2	0	3	9	0	0	0	0	160	
1345 - 1400	2	128	23	0	4	1	0	0	8	0	0	0	0	166	
1400 - 1415	0	120	27	1	2	2	0	0	13	0	0	0	0	165	755
1415 - 1430	2	119	28	0	3	4	0	1	14	1	0	0	0	172	
1430 - 1445	0	169	34	0	4	4	0	2	12	0	0	0	0	225	
1445 - 1500	0	142	28	1	5	4	0	2	11	0	0	0	0	193	
1500 - 1515	1	162	38	3	5	6	0	1	4	0	0	0	0	220	902
1515 - 1530	2	168	37	0	2	1	0	2	6	1	0	0	0	219	
1530 - 1545	0	164	52	1	5	3	0	2	11	0	0	0	0	238	
1545 - 1600	0	174	40	1	4	0	0	1	5	0	0	0	0	225	
1600 - 1615	1	181	38	4	2	3	0	4	7	0	0	0	0	240	1065
1615 - 1630	0	212	36	2	5	5	0	0	5	0	0	0	0	265	
1630 - 1645	1	243	37	2	6	3	0	3	8	0	0	0	0	303	
1645 - 1700	0	202	37	0	3	5	0	2	5	0	0	0	0	257	
1700 - 1715	0	216	46	4	2	0	0	0	8	0	0	0	0	276	1115
1715 - 1730	0	221	47	2	4	3	0	4	3	1	0	0	0	285	
1730 - 1745	0	215	37	4	6	3	0	4	6	0	0	0	0	275	
1745 - 1800	2	221	44	1	3	2	0	2	4	0	0	0	0	279	
1800 - 1815	0	181	38	0	1	5	0	1	8	0	0	0	0	234	899
1815 - 1830	1	199	24	0	2	1	0	3	3	0	1	0	0	234	
1830 - 1845	0	169	36	0	1	3	0	1	5	0	0	0	0	215	
1845 - 1900	4	174	22	0	6	3	0	2	5	0	0	0	0	216	
1900 - 1915	0	149	24	0	2	1	0	0	2	0	0	0	0	178	685
1915 - 1930	0	174	21	0	3	2	0	2	5	0	0	0	0	207	
1930 - 1945	2	125	22	0	4	2	0	2	2	0	0	0	0	159	
1945 - 2000	1	106	20	0	7	3	0	1	3	0	0	0	0	141	
2000 - 2015	0	115	20	0	1	1	0	1	3	0	0	0	0	141	534
2015 - 2030	0	104	19	0	1	1	0	1	2	0	0	0	0	128	
2030 - 2045	0	137	17	1	1	0	0	0	1	0	0	0	0	157	
2045 - 2100	0	89	13	0	2	0	0	0	4	0	0	0	0	108	
2100 - 2115	0	96	7	0	0	0	0	0	2	0	0	0	0	105	353
2115 - 2130	0	79	7	0	2	0	0	0	4	0	0	0	0	92	
2130 - 2145	0	61	12	0	1	1	0	1	1	0	0	0	0	77	
2145 - 2200	0	68	7	0	0	0	0	0	4	0	0	0	0	79	
2200 - 2215	0	63	4	0	0	0	0	0	3	0	0	0	0	70	240
2215 - 2230	0	60	5	0	1	0	0	0	1	0	0	0	0	67	
2230 - 2245	0	52	3	0	1	0	0	0	0	0	0	0	0	56	
2245 - 2300	0	39	3	0	2	0	0	0	3	0	0	0	0	47	
2300 - 2315	0	35	4	0	0	1	0	0	1	0	0	0	0	44	160
2315 - 2330	0	41	1	0	0	0	0	0	1	0	0	0	0	43	
2330 - 2345	0	28	5	0	1	0	0	1	1	0	0	0	0	36	
2345 - 0000	0	33	3	0	0	0	0	0	1	0	0	0	0	37	

Session Total	39	9821	2084	53	310	151	0	85	570	5	2	0	0	13120
Session Average	0.41	102.30	21.71	0.55	3.23	1.57	0.00	0.89	5.94	0.05	0.02	0.00	0.00	136.67
Session Percentage	0.30	74.86	15.88	0.40	2.36	1.15	0.00	0.65	4.34	0.04	0.02	0.00	0.00	
AM Peak Hour	0630 - 0730	0700 - 0800	0845 - 0945	0630 - 0730	0945 - 1045	0830 - 0930	-	0845 - 0945	0830 - 0930	-	0815 - 0915	-	-	0700 - 0800
AM Peak Volume	3	838	153	9	29	11	0	9	48	0	1	0	0	1042
Noon Peak Hour	1200 - 1300	1430 - 1530	1445 - 1545	1445 - 1545	1000 - 1100	1415 - 1515	-	1245 - 1345	1145 - 1245	1200 - 1300	-	-	-	1445 - 1545
Noon Peak Volume	7	641	155	5	33	18	0	10	56	2	0	0	0	870
PM Peak Hour	1845 - 1945	1630 - 1730	1700 - 1800	1645 - 1745	1545 - 1645	1600 - 1700	-	1715 - 1815	1515 - 1615	1500 - 1600	1730 - 1830	-	-	1630 - 1730
PM Peak Volume	174	1378	179	115	115	115	0	115	115	115	115	0	0	1371

Bi-Directional Class Count || Volume Summary 15min

Douglasville, GA



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Site 15

GA-92 Hwy 92 (East),
east of Ridge Rd

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.640202°, -84.639198°

0000 - 2400 (24h Session) (09-14-2022)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
0000 - 0015	7	20	27	112
0015 - 0030	9	23	32	
0030 - 0045	12	17	29	
0045 - 0100	11	13	24	
0100 - 0115	18	13	31	87
0115 - 0130	5	17	22	
0130 - 0145	6	16	22	
0145 - 0200	3	9	12	
0200 - 0215	7	3	10	56
0215 - 0230	5	7	12	
0230 - 0245	5	7	12	
0245 - 0300	12	10	22	
0300 - 0315	13	13	26	133
0315 - 0330	21	26	47	
0330 - 0345	16	17	33	
0345 - 0400	14	13	27	
0400 - 0415	20	20	40	189
0415 - 0430	26	22	48	
0430 - 0445	37	12	49	
0445 - 0500	34	18	52	
0500 - 0515	39	15	54	297
0515 - 0530	41	31	72	
0530 - 0545	55	20	75	
0545 - 0600	72	24	96	
0600 - 0615	91	40	131	694
0615 - 0630	109	47	156	
0630 - 0645	153	52	205	
0645 - 0700	143	59	202	
0700 - 0715	164	70	234	1042
0715 - 0730	172	108	280	
0730 - 0745	165	107	272	
0745 - 0800	134	122	256	
0800 - 0815	121	90	211	812
0815 - 0830	110	83	193	
0830 - 0845	120	82	202	
0845 - 0900	125	81	206	
0900 - 0915	108	85	193	625
0915 - 0930	103	62	165	
0930 - 0945	93	59	152	
0945 - 1000	61	54	115	
1000 - 1015	71	46	117	514
1015 - 1030	67	68	135	
1030 - 1045	72	64	136	
1045 - 1100	61	65	126	
1100 - 1115	75	66	141	607
1115 - 1130	80	77	157	
1130 - 1145	64	90	154	
1145 - 1200	68	87	155	

Time	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
1200 - 1215	82	85	167	631
1215 - 1230	82	72	154	
1230 - 1245	88	68	156	
1245 - 1300	80	74	154	
1300 - 1315	75	67	142	613
1315 - 1330	82	63	145	
1330 - 1345	74	86	160	
1345 - 1400	79	87	166	
1400 - 1415	72	93	165	755
1415 - 1430	87	85	172	
1430 - 1445	126	99	225	
1445 - 1500	63	130	193	
1500 - 1515	82	138	220	902
1515 - 1530	84	135	219	
1530 - 1545	91	147	238	
1545 - 1600	92	133	225	
1600 - 1615	106	134	240	1065
1615 - 1630	111	154	265	
1630 - 1645	112	191	303	
1645 - 1700	129	128	257	
1700 - 1715	111	165	276	1115
1715 - 1730	132	153	285	
1730 - 1745	109	166	275	
1745 - 1800	118	161	279	
1800 - 1815	97	137	234	899
1815 - 1830	107	127	234	
1830 - 1845	78	137	215	
1845 - 1900	106	110	216	
1900 - 1915	71	107	178	685
1915 - 1930	98	109	207	
1930 - 1945	75	84	159	
1945 - 2000	69	72	141	
2000 - 2015	75	66	141	534
2015 - 2030	77	51	128	
2030 - 2045	87	70	157	
2045 - 2100	56	52	108	
2100 - 2115	52	53	105	353
2115 - 2130	43	49	92	
2130 - 2145	37	40	77	
2145 - 2200	31	48	79	
2200 - 2215	35	35	70	240
2215 - 2230	19	48	67	
2230 - 2245	24	32	56	
2245 - 2300	20	27	47	
2300 - 2315	16	28	44	160
2315 - 2330	19	24	43	
2330 - 2345	13	23	36	
2345 - 0000	16	21	37	

Session Total	6606	6514	13120
Session Average	68.81	67.85	136.67
Session Percentage	50.35	49.65	

24-Hr for SR 92 e/o Demooney Rd

Bi-Directional Class Count || NB EB 15min

Douglasville, GA

Site 16

GA-92 Hwy 92 (East),
east of Demoney Rd

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.627843°, -84.620801°

[Click here for Map](#)

0000 - 2400 (24h Session) (09-14-2022)

NB EB 15min

Time	Eastbound (Movement 16.1)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	8	2	0	0	1	0	0	3	0	0	0	0	14	69
0015 - 0030	0	10	5	0	1	0	0	0	0	0	0	0	0	16	
0030 - 0045	0	14	2	0	1	2	0	0	0	0	0	0	0	18	
0045 - 0100	0	16	4	0	0	0	0	0	1	0	0	0	0	21	
0100 - 0115	0	14	2	0	1	1	0	0	2	0	0	0	0	20	44
0115 - 0130	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0130 - 0145	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
0145 - 0200	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
0200 - 0215	0	8	2	0	0	0	0	0	2	0	0	0	0	12	45
0215 - 0230	0	6	2	0	1	0	0	0	3	0	0	0	0	12	
0230 - 0245	0	6	2	0	0	0	0	0	1	0	0	0	0	9	
0245 - 0300	0	7	2	0	0	0	0	0	3	0	0	0	0	12	
0300 - 0315	0	11	2	0	0	0	0	0	2	0	0	0	0	15	77
0315 - 0330	0	22	4	0	1	0	0	0	0	0	0	0	0	27	
0330 - 0345	0	16	4	0	0	0	0	0	1	0	0	0	0	21	
0345 - 0400	0	11	2	0	0	0	0	0	1	0	0	0	0	14	
0400 - 0415	0	23	5	0	0	0	0	0	0	0	0	0	0	28	166
0415 - 0430	0	34	4	0	0	0	0	0	1	0	0	0	0	39	
0430 - 0445	0	33	9	0	1	0	0	0	1	0	0	0	0	44	
0445 - 0500	0	45	7	0	1	0	0	0	2	0	0	0	0	55	
0500 - 0515	0	44	7	0	2	0	0	0	3	0	0	0	0	56	268
0515 - 0530	0	44	9	0	1	0	0	0	0	0	0	0	0	54	
0530 - 0545	0	54	10	0	1	0	0	0	4	0	0	0	0	69	
0545 - 0600	0	65	22	0	0	1	0	0	1	0	0	0	0	89	
0600 - 0615	0	84	25	0	1	0	0	1	3	0	0	0	0	114	632
0615 - 0630	0	111	27	0	2	1	0	0	2	0	0	0	0	143	
0630 - 0645	2	141	37	1	4	3	0	1	2	0	0	0	0	191	
0645 - 0700	0	145	29	2	5	1	0	0	2	0	0	0	0	184	
0700 - 0715	0	176	30	2	2	0	0	1	4	0	0	0	0	215	819
0715 - 0730	2	175	35	3	1	1	0	0	6	0	0	0	0	223	
0730 - 0745	0	161	16	0	6	0	0	0	9	0	0	0	0	192	
0745 - 0800	0	152	28	2	4	0	0	0	3	0	0	0	0	189	
0800 - 0815	0	160	28	1	4	1	0	0	6	0	0	0	0	200	718
0815 - 0830	0	128	26	2	3	0	0	0	5	0	0	0	0	164	
0830 - 0845	0	134	34	4	6	4	0	2	8	0	0	0	0	192	
0845 - 0900	1	118	29	2	5	0	0	2	5	0	0	0	0	162	
0900 - 0915	0	121	30	1	1	0	0	2	9	0	0	0	0	164	554
0915 - 0930	0	108	34	2	4	1	0	2	2	0	0	0	0	153	
0930 - 0945	0	85	33	1	3	0	0	2	9	0	0	0	0	133	
0945 - 1000	0	72	19	0	2	1	0	0	10	0	0	0	0	104	
1000 - 1015	0	79	23	0	7	3	0	0	10	0	0	0	0	122	444
1015 - 1030	0	63	31	0	5	1	0	0	6	0	0	0	0	106	
1030 - 1045	0	79	18	0	6	2	0	0	1	10	0	0	0	116	
1045 - 1100	0	72	19	0	2	1	0	0	6	0	0	0	0	100	
1100 - 1115	0	84	19	0	4	1	0	0	5	0	0	0	0	113	443
1115 - 1130	0	86	22	1	2	2	0	0	11	0	0	0	0	124	
1130 - 1145	0	74	15	0	3	0	0	2	8	0	0	0	0	102	
1145 - 1200	0	73	19	0	0	4	0	0	8	0	0	0	0	104	
1200 - 1215	0	72	30	0	2	1	0	1	12	0	0	0	0	118	540
1215 - 1230	0	104	26	0	3	4	0	0	10	0	0	0	0	147	
1230 - 1245	0	95	17	0	5	1	0	3	9	1	0	0	0	131	
1245 - 1300	2	100	27	0	2	0	0	1	12	0	0	0	0	144	
1300 - 1315	1	86	20	0	2	2	0	1	5	0	0	0	0	117	497
1315 - 1330	0	100	32	0	3	0	0	3	6	0	0	0	0	144	
1330 - 1345	0	86	18	0	4	2	0	2	7	0	0	0	0	119	
1345 - 1400	1	90	14	0	3	2	0	2	5	0	0	0	0	117	
1400 - 1415	0	95	21	0	3	2	0	2	9	0	0	0	0	132	532
1415 - 1430	0	103	24	0	3	1	0	0	6	0	0	0	0	137	
1430 - 1445	2	90	13	0	3	2	0	4	10	0	0	0	0	124	
1445 - 1500	0	110	15	1	3	3	0	0	7	0	0	0	0	139	
1500 - 1515	0	105	25	1	1	4	0	1	5	0	0	0	0	142	622
1515 - 1530	1	132	22	1	5	0	0	1	9	1	0	0	0	172	
1530 - 1545	0	86	34	0	4	1	0	0	2	0	0	0	0	127	
1545 - 1600	0	145	28	2	3	2	0	0	1	0	0	0	0	181	
1600 - 1615	0	129	32	3	3	2	0	2	2	0	0	0	0	173	645
1615 - 1630	1	117	21	3	3	3	0	1	1	0	0	0	0	150	
1630 - 1645	1	120	24	2	5	3	0	1	6	0	0	0	0	162	
1645 - 1700	0	129	23	1	4	0	0	1	4	0	0	0	0	160	
1700 - 1715	0	124	27	3	4	1	0	1	3	0	0	0	0	163	645
1715 - 1730	1	140	20	5	1	0	0	3	1	0	0	0	0	171	
1730 - 1745	0	128	21	4	2	0	0	0	4	0	0	0	0	159	
1745 - 1800	0	123	18	1	5	1	0	0	4	0	0	0	0	152	
1800 - 1815	2	125	16	0	1	3	0	1	2	0	0	0	0	150	619
1815 - 1830	1	132	27	0	3	0	0	1	9	0	0	0	0	173	
1830 - 1845	2	115	22	0	2	3	0	2	0	0	0	0	0	146	
1845 - 1900	1	121	20	0	5	0	0	1	2	0	0	0	0	150	
1900 - 1915	1	116	19	0	5	0	0	2	3	0	0	0	0	146	511
1915 - 1930	0	107	18	0	2	3	0	1	3	0	0	0	0	134	
1930 - 1945	0	97	10	0	4	0	0	1	1	0	0	0	0	113	
1945 - 2000	0	97	17	0	3	0	0	0	1	0	0	0	0	118	
2000 - 2015	0	102	15	0	1	1	0	0	3	0	0	0	0	122	447
2015 - 2030	0	92	13	1	3	0	0	0	1	0	0	0	0	110	
2030 - 2045	0	104	24	0	2	0	0	0	0	0	0	0	0	130	
2045 - 2100	0	73	6	0	1	1	0	1	3	0	0	0	0	85	
2100 - 2115	0	72	6	0	1	0	0	1	4	0	0	0	0	84	258
2115 - 2130	0	57	3	0	1	0	0	0	0	0	0	0	0	61	
2130 - 2145	0	52	5	0	0	0	0	0	1	0	0	0	0	58	
2145 - 2200	0	47	6	0	0	1	0	0	1	0	0	0	0	55	
2200 - 2215	0	65	6	0	0	0	0	0	1	0	0	0	0	72	173
2215 - 2230	0	24	3	0	1	0	0	0	1	0	0	0	0	29	
2230 - 2245	0	36	2	0	0	0	0	0	0	0	0	0	0	38	
2245 - 2300	0	27	2	0	3	0	0	0	2	0	0	0	0	34	
2300 - 2315	0	18	3	0	0	0	0	0	0	0	0	0	0	21	19
2315 - 2330	0	29	0	0	0	0	0	1	0	0	0	0	0	31	
2330 - 2345	0	15	2	0	0	1	0	0	1	0	0	0	0	19	
2345 - 0000	0	21	0	0	0	0	0	0	0	0	0	0	0	21	

Session Total	22	7544	1536	53	206	82	0	58	357	2	0	0	0	9860
Session Average	0.23	78.58	16.00	0.55	2.15	0.85	0.00	0.60	3.72	0.02	0.00	0.00	0.00	102.71
Session Percentage	0.22	76.51	15.58	0.54	2.09	0.83	0.00	0.59	3.62	0.02	0.00	0.00	0.00	
AM Peak Hour	0630 - 0730	0700 - 0800	0630 - 0730	0745 - 0845	0945 - 1045	0945 - 1045	-	0830 - 0930	0945 - 1045	-	-	-	-	0700 - 0800
AM Peak Volume	4	664	131	9	20	7	0	8	36	0	0	0	0	819
Noon Peak Hour	1215 - 1315	1430 - 1530	1200 - 1300	1430 - 1530	2000 - 1100	1145 - 1245	-	1315 - 1415	1200 - 1300	1145 - 1245	-	-	-	1445 - 1545
Noon Peak Volume	3	437	100	3	10	14	0	9	43	1	0	0	0	580
PM Peak Hour	1800 - 1900	1645 - 1745	1515 - 1615	1645 - 1745	1615 - 1715	1545 - 1645	-	1630 - 1730	1730 - 1830	1500 - 1600	-	-	-	1545 - 1645
PM Peak Volume	3	315	375	3	20	20	0	19	19	0	0	0	0	365

Bi-Directional Class Count || SB WB 15min

Douglasville, GA

Site 16

GA-92 Hwy 92 (East),
east of Demoney Rd

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.627843°, -84.620801°

[Click here for Map](#)

0000 - 2400 (24h Session) (09-14-2022)

SB WB 15min

Time	Westbound (Movement 16.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	1	27	3	0	0	0	0	0	0	0	0	0	0	31	
0015 - 0030	0	27	1	0	1	1	0	0	0	0	0	0	0	30	
0030 - 0045	0	16	0	0	1	1	0	0	2	0	0	0	0	20	
0045 - 0100	0	22	1	0	0	0	0	0	0	0	0	0	0	23	104
0100 - 0115	0	18	3	0	0	0	0	0	2	0	0	0	0	23	
0115 - 0130	0	21	2	0	1	0	0	0	1	0	0	0	0	25	
0130 - 0145	0	15	0	0	1	0	0	0	2	0	0	0	0	18	
0145 - 0200	0	12	0	0	1	0	0	0	0	0	0	0	0	13	79
0200 - 0215	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0215 - 0230	0	10	2	0	2	1	0	0	0	0	0	0	0	15	
0230 - 0245	0	14	3	0	1	0	0	0	0	0	0	0	0	18	
0245 - 0300	0	19	3	0	2	0	0	0	0	0	0	0	0	24	64
0300 - 0315	0	14	3	0	1	0	0	0	0	0	0	0	0	18	
0315 - 0330	0	24	3	0	6	0	0	0	1	0	0	0	0	34	
0330 - 0345	0	12	0	0	5	0	0	0	1	0	0	0	0	18	
0345 - 0400	0	15	3	0	4	0	0	0	3	0	0	0	0	25	95
0400 - 0415	0	17	4	0	0	0	0	0	2	0	0	0	0	23	
0415 - 0430	0	15	3	0	2	0	0	0	2	0	0	0	0	22	
0430 - 0445	0	14	3	0	2	2	0	0	3	0	0	0	0	24	
0445 - 0500	0	20	5	0	1	0	0	0	1	0	0	0	0	27	96
0500 - 0515	1	20	4	0	1	0	0	0	4	0	0	0	0	30	
0515 - 0530	0	32	13	0	2	0	0	0	1	0	0	0	0	48	
0530 - 0545	0	29	5	0	1	0	0	1	1	0	0	0	0	37	
0545 - 0600	0	37	2	0	1	1	0	0	1	0	0	0	0	42	157
0600 - 0615	0	40	5	3	1	0	0	0	0	0	0	0	0	49	
0615 - 0630	0	63	12	9	0	0	0	0	4	0	0	0	0	88	
0630 - 0645	0	70	11	6	0	1	0	0	1	0	0	0	0	89	
0645 - 0700	0	82	13	1	2	1	0	0	2	0	0	0	0	101	327
0700 - 0715	2	88	10	0	0	1	0	0	2	0	0	0	0	103	
0715 - 0730	1	135	15	2	0	3	0	1	2	0	0	0	0	159	
0730 - 0745	1	148	16	1	1	1	0	0	2	0	0	0	0	170	
0745 - 0800	2	135	16	0	1	1	0	0	3	0	0	0	0	158	590
0800 - 0815	0	114	21	0	4	2	0	2	4	0	0	0	0	147	
0815 - 0830	0	135	18	2	1	0	0	0	5	0	0	0	0	161	
0830 - 0845	0	124	28	0	3	1	0	0	4	0	0	0	0	160	
0845 - 0900	0	113	28	0	2	2	0	0	4	0	0	0	0	149	617
0900 - 0915	0	82	27	0	3	4	0	1	6	0	1	0	0	124	
0915 - 0930	0	76	26	0	8	1	0	0	7	0	0	0	0	118	
0930 - 0945	0	71	19	0	8	1	0	0	2	0	0	0	0	101	
0945 - 1000	1	69	17	1	3	2	0	2	2	0	0	0	0	97	440
1000 - 1015	0	74	21	0	5	0	0	0	4	0	0	0	0	104	
1015 - 1030	0	59	25	0	13	1	0	1	4	0	0	0	0	103	
1030 - 1045	1	60	31	0	3	1	0	0	5	0	0	0	0	101	
1045 - 1100	0	60	20	1	4	0	0	0	7	0	0	0	0	92	400
1100 - 1115	0	59	23	0	7	0	0	0	8	0	0	0	0	97	
1115 - 1130	0	69	45	0	3	0	0	0	3	0	0	0	0	120	
1130 - 1145	0	63	49	0	21	0	0	0	3	0	0	0	0	136	
1145 - 1200	0	79	36	0	4	0	0	0	9	0	0	0	0	128	481
1200 - 1215	1	81	24	0	3	1	0	2	1	0	0	0	0	113	
1215 - 1230	0	88	19	0	5	2	0	1	4	0	0	0	0	119	
1230 - 1245	1	89	20	0	2	1	0	0	3	1	0	0	0	117	
1245 - 1300	0	67	16	1	2	2	0	0	4	0	0	0	0	92	441
1300 - 1315	0	94	25	0	3	1	0	1	4	0	0	0	0	128	
1315 - 1330	0	90	19	0	9	4	0	1	2	0	0	0	0	125	
1330 - 1345	0	92	23	1	3	0	0	0	3	0	0	0	0	122	
1345 - 1400	1	94	20	2	2	0	0	0	6	0	0	0	0	125	500
1400 - 1415	0	90	26	6	0	2	0	0	6	0	0	0	0	130	
1415 - 1430	0	112	21	4	3	1	0	1	5	0	0	0	0	147	
1430 - 1445	3	130	27	1	3	2	0	0	3	1	0	0	0	170	
1445 - 1500	1	136	28	1	3	1	0	2	4	0	0	0	0	176	623
1500 - 1515	0	142	43	1	3	2	0	2	5	0	0	0	0	198	
1515 - 1530	0	149	37	0	2	0	0	1	2	0	0	0	0	191	
1530 - 1545	1	135	22	0	8	1	0	0	3	0	0	0	0	170	
1545 - 1600	0	152	26	4	1	0	0	2	0	0	0	0	0	185	744
1600 - 1615	2	174	42	2	3	1	0	2	4	0	0	0	0	230	
1615 - 1630	1	195	33	0	3	0	0	1	3	0	0	0	0	239	
1630 - 1645	2	212	33	0	3	2	0	0	5	0	0	0	0	257	
1645 - 1700	3	222	34	0	2	4	0	2	4	0	0	0	0	270	996
1700 - 1715	0	220	39	0	5	2	0	0	1	1	0	0	0	270	
1715 - 1730	2	209	44	1	2	1	0	3	3	0	0	0	0	265	
1730 - 1745	1	208	37	1	2	3	0	1	1	0	0	0	0	254	
1745 - 1800	3	200	24	0	4	0	0	0	4	0	0	0	0	235	1024
1800 - 1815	0	177	17	0	2	5	0	1	4	0	1	0	0	207	
1815 - 1830	1	179	31	0	1	0	0	1	2	0	0	0	0	215	
1830 - 1845	0	160	30	0	2	0	0	0	2	0	0	0	0	194	
1845 - 1900	3	148	25	0	1	1	0	0	0	0	0	0	0	178	794
1900 - 1915	0	153	23	0	1	3	0	0	0	0	0	0	0	180	
1915 - 1930	1	137	21	0	1	2	0	1	4	0	0	0	0	167	
1930 - 1945	2	136	19	0	3	0	0	1	0	0	0	0	0	161	
1945 - 2000	1	116	18	2	1	2	0	0	0	0	0	0	0	140	648
2000 - 2015	0	115	19	0	1	0	0	0	2	0	0	0	0	137	
2015 - 2030	0	113	20	0	1	0	0	1	0	0	0	0	0	135	
2030 - 2045	0	111	19	0	0	0	0	0	0	0	0	0	0	130	
2045 - 2100	0	93	11	0	0	0	0	0	1	0	0	0	0	105	507
2100 - 2115	0	83	14	0	1	0	0	0	2	0	0	0	0	100	
2115 - 2130	0	74	14	0	0	0	0	0	1	0	0	0	0	89	
2130 - 2145	0	61	9	0	1	0	0	0	0	0	0	0	0	71	
2145 - 2200	0	85	10	0	0	0	0	1	2	0	0	0	0	98	358
2200 - 2215	0	58	7	0	0	0	0	0	1	0	0	0	0	66	
2215 - 2230	0	80	6	0	0	0	0	0	0	0	0	0	0	86	
2230 - 2245	0	45	5	0	0	0	0	0	0	0	0	0	0	50	
2245 - 2300	0	39	6	0	1	0	0	0	2	0	0	0	0	48	250
2300 - 2315	0	43	8	0	1	0	0	0	0	0	0	0	0	52	
2315 - 2330	0	35	5	0	0	0	0	0	0	0	0	0	0	40	
2330 - 2345	0	26	4	0	1	0	0	1	2	0	0	0	0	34	
2345 - 0000	0	27	5	0	1	0	0	0	0	0	0	0	0	33	159

Session Total	40	8200	1626	54	227	78	0	39	225	3	2	0	0	10494
Session Average	0.42	85.42	16.94	0.56	2.36	0.81	0.00	0.41	2.34	0.03	0.02	0.00	0.00	109.31
Session Percentage	0.38	78.14	15.49	0.51	2.16	0.74	0.00	0.37	2.14	0.03	0.02	0.00	0.00	

AM Peak Hour	0700 - 0800	0715 - 0815	0830 - 0930	0600 - 0700	0930 - 1030	0830 - 0930	-	0715 - 0815	0830 - 0930	-	0815 - 0915	-	-	0730 - 0830
AM Peak Volume	6	532	109	19	29	8	0	3	21	0	1	0	0	636

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

Douglasville, GA

Site 16

GA-92 Hwy 92 (East),
east of Demooney Rd

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.627843°, -84.620801°

0000 - 2400 (24h Session) (09-14-2022)

Bi-Directional 15min

Time	Bi-Directional 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	1	35	5	0	0	1	0	0	3	0	0	0	0	45	
0015 - 0030	0	37	6	0	2	1	0	0	0	0	0	0	0	46	
0030 - 0045	0	30	2	0	1	3	0	0	2	0	0	0	0	38	
0045 - 0100	0	38	5	0	0	0	0	0	1	0	0	0	0	44	173
0100 - 0115	0	32	5	0	1	1	0	0	4	0	0	0	0	43	
0115 - 0130	0	27	4	0	1	0	0	0	1	0	0	0	0	33	
0130 - 0145	0	23	1	0	1	0	0	0	2	0	0	0	0	27	
0145 - 0200	0	17	2	0	1	0	0	0	0	0	0	0	0	20	123
0200 - 0215	0	15	2	0	0	0	0	0	2	0	0	0	0	19	
0215 - 0230	0	16	4	0	3	1	0	0	3	0	0	0	0	27	
0230 - 0245	0	20	5	0	1	0	0	0	1	0	0	0	0	27	
0245 - 0300	0	26	5	0	2	0	0	0	3	0	0	0	0	36	109
0300 - 0315	0	25	5	0	1	0	0	0	2	0	0	0	0	33	
0315 - 0330	0	46	7	0	7	0	0	0	1	0	0	0	0	61	
0330 - 0345	0	28	4	0	5	0	0	0	2	0	0	0	0	39	
0345 - 0400	0	26	5	0	4	0	0	0	4	0	0	0	0	39	172
0400 - 0415	0	40	9	0	0	0	0	0	2	0	0	0	0	51	
0415 - 0430	0	49	7	0	2	0	0	0	3	0	0	0	0	61	
0430 - 0445	0	47	12	0	3	2	0	0	4	0	0	0	0	68	
0445 - 0500	0	65	12	0	2	0	0	0	3	0	0	0	0	82	262
0500 - 0515	1	64	11	0	3	0	0	0	7	0	0	0	0	86	
0515 - 0530	0	76	22	0	3	0	0	0	1	0	0	0	0	102	
0530 - 0545	0	83	15	0	2	0	0	1	5	0	0	0	0	106	
0545 - 0600	0	102	24	0	1	2	0	0	2	0	0	0	0	131	425
0600 - 0615	0	124	30	3	2	0	0	1	3	0	0	0	0	163	
0615 - 0630	0	174	39	9	2	1	0	0	6	0	0	0	0	231	
0630 - 0645	2	211	48	7	4	0	0	1	3	0	0	0	0	280	
0645 - 0700	0	227	42	3	7	2	0	0	4	0	0	0	0	285	959
0700 - 0715	2	264	40	2	2	1	0	1	6	0	0	0	0	318	
0715 - 0730	3	310	50	5	1	4	0	1	8	0	0	0	0	382	
0730 - 0745	1	309	32	1	7	1	0	0	11	0	0	0	0	362	
0745 - 0800	2	287	44	2	5	1	0	0	6	0	0	0	0	347	1409
0800 - 0815	0	274	49	1	8	3	0	2	10	0	0	0	0	347	
0815 - 0830	0	263	44	4	4	0	0	0	10	0	0	0	0	325	
0830 - 0845	0	258	62	4	9	5	0	2	12	0	0	0	0	352	
0845 - 0900	1	231	57	2	7	2	0	2	9	0	0	0	0	311	1335
0900 - 0915	0	203	57	1	4	4	0	3	15	0	1	0	0	288	
0915 - 0930	0	184	60	2	12	2	0	2	9	0	0	0	0	271	
0930 - 0945	0	156	52	1	11	1	0	2	11	0	0	0	0	234	
0945 - 1000	1	141	36	1	5	3	0	2	12	0	0	0	0	201	994
1000 - 1015	0	153	44	0	12	3	0	0	14	0	0	0	0	226	
1015 - 1030	0	122	56	0	18	2	0	1	10	0	0	0	0	209	
1030 - 1045	1	139	49	0	9	3	0	1	15	0	0	0	0	217	
1045 - 1100	0	132	39	1	6	1	0	0	13	0	0	0	0	192	844
1100 - 1115	0	143	42	0	11	1	0	0	13	0	0	0	0	210	
1115 - 1130	0	155	67	1	5	2	0	0	14	0	0	0	0	244	
1130 - 1145	0	137	64	0	24	0	0	2	11	0	0	0	0	238	
1145 - 1200	0	152	55	0	4	4	0	0	17	0	0	0	0	232	924
1200 - 1215	1	153	54	0	5	2	0	3	13	0	0	0	0	231	
1215 - 1230	0	192	45	0	8	6	0	1	14	0	0	0	0	266	
1230 - 1245	1	184	37	0	7	2	0	3	12	2	0	0	0	248	
1245 - 1300	2	167	43	1	4	2	0	1	16	0	0	0	0	236	981
1300 - 1315	1	180	45	0	5	3	0	2	9	0	0	0	0	245	
1315 - 1330	0	190	51	0	12	4	0	4	8	0	0	0	0	269	
1330 - 1345	0	178	41	1	7	2	0	2	10	0	0	0	0	241	
1345 - 1400	2	184	34	2	5	2	0	2	11	0	0	0	0	242	997
1400 - 1415	0	185	47	6	3	4	0	2	15	0	0	0	0	262	
1415 - 1430	0	215	45	4	6	2	0	1	11	0	0	0	0	284	
1430 - 1445	5	220	40	1	6	4	0	4	13	1	0	0	0	294	
1445 - 1500	1	245	43	2	6	4	0	2	11	0	0	0	0	315	1155
1500 - 1515	0	247	68	2	4	6	0	3	10	0	0	0	0	340	
1515 - 1530	1	281	59	1	7	0	0	2	11	1	0	0	0	363	
1530 - 1545	1	221	56	0	12	2	0	0	5	0	0	0	0	297	
1545 - 1600	0	297	54	6	4	2	0	2	1	0	0	0	0	366	1366
1600 - 1615	2	303	74	5	6	3	0	4	6	0	0	0	0	403	
1615 - 1630	2	312	54	3	6	6	0	2	4	0	0	0	0	389	
1630 - 1645	3	332	57	2	8	5	0	1	11	0	0	0	0	419	
1645 - 1700	3	351	57	3	4	4	0	3	5	0	0	0	0	430	1641
1700 - 1715	0	344	66	3	9	3	0	3	4	1	0	0	0	433	
1715 - 1730	3	349	64	6	3	1	0	6	4	0	0	0	0	436	
1730 - 1745	1	336	58	5	4	3	0	1	5	0	0	0	0	413	
1745 - 1800	3	323	42	1	9	1	0	0	8	0	0	0	0	387	1669
1800 - 1815	2	302	33	0	3	8	0	2	6	0	1	0	0	357	
1815 - 1830	2	311	58	0	4	0	0	2	11	0	0	0	0	388	
1830 - 1845	2	275	52	0	4	3	0	2	2	0	0	0	0	340	
1845 - 1900	4	269	45	0	6	1	0	1	2	0	0	0	0	328	1413
1900 - 1915	1	269	42	0	6	3	0	2	3	0	0	0	0	326	
1915 - 1930	1	244	39	0	3	5	0	2	7	0	0	0	0	301	
1930 - 1945	2	233	29	0	7	0	0	2	1	0	0	0	0	274	
1945 - 2000	1	213	35	2	4	2	0	0	1	0	0	0	0	258	1159
2000 - 2015	0	217	34	0	2	1	0	0	5	0	0	0	0	259	
2015 - 2030	0	205	33	1	4	0	0	1	1	0	0	0	0	245	
2030 - 2045	0	215	43	0	2	0	0	0	0	0	0	0	0	260	
2045 - 2100	0	166	17	0	1	1	0	1	4	0	0	0	0	190	954
2100 - 2115	0	155	20	0	2	0	0	0	1	6	0	0	0	184	
2115 - 2130	0	131	17	0	1	0	0	0	1	0	0	0	0	150	
2130 - 2145	0	113	14	0	1	0	0	0	1	0	0	0	0	129	
2145 - 2200	0	132	16	0	0	1	0	1	3	0	0	0	0	153	616
2200 - 2215	0	123	13	0	0	0	0	0	2	0	0	0	0	138	
2215 - 2230	0	104	9	0	1	0	0	0	1	0	0	0	0	115	
2230 - 2245	0	81	7	0	0	0	0	0	0	0	0	0	0	88	
2245 - 2300	0	66	7	0	4	0	0	0	4	0	0	0	0	82	423
2300 - 2315	0	61	11	0	1	0	0	0	0	0	0	0	0	73	
2315 - 2330	0	64	5	0	0	0	0	1	1	0	0	0	0	71	
2330 - 2345	0	41	6	0	1	1	0	1	3	0	0	0	0	53	
2345 - 0000	0	48	5	0	1	0	0	0	0	0	0	0	0	54	251

Session Total	62	15744	3162	107	433	160	0	97	582	5	2	0	0	20354
Session Average	0.65	164.00	32.94	1.11	4.51	1.67	0.00	1.01	6.06	0.05	0.02	0.00	0.00	212.02
Session Percentage	0.30	77.35	15.54	0.53	2.13	0.79	0.00	0.48	2.86	0.02	0.01	0.00	0.00	
AM Peak Hour	0700 - 0800	0715 - 0815	0830 - 0930	0600 - 0700	0930 - 1030	0830 - 0930	-	0830 - 0930	0945 - 1045	-	0815 - 0915	-	-	07

Bi-Directional Class Count || Volume Summary 15min

Douglasville, GA



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Site 16

GA-92 Hwy 92 (East),
east of Demooney Rd

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.627843°, -84.620801°

0000 - 2400 (24h Session) (09-14-2022)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
0000 - 0015	14	31	45	173
0015 - 0030	16	30	46	
0030 - 0045	18	20	38	
0045 - 0100	21	23	44	
0100 - 0115	20	23	43	123
0115 - 0130	8	25	33	
0130 - 0145	9	18	27	
0145 - 0200	7	13	20	
0200 - 0215	12	7	19	109
0215 - 0230	12	15	27	
0230 - 0245	9	18	27	
0245 - 0300	12	24	36	
0300 - 0315	15	18	33	172
0315 - 0330	27	34	61	
0330 - 0345	21	18	39	
0345 - 0400	14	25	39	
0400 - 0415	28	23	51	262
0415 - 0430	39	22	61	
0430 - 0445	44	24	68	
0445 - 0500	55	27	82	
0500 - 0515	56	30	86	425
0515 - 0530	54	48	102	
0530 - 0545	69	37	106	
0545 - 0600	89	42	131	
0600 - 0615	114	49	163	959
0615 - 0630	143	88	231	
0630 - 0645	191	89	280	
0645 - 0700	184	101	285	
0700 - 0715	215	103	318	1409
0715 - 0730	223	159	382	
0730 - 0745	192	170	362	
0745 - 0800	189	158	347	
0800 - 0815	200	147	347	1335
0815 - 0830	164	161	325	
0830 - 0845	192	160	352	
0845 - 0900	162	149	311	
0900 - 0915	164	124	288	994
0915 - 0930	153	118	271	
0930 - 0945	133	101	234	
0945 - 1000	104	97	201	
1000 - 1015	122	104	226	844
1015 - 1030	106	103	209	
1030 - 1045	116	101	217	
1045 - 1100	100	92	192	
1100 - 1115	113	97	210	924
1115 - 1130	124	120	244	
1130 - 1145	102	136	238	
1145 - 1200	104	128	232	

Time	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
1200 - 1215	118	113	231	981
1215 - 1230	147	119	266	
1230 - 1245	131	117	248	
1245 - 1300	144	92	236	
1300 - 1315	117	128	245	997
1315 - 1330	144	125	269	
1330 - 1345	119	122	241	
1345 - 1400	117	125	242	
1400 - 1415	132	130	262	1155
1415 - 1430	137	147	284	
1430 - 1445	124	170	294	
1445 - 1500	139	176	315	
1500 - 1515	142	198	340	1366
1515 - 1530	172	191	363	
1530 - 1545	127	170	297	
1545 - 1600	181	185	366	
1600 - 1615	173	230	403	1641
1615 - 1630	150	239	389	
1630 - 1645	162	257	419	
1645 - 1700	160	270	430	
1700 - 1715	163	270	433	1669
1715 - 1730	171	265	436	
1730 - 1745	159	254	413	
1745 - 1800	152	235	387	
1800 - 1815	150	207	357	1413
1815 - 1830	173	215	388	
1830 - 1845	146	194	340	
1845 - 1900	150	178	328	
1900 - 1915	146	180	326	1159
1915 - 1930	134	167	301	
1930 - 1945	113	161	274	
1945 - 2000	118	140	258	
2000 - 2015	122	137	259	954
2015 - 2030	110	135	245	
2030 - 2045	130	130	260	
2045 - 2100	85	105	190	
2100 - 2115	84	100	184	616
2115 - 2130	61	89	150	
2130 - 2145	58	71	129	
2145 - 2200	55	98	153	
2200 - 2215	72	66	138	423
2215 - 2230	29	86	115	
2230 - 2245	38	50	88	
2245 - 2300	34	48	82	
2300 - 2315	21	52	73	251
2315 - 2330	31	40	71	
2330 - 2345	19	34	53	
2345 - 0000	21	33	54	

Session Total	9860	10494	20354
Session Average	102.71	109.31	212.02
Session Percentage	48.44	51.56	

24-Hr for Demooney Rd n/o SR 92

Bi-Directional Class Count || NB EB 15min

Douglasville, GA

Site 17
 Demooney Rd,
 north of GA-92 Hwy 92 (East)

Date
 Wednesday, September 14, 2022

Weather
 Fair
 73°F

Lat/Long
 33.628462°, -84.620643°

[Click here for Map](#)
0000 - 2400 (24h Session) (09-14-2022)
 NB EB 15min

Time	Northbound (Movement 17.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
0015 - 0030	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0030 - 0045	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0045 - 0100	0	9	1	0	0	0	0	0	0	0	0	0	0	10	27
0100 - 0115	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0115 - 0130	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	3	0	0	0	0	0	0	0	0	0	0	0	3	17
0200 - 0215	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0215 - 0230	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0230 - 0245	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
0245 - 0300	0	12	2	0	0	0	0	0	0	0	0	0	0	14	32
0300 - 0315	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0315 - 0330	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	4	1	0	0	0	0	0	0	0	0	0	0	5	14
0400 - 0415	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0415 - 0430	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0430 - 0445	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
0445 - 0500	0	9	1	0	0	0	0	0	0	0	0	0	0	10	28
0500 - 0515	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
0515 - 0530	0	11	4	0	0	0	0	0	0	0	0	0	0	15	
0530 - 0545	0	17	2	0	0	0	0	0	0	0	0	0	0	19	
0545 - 0600	1	16	1	0	0	0	0	0	0	0	0	0	0	18	63
0600 - 0615	0	12	1	3	0	0	0	0	0	0	0	0	0	16	
0615 - 0630	0	29	6	7	0	0	0	0	0	0	0	0	0	42	
0630 - 0645	0	23	4	5	0	0	0	0	0	0	0	0	0	32	
0645 - 0700	0	33	5	0	2	1	0	0	0	0	0	0	0	41	131
0700 - 0715	0	28	4	0	0	0	0	0	0	0	0	0	0	32	
0715 - 0730	1	56	3	2	0	0	0	1	0	0	0	0	0	63	
0730 - 0745	1	60	3	0	1	0	0	0	0	0	0	0	0	65	
0745 - 0800	1	56	5	0	0	0	0	0	0	0	0	0	0	62	222
0800 - 0815	0	55	11	0	2	1	0	0	0	0	0	0	0	69	
0815 - 0830	0	65	7	2	1	0	0	0	0	0	0	0	0	75	
0830 - 0845	0	67	16	0	1	0	0	0	0	0	0	0	0	84	
0845 - 0900	0	46	9	0	1	1	0	0	0	0	0	0	0	57	285
0900 - 0915	0	34	10	0	0	1	0	0	0	0	0	0	0	45	
0915 - 0930	0	40	9	0	3	0	0	0	2	0	0	0	0	54	
0930 - 0945	0	29	8	0	4	0	0	0	0	0	0	0	0	41	
0945 - 1000	0	31	8	1	0	0	0	0	0	0	0	0	0	40	180
1000 - 1015	0	33	8	0	3	0	0	0	0	0	0	0	0	44	
1015 - 1030	0	18	10	0	3	0	0	0	1	0	0	0	0	32	
1030 - 1045	0	30	12	0	0	0	0	0	0	0	0	0	0	42	
1045 - 1100	0	21	10	0	2	0	0	1	0	0	0	0	0	34	152
1100 - 1115	0	19	7	0	3	0	0	0	0	0	0	0	0	29	
1115 - 1130	0	26	23	0	0	0	0	0	0	0	0	0	0	49	
1130 - 1145	0	18	12	0	5	0	0	0	0	0	0	0	0	35	
1145 - 1200	0	25	10	0	1	0	0	0	0	0	0	0	0	36	149
1200 - 1215	0	27	9	0	2	1	0	1	0	0	0	0	0	40	
1215 - 1230	0	32	8	0	2	1	0	0	0	0	0	0	0	43	
1230 - 1245	0	34	6	0	0	0	0	0	1	0	0	0	0	41	
1245 - 1300	0	28	4	1	0	0	0	0	0	0	0	0	0	33	157
1300 - 1315	0	40	11	0	1	0	0	0	0	0	0	0	0	52	
1315 - 1330	0	41	10	0	5	2	0	1	0	0	0	0	0	59	
1330 - 1345	0	33	7	1	1	0	0	0	0	0	0	0	0	42	
1345 - 1400	0	36	6	2	1	0	0	0	1	0	0	0	0	46	199
1400 - 1415	0	38	8	6	0	0	0	0	0	0	0	0	0	52	
1415 - 1430	0	41	6	3	2	0	0	1	0	0	0	0	0	53	
1430 - 1445	0	46	9	1	1	0	0	0	0	0	0	0	0	57	
1445 - 1500	1	38	10	0	3	0	0	1	0	0	0	0	0	53	215
1500 - 1515	0	45	11	1	1	0	0	1	0	0	0	0	0	59	
1515 - 1530	0	52	8	0	0	0	0	0	0	0	0	0	0	60	
1530 - 1545	0	42	1	0	3	0	0	0	0	0	0	0	0	46	
1545 - 1600	0	66	10	1	0	0	0	0	0	0	0	0	0	77	242
1600 - 1615	1	60	13	0	1	0	0	0	0	0	0	0	0	75	
1615 - 1630	0	67	2	0	0	0	0	0	0	0	0	0	0	69	
1630 - 1645	0	77	8	1	2	0	0	0	0	0	0	0	0	88	
1645 - 1700	1	67	7	0	0	0	0	0	0	0	0	0	0	75	307
1700 - 1715	0	78	6	0	3	0	0	0	0	0	0	0	0	87	
1715 - 1730	0	72	10	1	1	0	0	0	0	0	0	0	0	84	
1730 - 1745	0	87	11	0	1	0	0	0	0	0	0	0	0	99	
1745 - 1800	1	70	3	0	2	0	0	0	0	0	0	0	0	76	346
1800 - 1815	0	65	3	0	0	0	0	0	0	0	0	0	0	68	
1815 - 1830	0	57	7	0	0	0	0	0	0	0	0	0	0	64	
1830 - 1845	0	60	6	0	1	0	0	0	0	0	0	0	0	67	
1845 - 1900	1	60	9	0	0	0	0	0	0	0	0	0	0	70	269
1900 - 1915	0	54	8	0	0	0	0	0	0	0	0	0	0	62	
1915 - 1930	0	51	5	0	1	1	0	0	0	0	0	0	0	58	
1930 - 1945	0	64	5	0	1	0	0	0	0	0	0	0	0	70	
1945 - 2000	0	57	8	2	0	0	0	0	0	0	0	0	0	67	257
2000 - 2015	0	64	5	0	1	0	0	0	0	0	0	0	0	70	
2015 - 2030	0	50	9	0	0	0	0	0	0	0	0	0	0	59	
2030 - 2045	0	49	8	0	0	0	0	0	0	0	0	0	0	57	
2045 - 2100	0	50	4	0	0	0	0	0	0	0	0	0	0	54	240
2100 - 2115	0	31	9	0	0	0	0	0	0	0	0	0	0	40	
2115 - 2130	0	31	3	0	0	0	0	0	0	0	0	0	0	34	
2130 - 2145	0	25	5	0	0	0	0	0	0	0	0	0	0	30	
2145 - 2200	0	35	3	0	0	0	0	0	0	0	0	0	0	38	142
2200 - 2215	0	29	2	0	0	0	0	0	0	0	0	0	0	31	
2215 - 2230	0	26	3	0	0	0	0	0	0	0	0	0	0	29	
2230 - 2245	0	24	2	0	0	0	0	0	0	0	0	0	0	26	
2245 - 2300	0	15	1	0	0	0	0	0	0	0	0	0	0	16	102
2300 - 2315	0	14	5	0	0	0	0	0	0	0	0	0	0	19	
2315 - 2330	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
2330 - 2345	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2345 - 0000	0	8	1	0	0	0	0	0	0	0	0	0	0	9	47

Session Total	9	3164	521	40	68	9	0	7	5	0	0	0	0	3823
Session Average	0.09	32.96	5.43	0.42	0.71	0.09	0.00	0.07	0.05	0.00	0.00	0.00	0.00	39.82
Session Percentage	0.24	82.76	13.63	1.05	1.78	0.24	0.00	0.18	0.13	0.00	0.00	0.00	0.00	
AM Peak Hour	0700 - 0800	0745 - 0845	0830 - 0930	0545 - 0645	0915 - 1015	0800 - 0900	-	0630 - 0730	0830 - 0930	-	-	-	-	0745 - 0845
AM Peak Volume	3	243	44	15	10	2	0	1	2	0	0	0	0	290
Noon Peak Hour	1400 - 1500	1430 - 1530	1115 - 1215	1330 - 1430	1045 - 1145	1130 - 1230	-	1415 - 1515	1000 - 1100	-	-	-	-	1430 - 1530
Noon Peak Volume	1	181	54	12	10	2	0	3	1	0	0	0	0	229
PM Peak Hour	1600 - 1700	1700 - 1800	1645 - 1745	1500 - 1600	1700 - 1800	1830 - 1930	-	1500 - 1600	-	-	-	-	-	1700 - 1800
PM Peak Volume	2	307	34	2	2	7	0	1	0	0	0	0	0	345

Bi-Directional Class Count || SB WB 15min

Douglasville, GA

Site 17

 Demooney Rd,
 north of GA-92 Hwy 92 (East)

Date

Wednesday, September 14, 2022

Weather

 Fair
 73°F

Lat/Long

33.628462°, -84.620643°


[Click here for Map](#)

0000 - 2400 (24h Session) (09-14-2022)

SB WB 15min

Time	Southbound (Movement 17.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	6	1	0	0	0	0	0	0	0	0	0	0	7	17
0015 - 0030	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0030 - 0045	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0045 - 0100	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0100 - 0115	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0130 - 0145	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0145 - 0200	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0200 - 0215	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14
0215 - 0230	0	3	1	0	1	0	0	0	0	0	0	0	0	6	
0230 - 0245	0	2	1	0	0	0	0	0	1	0	0	0	0	4	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0300 - 0315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12
0315 - 0330	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0330 - 0345	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0400 - 0415	0	9	0	0	0	0	0	0	0	0	0	0	0	9	40
0415 - 0430	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
0430 - 0445	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0445 - 0500	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
0500 - 0515	0	10	1	0	0	0	0	0	0	0	0	0	0	11	54
0515 - 0530	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
0530 - 0545	0	13	1	0	0	0	0	0	0	0	0	0	0	14	
0545 - 0600	0	14	2	0	0	0	0	0	0	0	0	0	0	16	
0600 - 0615	0	16	2	0	0	0	0	0	0	0	0	0	0	18	116
0615 - 0630	0	27	3	0	0	0	0	0	0	0	0	0	0	30	
0630 - 0645	0	29	2	0	1	0	0	0	0	0	0	0	0	32	
0645 - 0700	0	32	2	2	0	0	0	0	0	0	0	0	0	36	
0700 - 0715	0	39	3	0	1	0	0	0	0	0	0	0	0	43	178
0715 - 0730	1	35	3	2	0	0	0	0	0	0	0	0	0	41	
0730 - 0745	0	35	3	0	0	0	0	0	0	0	0	0	0	38	
0745 - 0800	0	50	5	0	1	0	0	0	0	0	0	0	0	56	
0800 - 0815	0	34	5	0	2	0	0	0	0	0	0	0	0	41	179
0815 - 0830	0	41	4	0	1	0	0	0	0	0	0	0	0	46	
0830 - 0845	0	44	6	2	0	0	0	0	0	0	0	0	0	52	
0845 - 0900	1	35	2	2	0	0	0	0	0	0	0	0	0	40	
0900 - 0915	0	37	8	0	1	0	0	0	0	0	0	0	0	46	150
0915 - 0930	0	26	6	2	2	0	0	0	0	0	0	0	0	36	
0930 - 0945	0	23	8	0	1	0	0	0	0	0	0	0	0	32	
0945 - 1000	0	27	8	0	1	0	0	0	0	0	0	0	0	36	
1000 - 1015	0	32	8	0	5	0	0	0	2	0	0	0	0	47	169
1015 - 1030	0	25	13	0	1	0	0	0	0	0	0	0	0	39	
1030 - 1045	0	30	4	0	0	1	0	0	1	0	0	0	0	37	
1045 - 1100	0	37	8	0	1	0	0	0	0	0	0	0	0	46	
1100 - 1115	0	25	6	0	2	0	0	0	0	0	0	0	0	33	139
1115 - 1130	0	30	10	1	0	0	0	0	0	0	0	0	0	41	
1130 - 1145	0	29	6	0	4	0	0	0	0	0	0	0	0	39	
1145 - 1200	0	23	3	0	0	0	0	0	0	0	0	0	0	26	
1200 - 1215	0	26	13	0	0	0	0	2	0	0	0	0	0	41	196
1215 - 1230	0	51	13	0	0	0	0	0	0	0	0	0	0	64	
1230 - 1245	0	33	3	0	3	0	0	0	0	0	0	0	0	39	
1245 - 1300	0	39	11	0	2	0	0	0	0	0	0	0	0	52	
1300 - 1315	0	33	8	0	1	0	0	1	0	0	0	0	0	43	190
1315 - 1330	0	37	11	0	0	0	0	1	0	0	0	0	0	49	
1330 - 1345	1	44	7	0	0	0	0	1	0	0	0	0	0	53	
1345 - 1400	0	37	4	0	2	0	0	2	0	0	0	0	0	45	
1400 - 1415	0	42	11	0	1	1	0	1	0	0	0	0	0	56	187
1415 - 1430	0	35	7	0	1	0	0	0	0	0	0	0	0	43	
1430 - 1445	0	34	4	0	0	0	0	0	0	0	0	0	0	39	
1445 - 1500	0	34	10	1	3	1	0	0	0	0	0	0	0	49	
1500 - 1515	0	36	6	1	0	1	0	0	0	0	0	0	0	44	196
1515 - 1530	1	46	8	1	1	0	0	0	0	0	0	0	0	57	
1530 - 1545	0	22	11	0	4	0	0	0	0	0	0	0	0	37	
1545 - 1600	0	52	6	0	0	0	0	0	0	0	0	0	0	58	
1600 - 1615	0	29	13	3	2	0	0	0	0	0	0	0	0	47	204
1615 - 1630	0	41	6	1	0	1	0	1	0	0	0	0	0	50	
1630 - 1645	0	38	5	1	1	0	0	0	0	0	0	0	0	45	
1645 - 1700	0	45	8	0	1	0	0	0	0	0	0	0	0	54	
1700 - 1715	0	29	6	0	1	0	0	1	0	0	0	0	0	37	204
1715 - 1730	0	37	5	2	0	0	0	0	0	0	0	0	0	44	
1730 - 1745	0	51	6	2	0	0	0	1	0	0	0	0	0	60	
1745 - 1800	0	53	6	1	3	0	0	0	0	0	0	0	0	63	
1800 - 1815	0	48	3	0	1	0	0	0	0	0	0	0	0	52	183
1815 - 1830	1	51	7	0	0	0	0	0	0	0	0	0	0	59	
1830 - 1845	0	36	5	0	0	0	0	0	0	0	0	0	0	41	
1845 - 1900	0	41	9	0	2	0	0	0	0	0	0	0	0	52	
1900 - 1915	0	45	7	0	0	0	0	0	0	0	0	0	0	52	149
1915 - 1930	0	38	6	0	0	1	0	1	0	0	0	0	0	46	
1930 - 1945	0	36	3	0	0	0	0	0	0	0	0	0	0	39	
1945 - 2000	0	43	3	0	0	0	0	0	0	0	0	0	0	46	
2000 - 2015	0	33	5	0	0	0	0	0	0	0	0	0	0	38	91
2015 - 2030	0	27	4	0	1	0	0	0	0	0	0	0	0	32	
2030 - 2045	0	40	6	0	0	0	0	0	0	0	0	0	0	47	
2045 - 2100	0	29	3	0	0	0	0	0	0	0	0	0	0	32	
2100 - 2115	0	20	3	0	0	0	0	1	0	0	0	0	0	24	65
2115 - 2130	0	18	2	0	0	0	0	0	0	0	0	0	0	20	
2130 - 2145	0	21	2	0	0	0	0	0	0	0	0	0	0	23	
2145 - 2200	0	19	5	0	0	0	0	0	0	0	0	0	0	24	
2200 - 2215	0	26	4	0	0	0	0	0	0	0	0	0	0	30	32
2215 - 2230	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
2230 - 2245	0	12	0	0	0	0	0	0	0	0	0	0	0	12	
2245 - 2300	0	10	1	0	1	0	0	0	0	0	0	0	0	12	
2300 - 2315	0	6	2	0	0	0	0	0	0	0	0	0	0	8	234
2315 - 2330	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
2330 - 2345	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
2345 - 0000	0	8	0	0	0	0	0	0	0	0	0	0	0	8	

Session Total	5	2451	411	24	57	6	0	15	5	0	0	0	0	2974
Session Average	0.05	25.53	4.28	0.25	0.59	0.06	0.00	0.16	0.05	0.00	0.00	0.00	0.00	30.98
Session Percentage	0.17	82.41	13.82	0.81	1.92	0.20	0.00	0.50	0.17	0.00	0.00	0.00	0.00	
AM Peak Hour	0630 - 0730	0745 - 0845	0930 - 1030	0830 - 0930	0915 - 1015	0945 - 1045	-	0945 - 1045	0945 - 1045	-	-	-	-	0745 - 0845
AM Peak Volume	1	169	37	6	9	1	0	1	0	0	0	0	0	195
Noon Peak Hour	1245 - 1345	1315 - 1415	1200 - 1300	1430 - 1530	1445 - 1545	1400 - 1500	-	1300 - 1400	1000 - 1100	-	-	-	-	1315 - 1415
Noon Peak Volume	1	160	40	3	8	2	0	5	3	0	0	0	0	203
PM Peak Hour	1500 - 1600	1730 - 1830	1515 - 1615	1545 - 1645	1515 - 1615	1500 - 1600	-	1615 - 1715	-	-	-	-	-	1730 - 1830
PM Peak Volume	0	134	38	5	5	0	0	0	0	0	0	0	0	134

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

Douglasville, GA

Site 17

 Demooney Rd,
 north of GA-92 Hwy 92 (East)

Date

Wednesday, September 14, 2022

Weather

 Fair
 73°F

Lat/Long

33.628462°, -84.620643°

0000 - 2400 (24h Session) (09-14-2022)

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	14	2	0	0	0	0	0	0	0	0	0	0	16	44
0015 - 0030	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0030 - 0045	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0045 - 0100	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
0100 - 0115	0	8	0	0	0	0	0	0	0	0	0	0	0	8	30
0115 - 0130	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
0130 - 0145	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0145 - 0200	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0200 - 0215	0	6	0	0	0	0	0	0	0	0	0	0	0	6	46
0215 - 0230	0	8	2	0	1	0	0	0	1	0	0	0	0	12	
0230 - 0245	0	10	2	0	0	0	0	0	1	0	0	0	0	13	
0245 - 0300	0	13	2	0	0	0	0	0	0	0	0	0	0	15	
0300 - 0315	0	6	1	0	0	0	0	0	0	0	0	0	0	7	26
0315 - 0330	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
0330 - 0345	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0345 - 0400	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0400 - 0415	0	12	0	0	0	0	0	0	0	0	0	0	0	12	68
0415 - 0430	0	16	1	0	0	0	0	0	0	0	0	0	0	17	
0430 - 0445	0	13	3	0	0	0	0	0	0	0	0	0	0	16	
0445 - 0500	0	21	2	0	0	0	0	0	0	0	0	0	0	23	
0500 - 0515	0	19	3	0	0	0	0	0	0	0	0	0	0	22	117
0515 - 0530	0	23	5	0	0	0	0	0	0	0	0	0	0	28	
0530 - 0545	0	30	3	0	0	0	0	0	0	0	0	0	0	33	
0545 - 0600	1	30	3	0	0	0	0	0	0	0	0	0	0	34	
0600 - 0615	0	28	3	3	0	0	0	0	0	0	0	0	0	34	247
0615 - 0630	0	56	9	7	0	0	0	0	0	0	0	0	0	72	
0630 - 0645	0	52	6	5	1	0	0	0	0	0	0	0	0	64	
0645 - 0700	0	65	7	2	2	1	0	0	0	0	0	0	0	77	
0700 - 0715	0	67	7	0	1	0	0	0	0	0	0	0	0	75	400
0715 - 0730	2	91	6	4	0	0	0	1	0	0	0	0	0	104	
0730 - 0745	1	95	6	0	1	0	0	0	0	0	0	0	0	103	
0745 - 0800	1	106	10	0	1	0	0	0	0	0	0	0	0	118	
0800 - 0815	0	89	16	0	4	1	0	0	0	0	0	0	0	110	464
0815 - 0830	0	106	11	2	2	0	0	0	0	0	0	0	0	121	
0830 - 0845	0	111	22	2	1	0	0	0	0	0	0	0	0	136	
0845 - 0900	1	81	11	2	1	1	0	0	0	0	0	0	0	97	
0900 - 0915	0	71	18	0	1	1	0	0	0	0	0	0	0	91	330
0915 - 0930	0	66	15	2	5	0	0	0	2	0	0	0	0	90	
0930 - 0945	0	52	16	0	5	0	0	0	0	0	0	0	0	73	
0945 - 1000	0	58	16	1	1	0	0	0	0	0	0	0	0	76	
1000 - 1015	0	65	16	0	8	0	0	0	2	0	0	0	0	91	321
1015 - 1030	0	43	23	0	4	0	0	0	1	0	0	0	0	71	
1030 - 1045	0	60	16	0	0	1	0	0	1	0	0	0	0	79	
1045 - 1100	0	58	18	0	3	0	0	1	0	0	0	0	0	80	
1100 - 1115	0	44	13	0	5	0	0	0	0	0	0	0	0	62	288
1115 - 1130	0	56	33	1	0	0	0	0	0	0	0	0	0	90	
1130 - 1145	0	47	18	0	9	0	0	0	0	0	0	0	0	74	
1145 - 1200	0	48	13	0	1	0	0	0	0	0	0	0	0	62	
1200 - 1215	0	53	22	0	2	1	0	3	0	0	0	0	0	81	353
1215 - 1230	0	83	21	0	2	1	0	0	0	0	0	0	0	107	
1230 - 1245	0	67	9	0	3	0	0	0	1	0	0	0	0	80	
1245 - 1300	0	67	15	1	2	0	0	0	0	0	0	0	0	85	
1300 - 1315	0	73	19	0	2	0	0	1	0	0	0	0	0	95	389
1315 - 1330	0	78	21	0	5	2	0	2	0	0	0	0	0	108	
1330 - 1345	1	77	14	1	1	0	0	1	0	0	0	0	0	95	
1345 - 1400	0	73	10	2	3	0	0	2	1	0	0	0	0	91	
1400 - 1415	0	80	19	6	1	1	0	1	0	0	0	0	0	108	402
1415 - 1430	0	76	13	3	3	0	0	1	0	0	0	0	0	96	
1430 - 1445	0	80	13	1	1	0	0	1	0	0	0	0	0	96	
1445 - 1500	1	72	20	1	5	1	0	1	0	0	0	0	0	102	
1500 - 1515	0	81	17	2	1	1	0	1	0	0	0	0	0	103	438
1515 - 1530	1	98	16	1	1	0	0	0	0	0	0	0	0	117	
1530 - 1545	0	64	12	0	7	0	0	0	0	0	0	0	0	83	
1545 - 1600	0	118	16	1	0	0	0	0	0	0	0	0	0	135	
1600 - 1615	1	89	26	3	3	0	0	0	0	0	0	0	0	122	503
1615 - 1630	0	108	8	1	0	1	0	1	0	0	0	0	0	119	
1630 - 1645	0	115	13	2	3	0	0	0	0	0	0	0	0	133	
1645 - 1700	1	112	15	1	12	0	0	0	0	0	0	0	0	129	
1700 - 1715	0	107	12	0	4	0	0	1	0	0	0	0	0	124	550
1715 - 1730	0	109	15	3	1	0	0	0	0	0	0	0	0	128	
1730 - 1745	0	138	17	2	1	0	0	1	0	0	0	0	0	159	
1745 - 1800	1	123	9	1	5	0	0	0	0	0	0	0	0	139	
1800 - 1815	0	113	6	0	1	0	0	0	0	0	0	0	0	120	473
1815 - 1830	1	108	14	0	0	0	0	0	0	0	0	0	0	123	
1830 - 1845	0	96	11	0	1	0	0	0	0	0	0	0	0	108	
1845 - 1900	1	101	18	0	2	0	0	0	0	0	0	0	0	122	
1900 - 1915	0	99	15	0	0	0	0	0	0	0	0	0	0	114	440
1915 - 1930	0	89	11	0	1	2	0	1	0	0	0	0	0	104	
1930 - 1945	0	100	8	0	1	0	0	0	0	0	0	0	0	109	
1945 - 2000	0	100	11	2	0	0	0	0	0	0	0	0	0	113	
2000 - 2015	0	97	10	0	1	0	0	0	0	0	0	0	0	108	389
2015 - 2030	0	77	13	0	1	0	0	0	0	0	0	0	0	91	
2030 - 2045	0	89	14	0	1	0	0	0	0	0	0	0	0	104	
2045 - 2100	0	79	7	0	0	0	0	0	0	0	0	0	0	86	
2100 - 2115	0	51	12	0	0	0	0	1	0	0	0	0	0	64	233
2115 - 2130	0	49	5	0	0	0	0	0	0	0	0	0	0	54	
2130 - 2145	0	46	7	0	0	0	0	0	0	0	0	0	0	53	
2145 - 2200	0	54	8	0	0	0	0	0	0	0	0	0	0	62	
2200 - 2215	0	55	6	0	0	0	0	0	0	0	0	0	0	61	167
2215 - 2230	0	35	5	0	0	0	0	0	0	0	0	0	0	40	
2230 - 2245	0	36	2	0	0	0	0	0	0	0	0	0	0	38	
2245 - 2300	0	25	2	0	1	0	0	0	0	0	0	0	0	28	
2300 - 2315	0	20	7	0	0	0	0	0	0	0	0	0	0	27	79
2315 - 2330	0	19	1	0	0	0	0	0	0	0	0	0	0	20	
2330 - 2345	0	13	2	0	0	0	0	0	0	0	0	0	0	15	
2345 - 0000	0	16	1	0	0	0	0	0	0	0	0	0	0	17	

Session Total	14	5615	932	64	125	15	0	22	10	0	0	0	0	6797
Session Average	0.15	58.49	9.71	0.67	1.30	0.16	0.00	0.23	0.10	0.00	0.00	0.00	0.00	70.80
Session Percentage	0.21	82.61	13.71	0.94	1.84	0.22	0.00	0.32	0.15	0.00	0.00	0.00	0.00	
AM Peak Hour	0700 - 0800	0745 - 0845	0930 - 1030	0600 - 0700	0915 - 1015	0800 - 0900	-	0	0630 - 0730	0915 - 1015	-	-	-	0745 - 0845
AM Peak Volume	4	412	71	17	19	2	-	0	1	404	-	0	0	485
Noon Peak Hour	1430 - 1530	1430 - 1530	1115 - 1215	1330 - 1430	1045 - 1145	1315 - 1415	-	-	1300 - 1400	1000 - 1100	-	-	-	1430 - 1530
Noon Peak Volume	2	331	86	12	17	3	0	-	6	4	0	0	0	418
PM Peak Hour	1515 - 1615	1715 - 1815	1515 - 1615	1545 - 1645	1515 - 1615	1830 - 1930	-	-	1615 - 1715	-	-	-	-	1700 - 1800
PM Peak Volume	2	30	7	7	7	0	-	0	0	0	0	0	0	350

Bi-Directional Class Count || Volume Summary 15min

Douglasville, GA



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Site 17

Demooney Rd,
north of GA-92 Hwy 92 (East)

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.628462°, -84.620643°

0000 - 2400 (24h Session) (09-14-2022)

Volume Summary 15min

TIME	Volume Summary 15min		15min Total	60min Total
	NB	SB		
0000 - 0015	9	7	16	44
0015 - 0030	4	4	8	
0030 - 0045	4	3	7	
0045 - 0100	10	3	13	
0100 - 0115	5	3	8	30
0115 - 0130	7	2	9	
0130 - 0145	2	4	6	
0145 - 0200	3	4	7	
0200 - 0215	3	3	6	46
0215 - 0230	6	6	12	
0230 - 0245	9	4	13	
0245 - 0300	14	1	15	
0300 - 0315	5	2	7	26
0315 - 0330	3	6	9	
0330 - 0345	1	3	4	
0345 - 0400	5	1	6	
0400 - 0415	3	9	12	68
0415 - 0430	6	11	17	
0430 - 0445	9	7	16	
0445 - 0500	10	13	23	
0500 - 0515	11	11	22	117
0515 - 0530	15	13	28	
0530 - 0545	19	14	33	
0545 - 0600	18	16	34	
0600 - 0615	16	18	34	247
0615 - 0630	42	30	72	
0630 - 0645	32	32	64	
0645 - 0700	41	36	77	
0700 - 0715	32	43	75	400
0715 - 0730	63	41	104	
0730 - 0745	65	38	103	
0745 - 0800	62	56	118	
0800 - 0815	69	41	110	464
0815 - 0830	75	46	121	
0830 - 0845	84	52	136	
0845 - 0900	57	40	97	
0900 - 0915	45	46	91	330
0915 - 0930	54	36	90	
0930 - 0945	41	32	73	
0945 - 1000	40	36	76	
1000 - 1015	44	47	91	321
1015 - 1030	32	39	71	
1030 - 1045	42	37	79	
1045 - 1100	34	46	80	
1100 - 1115	29	33	62	288
1115 - 1130	49	41	90	
1130 - 1145	35	39	74	
1145 - 1200	36	26	62	

Time	Volume Summary 15min		15min Total	60min Total
	NB	SB		
1200 - 1215	40	41	81	353
1215 - 1230	43	64	107	
1230 - 1245	41	39	80	
1245 - 1300	33	52	85	
1300 - 1315	52	43	95	389
1315 - 1330	59	49	108	
1330 - 1345	42	53	95	
1345 - 1400	46	45	91	
1400 - 1415	52	56	108	402
1415 - 1430	53	43	96	
1430 - 1445	57	39	96	
1445 - 1500	53	49	102	
1500 - 1515	59	44	103	438
1515 - 1530	60	57	117	
1530 - 1545	46	37	83	
1545 - 1600	77	58	135	
1600 - 1615	75	47	122	503
1615 - 1630	69	50	119	
1630 - 1645	88	45	133	
1645 - 1700	75	54	129	
1700 - 1715	87	37	124	550
1715 - 1730	84	44	128	
1730 - 1745	99	60	159	
1745 - 1800	76	63	139	
1800 - 1815	68	52	120	473
1815 - 1830	64	59	123	
1830 - 1845	67	41	108	
1845 - 1900	70	52	122	
1900 - 1915	62	52	114	440
1915 - 1930	58	46	104	
1930 - 1945	70	39	109	
1945 - 2000	67	46	113	
2000 - 2015	70	38	108	389
2015 - 2030	59	32	91	
2030 - 2045	57	47	104	
2045 - 2100	54	32	86	
2100 - 2115	40	24	64	233
2115 - 2130	34	20	54	
2130 - 2145	30	23	53	
2145 - 2200	38	24	62	
2200 - 2215	31	30	61	167
2215 - 2230	29	11	40	
2230 - 2245	26	12	38	
2245 - 2300	16	12	28	
2300 - 2315	19	8	27	79
2315 - 2330	10	10	20	
2330 - 2345	9	6	15	
2345 - 0000	9	8	17	

Session Total	3823	2974	6797
Session Average	39.82	30.98	70.80
Session Percentage	56.25	43.75	

24-Hr for SR 166 w/o SR 92

Bi-Directional Class Count || NB EB 15min

Douglasville, GA

Site 18

GA-166 Duncan Memorial Hwy,
west of GA-166 Hwy 92

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.661259°, -84.676447°


[Click here for Map](#)

0000 - 2400 (24h Session) (09-14-2022)

NB EB 15min

Time	Eastbound (Movement 18.1)													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	5	2	0	0	0	0	0	0	0	0	0	0	7	
0030 - 0045	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0045 - 0100	0	4	2	0	0	1	0	0	1	0	0	0	0	8	22
0100 - 0115	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0130 - 0145	0	2	1	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	3	13
0200 - 0215	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0215 - 0230	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
0230 - 0245	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0245 - 0300	0	7	0	0	0	0	0	0	1	0	0	0	0	8	21
0300 - 0315	1	8	2	0	0	0	0	0	0	0	0	0	0	11	
0315 - 0330	0	10	2	0	0	0	0	0	1	0	0	0	0	13	
0330 - 0345	1	12	1	0	0	0	0	0	1	0	0	0	0	15	
0345 - 0400	0	10	1	0	0	0	0	0	0	0	0	0	0	11	50
0400 - 0415	0	13	2	0	0	0	0	0	0	0	0	0	0	15	
0415 - 0430	0	22	5	0	0	0	0	0	0	0	0	0	0	27	
0430 - 0445	0	35	6	0	1	0	0	0	1	0	0	0	0	43	
0445 - 0500	1	28	4	0	0	0	0	0	0	0	0	0	0	33	118
0500 - 0515	0	32	3	0	0	0	0	0	1	0	0	0	0	36	
0515 - 0530	0	48	8	0	0	1	0	0	0	0	0	0	0	57	
0530 - 0545	1	55	16	0	1	0	0	0	1	0	0	0	0	74	
0545 - 0600	0	51	14	1	0	0	0	0	0	0	0	0	0	66	233
0600 - 0615	0	81	22	0	0	0	0	0	0	0	0	0	0	103	
0615 - 0630	1	113	28	0	3	1	0	0	1	0	0	0	0	147	
0630 - 0645	3	107	35	0	2	1	0	0	0	0	0	0	0	148	
0645 - 0700	0	115	29	0	5	0	0	0	0	0	0	0	0	149	547
0700 - 0715	0	127	32	0	2	1	0	1	2	0	0	0	0	165	
0715 - 0730	0	137	37	1	1	0	0	0	1	0	0	0	0	177	
0730 - 0745	0	139	30	0	0	0	0	0	3	0	0	0	0	172	
0745 - 0800	0	151	27	1	1	1	0	1	1	0	0	0	0	183	697
0800 - 0815	1	124	27	0	1	0	0	0	0	0	0	0	0	153	
0815 - 0830	0	112	31	0	2	0	0	0	0	0	0	0	0	145	
0830 - 0845	0	88	21	0	1	1	0	0	0	0	0	0	0	111	
0845 - 0900	0	67	19	0	0	0	0	0	3	1	0	0	0	90	499
0900 - 0915	0	62	26	0	0	0	0	0	0	0	0	0	0	88	
0915 - 0930	0	47	23	0	2	0	0	0	0	0	0	0	0	72	
0930 - 0945	0	51	9	0	1	0	0	0	0	0	0	0	0	61	
0945 - 1000	0	43	9	0	0	1	0	0	2	0	0	0	0	55	276
1000 - 1015	1	30	17	0	2	1	0	1	1	0	0	0	0	53	
1015 - 1030	0	47	18	0	2	1	0	0	1	0	0	0	0	69	
1030 - 1045	0	21	12	1	1	1	0	1	1	0	0	0	0	37	
1045 - 1100	1	34	13	0	2	0	0	0	1	0	0	0	0	51	210
1100 - 1115	0	29	8	0	0	0	0	0	2	0	0	0	0	39	
1115 - 1130	0	31	16	0	4	1	0	0	1	0	0	0	0	53	
1130 - 1145	1	33	9	0	2	0	0	1	0	0	0	0	0	46	
1145 - 1200	0	36	2	1	2	1	0	0	1	0	0	0	0	43	181
1200 - 1215	1	39	17	0	2	0	0	0	4	0	0	0	0	63	
1215 - 1230	0	44	10	0	0	0	0	0	5	0	0	0	0	59	
1230 - 1245	0	45	8	0	0	2	0	0	1	2	0	0	0	58	
1245 - 1300	1	36	11	0	4	1	0	0	0	0	0	0	0	53	233
1300 - 1315	0	49	6	0	2	1	0	0	0	0	0	0	0	58	
1315 - 1330	0	55	19	0	2	1	0	0	2	0	0	0	0	79	
1330 - 1345	0	44	11	0	3	0	0	0	1	0	0	0	0	59	
1345 - 1400	0	54	14	0	2	1	0	0	1	0	0	0	0	72	268
1400 - 1415	0	47	10	1	2	0	0	0	0	0	0	0	0	60	
1415 - 1430	1	54	10	0	2	2	0	0	1	0	0	0	0	70	
1430 - 1445	0	61	12	0	4	0	0	0	2	0	0	0	0	79	
1445 - 1500	0	60	13	2	1	2	0	0	1	0	0	0	0	79	288
1500 - 1515	0	50	6	2	0	0	0	0	0	0	0	0	0	58	
1515 - 1530	0	53	11	0	0	0	0	0	0	0	0	0	0	64	
1530 - 1545	0	57	15	0	1	0	0	0	0	0	0	0	0	73	
1545 - 1600	0	71	14	0	3	1	0	1	1	0	0	0	0	91	286
1600 - 1615	1	60	14	1	1	0	0	0	0	0	0	0	0	77	
1615 - 1630	1	68	9	0	3	0	0	0	0	0	0	0	0	81	
1630 - 1645	1	68	13	0	0	0	0	0	1	0	0	0	0	83	
1645 - 1700	1	77	14	0	1	0	0	0	0	0	0	0	0	93	334
1700 - 1715	1	71	14	0	1	0	0	0	0	0	0	0	0	87	
1715 - 1730	0	81	9	0	1	2	0	0	1	0	0	0	0	94	
1730 - 1745	0	75	15	0	2	0	0	0	1	0	0	0	0	93	
1745 - 1800	1	68	8	1	2	0	0	0	1	0	0	0	0	81	355
1800 - 1815	0	63	12	0	2	0	0	0	0	0	0	0	0	77	
1815 - 1830	0	77	8	0	0	0	0	0	0	0	0	0	0	85	
1830 - 1845	1	57	7	0	3	0	0	0	0	0	0	0	0	68	
1845 - 1900	0	90	14	0	0	0	0	0	0	0	0	0	0	104	334
1900 - 1915	0	60	9	0	1	0	0	0	2	0	0	0	0	72	
1915 - 1930	0	53	4	0	0	0	0	0	0	0	0	0	0	57	
1930 - 1945	0	52	8	0	0	0	0	0	0	0	0	0	0	60	
1945 - 2000	0	52	7	0	1	0	0	0	0	0	0	0	0	60	249
2000 - 2015	0	52	8	0	1	0	0	0	0	0	0	0	0	61	
2015 - 2030	0	56	6	0	1	0	0	0	0	0	0	0	0	63	
2030 - 2045	0	50	10	0	1	0	0	0	1	0	0	0	0	62	
2045 - 2100	0	48	6	0	1	0	0	0	1	0	0	0	0	56	242
2100 - 2115	0	41	5	0	0	0	0	0	0	0	0	0	0	46	
2115 - 2130	0	28	7	0	0	0	0	0	2	0	0	0	0	37	
2130 - 2145	0	24	3	0	0	0	0	0	1	0	0	0	0	28	
2145 - 2200	0	12	3	0	0	0	0	0	1	0	0	0	0	16	127
2200 - 2215	0	23	3	0	0	0	0	0	0	0	0	0	0	26	
2215 - 2230	0	18	0	0	0	0	0	0	0	0	0	0	0	18	
2230 - 2245	0	21	0	0	0	0	0	0	0	0	0	0	0	21	
2245 - 2300	0	11	0	0	0	0	0	0	0	0	0	0	0	11	76
2300 - 2315	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
2315 - 2330	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
2330 - 2345	0	13	1	0	0	0	0	0	0	0	0	0	0	14	
2345 - 0000	0	10	0	0	0	0	0	0	0	0	0	0	0	10	47

Session Total	22	4511	980	13	87	26	0	6	60	1	0	0	0	5706
Session Average	0.23	46.99	10.21	0.14	0.91	0.27	0.00	0.06	0.63	0.01	0.00	0.00	0.00	59.44
Session Percentage	0.39	79.06	17.17	0.23	1.52	0.46	0.00	0.11	1.05	0.02	0.00	0.00	0.00	
AM Peak Hour	0545 - 0645	0700 - 0800	0630 - 0730	0700 - 0800	0615 - 0715	0945 - 1045	-	-	0700 - 0800	0700 - 0800	0800 - 0900	-	-	0700 - 0800
AM Peak Volume	4	554	133	2	12	4	0	2	7	1	0	0	0	697
Noon Peak Hour	1000 - 1100	1415 - 1515	1000 - 1100	1415 - 1515	1245 - 1345	1230 - 1330	-	-	1000 - 1100	1145 - 1245	-	-	-	1400 - 1500
Noon Peak Volume	2	225	60	4	13	5	0	1	12	0	0	0	0	288
PM Peak Hour	1600 - 1700	1645 - 1745	1515 - 1615	1500 - 1600	1530 - 1630	1630 - 1730	-	-	1500 - 1600	1700 - 1800	-	-	-	1645 - 1745
PM Peak Volume	54	54	54	54	54	54	0	0	0	0	0	0	0	367

Bi-Directional Class Count || SB WB 15min

Douglasville, GA

Site 18

GA-166 Duncan Memorial Hwy,
west of GA-166 Hwy 92

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.661259°, -84.676447°

[Click here for Map](#)

0000 - 2400 (24h Session) (09-14-2022)

SB WB 15min

Time	Westbound (Movement 18.2)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	10	1	0	1	0	0	0	0	0	0	0	0	12	51
0015 - 0030	0	13	5	0	0	1	0	0	0	0	0	0	0	19	
0030 - 0045	0	9	0	0	1	1	0	0	0	0	0	0	0	10	
0045 - 0100	0	8	0	0	1	1	0	0	0	0	0	0	0	10	
0100 - 0115	0	8	0	0	0	0	0	0	0	0	0	0	0	8	32
0115 - 0130	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0130 - 0145	0	9	0	0	0	0	0	0	1	0	0	0	0	10	
0145 - 0200	0	6	0	0	0	1	0	0	1	0	0	0	0	8	
0200 - 0215	0	2	1	0	0	0	0	0	0	0	0	0	0	3	23
0215 - 0230	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0230 - 0245	0	5	0	0	3	0	0	0	0	0	0	0	0	8	
0245 - 0300	0	6	0	0	2	0	0	0	0	0	0	0	0	8	
0300 - 0315	0	5	1	0	1	0	0	0	1	0	0	0	0	8	43
0315 - 0330	0	12	1	0	5	0	0	0	0	0	0	0	0	18	
0330 - 0345	0	8	2	0	3	0	0	0	0	0	0	0	0	13	
0345 - 0400	0	2	0	0	2	0	0	0	0	0	0	0	0	4	
0400 - 0415	0	9	2	0	1	1	0	0	0	0	0	0	0	13	37
0415 - 0430	0	4	1	0	1	1	0	0	0	0	0	0	0	7	
0430 - 0445	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0445 - 0500	0	7	4	0	1	0	0	0	0	0	0	0	0	12	
0500 - 0515	0	5	0	0	1	0	0	0	0	0	0	0	0	6	52
0515 - 0530	0	6	4	0	1	0	0	0	1	0	0	0	0	12	
0530 - 0545	0	9	6	0	1	0	0	1	0	0	0	0	0	17	
0545 - 0600	0	7	7	0	0	1	0	0	2	0	0	0	0	17	
0600 - 0615	0	20	2	0	1	0	0	0	0	0	0	0	0	23	130
0615 - 0630	0	26	3	0	0	0	0	0	1	0	0	0	0	30	
0630 - 0645	0	31	7	0	0	0	0	0	1	0	0	0	0	39	
0645 - 0700	0	25	9	1	1	0	0	0	2	0	0	0	0	38	
0700 - 0715	0	43	15	1	0	1	0	0	0	0	0	0	0	60	321
0715 - 0730	0	69	20	0	0	1	0	0	0	0	0	0	0	90	
0730 - 0745	0	60	19	0	1	3	0	0	0	0	0	0	0	83	
0745 - 0800	0	59	24	2	0	3	0	0	0	0	0	0	0	88	
0800 - 0815	0	61	13	1	2	0	0	0	0	0	0	0	0	77	275
0815 - 0830	0	60	13	1	0	0	0	0	0	0	0	0	0	74	
0830 - 0845	0	49	17	0	0	2	0	0	0	0	0	0	0	68	
0845 - 0900	0	44	10	0	2	0	0	0	0	0	0	0	0	56	
0900 - 0915	0	47	15	0	2	1	0	0	4	0	0	0	0	69	233
0915 - 0930	0	41	11	0	1	1	0	1	2	0	1	0	0	58	
0930 - 0945	0	33	10	0	1	3	0	1	1	0	0	0	0	49	
0945 - 1000	1	42	10	0	3	0	0	1	0	0	0	0	0	57	
1000 - 1015	0	26	13	0	1	1	0	0	2	0	0	0	0	43	200
1015 - 1030	0	28	9	0	3	0	0	0	2	0	0	0	0	42	
1030 - 1045	0	28	17	0	7	1	0	0	1	0	0	0	0	55	
1045 - 1100	0	37	15	0	5	0	0	0	3	0	0	0	0	60	
1100 - 1115	0	40	12	0	3	0	0	0	0	0	0	0	0	55	230
1115 - 1130	1	40	9	0	3	0	0	0	0	0	0	0	0	53	
1130 - 1145	0	43	15	1	6	1	0	0	0	0	0	0	0	66	
1145 - 1200	1	41	12	0	2	0	0	0	0	0	0	0	0	56	
1200 - 1215	0	53	17	0	3	0	0	1	3	0	0	0	0	77	304
1215 - 1230	1	55	11	0	1	2	0	0	0	0	0	0	0	70	
1230 - 1245	0	65	17	0	0	1	0	0	2	0	0	0	0	85	
1245 - 1300	0	46	21	0	3	1	0	0	1	0	0	0	0	72	
1300 - 1315	0	40	12	0	1	1	0	0	0	0	0	0	0	54	276
1315 - 1330	0	52	17	0	1	0	0	1	0	0	0	0	0	71	
1330 - 1345	1	66	10	0	5	0	0	0	0	0	0	0	0	82	
1345 - 1400	0	55	12	0	1	0	0	0	1	0	0	0	0	69	
1400 - 1415	1	67	16	0	1	1	0	0	1	0	0	0	0	87	343
1415 - 1430	0	49	20	0	0	0	0	1	0	0	0	0	0	70	
1430 - 1445	0	70	20	0	1	1	0	0	1	0	0	0	0	93	
1445 - 1500	2	67	21	0	0	0	0	0	3	0	0	0	0	93	
1500 - 1515	0	84	25	1	3	0	0	1	1	0	0	0	0	115	552
1515 - 1530	1	103	34	0	0	1	0	0	1	0	0	0	0	140	
1530 - 1545	2	106	30	3	1	1	0	0	0	0	0	0	0	143	
1545 - 1600	0	118	33	2	1	0	0	0	0	0	0	0	0	154	
1600 - 1615	0	109	24	0	1	0	0	0	1	0	0	0	0	135	653
1615 - 1630	1	124	43	1	2	0	0	0	1	0	0	0	0	172	
1630 - 1645	3	135	39	0	0	0	0	0	2	0	0	0	0	179	
1645 - 1700	0	133	29	0	2	2	0	0	1	0	0	0	0	167	
1700 - 1715	3	138	41	0	3	1	0	1	0	0	0	0	0	187	735
1715 - 1730	4	138	41	0	1	0	0	0	0	0	0	0	0	184	
1730 - 1745	2	148	31	0	1	0	0	1	0	0	0	0	0	183	
1745 - 1800	2	136	40	0	2	0	0	0	1	0	0	0	0	181	
1800 - 1815	1	111	34	0	0	0	0	0	0	0	0	0	0	146	575
1815 - 1830	1	125	25	0	1	1	0	2	1	0	0	0	0	156	
1830 - 1845	0	128	26	0	3	0	0	1	0	0	0	0	0	158	
1845 - 1900	0	86	26	0	1	1	0	0	1	0	0	0	0	115	
1900 - 1915	1	65	16	0	0	0	0	0	0	0	0	0	0	82	352
1915 - 1930	1	79	20	0	0	0	0	0	0	0	0	0	0	100	
1930 - 1945	1	67	18	0	0	0	0	0	1	0	0	0	0	87	
1945 - 2000	0	59	21	0	2	1	0	0	0	0	0	0	0	83	
2000 - 2015	1	61	9	0	0	0	0	0	0	0	0	0	0	71	263
2015 - 2030	0	54	12	0	1	1	0	0	0	0	0	0	0	68	
2030 - 2045	0	49	22	0	0	0	0	1	0	0	0	0	0	72	
2045 - 2100	0	40	11	0	1	0	0	0	0	0	0	0	0	52	
2100 - 2115	0	51	6	0	0	0	0	1	1	0	0	0	0	59	157
2115 - 2130	0	38	12	0	0	0	0	0	0	0	0	0	0	50	
2130 - 2145	0	21	3	0	1	0	0	0	0	0	0	0	0	25	
2145 - 2200	0	17	5	0	0	0	0	0	1	0	0	0	0	23	
2200 - 2215	0	28	5	0	0	0	0	0	0	0	0	0	0	33	106
2215 - 2230	0	31	3	0	0	0	0	0	0	0	0	0	0	34	
2230 - 2245	0	22	2	0	0	0	0	0	0	0	0	0	0	24	
2245 - 2300	0	15	0	0	0	0	0	0	0	0	0	0	0	15	
2300 - 2315	0	14	1	0	1	0	0	0	1	0	0	0	0	17	77
2315 - 2330	0	19	3	0	0	0	0	0	0	0	0	0	0	22	
2330 - 2345	0	14	3	0	0	0	0	0	0	0	0	0	0	17	
2345 - 0000	0	19	2	0	0	0	0	0	0	0	0	0	0	21	

Session Total	32	4526	1226	14	114	40	0	16	51	0	1	0	0	6020
Session Average	0.33	47.15	12.77	0.15	1.19	0.42	0.00	0.17	0.53	0.00	0.01	0.00	0.00	62.71
Session Percentage	0.53	75.18	20.37	0.23	1.89	0.66	0.00	0.27	0.85	0.00	0.02	0.00	0.00	
AM Peak Hour	0900 - 1000	0715 - 0815	0700 - 0800	0730 - 0830	0945 - 1045	0700 - 0800	-	0900 - 1000	0845 - 0945	-	0830 - 0930	-	-	0715 - 0815
AM Peak Volume		249	78	4	14	8	-	3	7	0	1	-	0	338
Noon Peak Hour	1445 - 1545	1445 - 1545	1445 - 1545	1445 - 1545	1015 - 1115	1215 - 1315	-	1415 - 1515	1000 - 1100	-	-	-	-	1445 - 1545
Noon Peak Volume	5	360	110	4	18	5	0	2	9	0	0	0	0	491
PM Peak Hour	1700 - 1800	1700 - 1800	1700 - 1800	1500 - 1600	1615 - 1715	1615 - 1715	-	1730 - 1830	1600 - 1700	-	-	-	-	1700 - 1800
PM Peak Volume		567	153	5	18	5	0	2	9	0	0	0	0	351

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

Douglasville, GA

Site 18

GA-166 Duncan Memorial Hwy,
west of GA-166 Hwy 92

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.661259°, -84.676447°

0000 - 2400 (24h Session) (09-14-2022)

Bi-Directional 15min

Time	Bi-Directional 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	12	2	0	1	0	0	0	0	0	0	0	0	15	
0015 - 0030	0	18	7	0	0	1	0	0	0	0	0	0	0	26	
0030 - 0045	0	12	1	0	1	1	0	0	0	0	0	0	0	14	
0045 - 0100	0	12	2	0	1	2	0	0	1	0	0	0	0	18	73
0100 - 0115	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
0115 - 0130	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0130 - 0145	0	11	1	0	0	0	0	0	1	0	0	0	0	13	
0145 - 0200	0	8	1	0	0	1	0	0	1	0	0	0	0	11	45
0200 - 0215	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
0215 - 0230	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
0230 - 0245	0	7	1	0	3	0	0	0	0	0	0	0	0	11	
0245 - 0300	0	13	0	0	2	0	0	0	1	0	0	0	0	16	44
0300 - 0315	1	13	3	0	1	0	0	0	1	0	0	0	0	19	
0315 - 0330	0	22	3	0	5	0	0	0	1	0	0	0	0	31	
0330 - 0345	1	20	3	0	3	0	0	0	1	0	0	0	0	28	
0345 - 0400	0	12	1	0	2	0	0	0	0	0	0	0	0	15	93
0400 - 0415	0	22	4	0	1	1	0	0	0	0	0	0	0	28	
0415 - 0430	0	26	6	0	1	1	0	0	0	0	0	0	0	34	
0430 - 0445	0	39	7	0	1	0	0	0	1	0	0	0	0	48	
0445 - 0500	1	35	8	0	1	0	0	0	0	0	0	0	0	45	155
0500 - 0515	0	37	3	0	1	0	0	0	1	0	0	0	0	42	
0515 - 0530	0	54	12	0	1	1	0	0	1	0	0	0	0	69	
0530 - 0545	1	64	22	0	2	0	0	1	1	0	0	0	0	91	
0545 - 0600	0	58	21	1	0	1	0	0	2	0	0	0	0	83	285
0600 - 0615	0	101	24	0	1	0	0	0	0	0	0	0	0	126	
0615 - 0630	1	139	31	0	3	1	1	0	2	0	0	0	0	177	
0630 - 0645	3	138	42	0	2	1	0	0	1	0	0	0	0	187	
0645 - 0700	0	140	38	1	6	0	0	0	2	0	0	0	0	187	677
0700 - 0715	0	170	47	1	2	2	0	1	2	0	0	0	0	225	
0715 - 0730	0	206	57	1	1	1	0	0	1	0	0	0	0	267	
0730 - 0745	0	199	49	0	1	3	0	0	3	0	0	0	0	255	
0745 - 0800	0	210	51	3	1	4	0	1	1	0	0	0	0	271	1018
0800 - 0815	1	185	40	1	3	0	0	0	0	0	0	0	0	230	
0815 - 0830	0	172	44	1	2	0	0	0	0	0	0	0	0	219	
0830 - 0845	0	137	38	0	1	3	0	0	0	0	0	0	0	179	
0845 - 0900	0	111	29	0	2	0	0	0	3	1	0	0	0	146	774
0900 - 0915	0	109	41	0	2	1	0	0	4	0	0	0	0	157	
0915 - 0930	0	88	34	0	3	1	0	1	2	0	1	0	0	130	
0930 - 0945	0	84	19	0	2	3	0	1	1	0	0	0	0	110	
0945 - 1000	1	85	19	0	3	1	0	1	2	0	0	0	0	112	509
1000 - 1015	1	56	30	0	3	2	0	1	3	0	0	0	0	96	
1015 - 1030	0	75	27	0	5	1	0	0	3	0	0	0	0	111	
1030 - 1045	0	49	29	1	8	2	0	0	1	0	0	0	0	92	
1045 - 1100	1	71	28	0	7	0	0	0	4	0	0	0	0	111	410
1100 - 1115	0	69	20	0	3	0	0	0	2	0	0	0	0	94	
1115 - 1130	1	71	25	0	7	1	0	0	1	0	0	0	0	106	
1130 - 1145	1	76	24	1	8	1	0	1	0	0	0	0	0	112	
1145 - 1200	1	77	14	1	4	1	0	0	1	0	0	0	0	99	411
1200 - 1215	1	92	34	0	5	0	0	1	7	0	0	0	0	140	
1215 - 1230	1	99	21	0	1	2	0	0	5	0	0	0	0	129	
1230 - 1245	0	110	25	0	0	3	0	0	1	4	0	0	0	143	
1245 - 1300	1	82	32	0	7	2	0	0	1	0	0	0	0	125	537
1300 - 1315	0	89	18	0	3	2	0	0	0	0	0	0	0	112	
1315 - 1330	0	107	36	0	3	1	0	1	2	0	0	0	0	150	
1330 - 1345	1	110	21	0	8	0	0	0	1	0	0	0	0	141	
1345 - 1400	0	109	26	0	3	1	0	0	2	0	0	0	0	141	544
1400 - 1415	1	114	26	1	3	1	0	0	1	0	0	0	0	147	
1415 - 1430	1	103	30	0	2	2	0	1	1	0	0	0	0	140	
1430 - 1445	0	131	32	0	5	1	0	0	3	0	0	0	0	172	
1445 - 1500	2	127	34	2	1	2	0	0	4	0	0	0	0	172	631
1500 - 1515	0	134	31	3	3	0	0	0	1	1	0	0	0	173	
1515 - 1530	1	156	45	0	0	1	0	0	1	0	0	0	0	204	
1530 - 1545	2	163	45	3	2	1	0	0	0	0	0	0	0	216	
1545 - 1600	0	189	47	2	4	1	0	1	1	0	0	0	0	245	838
1600 - 1615	1	169	38	1	2	0	0	0	1	0	0	0	0	212	
1615 - 1630	2	192	52	1	5	0	0	0	1	0	0	0	0	253	
1630 - 1645	4	203	52	0	0	0	0	0	3	0	0	0	0	262	
1645 - 1700	1	43	210	43	2	2	0	0	1	4	0	0	0	260	987
1700 - 1715	4	209	55	0	4	1	0	1	0	0	0	0	0	274	
1715 - 1730	4	219	50	0	2	2	0	0	1	0	0	0	0	278	
1730 - 1745	2	223	46	0	3	0	0	1	1	0	0	0	0	276	
1745 - 1800	3	204	48	1	4	0	0	0	2	0	0	0	0	262	1090
1800 - 1815	1	174	46	0	2	0	0	0	0	0	0	0	0	223	
1815 - 1830	1	202	33	0	1	1	0	2	1	0	0	0	0	241	
1830 - 1845	1	185	33	0	6	0	0	1	0	0	0	0	0	226	
1845 - 1900	0	176	40	0	1	1	0	0	1	0	0	0	0	219	
1900 - 1915	1	125	25	0	1	0	0	0	2	0	0	0	0	154	909
1915 - 1930	1	132	24	0	0	0	0	0	0	0	0	0	0	157	
1930 - 1945	1	119	26	0	0	0	0	0	1	0	0	0	0	147	
1945 - 2000	0	111	28	0	3	1	0	0	0	0	0	0	0	143	601
2000 - 2015	1	113	17	0	1	0	0	0	0	0	0	0	0	132	
2015 - 2030	0	110	18	0	2	1	0	0	0	0	0	0	0	131	
2030 - 2045	0	99	32	0	1	0	0	1	1	0	0	0	0	134	
2045 - 2100	0	88	17	0	2	0	0	0	1	0	0	0	0	108	505
2100 - 2115	0	92	11	0	0	0	0	1	1	0	0	0	0	105	
2115 - 2130	0	66	19	0	0	0	0	0	2	0	0	0	0	87	
2130 - 2145	0	45	6	0	1	0	0	0	1	0	0	0	0	53	
2145 - 2200	0	29	8	0	0	0	0	0	2	0	0	0	0	39	284
2200 - 2215	0	51	8	0	0	0	0	0	0	0	0	0	0	59	
2215 - 2230	0	49	3	0	0	0	0	0	0	0	0	0	0	52	
2230 - 2245	0	43	2	0	0	0	0	0	0	0	0	0	0	45	
2245 - 2300	0	26	0	0	0	0	0	0	0	0	0	0	0	26	182
2300 - 2315	0	26	2	0	1	0	0	0	1	0	0	0	0	30	
2315 - 2330	0	29	3	0	0	0	0	0	0	0	0	0	0	32	
2330 - 2345	0	27	4	0	0	0	0	0	0	0	0	0	0	31	
2345 - 0000	0	29	2	0	0	0	0	0	0	0	0	0	0	31	124

Session Total	54	9037	2206	27	201	66	0	22	111	1	1	9	0	11726
Session Average	0.56	94.14	22.98	0.28	2.09	0.69	0.00	0.23	1.16	0.01	0.01	0.00	0.00	122.15
Session Percentage	0.46	77.07	18.81	0.23	1.71	0.56	0.00	0.19	0.95	0.01	0.01	0.00	0.00	
AM Peak Hour	0545 - 0645	0715 - 0815	0700 - 0800	0700 - 0800	0945 - 1045	0700 - 0800		0915 - 1015	0945 - 1045	0800 - 0900	0830 - 0930			0715 - 0815
AM Peak Volume	4	800	204	5	19	10	0	4	11	1	0	0	0	1023
Noon Peak Hour	1445 - 1545	1445 - 1545	1445 - 1545	1445 - 1545	1030 - 1130	1215 - 1315	-	1115 - 1215	1145 - 1245	-	-	-	-	1445 - 1545
Noon Peak Volume	5	580	155	8	25	9	0	2	17	0	0	0	0	765
PM Peak Hour	1630 - 1730	1645 - 1745	1615 - 1715	1500 - 1600	1530 - 1630	1630 - 1730	-	1730 - 1830	1545 - 1645	-	-	-	-	1700 - 1800
PM Peak Volume	3	207	207	6	18	10	0	3	0	0	0	0	0	199

Bi-Directional Class Count || Volume Summary 15min

Douglasville, GA



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Site 18

GA-166 Duncan Memorial Hwy,
west of GA-166 Hwy 92

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.661259°, -84.676447°

0000 - 2400 (24h Session) (09-14-2022)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
0000 - 0015	3	12	15	73
0015 - 0030	7	19	26	
0030 - 0045	4	10	14	
0045 - 0100	8	10	18	
0100 - 0115	6	8	14	45
0115 - 0130	1	6	7	
0130 - 0145	3	10	13	
0145 - 0200	3	8	11	
0200 - 0215	6	3	9	44
0215 - 0230	4	4	8	
0230 - 0245	3	8	11	
0245 - 0300	8	8	16	
0300 - 0315	11	8	19	93
0315 - 0330	13	18	31	
0330 - 0345	15	13	28	
0345 - 0400	11	4	15	
0400 - 0415	15	13	28	155
0415 - 0430	27	7	34	
0430 - 0445	43	5	48	
0445 - 0500	33	12	45	
0500 - 0515	36	6	42	285
0515 - 0530	57	12	69	
0530 - 0545	74	17	91	
0545 - 0600	66	17	83	
0600 - 0615	103	23	126	677
0615 - 0630	147	30	177	
0630 - 0645	148	39	187	
0645 - 0700	149	38	187	
0700 - 0715	165	60	225	1018
0715 - 0730	177	90	267	
0730 - 0745	172	83	255	
0745 - 0800	183	88	271	
0800 - 0815	153	77	230	774
0815 - 0830	145	74	219	
0830 - 0845	111	68	179	
0845 - 0900	90	56	146	
0900 - 0915	88	69	157	509
0915 - 0930	72	58	130	
0930 - 0945	61	49	110	
0945 - 1000	55	57	112	
1000 - 1015	53	43	96	410
1015 - 1030	69	42	111	
1030 - 1045	37	55	92	
1045 - 1100	51	60	111	
1100 - 1115	39	55	94	411
1115 - 1130	53	53	106	
1130 - 1145	46	66	112	
1145 - 1200	43	56	99	

Time	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
1200 - 1215	63	77	140	537
1215 - 1230	59	70	129	
1230 - 1245	58	85	143	
1245 - 1300	53	72	125	
1300 - 1315	58	54	112	544
1315 - 1330	79	71	150	
1330 - 1345	59	82	141	
1345 - 1400	72	69	141	
1400 - 1415	60	87	147	631
1415 - 1430	70	70	140	
1430 - 1445	79	93	172	
1445 - 1500	79	93	172	
1500 - 1515	58	115	173	838
1515 - 1530	64	140	204	
1530 - 1545	73	143	216	
1545 - 1600	91	154	245	
1600 - 1615	77	135	212	987
1615 - 1630	81	172	253	
1630 - 1645	83	179	262	
1645 - 1700	93	167	260	
1700 - 1715	87	187	274	1090
1715 - 1730	94	184	278	
1730 - 1745	93	183	276	
1745 - 1800	81	181	262	
1800 - 1815	77	146	223	909
1815 - 1830	85	156	241	
1830 - 1845	68	158	226	
1845 - 1900	104	115	219	
1900 - 1915	72	82	154	601
1915 - 1930	57	100	157	
1930 - 1945	60	87	147	
1945 - 2000	60	83	143	
2000 - 2015	61	71	132	505
2015 - 2030	63	68	131	
2030 - 2045	62	72	134	
2045 - 2100	56	52	108	
2100 - 2115	46	59	105	284
2115 - 2130	37	50	87	
2130 - 2145	28	25	53	
2145 - 2200	16	23	39	
2200 - 2215	26	33	59	182
2215 - 2230	18	34	52	
2230 - 2245	21	24	45	
2245 - 2300	11	15	26	
2300 - 2315	13	17	30	124
2315 - 2330	10	22	32	
2330 - 2345	14	17	31	
2345 - 0000	10	21	31	

Session Total	5706	6020	11726
Session Average	59.44	62.71	122.15
Session Percentage	48.66	51.34	

24-Hr for SR 92 n/o SR 166

Bi-Directional Class Count || NB EB 15min

Douglasville, GA

Site 19

GA-166 Hwy 92,
north of GA-166 Duncan Memorial Hwy

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.661533°, -84.674617°


[Click here for Map](#)

0000 - 2400 (24h Session) (09-14-2022)

NB EB 15min

Time	Northbound (Movement 19.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	15	0	0	0	0	0	0	0	0	0	0	0	15	
0015 - 0030	0	17	1	0	1	0	0	0	0	0	1	0	0	20	
0030 - 0045	0	5	0	0	0	1	0	0	0	0	0	0	0	6	
0045 - 0100	0	4	0	0	0	0	0	0	1	0	0	0	0	5	46
0100 - 0115	0	6	0	0	1	0	0	0	1	0	0	0	0	8	
0115 - 0130	0	8	2	0	1	0	0	0	1	0	0	0	0	12	
0130 - 0145	0	5	0	0	1	0	0	0	1	0	0	0	0	7	
0145 - 0200	0	6	0	0	0	0	0	0	0	0	0	0	0	6	33
0200 - 0215	0	1	1	0	1	0	0	0	0	0	0	0	0	3	
0215 - 0230	0	2	0	0	0	1	0	0	0	0	0	0	0	3	
0230 - 0245	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
0245 - 0300	0	3	1	0	0	0	0	0	0	0	0	0	0	4	17
0300 - 0315	0	6	0	0	0	0	0	0	0	0	1	0	0	7	
0315 - 0330	0	13	0	0	3	0	0	0	1	0	0	0	0	17	
0330 - 0345	0	10	2	0	1	0	0	0	1	0	0	0	0	14	
0345 - 0400	0	7	1	0	2	0	0	0	3	0	0	0	0	13	51
0400 - 0415	0	9	3	0	0	0	0	0	2	0	0	0	0	14	
0415 - 0430	0	14	2	0	2	0	0	0	5	0	0	0	0	23	
0430 - 0445	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
0445 - 0500	0	14	4	0	1	0	0	0	4	0	0	0	0	23	72
0500 - 0515	0	17	2	0	0	0	0	0	1	0	0	0	0	20	
0515 - 0530	0	20	3	0	1	0	0	0	4	0	0	0	0	28	
0530 - 0545	1	20	5	0	1	0	0	0	1	0	0	0	0	28	
0545 - 0600	0	22	5	1	0	3	0	0	0	0	0	0	0	31	107
0600 - 0615	0	31	13	0	0	0	0	0	1	0	0	0	0	45	
0615 - 0630	0	30	4	0	2	0	0	0	3	0	0	0	0	39	
0630 - 0645	1	56	11	0	0	1	0	0	1	0	0	0	0	70	
0645 - 0700	0	62	8	0	1	1	0	0	2	0	0	0	0	74	228
0700 - 0715	0	64	9	0	1	2	0	0	2	0	0	0	0	78	
0715 - 0730	0	78	7	0	4	2	0	0	2	0	0	0	0	93	
0730 - 0745	0	69	3	1	1	1	0	0	2	0	0	0	0	77	
0745 - 0800	1	87	10	3	1	0	0	0	4	0	0	0	0	106	354
0800 - 0815	1	69	18	1	2	0	0	0	7	0	0	0	0	98	
0815 - 0830	0	55	12	0	1	0	0	1	5	0	0	0	0	74	
0830 - 0845	0	46	14	0	0	1	0	1	3	0	0	1	0	66	
0845 - 0900	0	53	15	0	3	2	0	3	3	1	0	0	0	80	318
0900 - 0915	0	33	15	0	1	1	0	0	2	0	0	0	0	52	
0915 - 0930	0	32	15	0	1	3	0	0	5	0	0	0	0	56	
0930 - 0945	0	37	16	0	3	1	0	0	3	0	0	0	0	60	
0945 - 1000	0	45	10	0	2	2	0	0	4	0	0	0	0	63	231
1000 - 1015	1	31	11	0	1	1	0	0	0	0	0	0	0	45	
1015 - 1030	1	30	12	0	1	1	0	0	5	0	0	0	0	50	
1030 - 1045	0	25	10	1	3	3	0	0	1	4	0	0	0	47	
1045 - 1100	1	29	12	0	3	2	0	1	2	0	0	0	0	50	192
1100 - 1115	0	27	21	0	1	0	0	0	6	0	0	0	0	55	
1115 - 1130	0	20	24	0	8	0	0	0	3	0	0	0	0	55	
1130 - 1145	0	30	22	0	8	0	0	1	3	0	0	0	0	64	
1145 - 1200	0	34	24	0	6	1	0	0	5	0	0	0	0	70	244
1200 - 1215	3	43	14	0	2	3	0	1	2	1	0	0	0	69	
1215 - 1230	0	34	19	0	2	2	0	1	1	0	0	0	0	59	
1230 - 1245	1	35	12	0	1	2	0	1	5	0	0	0	0	57	
1245 - 1300	1	33	11	0	3	4	0	0	3	0	0	0	0	55	240
1300 - 1315	0	36	6	0	3	1	0	0	3	0	0	0	0	49	
1315 - 1330	1	23	12	0	0	0	0	0	3	0	0	0	0	39	
1330 - 1345	0	39	9	0	3	0	0	0	2	0	0	0	0	53	
1345 - 1400	1	51	12	0	2	0	0	2	4	0	0	0	0	72	213
1400 - 1415	0	43	11	1	1	2	0	1	5	0	0	0	0	64	
1415 - 1430	0	51	13	0	1	3	0	0	3	0	0	0	0	71	
1430 - 1445	0	55	13	0	0	2	0	0	4	1	0	0	0	75	
1445 - 1500	0	62	13	0	0	0	0	0	3	0	0	0	0	80	290
1500 - 1515	0	65	11	2	3	1	0	0	1	1	0	0	0	81	
1515 - 1530	0	77	17	1	4	4	0	1	3	0	0	0	0	107	
1530 - 1545	0	59	20	2	5	1	0	3	0	0	0	0	0	90	
1545 - 1600	0	95	23	0	3	2	0	0	2	0	0	0	0	125	403
1600 - 1615	0	85	16	1	1	2	0	0	2	0	0	0	0	107	
1615 - 1630	0	87	15	1	1	2	0	3	3	0	0	0	0	112	
1630 - 1645	2	108	21	2	0	4	0	2	1	0	0	0	0	140	
1645 - 1700	1	111	15	0	1	1	0	1	1	0	0	0	0	131	490
1700 - 1715	1	103	26	0	2	1	0	0	1	1	0	0	0	135	
1715 - 1730	0	95	16	0	2	2	0	1	2	0	0	0	0	118	
1730 - 1745	0	82	24	0	4	1	0	1	1	0	0	0	0	113	
1745 - 1800	1	120	27	1	2	0	0	0	6	0	0	0	0	157	523
1800 - 1815	2	111	27	0	2	1	0	0	2	0	1	0	0	146	
1815 - 1830	0	88	20	0	1	1	0	0	2	0	0	0	0	112	
1830 - 1845	0	105	25	0	1	1	0	0	1	0	0	0	0	133	
1845 - 1900	1	88	25	0	2	0	0	0	1	0	0	0	0	117	508
1900 - 1915	0	66	7	0	0	1	0	0	1	0	0	0	0	75	
1915 - 1930	0	63	8	0	3	1	0	0	0	0	0	0	0	75	
1930 - 1945	0	60	1	0	0	3	0	1	0	0	0	0	0	65	
1945 - 2000	0	50	10	3	0	1	0	0	0	0	0	0	0	64	279
2000 - 2015	0	40	7	0	1	0	0	0	1	0	0	0	0	49	
2015 - 2030	0	52	9	0	0	1	0	0	0	0	0	0	0	62	
2030 - 2045	0	28	10	0	0	0	0	1	0	0	0	0	0	39	
2045 - 2100	0	32	10	0	0	0	0	0	1	0	0	0	0	43	193
2100 - 2115	0	39	6	0	0	0	0	0	0	0	0	0	0	45	
2115 - 2130	0	34	4	0	0	0	0	0	2	0	0	0	0	40	
2130 - 2145	0	23	3	0	0	0	0	0	0	0	0	0	0	26	
2145 - 2200	0	28	4	0	0	0	0	0	1	0	0	0	0	33	144
2200 - 2215	0	13	5	0	0	1	0	0	2	0	0	0	0	21	
2215 - 2230	0	22	4	0	0	0	0	0	0	0	0	0	0	26	
2230 - 2245	0	19	2	0	0	0	0	0	2	0	0	0	0	23	
2245 - 2300	0	22	4	0	0	0	0	0	0	0	0	0	0	26	96
2300 - 2315	0	12	5	0	0	1	0	0	0	0	0	0	0	18	
2315 - 2330	0	17	2	0	0	0	0	0	0	0	0	0	0	19	
2330 - 2345	1	13	1	0	1	0	0	0	2	0	0	0	0	18	
2345 - 0000	0	8	0	0	1	0	0	0	0	0	0	0	0	9	64

Session Total	23	3933	928	23	128	82	0	29	182	4	3	1	0	5336
Session Average	0.24	40.97	9.67	0.24	1.33	0.85	0.00	0.30	1.90	0.04	0.03	0.01	0.00	55.58
Session Percentage	0.43	73.71	17.39	0.43	2.40	1.54	0.00	0.54	3.41	0.07	0.06	0.02	0.00	
AM Peak Hour	0715 - 0815	0715 - 0815	0845 - 0945	0715 - 0815	0715 - 0815	0830 - 0930	-	0800 - 0900	0745 - 0845	0800 - 0900	-	0745 - 0845	-	0715 - 0815
AM Peak Volume	2	303	61	5	8	7	0	5	19	1	0	1	0	374
Noon Peak Hour	1200 - 1300	1445 - 1545	1100 - 1200	1445 - 1545	1115 - 1215	1200 - 1300	-	1445 - 1545	1715 - 1815	1115 - 1215	-	-	-	1445 - 1545
Noon Peak Volume	5	260	91	7	24	11	0	5	17	1	0	0	0	358
PM Peak Hour	1615 - 1715	1745 - 1845	1745 - 1845	1500 - 1600	1500 - 1600	1545 - 1645	-	1530 - 1630	1715 - 1815	1615 - 1715	1715 - 1815	-	-	1745 - 1845
PM Peak Volume	4	424	99	5	15	10	0	6	11	1	1	0	0	548

Bi-Directional Class Count || SB WB 15min

Douglasville, GA

Site 19

GA-166 Hwy 92,
north of GA-166 Duncan Memorial Hwy

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.661533°, -84.674617°


[Click here for Map](#)

0000 - 2400 (24h Session) (09-14-2022)

SB WB 15min

Time	Southbound (Movement 19.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	6	1	0	1	0	0	0	0	0	0	0	0	8	35
0015 - 0030	0	5	0	0	0	0	0	0	0	2	0	0	0	7	
0030 - 0045	0	6	1	0	1	1	0	0	1	0	0	0	0	10	
0045 - 0100	0	8	1	0	0	0	0	0	1	0	0	0	0	10	
0100 - 0115	0	5	1	0	1	0	0	0	1	0	0	0	0	8	19
0115 - 0130	0	1	0	0	0	0	0	0	1	0	0	0	0	2	
0130 - 0145	0	2	1	0	0	1	0	0	0	0	0	0	0	4	
0145 - 0200	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0200 - 0215	0	3	1	0	0	0	0	0	2	0	1	0	0	7	22
0215 - 0230	0	2	2	0	0	0	0	0	1	0	0	0	0	5	
0230 - 0245	0	3	0	0	1	0	0	0	0	0	0	0	0	4	
0245 - 0300	0	3	2	0	0	0	0	0	1	0	0	0	0	6	
0300 - 0315	0	1	2	0	0	0	0	0	0	0	0	0	0	3	41
0315 - 0330	0	8	6	0	1	0	0	0	1	0	0	0	0	16	
0330 - 0345	0	7	3	0	0	0	0	0	1	0	0	0	0	11	
0345 - 0400	0	8	2	0	0	0	0	0	1	0	0	0	0	11	
0400 - 0415	0	16	4	0	2	0	0	0	0	0	0	0	0	22	95
0415 - 0430	0	18	5	0	0	0	0	0	1	0	1	0	0	25	
0430 - 0445	0	18	5	0	0	0	0	0	1	0	0	0	0	24	
0445 - 0500	0	17	5	0	0	0	0	0	2	0	0	0	0	24	
0500 - 0515	0	19	8	0	2	0	0	0	0	0	0	0	0	29	170
0515 - 0530	0	19	9	0	2	1	0	0	1	0	0	0	0	32	
0530 - 0545	0	28	9	0	2	2	0	0	3	0	0	0	0	44	
0545 - 0600	0	47	12	0	1	1	0	0	4	0	0	0	0	65	
0600 - 0615	0	36	16	0	1	0	0	2	2	0	0	0	0	57	395
0615 - 0630	0	68	23	0	3	1	0	1	5	0	0	0	0	101	
0630 - 0645	1	75	25	1	3	2	0	0	2	0	0	0	0	109	
0645 - 0700	0	96	23	0	4	0	0	0	5	0	0	0	0	128	
0700 - 0715	2	114	22	1	4	1	0	0	4	0	0	0	0	148	576
0715 - 0730	0	100	30	0	3	0	0	0	4	0	0	0	0	137	
0730 - 0745	0	102	25	2	4	0	0	0	6	0	0	0	0	139	
0745 - 0800	0	115	27	2	2	2	0	0	4	0	0	0	0	152	
0800 - 0815	1	94	24	2	2	0	0	0	5	0	0	0	0	128	485
0815 - 0830	1	102	26	2	4	2	0	1	6	0	0	0	0	144	
0830 - 0845	0	49	20	0	4	3	0	1	8	1	0	0	0	86	
0845 - 0900	1	86	26	0	5	1	0	3	5	0	0	0	0	127	
0900 - 0915	0	59	26	0	1	0	0	0	8	0	0	0	0	94	328
0915 - 0930	0	66	19	0	3	0	0	3	9	0	0	0	0	100	
0930 - 0945	0	40	20	0	5	1	0	1	9	0	0	0	0	76	
0945 - 1000	1	37	11	0	2	1	0	0	6	0	0	0	0	58	
1000 - 1015	0	27	18	0	2	2	0	0	6	0	0	0	0	55	264
1015 - 1030	0	40	16	0	2	0	0	0	8	0	0	0	0	66	
1030 - 1045	0	50	15	0	4	3	0	0	5	0	0	0	0	77	
1045 - 1100	0	44	12	0	3	1	0	0	6	0	0	0	0	66	
1100 - 1115	0	32	12	0	0	4	0	1	6	0	0	0	0	55	257
1115 - 1130	0	29	13	0	2	1	0	0	6	0	0	0	0	51	
1130 - 1145	0	42	17	1	3	1	0	0	7	0	0	0	0	71	
1145 - 1200	1	45	20	0	2	3	0	0	9	0	0	0	0	80	
1200 - 1215	0	35	11	0	3	3	0	1	6	0	0	0	0	59	266
1215 - 1230	0	49	10	0	1	1	0	0	12	1	0	0	0	74	
1230 - 1245	0	37	17	0	2	0	0	2	4	0	0	0	0	62	
1245 - 1300	2	44	16	0	2	0	0	1	6	0	0	0	0	71	
1300 - 1315	0	55	12	0	2	0	0	2	5	0	0	0	0	76	277
1315 - 1330	1	30	16	0	3	2	0	1	6	0	0	0	0	59	
1330 - 1345	1	46	10	0	2	0	0	3	1	1	0	0	0	64	
1345 - 1400	2	47	16	0	4	2	0	1	6	0	0	0	0	78	
1400 - 1415	0	47	18	0	1	0	0	0	5	0	0	0	0	71	294
1415 - 1430	0	42	19	0	2	1	0	1	5	0	0	0	0	70	
1430 - 1445	0	45	17	0	1	1	0	0	10	0	0	0	0	74	
1445 - 1500	0	54	14	0	1	1	0	1	8	0	0	0	0	79	
1500 - 1515	0	56	14	1	3	0	0	0	9	1	0	0	0	84	419
1515 - 1530	0	52	20	2	3	1	0	0	8	0	0	0	0	86	
1530 - 1545	0	87	29	6	3	1	0	0	3	0	0	0	0	129	
1545 - 1600	0	93	19	2	0	4	0	0	2	0	0	0	0	120	
1600 - 1615	0	90	17	0	3	3	0	3	3	0	0	0	0	119	497
1615 - 1630	0	81	17	1	5	2	0	2	4	0	0	0	0	112	
1630 - 1645	3	94	25	1	2	1	0	3	3	0	0	0	0	132	
1645 - 1700	2	96	30	0	3	2	0	0	1	0	0	0	0	134	
1700 - 1715	0	82	20	1	3	2	0	4	3	0	0	0	0	115	362
1715 - 1730	1	93	19	1	1	0	0	0	2	0	0	0	0	117	
1730 - 1745	0	63	16	0	1	0	0	0	0	0	0	0	0	80	
1745 - 1800	2	36	11	0	1	0	0	0	0	0	0	0	0	50	
1800 - 1815	2	91	20	0	2	0	0	1	5	0	0	0	0	121	466
1815 - 1830	2	97	26	0	3	1	0	2	3	0	0	0	0	134	
1830 - 1845	1	88	25	0	2	1	0	2	1	1	0	0	0	121	
1845 - 1900	1	63	18	0	3	2	0	0	3	0	0	0	0	90	
1900 - 1915	1	52	13	0	2	0	0	0	3	0	0	0	0	71	293
1915 - 1930	1	78	13	0	2	1	0	1	1	0	0	0	0	97	
1930 - 1945	0	35	8	0	2	3	0	2	1	0	0	0	0	51	
1945 - 2000	0	59	13	0	1	0	0	0	1	0	0	0	0	74	
2000 - 2015	0	56	10	1	0	1	0	0	0	0	0	0	0	68	300
2015 - 2030	0	83	17	0	0	0	0	0	0	0	0	0	0	100	
2030 - 2045	0	47	19	0	3	1	0	2	0	0	0	1	0	73	
2045 - 2100	0	45	12	0	0	0	0	1	0	0	0	1	0	59	
2100 - 2115	0	50	3	0	1	0	0	0	1	0	0	0	0	55	142
2115 - 2130	0	26	3	0	1	0	0	0	0	0	0	1	0	31	
2130 - 2145	0	25	0	0	1	0	0	0	1	0	0	0	0	27	
2145 - 2200	0	28	0	0	0	0	0	0	1	0	0	0	0	29	
2200 - 2215	0	23	1	0	0	0	0	0	0	0	0	0	0	24	89
2215 - 2230	0	19	3	0	1	0	0	0	1	0	0	0	0	24	
2230 - 2245	0	17	4	0	1	0	0	0	2	0	0	0	0	24	
2245 - 2300	0	14	2	0	0	0	0	0	1	0	0	0	0	17	
2300 - 2315	0	11	2	0	0	0	0	0	0	0	0	0	0	13	49
2315 - 2330	0	12	2	0	0	1	0	0	0	0	0	0	0	15	
2330 - 2345	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2345 - 0000	0	12	0	0	0	0	0	0	0	0	0	0	0	12	

Session Total	30	4294	1196	27	159	73	0	49	303	5	2	3	0	6141
Session Average	0.31	44.73	12.46	0.28	1.66	0.76	0.00	0.51	3.16	0.05	0.02	0.03	0.00	63.97
Session Percentage	0.49	69.92	19.48	0.44	2.59	1.19	0.00	0.80	4.93	0.08	0.03	0.05	0.00	

AM Peak Hour	0615 - 0715	0700 - 0800	0715 - 0815	0730 - 0830	0645 - 0745	0745 - 0845	-	0830 - 0930	0900 - 1000	0745 - 0845	1	-	-	0700 - 0800
AM Peak Volume	431	421	106	8	15	7	0	7	32	1	0	-	0	576

Noon Peak Hour	1245 - 1345	1445 - 1545	1445 - 1545	1445 - 1545	1445 - 1545	1000 - 1100	1030 - 1130	-	1245 - 1345	1430 - 1530	1130 - 1230	-	-	1445 - 1545
Noon Peak Volume	4	249	77	9	11	9	0	7	35	1	0	0	0	378

PM Peak Hour	1745 - 1845	1630 - 1730	1630 - 1730	1630 - 1730	1600 - 1700	1530 - 1630	-	1615 - 1715	1500 - 1600	1500 - 1600	-	1945 - 2045	-	1630 - 1730
PM Peak Volume	7	363	94	11	13	10	0	9	22	1	0	1	0	998

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

Douglasville, GA

Site 19

GA-166 Hwy 92,
north of GA-166 Duncan Memorial Hwy

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.661533°, -84.674617°

0000 - 2400 (24h Session) (09-14-2022)

Bi-Directional 15min

Time	Bi-Directional 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	21	1	0	1	0	0	0	0	0	0	0	0	23	
0015 - 0030	0	22	1	0	1	0	0	0	0	2	0	1	0	27	
0030 - 0045	0	11	1	0	1	2	0	0	1	0	0	0	0	16	
0045 - 0100	0	12	1	0	0	0	0	0	2	0	0	0	0	15	81
0100 - 0115	0	11	1	0	2	0	0	0	2	0	0	0	0	16	
0115 - 0130	0	9	2	0	1	0	0	0	2	0	0	0	0	14	
0130 - 0145	0	7	1	0	1	1	0	0	1	0	0	0	0	11	
0145 - 0200	0	10	1	0	0	0	0	0	0	0	0	0	0	11	52
0200 - 0215	0	4	2	0	1	0	0	0	2	0	1	0	0	10	
0215 - 0230	0	4	2	0	0	1	0	0	0	0	1	0	0	8	
0230 - 0245	0	8	2	0	1	0	0	0	0	0	0	0	0	11	
0245 - 0300	0	6	3	0	0	0	0	0	1	0	0	0	0	10	39
0300 - 0315	0	7	2	0	0	0	0	0	0	0	1	0	0	10	
0315 - 0330	0	21	6	0	4	0	0	0	2	0	0	0	0	33	
0330 - 0345	0	17	5	0	1	0	0	0	2	0	0	0	0	25	
0345 - 0400	0	15	3	0	2	0	0	0	4	0	0	0	0	24	92
0400 - 0415	0	25	7	0	2	0	0	0	2	0	0	0	0	36	
0415 - 0430	0	32	7	0	2	0	0	0	6	0	1	0	0	48	
0430 - 0445	0	27	8	0	0	0	0	0	1	0	0	0	0	36	
0445 - 0500	0	31	9	0	1	0	0	0	6	0	0	0	0	47	167
0500 - 0515	0	36	10	0	2	0	0	0	1	0	0	0	0	49	
0515 - 0530	0	39	12	0	3	1	0	0	5	0	0	0	0	60	
0530 - 0545	1	48	14	0	3	2	0	0	4	0	0	0	0	72	
0545 - 0600	0	69	17	1	1	4	0	0	4	0	0	0	0	96	277
0600 - 0615	0	67	29	0	1	0	0	2	3	0	0	0	0	102	
0615 - 0630	0	98	27	0	5	14	0	1	8	0	0	0	0	140	
0630 - 0645	2	131	36	1	3	3	0	0	3	0	0	0	0	179	
0645 - 0700	0	158	31	0	5	1	0	0	7	0	0	0	0	202	623
0700 - 0715	2	178	31	1	5	3	0	0	6	0	0	0	0	226	
0715 - 0730	0	178	37	0	7	2	0	0	6	0	0	0	0	230	
0730 - 0745	0	171	28	3	5	1	0	0	8	0	0	0	0	216	
0745 - 0800	1	202	37	5	3	2	0	0	8	0	0	0	0	258	930
0800 - 0815	2	163	42	3	4	0	0	0	12	0	0	0	0	226	
0815 - 0830	1	157	38	2	5	2	0	0	2	11	0	0	0	218	
0830 - 0845	0	95	34	0	4	4	0	0	2	11	1	0	1	152	
0845 - 0900	1	139	41	0	8	3	0	0	6	8	1	0	0	207	803
0900 - 0915	0	92	41	0	2	1	0	0	10	0	0	0	0	146	
0915 - 0930	0	98	34	0	4	3	0	3	14	0	0	0	0	156	
0930 - 0945	0	77	36	0	8	2	0	1	12	0	0	0	0	136	
0945 - 1000	1	82	21	0	4	3	0	0	10	0	0	0	0	121	559
1000 - 1015	1	58	29	0	3	3	0	0	6	0	0	0	0	100	
1015 - 1030	1	70	28	0	3	1	0	0	13	0	0	0	0	116	
1030 - 1045	0	75	25	1	7	6	0	1	9	0	0	0	0	124	
1045 - 1100	1	73	24	0	6	3	0	1	8	0	0	0	0	116	456
1100 - 1115	0	59	33	0	1	4	0	0	12	0	0	0	0	110	
1115 - 1130	0	49	37	0	10	1	0	0	9	0	0	0	0	106	
1130 - 1145	0	72	39	1	11	1	0	1	10	0	0	0	0	135	
1145 - 1200	1	79	44	0	8	4	0	0	14	0	0	0	0	150	501
1200 - 1215	3	78	25	0	5	6	0	2	8	1	0	0	0	128	
1215 - 1230	0	83	29	0	3	3	0	1	13	1	0	0	0	133	
1230 - 1245	1	72	29	0	3	2	0	3	9	0	0	0	0	119	
1245 - 1300	3	77	27	0	5	4	0	1	9	0	0	0	0	126	506
1300 - 1315	0	91	18	0	5	1	0	2	8	0	0	0	0	125	
1315 - 1330	2	53	28	0	3	2	0	1	9	0	0	0	0	98	
1330 - 1345	1	85	19	0	5	0	0	3	3	1	0	0	0	117	
1345 - 1400	3	98	28	0	6	2	0	3	10	0	0	0	0	150	490
1400 - 1415	0	90	29	1	2	2	0	1	10	0	0	0	0	135	
1415 - 1430	0	93	32	0	3	4	0	1	8	0	0	0	0	141	
1430 - 1445	0	100	30	0	1	3	0	0	14	1	0	0	0	149	
1445 - 1500	0	116	27	2	1	1	0	0	11	0	0	0	0	159	584
1500 - 1515	0	118	25	3	6	1	0	1	10	1	0	0	0	165	
1515 - 1530	0	129	37	3	7	5	0	1	11	0	0	0	0	193	
1530 - 1545	0	146	49	8	8	2	0	3	3	0	0	0	0	219	
1545 - 1600	0	188	42	2	3	6	0	0	4	0	0	0	0	245	822
1600 - 1615	0	175	33	1	4	5	0	3	5	0	0	0	0	226	
1615 - 1630	0	168	32	2	6	4	0	5	7	0	0	0	0	224	
1630 - 1645	5	202	46	3	2	5	0	5	4	0	0	0	0	272	
1645 - 1700	3	207	45	0	4	3	0	1	2	0	0	0	0	265	987
1700 - 1715	1	185	46	1	5	3	0	4	4	1	0	0	0	250	
1715 - 1730	1	188	35	1	3	2	0	1	4	0	0	0	0	235	
1730 - 1745	0	145	40	0	5	1	0	1	1	0	0	0	0	193	
1745 - 1800	3	156	38	1	3	0	0	0	6	0	0	0	0	207	885
1800 - 1815	4	202	47	0	4	1	0	1	7	0	1	0	0	267	
1815 - 1830	2	185	46	0	4	2	0	2	5	0	0	0	0	246	
1830 - 1845	1	193	50	0	3	2	0	2	2	1	0	0	0	254	
1845 - 1900	2	151	43	0	5	2	0	0	4	0	0	0	0	207	974
1900 - 1915	1	118	20	0	2	1	0	0	4	0	0	0	0	146	
1915 - 1930	1	141	21	0	5	2	0	1	1	0	0	0	0	172	
1930 - 1945	0	95	9	0	2	6	0	3	1	0	0	0	0	116	
1945 - 2000	0	109	23	3	1	1	0	0	1	0	0	0	0	138	572
2000 - 2015	0	96	17	1	1	1	0	0	1	0	0	0	0	117	
2015 - 2030	0	135	26	0	0	1	0	0	0	0	0	0	0	162	
2030 - 2045	0	75	29	0	3	1	0	3	0	0	0	1	0	112	
2045 - 2100	0	77	22	0	0	0	0	1	1	0	0	0	0	102	493
2100 - 2115	0	89	9	0	1	0	0	0	3	0	0	0	0	100	
2115 - 2130	0	60	7	0	1	0	0	0	2	0	0	1	0	71	
2130 - 2145	0	48	3	0	1	0	0	0	1	0	0	0	0	53	
2145 - 2200	0	56	4	0	0	0	0	0	2	0	0	0	0	62	286
2200 - 2215	0	36	6	0	0	1	0	0	2	0	0	0	0	45	
2215 - 2230	0	41	7	0	1	0	0	0	1	0	0	0	0	50	
2230 - 2245	0	36	6	0	1	0	0	0	4	0	0	0	0	47	
2245 - 2300	0	36	6	0	0	0	0	0	1	0	0	0	0	43	185
2300 - 2315	0	23	7	0	0	1	0	0	0	0	0	0	0	31	
2315 - 2330	0	29	4	0	0	1	0	0	0	0	0	0	0	34	
2330 - 2345	1	20	3	0	1	0	0	0	2	0	0	0	0	27	
2345 - 0000	0	20	0	0	1	0	0	0	0	0	0	0	0	21	113

Session Total	53	8227	2124	50	287	155	0	78	485	9	5	4	0	11477
Session Average	0.55	85.70	22.13	0.52	2.99	1.61	0.00	0.81	5.05	0.09	0.05	0.04	0.00	119.55
Session Percentage	0.46	71.68	18.51	0.44	2.50	1.35	0.00	0.68	4.23	0.08	0.04	0.03	0.00	
AM Peak Hour	0615 - 0715	0700 - 0800	0800 - 0900	0730 - 0830	0645 - 0745	0945 - 1045		0830 - 0930	0900 - 1000	0800 - 0900		0745 - 0845		0700 - 0800
AM Peak Volume	4	729	155	13	22	13	-	11	46	2	0	1	-	930
Noon Peak Hour	1200 - 1300	1445 - 1545	1100 - 1200	1445 - 1545	1115 - 1215	1145 - 1245	-	1300 - 1400	1430 - 1530	1130 - 1230	-	-	-	1445 - 1545
Noon Peak Volume	7	509	153	16	34	15	0	9	46	2	0	0	-	736
PM Peak Hour	1630 - 1730	1630 - 1730	1800 - 1900	1500 - 1600	1500 - 1600	1545 - 1645	-	1615 - 1715	1500 - 1600	1500 - 1600	1715 - 1815	1945 - 2045	-	1630 - 1730
PM Peak Volume	18	18	15	15	15	15	0	7	7	7	17	17	-	172

Bi-Directional Class Count || Volume Summary 15min

Douglasville, GA



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Site 19

GA-166 Hwy 92,
north of GA-166 Duncan Memorial Hwy

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.661533°, -84.674617°

0000 - 2400 (24h Session) (09-14-2022)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
0000 - 0015	15	8	23	81
0015 - 0030	20	7	27	
0030 - 0045	6	10	16	
0045 - 0100	5	10	15	
0100 - 0115	8	8	16	52
0115 - 0130	12	2	14	
0130 - 0145	7	4	11	
0145 - 0200	6	5	11	
0200 - 0215	3	7	10	39
0215 - 0230	3	5	8	
0230 - 0245	7	4	11	
0245 - 0300	4	6	10	
0300 - 0315	7	3	10	92
0315 - 0330	17	16	33	
0330 - 0345	14	11	25	
0345 - 0400	13	11	24	
0400 - 0415	14	22	36	167
0415 - 0430	23	25	48	
0430 - 0445	12	24	36	
0445 - 0500	23	24	47	
0500 - 0515	20	29	49	277
0515 - 0530	28	32	60	
0530 - 0545	28	44	72	
0545 - 0600	31	65	96	
0600 - 0615	45	57	102	623
0615 - 0630	39	101	140	
0630 - 0645	70	109	179	
0645 - 0700	74	128	202	
0700 - 0715	78	148	226	930
0715 - 0730	93	137	230	
0730 - 0745	77	139	216	
0745 - 0800	106	152	258	
0800 - 0815	98	128	226	803
0815 - 0830	74	144	218	
0830 - 0845	66	86	152	
0845 - 0900	80	127	207	
0900 - 0915	52	94	146	559
0915 - 0930	56	100	156	
0930 - 0945	60	76	136	
0945 - 1000	63	58	121	
1000 - 1015	45	55	100	456
1015 - 1030	50	66	116	
1030 - 1045	47	77	124	
1045 - 1100	50	66	116	
1100 - 1115	55	55	110	501
1115 - 1130	55	51	106	
1130 - 1145	64	71	135	
1145 - 1200	70	80	150	

Time	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
1200 - 1215	69	59	128	506
1215 - 1230	59	74	133	
1230 - 1245	57	62	119	
1245 - 1300	55	71	126	
1300 - 1315	49	76	125	490
1315 - 1330	39	59	98	
1330 - 1345	53	64	117	
1345 - 1400	72	78	150	
1400 - 1415	64	71	135	584
1415 - 1430	71	70	141	
1430 - 1445	75	74	149	
1445 - 1500	80	79	159	
1500 - 1515	81	84	165	822
1515 - 1530	107	86	193	
1530 - 1545	90	129	219	
1545 - 1600	125	120	245	
1600 - 1615	107	119	226	987
1615 - 1630	112	112	224	
1630 - 1645	140	132	272	
1645 - 1700	131	134	265	
1700 - 1715	135	115	250	885
1715 - 1730	118	117	235	
1730 - 1745	113	80	193	
1745 - 1800	157	50	207	
1800 - 1815	146	121	267	974
1815 - 1830	112	134	246	
1830 - 1845	133	121	254	
1845 - 1900	117	90	207	
1900 - 1915	75	71	146	572
1915 - 1930	75	97	172	
1930 - 1945	65	51	116	
1945 - 2000	64	74	138	
2000 - 2015	49	68	117	493
2015 - 2030	62	100	162	
2030 - 2045	39	73	112	
2045 - 2100	43	59	102	
2100 - 2115	45	55	100	286
2115 - 2130	40	31	71	
2130 - 2145	26	27	53	
2145 - 2200	33	29	62	
2200 - 2215	21	24	45	185
2215 - 2230	26	24	50	
2230 - 2245	23	24	47	
2245 - 2300	26	17	43	
2300 - 2315	18	13	31	113
2315 - 2330	19	15	34	
2330 - 2345	18	9	27	
2345 - 0000	9	12	21	

Session Total	5336	6141	11477
Session Average	55.58	63.97	119.55
Session Percentage	46.49	53.51	

24-Hr for SR 92 s/o SR 166

Bi-Directional Class Count || NB EB 15min

Douglasville, GA

Site 20

GA-154 Hwy 92,
south of GA-166 Duncan Memorial Hwy

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.659545°, -84.674617°


[Click here for Map](#)

0000 - 2400 (24h Session) (09-14-2022)

NB EB 15min

Time	Northbound (Movement 20.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	24	1	0	1	0	0	0	0	0	0	0	0	26	
0015 - 0030	0	25	5	0	1	1	0	0	0	0	1	0	0	33	
0030 - 0045	0	13	0	0	0	1	0	0	0	0	0	0	0	14	
0045 - 0100	0	12	0	0	1	1	0	0	1	0	0	0	0	15	88
0100 - 0115	0	14	0	0	1	0	0	0	1	0	0	0	0	16	
0115 - 0130	0	14	2	0	1	0	0	0	1	0	0	0	0	18	
0130 - 0145	0	14	0	0	1	0	0	0	2	0	0	0	0	17	
0145 - 0200	0	11	0	0	0	1	0	0	1	0	0	0	0	13	64
0200 - 0215	0	3	1	0	1	0	0	0	0	0	0	0	0	5	
0215 - 0230	0	4	0	0	3	1	0	0	5	0	0	0	0	5	
0230 - 0245	0	10	2	0	2	0	0	0	0	0	0	0	0	14	
0245 - 0300	0	9	1	0	2	0	0	0	0	0	0	0	0	12	36
0300 - 0315	0	11	1	0	1	0	0	0	1	0	1	0	0	15	
0315 - 0330	0	24	1	0	8	0	0	0	1	0	0	0	0	34	
0330 - 0345	0	17	3	0	4	0	0	0	1	0	0	0	0	25	
0345 - 0400	0	9	0	0	4	0	0	0	3	0	0	0	0	16	90
0400 - 0415	0	18	5	0	1	1	0	0	2	0	0	0	0	27	
0415 - 0430	0	16	3	0	3	1	0	0	5	0	0	0	0	28	
0430 - 0445	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
0445 - 0500	0	20	8	0	2	0	0	0	4	0	0	0	0	34	103
0500 - 0515	0	15	2	0	1	0	0	0	1	0	0	0	0	19	
0515 - 0530	0	20	6	0	2	0	0	0	5	0	0	0	0	33	
0530 - 0545	0	27	7	0	2	0	0	1	1	0	0	0	0	38	
0545 - 0600	0	24	10	0	0	3	0	0	2	0	0	0	0	39	129
0600 - 0615	0	44	11	0	1	0	0	0	1	0	0	0	0	57	
0615 - 0630	0	46	6	0	1	0	0	0	4	0	0	0	0	57	
0630 - 0645	0	75	14	0	0	1	0	0	2	0	0	0	0	92	
0645 - 0700	0	66	11	1	1	1	0	0	4	0	0	0	0	84	290
0700 - 0715	0	83	18	0	1	3	0	0	2	0	0	0	0	107	
0715 - 0730	0	133	18	0	4	3	0	1	2	0	0	0	0	161	
0730 - 0745	0	111	20	0	1	4	0	0	1	0	0	0	0	137	
0745 - 0800	1	103	26	2	1	2	0	0	3	0	0	0	0	138	543
0800 - 0815	0	101	23	0	4	0	0	0	7	0	0	0	0	135	
0815 - 0830	0	90	18	0	1	0	0	1	5	0	0	0	0	115	
0830 - 0845	0	81	27	0	0	1	0	1	3	0	0	1	0	114	
0845 - 0900	0	80	21	0	5	2	0	3	3	0	0	0	0	114	478
0900 - 0915	0	60	26	0	3	2	0	0	4	0	0	0	0	95	
0915 - 0930	0	57	20	0	2	4	0	0	7	0	1	0	0	91	
0930 - 0945	0	56	21	0	3	3	0	1	4	0	0	0	0	88	
0945 - 1000	0	70	17	0	4	2	0	1	4	0	0	0	0	98	372
1000 - 1015	1	44	18	0	2	2	0	0	2	0	0	0	0	69	
1015 - 1030	1	44	14	0	3	0	0	0	7	0	0	0	0	69	
1030 - 1045	0	43	21	0	9	3	0	1	5	0	0	0	0	82	
1045 - 1100	0	54	25	0	7	2	0	1	5	0	0	0	0	94	314
1100 - 1115	0	62	29	0	4	0	0	0	6	0	0	0	0	101	
1115 - 1130	1	50	30	0	8	0	0	0	2	0	0	0	0	91	
1130 - 1145	0	64	31	0	13	1	0	0	3	0	0	0	0	112	
1145 - 1200	1	66	35	0	8	1	0	0	5	0	0	0	0	116	420
1200 - 1215	3	84	26	0	4	3	0	2	3	1	0	0	0	126	
1215 - 1230	1	74	24	0	3	4	0	1	1	0	0	0	0	108	
1230 - 1245	1	89	26	0	1	3	0	1	7	0	0	0	0	128	
1245 - 1300	1	67	28	0	4	4	0	0	4	0	0	0	0	108	470
1300 - 1315	0	54	16	0	3	1	0	0	3	0	0	0	0	77	
1315 - 1330	1	67	20	0	1	0	0	1	3	0	0	0	0	93	
1330 - 1345	1	87	15	0	6	0	0	0	2	0	0	0	0	111	
1345 - 1400	1	91	19	0	1	0	0	2	5	0	0	0	0	119	400
1400 - 1415	1	91	22	0	1	3	0	1	6	0	0	0	0	125	
1415 - 1430	0	90	24	0	1	3	0	0	3	0	0	0	0	121	
1430 - 1445	0	113	27	0	1	3	0	0	5	1	0	0	0	150	
1445 - 1500	2	107	28	0	0	0	0	0	6	0	0	0	0	149	539
1500 - 1515	0	123	36	0	5	1	0	2	3	0	0	0	0	170	
1515 - 1530	1	153	45	1	4	5	0	1	3	0	0	0	0	213	
1530 - 1545	2	130	42	0	4	1	0	3	0	0	0	0	0	182	
1545 - 1600	0	167	46	1	4	2	0	0	2	0	0	0	0	222	787
1600 - 1615	0	162	34	0	1	2	0	0	3	0	0	0	0	202	
1615 - 1630	1	179	54	2	2	2	0	3	4	0	0	0	0	247	
1630 - 1645	1	207	49	1	0	4	0	2	3	0	0	0	0	267	
1645 - 1700	1	201	33	0	3	3	0	1	2	0	0	0	0	244	960
1700 - 1715	3	212	53	0	4	2	0	1	1	1	0	0	0	277	
1715 - 1730	3	203	45	0	3	1	0	1	2	0	0	0	0	258	
1730 - 1745	2	193	45	0	3	1	0	2	1	0	0	0	0	247	
1745 - 1800	2	230	53	0	4	0	0	0	6	0	0	0	0	295	1077
1800 - 1815	2	194	52	0	1	1	0	0	2	0	1	0	0	253	
1815 - 1830	1	169	37	0	2	2	0	2	3	0	0	0	0	216	
1830 - 1845	0	176	42	0	3	1	0	0	1	0	0	0	0	223	
1845 - 1900	1	133	43	0	3	0	0	0	2	0	0	0	0	182	874
1900 - 1915	1	104	15	0	0	1	0	0	1	0	0	0	0	122	
1915 - 1930	0	109	23	0	3	1	0	0	0	0	0	0	0	136	
1930 - 1945	1	113	18	0	0	3	0	1	1	0	0	0	0	137	
1945 - 2000	0	75	24	3	2	2	0	0	0	0	0	0	0	106	501
2000 - 2015	1	78	13	0	0	0	0	0	1	0	0	0	0	93	
2015 - 2030	0	68	13	0	1	2	0	0	0	0	0	0	0	84	
2030 - 2045	0	57	19	0	0	0	0	1	0	0	0	0	0	77	
2045 - 2100	0	57	13	0	1	0	0	0	1	0	0	0	0	72	326
2100 - 2115	0	62	9	0	0	0	0	1	1	0	0	0	0	73	
2115 - 2130	0	64	11	0	0	0	0	0	2	0	0	0	0	77	
2130 - 2145	0	39	6	0	1	0	0	0	0	0	0	0	0	46	
2145 - 2200	0	43	9	0	0	0	0	0	2	0	0	0	0	54	250
2200 - 2215	0	37	9	0	0	1	0	0	2	0	0	0	0	49	
2215 - 2230	0	48	7	0	0	0	0	0	0	0	0	0	0	55	
2230 - 2245	0	37	4	0	0	0	0	0	2	0	0	0	0	43	
2245 - 2300	0	34	4	0	0	0	0	0	0	0	0	0	0	38	185
2300 - 2315	0	24	6	0	1	1	0	1	0	0	0	0	0	33	
2315 - 2330	0	34	4	0	0	0	0	0	0	0	0	0	0	38	
2330 - 2345	1	25	4	0	1	0	0	0	2	0	0	0	0	33	
2345 - 0000	0	23	2	0	1	0	0	0	0	0	0	0	0	26	130

Session Total	41	7025	1758	11	208	110	0	41	224	3	4	1	0	9426
Session Average	0.43	73.18	18.31	0.11	2.17	1.15	0.00	0.43	2.33	0.03	0.04	0.01	0.00	98.19
Session Percentage	0.43	74.53	18.65	0.12	2.21	1.17	0.00	0.43	2.38	0.03	0.04	0.01	0.00	
AM Peak Hour	0930 - 1030	0715 - 0815	0745 - 0845	0700 - 0800	0945 - 1045	0700 - 0800	-	0800 - 0900	0900 - 1000	-	0830 - 0930	0745 - 0845	-	0715 - 0815
AM Peak Volume	2	448	94	2	18	12	-	5	19	-	0	1	-	571
Noon Peak Hour	1145 - 1245	1445 - 1545	1445 - 1545	1430 - 1530	1100 - 1200	1200 - 1300	-	1445 - 1545	1015 - 1115	1115 - 1215	-	-	-	1445 - 1545
Noon Peak Volume	6	513	151	1	33	14	-	6	23	1	0	0	-	708
PM Peak Hour	1700 - 1800	1700 - 1800	1700 - 1800	1545 - 1645	1500 - 1600	1600 - 1700	-	1615 - 1715	1545 - 1645	1615 - 1715	1715 - 1815	-	-	1700 - 1800
PM Peak Volume	8	639	199	1	39	17	-	0	0	0	0	0	-	1077

Bi-Directional Class Count || SB WB 15min

Douglasville, GA

Site 20

GA-154 Hwy 92,
south of GA-166 Duncan Memorial Hwy

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.659545°, -84.674617°


[Click here for Map](#)

0000 - 2400 (24h Session) (09-14-2022)

SB WB 15min

Time	Southbound (Movement 20.2)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	7	2	0	1	0	0	0	0	0	0	0	0	10	48
0015 - 0030	0	5	1	0	0	0	0	0	0	2	0	0	0	8	
0030 - 0045	0	8	2	0	0	1	0	0	1	0	0	0	0	12	
0045 - 0100	0	12	3	0	0	1	0	0	2	0	0	0	0	18	
0100 - 0115	0	11	1	0	1	0	0	0	1	0	0	0	0	14	31
0115 - 0130	0	2	0	0	0	0	0	0	1	0	0	0	0	3	
0130 - 0145	0	4	2	0	0	1	0	0	0	0	0	0	0	7	
0145 - 0200	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
0200 - 0215	0	9	0	0	0	0	0	0	2	0	1	0	0	12	39
0215 - 0230	0	3	3	0	0	0	0	0	0	0	1	0	0	7	
0230 - 0245	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0245 - 0300	0	10	2	0	0	0	0	0	2	0	0	0	0	14	
0300 - 0315	1	9	4	0	0	0	0	0	0	0	0	0	0	14	87
0315 - 0330	0	17	8	0	1	0	0	0	2	0	0	0	0	28	
0330 - 0345	1	18	3	0	0	0	0	0	2	0	0	0	0	24	
0345 - 0400	0	18	2	0	0	0	0	0	1	0	0	0	0	21	
0400 - 0415	0	29	6	0	2	0	0	0	0	0	0	0	0	37	207
0415 - 0430	0	38	10	0	0	0	0	0	1	0	1	0	0	50	
0430 - 0445	0	51	10	0	1	0	0	0	2	0	0	0	0	64	
0445 - 0500	1	44	9	0	0	0	0	0	2	0	0	0	0	56	
0500 - 0515	0	44	11	0	2	0	0	0	1	0	0	0	0	58	373
0515 - 0530	0	61	16	0	2	2	0	0	1	0	0	0	0	82	
0530 - 0545	0	81	21	0	3	2	0	0	4	0	0	0	0	111	
0545 - 0600	0	93	24	0	1	0	0	0	4	0	0	0	0	122	
0600 - 0615	0	110	34	0	1	0	0	2	2	0	0	0	0	149	874
0615 - 0630	1	171	50	0	5	2	0	1	6	0	0	0	0	236	
0630 - 0645	3	170	56	1	5	3	0	0	2	0	0	0	0	240	
0645 - 0700	0	190	46	0	8	0	0	0	5	0	0	0	0	249	
0700 - 0715	2	217	48	0	6	2	0	1	6	0	0	0	0	282	1141
0715 - 0730	0	223	58	1	4	0	0	1	5	0	0	0	0	292	
0730 - 0745	0	223	53	1	3	0	0	0	8	0	0	0	0	288	
0745 - 0800	0	223	46	0	3	2	0	1	4	0	0	0	0	279	
0800 - 0815	1	189	43	0	3	0	0	0	5	0	0	0	0	241	869
0815 - 0830	1	189	50	1	6	2	0	1	6	0	0	0	0	256	
0830 - 0845	0	123	37	0	5	2	0	1	8	1	0	0	0	177	
0845 - 0900	1	136	41	0	5	1	0	3	8	0	0	0	0	195	
0900 - 0915	0	101	48	0	1	0	0	0	6	0	0	0	0	156	512
0915 - 0930	0	97	36	0	5	0	0	2	9	0	0	0	0	149	
0930 - 0945	0	77	24	0	5	0	0	1	9	0	0	0	0	116	
0945 - 1000	0	63	17	0	1	2	0	0	8	0	0	0	0	91	
1000 - 1015	1	44	29	0	4	3	0	1	7	0	0	0	0	89	396
1015 - 1030	0	73	27	0	3	0	0	0	9	0	0	0	0	112	
1030 - 1045	0	61	21	0	4	3	0	0	5	0	0	0	0	94	
1045 - 1100	0	66	23	0	4	1	0	0	7	0	0	0	0	101	
1100 - 1115	0	56	16	0	0	4	0	1	8	0	0	0	0	85	384
1115 - 1130	0	50	26	0	3	2	0	0	6	0	0	0	0	87	
1130 - 1145	1	66	20	0	4	1	0	0	7	0	0	0	0	99	
1145 - 1200	1	72	21	1	4	4	0	0	10	0	0	0	0	113	
1200 - 1215	1	62	23	0	4	3	0	1	8	0	0	0	0	102	425
1215 - 1230	0	78	14	0	1	1	0	0	17	1	0	0	0	112	
1230 - 1245	0	71	22	0	2	2	0	3	6	0	0	0	0	106	
1245 - 1300	3	68	23	0	4	0	0	1	6	0	0	0	0	105	
1300 - 1315	0	82	16	0	3	0	0	2	5	0	0	0	0	108	456
1315 - 1330	1	77	26	0	5	3	0	1	8	0	0	0	0	121	
1330 - 1345	1	72	17	0	3	0	0	3	2	1	0	0	0	99	
1345 - 1400	2	86	25	0	4	3	0	1	7	0	0	0	0	128	
1400 - 1415	0	75	23	0	2	0	0	0	5	0	0	0	0	105	488
1415 - 1430	1	86	20	0	4	3	0	0	6	0	0	0	0	120	
1430 - 1445	0	94	23	0	5	1	0	0	12	0	0	0	0	135	
1445 - 1500	0	92	21	0	2	3	1	0	9	0	0	0	0	128	
1500 - 1515	0	83	20	0	2	0	0	0	10	1	0	0	0	116	537
1515 - 1530	0	78	25	2	3	1	0	0	7	0	0	0	0	116	
1530 - 1545	0	109	36	1	2	0	0	0	3	0	0	0	0	151	
1545 - 1600	0	118	23	1	3	5	0	1	3	0	0	0	0	154	
1600 - 1615	1	118	25	0	3	3	0	3	3	0	0	0	0	156	648
1615 - 1630	1	117	22	1	7	2	0	2	4	0	0	0	0	156	
1630 - 1645	0	126	27	0	2	1	0	3	4	0	0	0	0	163	
1645 - 1700	3	130	33	0	3	2	0	0	1	0	0	0	0	173	
1700 - 1715	0	124	20	1	3	2	0	4	3	0	0	0	0	157	536
1715 - 1730	0	144	16	1	2	1	0	0	3	0	0	0	0	167	
1730 - 1745	0	101	21	0	1	0	0	0	1	0	0	0	0	124	
1745 - 1800	2	78	5	0	3	0	0	0	0	0	0	0	0	88	
1800 - 1815	1	126	23	0	3	0	0	1	5	0	0	0	0	159	591
1815 - 1830	2	130	26	0	3	1	0	2	3	0	0	0	0	167	
1830 - 1845	2	88	23	0	4	1	0	1	1	1	0	0	0	121	
1845 - 1900	1	112	24	0	3	1	0	0	3	0	0	0	0	144	
1900 - 1915	1	85	14	0	3	0	0	0	5	0	0	0	0	108	412
1915 - 1930	0	98	12	0	2	1	0	1	1	0	0	0	0	115	
1930 - 1945	0	73	15	0	2	3	0	2	1	0	0	0	0	96	
1945 - 2000	0	77	13	0	2	0	0	0	1	0	0	0	0	93	
2000 - 2015	0	85	15	1	0	1	0	0	0	0	0	0	0	102	412
2015 - 2030	0	101	15	0	1	0	0	0	0	0	0	0	0	117	
2030 - 2045	0	77	16	0	4	1	0	1	1	0	0	1	0	101	
2045 - 2100	0	78	10	0	1	0	0	1	1	0	0	1	0	92	
2100 - 2115	0	63	5	0	1	0	0	0	3	1	0	0	0	70	218
2115 - 2130	0	46	5	0	1	0	0	0	2	0	0	1	0	55	
2130 - 2145	0	44	3	0	1	0	0	0	2	0	0	0	0	50	
2145 - 2200	0	38	3	0	0	0	0	0	2	0	0	0	0	43	
2200 - 2215	0	42	3	0	0	0	0	0	0	0	0	0	0	45	148
2215 - 2230	0	32	3	0	1	0	0	0	1	0	0	0	0	37	
2230 - 2245	0	34	4	0	1	0	0	0	2	0	0	0	0	41	
2245 - 2300	0	22	2	0	0	0	0	0	1	0	0	0	0	25	
2300 - 2315	0	21	3	0	0	0	0	0	0	0	0	0	0	24	85
2315 - 2330	0	20	1	0	0	1	0	0	0	0	0	0	0	22	
2330 - 2345	0	18	3	0	0	0	0	0	0	0	0	0	0	21	
2345 - 0000	0	18	0	0	0	0	0	0	0	0	0	0	0	18	

Session Total	38	7371	1780	14	212	87	0</
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Bi-Directional Class Count || Bi-Directional 15min

Douglasville, GA

Site 20

GA-154 Hwy 92,
south of GA-166 Duncan Memorial Hwy

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.659545°, -84.674617°

0000 - 2400 (24h Session) (09-14-2022)

Bi-Directional 15min

Time	Bi-Directional 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	31	3	0	2	0	0	0	0	0	0	0	0	36	
0015 - 0030	0	30	6	0	1	1	0	0	2	0	1	0	0	41	
0030 - 0045	0	21	2	0	0	2	0	0	1	0	0	0	0	26	
0045 - 0100	0	24	3	0	1	2	0	0	3	0	0	0	0	33	136
0100 - 0115	0	25	1	0	2	0	0	0	2	0	0	0	0	30	
0115 - 0130	0	16	2	0	1	0	0	0	2	0	0	0	0	21	
0130 - 0145	0	18	2	0	1	1	0	0	2	0	0	0	0	24	
0145 - 0200	0	16	2	0	0	1	0	0	1	0	0	0	0	20	95
0200 - 0215	0	12	1	0	1	0	0	0	2	0	1	0	0	17	
0215 - 0230	0	7	3	0	0	1	0	0	1	0	1	0	0	12	
0230 - 0245	0	15	3	0	2	0	0	0	0	0	0	0	0	20	
0245 - 0300	0	19	3	0	2	0	0	0	2	0	0	0	0	26	75
0300 - 0315	1	20	5	0	1	0	0	0	1	0	1	0	0	29	
0315 - 0330	0	41	9	0	9	0	0	0	3	0	0	0	0	62	
0330 - 0345	1	35	6	0	4	0	0	0	3	0	0	0	0	49	
0345 - 0400	0	27	2	0	4	0	0	0	4	0	0	0	0	37	177
0400 - 0415	0	47	11	0	3	1	0	0	2	0	0	0	0	64	
0415 - 0430	0	54	13	0	3	1	0	0	6	0	1	0	0	78	
0430 - 0445	0	62	13	0	1	0	0	0	2	0	0	0	0	78	
0445 - 0500	1	64	17	0	2	0	0	0	6	0	0	0	0	90	310
0500 - 0515	0	59	13	0	3	0	0	0	2	0	0	0	0	77	
0515 - 0530	0	81	22	0	4	2	0	0	6	0	0	0	0	115	
0530 - 0545	0	108	28	0	5	2	0	1	5	0	0	0	0	149	
0545 - 0600	0	117	34	0	1	3	0	0	6	0	0	0	0	161	502
0600 - 0615	0	154	45	0	2	0	0	2	3	0	0	0	0	206	
0615 - 0630	1	217	56	0	2	2	0	1	10	0	0	0	0	293	
0630 - 0645	3	245	70	1	5	4	0	0	4	0	0	0	0	332	
0645 - 0700	0	256	57	1	9	1	0	0	9	0	0	0	0	333	1164
0700 - 0715	2	300	66	0	7	5	0	1	8	0	0	0	0	389	
0715 - 0730	0	356	76	1	8	3	0	2	7	0	0	0	0	453	
0730 - 0745	0	334	73	1	4	4	0	0	9	0	0	0	0	425	
0745 - 0800	1	326	72	2	4	4	0	1	7	0	0	0	0	417	1684
0800 - 0815	1	290	66	0	7	0	0	0	12	0	0	0	0	376	
0815 - 0830	1	279	68	1	7	2	0	2	11	0	0	0	0	371	
0830 - 0845	0	204	64	0	5	3	2	0	11	1	0	1	0	291	
0845 - 0900	1	216	62	0	10	3	0	6	11	0	0	0	0	309	1347
0900 - 0915	0	161	74	0	4	2	0	0	10	0	0	0	0	251	
0915 - 0930	0	154	56	0	7	4	0	2	16	0	1	0	0	240	
0930 - 0945	0	133	45	0	8	3	0	2	13	0	0	0	0	204	
0945 - 1000	0	133	34	0	5	4	0	1	12	0	0	0	0	189	884
1000 - 1015	2	88	47	0	6	5	0	1	9	0	0	0	0	158	
1015 - 1030	1	117	41	0	6	0	0	0	16	0	0	0	0	181	
1030 - 1045	0	104	42	0	13	6	0	1	10	0	0	0	0	176	
1045 - 1100	0	120	48	0	11	3	0	1	12	0	0	0	0	195	710
1100 - 1115	0	118	45	0	4	4	0	1	14	0	0	0	0	186	
1115 - 1130	1	100	56	0	11	2	0	0	8	0	0	0	0	178	
1130 - 1145	1	130	51	0	17	2	0	0	10	0	0	0	0	211	
1145 - 1200	2	138	56	1	12	5	0	0	15	0	0	0	0	229	804
1200 - 1215	4	146	49	0	8	6	0	3	11	1	0	0	0	228	
1215 - 1230	1	152	38	0	4	5	0	1	18	1	0	0	0	220	
1230 - 1245	1	160	48	0	3	5	0	4	13	0	0	0	0	234	
1245 - 1300	4	135	51	0	8	4	0	1	10	0	0	0	0	213	895
1300 - 1315	0	136	32	0	6	1	0	2	8	0	0	0	0	185	
1315 - 1330	2	144	46	0	6	3	0	2	11	0	0	0	0	214	
1330 - 1345	2	159	32	0	9	0	0	3	4	1	0	0	0	210	
1345 - 1400	3	177	44	0	5	3	0	3	12	0	0	0	0	247	856
1400 - 1415	1	166	45	0	3	3	0	1	11	0	0	0	0	230	
1415 - 1430	1	176	44	0	5	6	0	0	9	0	0	0	0	241	
1430 - 1445	0	207	50	0	6	4	0	0	17	1	0	0	0	285	
1445 - 1500	2	199	49	0	2	3	1	0	15	0	0	0	0	271	1027
1500 - 1515	0	206	56	0	7	1	0	2	13	1	0	0	0	286	
1515 - 1530	1	231	70	3	7	6	0	1	10	0	0	0	0	329	
1530 - 1545	2	239	78	1	6	1	0	3	3	0	0	0	0	333	
1545 - 1600	0	285	69	2	7	7	0	1	5	0	0	0	0	376	1324
1600 - 1615	1	280	59	0	4	5	0	3	6	0	0	0	0	358	
1615 - 1630	2	296	76	3	9	4	0	5	8	0	0	0	0	403	
1630 - 1645	1	333	76	1	2	5	0	5	7	0	0	0	0	430	
1645 - 1700	4	331	66	0	6	5	0	1	3	0	0	0	0	417	1608
1700 - 1715	3	336	73	1	7	4	0	5	4	1	0	0	0	434	
1715 - 1730	3	347	61	1	5	2	0	1	5	0	0	0	0	425	
1730 - 1745	2	294	66	0	4	1	0	2	2	0	0	0	0	371	
1745 - 1800	4	308	58	0	7	0	0	0	6	0	0	0	0	383	1613
1800 - 1815	3	320	75	0	4	1	0	1	7	0	1	0	0	412	
1815 - 1830	3	299	63	0	5	3	0	4	6	0	0	0	0	383	
1830 - 1845	2	264	65	0	7	2	0	1	2	1	0	0	0	344	
1845 - 1900	2	245	67	0	6	1	0	0	5	0	0	0	0	326	1465
1900 - 1915	2	189	29	0	3	1	0	0	6	0	0	0	0	230	
1915 - 1930	0	207	35	0	5	2	0	1	1	0	0	0	0	251	
1930 - 1945	1	186	33	0	2	6	0	3	2	0	0	0	0	233	
1945 - 2000	0	152	37	3	4	2	0	0	1	0	0	0	0	199	913
2000 - 2015	1	163	28	1	0	1	0	0	1	0	0	0	0	195	
2015 - 2030	0	169	28	0	2	2	0	0	0	0	0	0	0	201	
2030 - 2045	0	134	35	0	4	1	0	2	1	0	0	1	0	178	
2045 - 2100	0	135	23	0	2	0	0	1	2	0	0	0	0	164	738
2100 - 2115	0	125	14	0	1	0	0	1	2	0	0	0	0	143	
2115 - 2130	0	110	16	0	1	0	0	0	4	0	0	1	0	132	
2130 - 2145	0	83	9	0	2	0	0	0	2	0	0	0	0	96	
2145 - 2200	0	81	12	0	0	0	0	0	4	0	0	0	0	97	468
2200 - 2215	0	79	12	0	0	1	0	0	2	0	0	0	0	94	
2215 - 2230	0	80	10	0	1	0	0	0	1	0	0	0	0	92	
2230 - 2245	0	71	8	0	1	0	0	0	4	0	0	0	0	84	
2245 - 2300	0	56	6	0	0	0	0	0	1	0	0	0	0	63	333
2300 - 2315	0	45	9	0	1	1	0	0	0	0	0	0	0	57	
2315 - 2330	0	54	5	0	0	1	0	0	0	0	0	0	0	60	
2330 - 2345	1	43	7	0	1	0	0	0	2	0	0	0	0	54	
2345 - 0000	0	41	2	0	1	0	0	0	0	0	0	0	0	44	215

Session Total	79	14296	3538	25	420	197	0	92	578	8	6	4	0	19343
Session Average	0.82	149.96	36.85	0.26	4.38	2.05	0.00	0.96	6.02	0.08	0.06	0.04	0.00	201.49
Session Percentage	0.41	74.42	18.29	0.13	2.17	1.02	0.00	0.48	2.99	0.04	0.03	0.02	0.00	
AM Peak Hour	0615 - 0715	0700 - 0800	0700 - 0800	0700 - 0800	0945 - 1045	0700 - 0800		0800 - 0900	0900 - 1000	0745 - 0845	0830 - 0930	0745 - 0845		0700 - 0800
AM Peak Volume	6	1316	287	4	3945	1045	16	0	10	51	1	1	0	1684
Noon Peak Hour	1200 - 1300	1445 - 1545	1445 - 1545	1445 - 1545	1115 - 1215	1145 - 1245	-	1300 - 1400	1145 - 1245	1130 - 1230	0	-	-	1445 - 1545
Noon Peak Volume	10	875	253	4	48	21	0	10	57	2	0	0	0	1219
PM Peak Hour	1645 - 1745	1630 - 1730	1615 - 1715	1500 - 1600	1500 - 1600	1545 - 1645	-	1615 - 1715	1500 - 1600	1500 - 1600	1715 - 1815	1945 - 2045	-	1630 - 1730
PM Peak Volume	374	391	391	291	291	291	0	0	31	31	0	0	0	1707

Bi-Directional Class Count || Volume Summary 15min

Douglasville, GA



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Site 20

GA-154 Hwy 92,
south of GA-166 Duncan Memorial Hwy

Date

Wednesday, September 14, 2022

Weather

Fair
73°F

Lat/Long

33.659545°, -84.674617°

0000 - 2400 (24h Session) (09-14-2022)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
0000 - 0015	26	10	36	136
0015 - 0030	33	8	41	
0030 - 0045	14	12	26	
0045 - 0100	15	18	33	
0100 - 0115	16	14	30	95
0115 - 0130	18	3	21	
0130 - 0145	17	7	24	
0145 - 0200	13	7	20	
0200 - 0215	5	12	17	75
0215 - 0230	5	7	12	
0230 - 0245	14	6	20	
0245 - 0300	12	14	26	
0300 - 0315	15	14	29	177
0315 - 0330	34	28	62	
0330 - 0345	25	24	49	
0345 - 0400	16	21	37	
0400 - 0415	27	37	64	310
0415 - 0430	28	50	78	
0430 - 0445	14	64	78	
0445 - 0500	34	56	90	
0500 - 0515	19	58	77	502
0515 - 0530	33	82	115	
0530 - 0545	38	111	149	
0545 - 0600	39	122	161	
0600 - 0615	57	149	206	1164
0615 - 0630	57	236	293	
0630 - 0645	92	240	332	
0645 - 0700	84	249	333	
0700 - 0715	107	282	389	1684
0715 - 0730	161	292	453	
0730 - 0745	137	288	425	
0745 - 0800	138	279	417	
0800 - 0815	135	241	376	1347
0815 - 0830	115	256	371	
0830 - 0845	114	177	291	
0845 - 0900	114	195	309	
0900 - 0915	95	156	251	884
0915 - 0930	91	149	240	
0930 - 0945	88	116	204	
0945 - 1000	98	91	189	
1000 - 1015	69	89	158	710
1015 - 1030	69	112	181	
1030 - 1045	82	94	176	
1045 - 1100	94	101	195	
1100 - 1115	101	85	186	804
1115 - 1130	91	87	178	
1130 - 1145	112	99	211	
1145 - 1200	116	113	229	

Time	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
1200 - 1215	126	102	228	895
1215 - 1230	108	112	220	
1230 - 1245	128	106	234	
1245 - 1300	108	105	213	
1300 - 1315	77	108	185	856
1315 - 1330	93	121	214	
1330 - 1345	111	99	210	
1345 - 1400	119	128	247	
1400 - 1415	125	105	230	1027
1415 - 1430	121	120	241	
1430 - 1445	150	135	285	
1445 - 1500	143	128	271	
1500 - 1515	170	116	286	1324
1515 - 1530	213	116	329	
1530 - 1545	182	151	333	
1545 - 1600	222	154	376	
1600 - 1615	202	156	358	1608
1615 - 1630	247	156	403	
1630 - 1645	267	163	430	
1645 - 1700	244	173	417	
1700 - 1715	277	157	434	1613
1715 - 1730	258	167	425	
1730 - 1745	247	124	371	
1745 - 1800	295	88	383	
1800 - 1815	253	159	412	1465
1815 - 1830	216	167	383	
1830 - 1845	223	121	344	
1845 - 1900	182	144	326	
1900 - 1915	122	108	230	913
1915 - 1930	136	115	251	
1930 - 1945	137	96	233	
1945 - 2000	106	93	199	
2000 - 2015	93	102	195	738
2015 - 2030	84	117	201	
2030 - 2045	77	101	178	
2045 - 2100	72	92	164	
2100 - 2115	73	70	143	468
2115 - 2130	77	55	132	
2130 - 2145	46	50	96	
2145 - 2200	54	43	97	
2200 - 2215	49	45	94	333
2215 - 2230	55	37	92	
2230 - 2245	43	41	84	
2245 - 2300	38	25	63	
2300 - 2315	33	24	57	215
2315 - 2330	38	22	60	
2330 - 2345	33	21	54	
2345 - 0000	26	18	44	

Session Total	9426	9917	19343
Session Average	98.19	103.30	201.49
Session Percentage	48.73	51.27	

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
SR 92 / Campbellton Fairburn Road west of Butner Road	121-0294	12100		11588		11245		10252		9278			1.8%	3.4%
SR 92 / Campbellton Fairburn Road west of Cascade Palmetto Road	121-0298	17945	16568		14774		13892		15738				6.7%	1.9%
Cascade Palmetto Road north of Ridge Road / Cedar Grove Road	121-0370	7046		6578		5267		5796		5924			7.5%	2.2%
Cascade Palmetto Road north of SR 92 / Campbellton Fairburn Road	121-0256	7550		7604		7242				5880			1.0%	3.2%
Cascade Palmetto Road north of Stubbs Road	121-0258	13434	12348		11152			10389					6.4%	4.4%
Butner Road north of SR 92 / Campbellton Fairburn Road	121-0734	2884	2776		2370				1930				6.8%	5.9%
Stubbs Road east of Cascade Palmetto Road	121-7232		6524			5391				4472			6.6%	5.5%
5 & 10 Year Average													5.3%	3.8%
Average													4.5%	

Growth Rate Based on U.S Census Bureau				
Geographic Area	2010	2010	2019	2010-2019
	Census	Census Estimate	Census Estimate	Population % Change
Fulton County	920581	920445	1063937	1.83%
South Fulton City	67044	85589	99155	1.86%

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
	2.8%	1.3%	1.0%	0.7%	0.7%	0.7%
	Average			1.2%		
	Average 10-Year Growth Rate From 2020-2050					
	2020-2030		2030-2040		2040-2050	
	1.7%		0.9%		0.7%	
	Average			1.1%		

ARC Travel Demand Model Growth Rate			
Location	2020-2030	2030-2040	2020-2040
SR 92 / Campbellton Fairburn Road east of Butner Road	1.2%	1.1%	1.1%
SR 92 / Campbellton Fairburn Road west of Butner Road	1.2%	1.0%	1.0%
Butner Road north of SR 92 / Campbellton Fairburn Road	3.4%	1.7%	2.4%
Butner Road south of SR 92 / Campbellton Fairburn Road	5.6%	3.1%	4.0%
SR 92 / Campbellton Fairburn Road east of Cascade Palmetto Road	1.6%	1.5%	1.4%
SR 92 / Campbellton Fairburn Road west of Cascade Palmetto Road	1.4%	1.3%	1.3%
Cascade Palmetto Road north of SR 92 / Campbellton Fairburn Road	1.8%	1.2%	1.4%
Cascade Palmetto Road south of SR 92 / Campbellton Fairburn Road	1.8%	1.6%	1.6%
Cascade Palmetto Road north of Wilson Road	1.6%	1.0%	1.3%
Cascade Palmetto Road south of Wilson Road	1.5%	1.0%	1.2%
Wilson Road east of Cascade Palmetto Road	2.7%	1.1%	1.7%
Wilson Road west of Cascade Palmetto Road	1.5%	0.3%	0.8%
Butner Road north of Wilson Road	2.5%	1.1%	1.7%
Butner Road south of Wilson Road	2.8%	1.2%	1.9%
Wilson Road east of Butner Road	2.1%	1.9%	1.9%
Wilson Road west of Butner Road	3.0%	1.2%	1.9%
Average	1.7%		

Appendix E
Capacity Analysis Reports

Existing (2022)

Intersection						
Int Delay, s/veh	30.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	175	3	378	212	10	644
Future Vol, veh/h	175	3	378	212	10	644
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	79	79	87	87	88	88
Heavy Vehicles, %	2	2	4	4	6	6
Mvmt Flow	222	4	434	244	11	732
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1310	556	0	0	678	0
Stage 1	556	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.16	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.254	-
Pot Cap-1 Maneuver	~ 175	531	-	-	895	-
Stage 1	574	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 171	531	-	-	895	-
Mov Cap-2 Maneuver	~ 171	-	-	-	-	-
Stage 1	574	-	-	-	-	-
Stage 2	455	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	223.6	0		0.1		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	173	895	-	
HCM Lane V/C Ratio	-	-	1.302	0.013	-	
HCM Control Delay (s)	-	-	223.6	9.1	0	
HCM Lane LOS	-	-	F	A	A	
HCM 95th %tile Q(veh)	-	-	13	0	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th Signalized Intersection Summary
2: SR 92 & Ridge Rd/Butner Rd

Existing AM (2022)

10/07/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	22	52	39	52	71	38	58	544	23	60	317	30
Future Volume (veh/h)	22	52	39	52	71	38	58	544	23	60	317	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1841	1841	1811	1811	1811	1826	1826	1826
Adj Flow Rate, veh/h	33	78	58	76	104	56	64	598	0	72	382	0
Peak Hour Factor	0.67	0.67	0.67	0.68	0.68	0.68	0.91	0.91	0.91	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	4	4	4	6	6	6	5	5	5
Cap, veh/h	307	188	140	325	213	114	553	934		399	942	
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.52	0.52	0.00	0.52	0.52	0.00
Sat Flow, veh/h	1226	996	741	1233	1126	606	969	1811	0	801	1826	1547
Grp Volume(v), veh/h	33	0	136	76	0	160	64	598	0	72	382	0
Grp Sat Flow(s),veh/h/ln	1226	0	1737	1233	0	1732	969	1811	0	801	1826	1547
Q Serve(g_s), s	1.0	0.0	2.8	2.3	0.0	3.4	1.8	9.7	0.0	2.9	5.2	0.0
Cycle Q Clear(g_c), s	4.4	0.0	2.8	5.1	0.0	3.4	7.0	9.7	0.0	12.6	5.2	0.0
Prop In Lane	1.00		0.43	1.00		0.35	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	307	0	328	325	0	327	553	934		399	942	
V/C Ratio(X)	0.11	0.00	0.41	0.23	0.00	0.49	0.12	0.64		0.18	0.41	
Avail Cap(c_a), veh/h	649	0	812	669	0	810	745	1293		558	1303	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.7	0.0	14.5	16.8	0.0	14.7	8.2	7.1	0.0	11.7	6.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.8	0.4	0.0	1.1	0.1	0.7	0.0	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.9	0.5	0.0	1.1	0.2	1.7	0.0	0.4	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.8	0.0	15.3	17.1	0.0	15.9	8.2	7.8	0.0	11.9	6.3	0.0
LnGrp LOS	B	A	B	B	A	B	A	A		B	A	
Approach Vol, veh/h	169			236			662			454		
Approach Delay, s/veh	15.6			16.3			7.9			7.2		
Approach LOS	B			B			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	27.0			13.7			27.0			13.7		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	29.0			19.0			29.0			19.0		
Max Q Clear Time (g_c+l1), s	11.7			6.4			14.6			7.1		
Green Ext Time (p_c), s	9.3			0.4			5.3			0.6		

Intersection Summary

HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Notes

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

Intersection

Intersection Delay, s/veh	17.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	78	159	12	5	74	108	18	121	3	156	104	63
Future Vol, veh/h	78	159	12	5	74	108	18	121	3	156	104	63
Peak Hour Factor	0.89	0.89	0.89	0.79	0.79	0.79	0.85	0.85	0.85	0.74	0.74	0.74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	3	3	3
Mvmt Flow	88	179	13	6	94	137	21	142	4	211	141	85
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay	15.6	13.3		12.4		22.8						
HCM LOS	C	B		B		C						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	31%	3%	48%
Vol Thru, %	85%	64%	40%	32%
Vol Right, %	2%	5%	58%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	142	249	187	323
LT Vol	18	78	5	156
Through Vol	121	159	74	104
RT Vol	3	12	108	63
Lane Flow Rate	167	280	237	436
Geometry Grp	1	1	1	1
Degree of Util (X)	0.303	0.495	0.403	0.72
Departure Headway (Hd)	6.53	6.372	6.124	5.94
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	548	565	587	607
Service Time	4.59	4.424	4.177	3.983
HCM Lane V/C Ratio	0.305	0.496	0.404	0.718
HCM Control Delay	12.4	15.6	13.3	22.8
HCM Lane LOS	B	C	B	C
HCM 95th-tile Q	1.3	2.7	1.9	6

HCM 6th Signalized Intersection Summary
5: SR 70 & Stubbs Rd

Existing AM (2022)

10/07/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	45	23	29	30	329	11	553	20	116	144	12
Future Volume (veh/h)	66	45	23	29	30	329	11	553	20	116	144	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1826	1826	1826	1693	1693	1693
Adj Flow Rate, veh/h	80	55	0	36	38	0	14	718	26	132	164	14
Peak Hour Factor	0.82	0.82	0.82	0.80	0.80	0.80	0.77	0.77	0.77	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	5	5	5	14	14	14
Cap, veh/h	182	81		147	125		803	1049	889	388	1045	886
Arrive On Green	0.11	0.11	0.00	0.11	0.11	0.00	0.01	0.57	0.57	0.06	0.62	0.62
Sat Flow, veh/h	898	735	0	633	1130	1585	1739	1826	1547	1612	1693	1434
Grp Volume(v), veh/h	135	0	0	74	0	0	14	718	26	132	164	14
Grp Sat Flow(s),veh/h/ln	1634	0	0	1763	0	1585	1739	1826	1547	1612	1693	1434
Q Serve(g_s), s	2.9	0.0	0.0	0.0	0.0	0.0	0.2	19.2	0.5	2.3	2.9	0.3
Cycle Q Clear(g_c), s	5.4	0.0	0.0	2.6	0.0	0.0	0.2	19.2	0.5	2.3	2.9	0.3
Prop In Lane	0.59		0.00	0.49		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	263	0		272	0		803	1049	889	388	1045	886
V/C Ratio(X)	0.51	0.00		0.27	0.00		0.02	0.68	0.03	0.34	0.16	0.02
Avail Cap(c_a), veh/h	732	0		752	0		879	1545	1309	389	1432	1214
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	0.0	0.0	28.7	0.0	0.0	6.0	10.4	6.4	8.5	5.6	5.1
Incr Delay (d2), s/veh	1.5	0.0	0.0	0.5	0.0	0.0	0.0	0.8	0.0	0.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	1.1	0.0	0.0	0.1	5.2	0.1	0.5	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	0.0	0.0	29.2	0.0	0.0	6.0	11.2	6.4	9.0	5.7	5.2
LnGrp LOS	C	A		C	A		A	B	A	A	A	A
Approach Vol, veh/h	135			74			758			310		
Approach Delay, s/veh	31.4			29.2			10.9			7.1		
Approach LOS	C			C			B			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	49.1		13.7	10.0	46.1		13.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	4.0	59.0		29.0	4.0	59.0		29.0				
Max Q Clear Time (g_c+l1), s	2.2	4.9		7.4	4.3	21.2		4.6				
Green Ext Time (p_c), s	0.0	3.3		0.4	0.0	18.8		0.2				

Intersection Summary

HCM 6th Ctrl Delay 13.2

HCM 6th LOS B

Notes

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

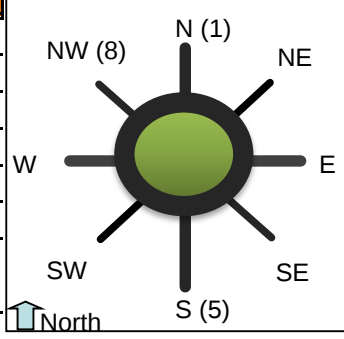
HCM 6th Signalized Intersection Summary
7: SR 92/SR 92/SR 154 & SR 70/SR 154/SR 70

Existing AM (2022)

10/07/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	201	252	12	33	127	48	254	547	180	18	297	64
Future Volume (veh/h)	201	252	12	33	127	48	254	547	180	18	297	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1781	1781	1781	1663	1663	1663	1841	1841	1841	1826	1826	1826
Adj Flow Rate, veh/h	214	268	13	41	157	59	267	576	189	21	345	0
Peak Hour Factor	0.94	0.94	0.94	0.81	0.81	0.81	0.95	0.95	0.95	0.86	0.86	0.86
Percent Heavy Veh, %	8	8	8	16	16	16	4	4	4	5	5	5
Cap, veh/h	326	456	22	245	215	81	488	612	201	134	682	
Arrive On Green	0.12	0.27	0.27	0.03	0.19	0.19	0.11	0.46	0.46	0.02	0.37	0.00
Sat Flow, veh/h	1697	1685	82	1584	1152	433	1753	1327	435	1739	1826	0
Grp Volume(v), veh/h	214	0	281	41	0	216	267	0	765	21	345	0
Grp Sat Flow(s),veh/h/ln	1697	0	1767	1584	0	1585	1753	0	1762	1739	1826	0
Q Serve(g_s), s	11.0	0.0	15.4	2.3	0.0	14.4	10.0	0.0	46.2	0.8	16.3	0.0
Cycle Q Clear(g_c), s	11.0	0.0	15.4	2.3	0.0	14.4	10.0	0.0	46.2	0.8	16.3	0.0
Prop In Lane	1.00		0.05	1.00		0.27	1.00		0.25	1.00		0.00
Lane Grp Cap(c), veh/h	326	0	478	245	0	296	488	0	813	134	682	
V/C Ratio(X)	0.66	0.00	0.59	0.17	0.00	0.73	0.55	0.00	0.94	0.16	0.51	
Avail Cap(c_a), veh/h	341	0	853	392	0	765	516	0	1245	237	1208	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.0	0.0	35.4	35.2	0.0	42.9	18.5	0.0	28.7	26.8	27.1	0.0
Incr Delay (d2), s/veh	4.2	0.0	1.2	0.3	0.0	3.5	1.1	0.0	10.2	0.5	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	6.4	0.9	0.0	5.6	3.8	0.0	19.8	0.3	6.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.3	0.0	36.5	35.5	0.0	46.3	19.6	0.0	38.9	27.4	27.7	0.0
LnGrp LOS	D	A	D	D	A	D	B	A	D	C	C	
Approach Vol, veh/h	495				257				1032			
Approach Delay, s/veh	36.0				44.6				33.9			
Approach LOS	D				D				C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	26.9	8.4	57.6	9.6	36.3	18.2	47.8				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	54.0	9.0	79.0	14.0	54.0	14.0	74.0				
Max Q Clear Time (g_c+I1), s	13.0	16.4	2.8	48.2	4.3	17.4	12.0	18.3				
Green Ext Time (p_c), s	0.1	4.5	0.0	3.3	0.0	5.9	0.2	1.2				
Intersection Summary												
HCM 6th Ctrl Delay	34.6											
HCM 6th LOS	C											
Notes												

General & Site Information		v 4.2	
Analyst:	Nikhil Choudhari		
Agency/Co:	SEI		
Date:	10/6/2022		
Project or PI#:	Hawks Ridge DRI		
Year, Peak Hour:	Existing AM - 2022		
County/District:	Fulton/District 7		
Intersection:	SR 92/SR 154 @ SR 166		



Volumes		Entry Legs (FROM)							
		N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Exit Legs (TO)	Lane Designation	Thru	Right-Thru	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
	N (1), vph								
	NE (2), vph								
	E (3), vph								
	SE (4), vph								
	S (5), vph	270	244						
	SW (6), vph								
	W (7), vph		61						
	NW (8), vph								
Entry Volume, vph		270	305	0	0	0	0	0	0
		S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
Lane Designation	Left-Thru	No Lane	No Lane	No Lane	Left-Thru	Right only	No Lane	No Lane	
	N (1), vph				72				
	NE (2), vph								
	E (3), vph								
	SE (4), vph								
	S (5), vph				256	369			
	SW (6), vph								
	W (7), vph	260							
	NW (8), vph								
Entry Volume, vph		260	0	0	0	328	369	0	0
		N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes	2	0	0	0	1	0	2	0	
# of Conflict Flow Lanes	2	2	2	2	2	2	2	2	
		N	NE	E	SE	S	SW	W	NW
% Cars	93.0%	100.0%	100.0%	100.0%	95.0%	100.0%	98.0%	100.0%	
% Heavy Vehicles	7.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	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	0.95	0.95	0.95	0.95	0.85	0.95	0.95	0.95	
F _{lv}	0.935	1.000	1.000	1.000	0.952	1.000	0.980	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	0	0	0	0	77	0
Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	0	0	0	0	0	0	0	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	579	0	0	0	0	0	671	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	69	0	0	0	321	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	648	0	0	0	321	0	748	0
	Entry flow Lane 1, pcu/h	304	0	0	0	321	0	352	0
	Entry flow Lane 2, pcu/h	344	0	0	0	0	0	396	0
	Conflicting flow, pcu/h	321	0	0	0	77	0	579	0

Results: Approach Measures of Effectiveness

HCM 6th Edition		N		E		S		W	
Lane Designations		Thru	Right-Thru	No Lane	No Lane	Left-Thru	No Lane	Lf-Th-Rt	Right only
Entry Capacity, veh/h		939	1010	NA	NA	1266	NA	777	851
Entry Flow Rates, veh/h		284	321	0	0	306	0	345	388
V/C ratio		0.30	0.32			0.24	0.00	0.44	0.46
Control Delay, s/veh		7.0	6.8			5.0	0.0	10.5	10.0
LOS		A	A			A	#N/A	B	B
Average Queue (ft)		14	15			11	0	25	27
95th % Queue (ft)		34	37			25	#VALUE!	59	62
Approach Delay, LOS		6.9 sec, LOS A				5.1 sec, LOS A		10.2 sec, LOS B	
		NE		SE		SW		NW	
Lane Designations		No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
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)	8.0	Int LOS	A	Max Approach V/C	0.46
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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)	S (5)					
Select Exit Leg for Bypass (TO)	N (1)					
Does the bypass have a dedicated receiving lane?	No					
# of Conflicting Exit Flow Lanes	1	2	2	2	2	2
Volumes						
Entry Leg: Insert Right Turn Volume	281					
Exit Leg: (Select Input Method)	Default					
Lane Flow in Exit Leg***	52					
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)	0.85					
F _{HV} (Entry Leg)	0.95					
F _{ped}	1.00					
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	347					
Conflicting Critical Flow	52					
Bypass Lane Results						
Entry Capacity of Bypass, veh/h	1247					
Flow Rates of Exiting Traffic, veh/h	331					
V/C ratio	0.27					
Control Delay, sec/pcu	5.3					
LOS	A					
95th Percentile Queue (veh)	1					
95th % Queue (ft)	28					

Intersection						
Int Delay, s/veh	39.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	170	10	740	322	12	486
Future Vol, veh/h	170	10	740	322	12	486
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	83	83	98	98	94	94
Heavy Vehicles, %	4	4	4	4	9	9
Mvmt Flow	205	12	755	329	13	517
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1463	920	0	0	1084	0
Stage 1	920	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.19	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.281	-
Pot Cap-1 Maneuver	~ 140	326	-	-	618	-
Stage 1	385	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 136	326	-	-	618	-
Mov Cap-2 Maneuver	~ 136	-	-	-	-	-
Stage 1	385	-	-	-	-	-
Stage 2	561	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, \$	331.4	0		0.3		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	141	618	-	
HCM Lane V/C Ratio	-	-	1.538	0.021	-	
HCM Control Delay (s)	-	\$ 331.4		10.9	0	
HCM Lane LOS	-	-	F	B	A	
HCM 95th %tile Q(veh)	-	-	14.9	0.1	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th Signalized Intersection Summary

2: SR 92 & Ridge Rd/Butner Rd

Existing PM (2022)

10/07/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	12	28	36	73	32	54	32	375	8	31	574	32
Future Volume (veh/h)	12	28	36	73	32	54	32	375	8	31	574	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1826	1826	1826	1841	1841	1841	1796	1796	1796	1826	1826	1826
Adj Flow Rate, veh/h	14	34	43	91	40	68	34	403	0	37	692	0
Peak Hour Factor	0.83	0.83	0.83	0.80	0.80	0.80	0.93	0.93	0.93	0.83	0.83	0.83
Percent Heavy Veh, %	5	5	5	4	4	4	7	7	7	5	5	5
Cap, veh/h	300	118	149	328	99	168	374	993		578	1010	
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.55	0.55	0.00	0.55	0.55	0.00
Sat Flow, veh/h	1255	733	927	1301	612	1041	722	1796	0	959	1826	1547
Grp Volume(v), veh/h	14	0	77	91	0	108	34	403	0	37	692	0
Grp Sat Flow(s),veh/h/ln	1255	0	1659	1301	0	1653	722	1796	0	959	1826	1547
Q Serve(g_s), s	0.4	0.0	1.7	2.8	0.0	2.5	1.5	5.4	0.0	1.0	11.4	0.0
Cycle Q Clear(g_c), s	2.9	0.0	1.7	4.5	0.0	2.5	12.9	5.4	0.0	6.4	11.4	0.0
Prop In Lane	1.00		0.56	1.00		0.63	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	300	0	267	328	0	266	374	993		578	1010	
V/C Ratio(X)	0.05	0.00	0.29	0.28	0.00	0.41	0.09	0.41		0.06	0.69	
Avail Cap(c_a), veh/h	666	0	751	708	0	749	474	1242		710	1262	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.1	0.0	15.5	17.5	0.0	15.8	11.4	5.4	0.0	7.2	6.8	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.6	0.5	0.0	1.0	0.1	0.3	0.0	0.0	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.5	0.7	0.0	0.8	0.2	0.8	0.0	0.1	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	0.0	16.1	17.9	0.0	16.8	11.5	5.7	0.0	7.3	7.9	0.0
LnGrp LOS	B	A	B	B	A	B	B	A		A	A	
Approach Vol, veh/h	91			199			437			729		
Approach Delay, s/veh	16.2			17.3			6.1			7.8		
Approach LOS	B			B			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	29.2			12.8			29.2			12.8		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	29.0			19.0			29.0			19.0		
Max Q Clear Time (g_c+l1), s	14.9			4.9			13.4			6.5		
Green Ext Time (p_c), s	5.4			0.2			9.7			0.5		
Intersection Summary												
HCM 6th Ctrl Delay			9.1									
HCM 6th LOS			A									
Notes												

Intersection												
Intersection Delay, s/veh	15.8											
Intersection LOS	C											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	36	81	14	7	149	189	25	139	4	111	114	92
Future Vol, veh/h	36	81	14	7	149	189	25	139	4	111	114	92
Peak Hour Factor	0.80	0.80	0.80	0.91	0.91	0.91	0.89	0.89	0.89	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	3	3	3	4	4	4	2	2	2
Mvmt Flow	45	101	18	8	164	208	28	156	4	129	133	107
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay	12.2	17.1		12.7		17.6						
HCM LOS	B	C		B		C						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	27%	2%	35%
Vol Thru, %	83%	62%	43%	36%
Vol Right, %	2%	11%	55%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	168	131	345	317
LT Vol	25	36	7	111
Through Vol	139	81	149	114
RT Vol	4	14	189	92
Lane Flow Rate	189	164	379	369
Geometry Grp	1	1	1	1
Degree of Util (X)	0.336	0.293	0.603	0.605
Departure Headway (Hd)	6.404	6.439	5.723	5.905
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	561	557	633	612
Service Time	4.462	4.497	3.746	3.931
HCM Lane V/C Ratio	0.337	0.294	0.599	0.603
HCM Control Delay	12.7	12.2	17.1	17.6
HCM Lane LOS	B	B	C	C
HCM 95th-tile Q	1.5	1.2	4	4

HCM 6th Signalized Intersection Summary

5: SR 70 & Stubbs Rd

Existing PM (2022)

10/07/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	18	16	22	43	199	11	151	17	243	498	41
Future Volume (veh/h)	32	18	16	22	43	199	11	151	17	243	498	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1574	1574	1574	1811	1811	1811
Adj Flow Rate, veh/h	43	24	0	23	44	0	12	166	19	267	547	45
Peak Hour Factor	0.75	0.75	0.75	0.97	0.97	0.97	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	2	2	2	22	22	22	6	6	6
Cap, veh/h	205	57		140	110		394	724	614	751	960	814
Arrive On Green	0.09	0.09	0.00	0.09	0.09	0.00	0.01	0.46	0.46	0.08	0.53	0.53
Sat Flow, veh/h	963	657	0	468	1278	1585	1499	1574	1334	1725	1811	1535
Grp Volume(v), veh/h	67	0	0	67	0	0	12	166	19	267	547	45
Grp Sat Flow(s),veh/h/ln	1620	0	0	1746	0	1585	1499	1574	1334	1725	1811	1535
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	0.0	0.2	3.1	0.4	4.0	9.9	0.7
Cycle Q Clear(g_c), s	1.7	0.0	0.0	1.7	0.0	0.0	0.2	3.1	0.4	4.0	9.9	0.7
Prop In Lane	0.64		0.00	0.34		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	262	0		250	0		394	724	614	751	960	814
V/C Ratio(X)	0.26	0.00		0.27	0.00		0.03	0.23	0.03	0.36	0.57	0.06
Avail Cap(c_a), veh/h	1028	0		1106	0		499	1915	1623	751	2204	1868
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.0	0.0	0.0	21.0	0.0	0.0	7.2	7.9	7.2	6.2	7.7	5.5
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.6	0.0	0.0	0.0	0.2	0.0	0.3	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.6	0.0	0.0	0.0	0.6	0.1	0.7	2.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.5	0.0	0.0	21.6	0.0	0.0	7.3	8.1	7.2	6.4	8.2	5.5
LnGrp LOS	C	A		C	A		A	A	A	A	A	A
Approach Vol, veh/h	67			67			197			859		
Approach Delay, s/veh	21.5			21.6			7.9			7.5		
Approach LOS	C			C			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	31.7		10.2	10.0	28.3		10.2				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	4.0	59.0		29.0	4.0	59.0		29.0				
Max Q Clear Time (g_c+I1), s	2.2	11.9		3.7	6.0	5.1		3.7				
Green Ext Time (p_c), s	0.0	13.9		0.2	0.0	3.2		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				9.2								
HCM 6th LOS	A											

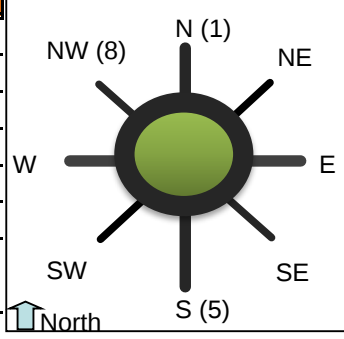
HCM 6th Signalized Intersection Summary
7: SR 92/SR 92/SR 154 & SR 70/SR 154/SR 70

Existing PM (2022)

10/07/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	209	122	13	44	338	158	62	345	203	15	602	39
Future Volume (veh/h)	209	122	13	44	338	158	62	345	203	15	602	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1722	1722	1722	1796	1796	1796	1811	1811	1811	1826	1826	1826
Adj Flow Rate, veh/h	265	154	16	49	380	178	66	367	216	17	669	0
Peak Hour Factor	0.79	0.79	0.79	0.89	0.89	0.89	0.94	0.94	0.94	0.90	0.90	0.90
Percent Heavy Veh, %	12	12	12	7	7	7	6	6	6	5	5	5
Cap, veh/h	265	673	70	474	383	180	91	413	243	115	687	
Arrive On Green	0.13	0.44	0.44	0.03	0.33	0.33	0.02	0.39	0.39	0.01	0.38	0.00
Sat Flow, veh/h	1640	1534	159	1711	1157	542	1725	1069	629	1739	1826	0
Grp Volume(v), veh/h	265	0	170	49	0	558	66	0	583	17	669	0
Grp Sat Flow(s),veh/h/ln	1640	0	1693	1711	0	1699	1725	0	1698	1739	1826	0
Q Serve(g_s), s	24.0	0.0	11.1	3.4	0.0	58.2	4.0	0.0	57.1	1.1	64.2	0.0
Cycle Q Clear(g_c), s	24.0	0.0	11.1	3.4	0.0	58.2	4.0	0.0	57.1	1.1	64.2	0.0
Prop In Lane	1.00		0.09	1.00		0.32	1.00		0.37	1.00		0.00
Lane Grp Cap(c), veh/h	265	0	743	474	0	563	91	0	656	115	687	
V/C Ratio(X)	1.00	0.00	0.23	0.10	0.00	0.99	0.73	0.00	0.89	0.15	0.97	
Avail Cap(c_a), veh/h	265	0	743	514	0	563	91	0	658	132	708	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	59.6	0.0	31.2	37.6	0.0	59.2	48.2	0.0	51.1	42.3	54.6	0.0
Incr Delay (d2), s/veh	55.2	0.0	0.2	0.1	0.0	35.5	24.8	0.0	14.1	0.6	26.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	0.0	4.5	1.4	0.0	29.7	2.4	0.0	26.2	0.5	33.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	114.8	0.0	31.3	37.7	0.0	94.8	73.1	0.0	65.2	42.9	81.6	0.0
LnGrp LOS	F	A	C	D	A	F	E	A	E	D	F	
Approach Vol, veh/h	435			607			649			686		
Approach Delay, s/veh	82.2			90.2			66.0			80.6		
Approach LOS	F			F			E			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	65.0	8.3	74.7	10.9	84.1	10.0	73.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	24.0	59.0	4.0	69.0	9.0	74.0	4.0	69.0				
Max Q Clear Time (g_c+I1), s	26.0	60.2	3.1	59.1	5.4	13.1	6.0	66.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.7	0.0	3.8	0.0	0.8				
Intersection Summary												
HCM 6th Ctrl Delay			79.3									
HCM 6th LOS			E									
Notes												

General & Site Information		v 4.2	
Analyst:	Nikhil Choudhari		
Agency/Co:	SEI		
Date:	10/6/2022		
Project or PI#:	Hawks Ridge DRI		
Year, Peak Hour:	Existing PM - 2022		
County/District:	Fulton/District 7		
Intersection:	SR 92/SR 154 @ SR 166		



North

Volumes		Entry Legs (FROM)							
		N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Lane Designation		Thru	Right-Thru	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
Exit Legs (TO)	N (1), vph								
	NE (2), vph								
	E (3), vph								
	SE (4), vph								
	S (5), vph	234	134						
	SW (6), vph								
	W (7), vph		129						
	NW (8), vph								
Entry Volume, vph		234	263	0	0	0	0	0	0
		S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
Lane Designation		Left-Thru	No Lane	No Lane	No Lane	Lf-Th-Rt	Right only	No Lane	No Lane
	N (1), vph					67			
	NE (2), vph								
	E (3), vph								
	SE (4), vph								
	S (5), vph					100	190		
	SW (6), vph								
	W (7), vph	588							
	NW (8), vph								
Entry Volume, vph		588	0	0	0	167	190	0	0
		N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes		2	0	0	0	1	0	2	0
# of Conflict Flow Lanes		2	2	2	2	2	2	2	2
		N	NE	E	SE	S	SW	W	NW
Volume Characteristics									
% Cars		94.0%	100.0%	100.0%	100.0%	97.0%	100.0%	98.0%	100.0%
% Heavy Vehicles		6.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%	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		0.93	0.95	0.95	0.95	0.95	0.95	0.95	0.95
F _{lv}		0.943	1.000	1.000	1.000	0.971	1.000	0.980	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	0	0	0	0	72	0
Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	0	0	0	0	0	0	0	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	419	0	0	0	0	0	311	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	147	0	0	0	638	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	566	0	0	0	638	0	383	0
	Entry flow Lane 1, pcu/h	267	0	0	0	638	0	179	0
	Entry flow Lane 2, pcu/h	300	0	0	0	0	0	204	0
	Conflicting flow, pcu/h	638	0	0	0	72	0	419	0

Results: Approach Measures of Effectiveness

HCM 6th Edition		N		E		S		W	
Lane Designations		Thru	Right-Thru	No Lane	No Lane	Left-Thru	No Lane	Lf-Th-Rt	Right only
Entry Capacity, veh/h		708	779	NA	NA	1297	NA	900	975
Entry Flow Rates, veh/h		252	283	0	0	619	0	176	200
V/C ratio		0.36	0.36			0.48	0.00	0.20	0.21
Control Delay, s/veh		9.6	9.0			7.7	0.0	5.9	5.7
LOS		A	A			A	#N/A	A	A
Average Queue (ft)		17	18			33	0	7	8
95th % Queue (ft)		43	44			68	#VALUE!	18	20
Approach Delay, LOS		9.3 sec, LOS A				7.1 sec, LOS A		5.8 sec, LOS A	
		NE		SE		SW		NW	
Lane Designations		No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
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

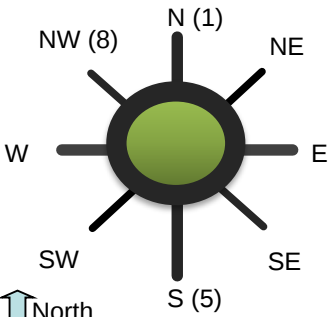
Int Control Delay (sec)	7.8	Int LOS	A	Max Approach V/C	0.48
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Notes:

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)	S (5)					
Select Exit Leg for Bypass (TO)	N (1)					
Does the bypass have a dedicated receiving lane?	No					
# of Conflicting Exit Flow Lanes	1	2	2	2	2	2
Volumes						
Entry Leg: Insert Right Turn Volume	456					
Exit Leg: (Select Input Method)	Default					
Lane Flow in Exit Leg***	48					
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)	0.95					
F _{HV} (Entry Leg)	0.97					
F _{ped}	1.00					
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	494					
Conflicting Critical Flow	48					
Bypass Lane Results						
Entry Capacity of Bypass, veh/h	1276					
Flow Rates of Exiting Traffic, veh/h	480					
V/C ratio	0.38					
Control Delay, sec/pcu	6.4					
LOS	A					
95th Percentile Queue (veh)	2					
95th % Queue (ft)	46					

Future No-Build (2025)

General & Site Information						v 4.2			
Analyst:	Nikhil Choudhari								
Agency/Co:	SEI								
Date:	10/6/2022								
Project or PI#:	Hawks Ridge DRI								
Year, Peak Hour:	No-Build AM - 2025								
County/District:	Fulton/District 7								
Intersection:	SR 92 @ Demooney Rd								
Volumes									
		Entry Legs (FROM)							
		N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Lane Designation		Left-Thru	Thru	No Lane	No Lane	Lf-Th-Rt	No Lane	No Lane	No Lane
Exit Legs (TO)	N (1), vph					3			
	NE (2), vph								
	E (3), vph	11							
	SE (4), vph								
	S (5), vph	318	371			187			
	SW (6), vph								
	W (7), vph								
	NW (8), vph								
Entry Volume, vph		329	371	0	0	190	0	0	0
		S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
Lane Designation		Thru	Right-Thru	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
	N (1), vph	297	108						
	NE (2), vph								
	E (3), vph		227						
	SE (4), vph								
	S (5), vph								
	SW (6), vph								
	W (7), vph								
	NW (8), vph								
Entry Volume, vph		297	335	0	0	0	0	0	0
		N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes		2	0	1	0	2	0	0	0
# of Conflict Flow Lanes		1	2	2	2	1	2	2	2
Volume Characteristics		N	NE	E	SE	S	SW	W	NW
% Cars		94.0%	100.0%	98.0%	100.0%	96.0%	100.0%	100.0%	100.0%
% Heavy Vehicles		6.0%	0.0%	2.0%	0.0%	4.0%	0.0%	0.0%	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		0.88	0.95	0.79	0.95	0.87	0.95	0.95	0.95
F _{lv}		0.943	1.000	0.980	1.000	0.962	1.000	1.000	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	4	0	484	0	0	0
Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	13	0	0	0	271	0	0	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	830	0	241	0	0	0	0	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	0	0	0	0	0	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	843	0	245	0	755	0	0	0
	Entry flow Lane 1, pcu/h	396	0	245	0	355	0	0	0
	Entry flow Lane 2, pcu/h	447	0	0	0	400	0	0	0
	Conflicting flow, pcu/h	241	0	484	0	13	0	0	0

Results: Approach Measures of Effectiveness

HCM 6th Edition		N		E		S		W	
Lane Designations		Left-Thru	Thru	Lf-Th-Rt	No Lane	Thru	Right-Thru	No Lane	No Lane
Entry Capacity, veh/h		1075	1075	923	NA	1349	1349	NA	NA
Entry Flow Rates, veh/h		374	422	241	0	341	385	0	0
V/C ratio		0.35	0.39	0.26		0.25	0.29		
Control Delay, s/veh		6.9	7.4	6.6		4.8	5.2		
LOS		A	A	A		A	A		
Average Queue (ft)		18	22	11		11	14		
95th % Queue (ft)		42	50	27		26	31		
Approach Delay, LOS		7.2 sec, LOS A		6.6 sec, LOS A		5 sec, LOS A			
		NE		SE		SW		NW	
Lane Designations		No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
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)	6.2	Int LOS	A	Max Approach V/C	0.39
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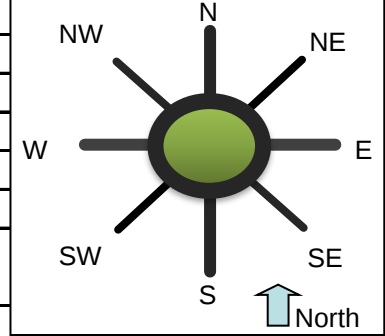
Notes:

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	1	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: 10/6/2022
 Project or PI#: Hawks Ridge DRI
 Year, Peak Hour: No-Build AM - 2025
 County/District: Fulton/District 7
 Intersection: SR 92 @ Butner Rd/Ridge Rd
 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			41		339		24	
	NE (2), vph								
	E (3), vph	62						56	
	SE (4), vph								
	S (5), vph	582		56				42	
	SW (6), vph								
	W (7), vph	25		76		64			
	NW (8), vph								
Output	Total Vehicles	669	0	173	0	403	0	122	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	94.0%	100.0%	96.0%	100.0%	95.0%	100.0%	98.0%	100.0%
% Heavy Vehicles	6.0%	0.0%	4.0%	0.0%	5.0%	0.0%	2.0%	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	0.91	0.95	0.68	0.95	0.83	0.95	0.67	0.95
F _{HV}	0.943	1.000	0.962	1.000	0.952	1.000	0.980	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	63	0	429	0	37	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	72	0	0	0	0	0	85	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	678	0	86	0	0	0	64	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	29	0	116	0	81	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	779	0	265	0	510	0	186	0
Conflicting flow, pcu/h	283	0	546	0	194	0	836	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	976	NA	760	NA	1078	NA	577	NA
Entry Flow Rates, vph	735	0	254	0	486	0	182	0
V/C ratio	0.75		0.33		0.45		0.32	
Control Delay, sec/pcu	17.8		8.8		8.3		10.7	
LOS	C		A		A		B	
Average Queue (ft)	91		16		28		13	
95th % Queue (ft)	195		38		62		34	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	12.8	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)	S (5)					
Select Exit Leg for Bypass (TO)	E (3)					
Does the bypass have a dedicated receiving lane?	No					
Volumes						
Right Turn Volume removed from Entry Leg	32					
Volume Characteristics (for entry leg)						
PHF	0.83					
F _{HV}	0.95					
F _{ped}	1.00					
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr	40					
Conflicting Flow, pcu/hr	157					
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph	1119					
Flow Rates of Exiting Traffic, vph	39					
V/C ratio	0.03					
Control Delay, s/veh	3.5					
LOS	A					
95th % Queue (veh)	0					
95th % Queue (ft)	3					
Approach w/Bypass Delay, s/veh	7.9					
Approach w/Bypass LOS	A					

Intersection	
Intersection Delay, s/veh	21.2
Intersection LOS	C

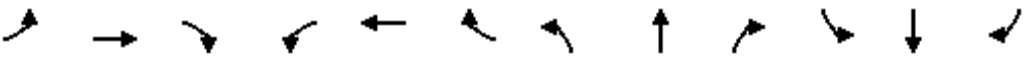
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	84	170	13	5	79	116	19	130	3	167	111	67
Future Vol, veh/h	84	170	13	5	79	116	19	130	3	167	111	67
Peak Hour Factor	0.89	0.89	0.89	0.79	0.79	0.79	0.85	0.85	0.85	0.74	0.74	0.74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	3	3	3
Mvmt Flow	94	191	15	6	100	147	22	153	4	226	150	91
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay	17.8	14.8		13.5		29.7						
HCM LOS	C	B		B		D						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	31%	3%	48%
Vol Thru, %	86%	64%	40%	32%
Vol Right, %	2%	5%	58%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	152	267	200	345
LT Vol	19	84	5	167
Through Vol	130	170	79	111
RT Vol	3	13	116	67
Lane Flow Rate	179	300	253	466
Geometry Grp	1	1	1	1
Degree of Util (X)	0.342	0.555	0.453	0.801
Departure Headway (Hd)	6.875	6.665	6.439	6.187
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	520	537	557	583
Service Time	4.963	4.743	4.518	4.252
HCM Lane V/C Ratio	0.344	0.559	0.454	0.799
HCM Control Delay	13.5	17.8	14.8	29.7
HCM Lane LOS	B	C	B	D
HCM 95th-tile Q	1.5	3.4	2.3	7.8

HCM 6th Signalized Intersection Summary 5: SR 70 & Stubbs Rd

No-Build AM (2025)

10/07/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	71	48	25	31	32	352	12	592	21	124	154	13
Future Volume (veh/h)	71	48	25	31	32	352	12	592	21	124	154	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1826	1826	1826	1693	1693	1693
Adj Flow Rate, veh/h	87	59	0	39	40	0	16	769	27	141	175	15
Peak Hour Factor	0.82	0.82	0.82	0.80	0.80	0.80	0.77	0.77	0.77	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	5	5	5	14	14	14
Cap, veh/h	183	84		148	126		803	1075	911	362	1061	899
Arrive On Green	0.12	0.12	0.00	0.12	0.12	0.00	0.02	0.59	0.59	0.05	0.63	0.63
Sat Flow, veh/h	910	724	0	650	1086	1585	1739	1826	1547	1612	1693	1434
Grp Volume(v), veh/h	146	0	0	79	0	0	16	769	27	141	175	15
Grp Sat Flow(s),veh/h/ln	1634	0	0	1736	0	1585	1739	1826	1547	1612	1693	1434
Q Serve(g_s), s	3.3	0.0	0.0	0.0	0.0	0.0	0.3	22.3	0.5	2.6	3.2	0.3
Cycle Q Clear(g_c), s	6.3	0.0	0.0	3.0	0.0	0.0	0.3	22.3	0.5	2.6	3.2	0.3
Prop In Lane	0.60		0.00	0.49		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	267	0		274	0		803	1075	911	362	1061	899
V/C Ratio(X)	0.55	0.00		0.29	0.00		0.02	0.72	0.03	0.39	0.16	0.02
Avail Cap(c_a), veh/h	686	0		702	0		870	1445	1225	362	1340	1135
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	0.0	0.0	30.4	0.0	0.0	5.9	10.9	6.4	9.6	5.8	5.2
Incr Delay (d2), s/veh	1.7	0.0	0.0	0.6	0.0	0.0	0.0	1.1	0.0	0.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	1.3	0.0	0.0	0.1	6.3	0.1	0.6	0.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	0.0	0.0	31.0	0.0	0.0	5.9	12.0	6.4	10.2	5.9	5.2
LnGrp LOS	C	A		C	A		A	B	A	B	A	A
Approach Vol, veh/h	146			79			812			331		
Approach Delay, s/veh	33.5			31.0			11.7			7.7		
Approach LOS	C			C			B			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	52.7		14.7	10.0	49.9		14.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	4.0	59.0		29.0	4.0	59.0		29.0				
Max Q Clear Time (g_c+l1), s	2.3	5.2		8.3	4.6	24.3		5.0				
Green Ext Time (p_c), s	0.0	3.5		0.4	0.0	19.5		0.2				

Intersection Summary

HCM 6th Ctrl Delay 14.2

HCM 6th LOS B

Notes

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

HCM 6th Signalized Intersection Summary
7: SR 92/SR 92/SR 154 & SR 701/SR 154/SR 70

No-Build AM (2025)

10/17/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	215	270	13	35	136	51	272	586	193	19	318	69
Future Volume (veh/h)	215	270	13	35	136	51	272	586	193	19	318	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1781	1781	1781	1663	1663	1663	1841	1841	1841	1826	1826	1826
Adj Flow Rate, veh/h	229	287	14	43	168	63	286	617	203	22	370	0
Peak Hour Factor	0.94	0.94	0.94	0.81	0.81	0.81	0.95	0.95	0.95	0.86	0.86	0.86
Percent Heavy Veh, %	8	8	8	16	16	16	4	4	4	5	5	5
Cap, veh/h	296	443	22	215	208	78	499	650	214	126	735	
Arrive On Green	0.11	0.26	0.26	0.03	0.18	0.18	0.11	0.49	0.49	0.02	0.40	0.00
Sat Flow, veh/h	1697	1684	82	1584	1153	432	1753	1326	436	1739	1826	0
Grp Volume(v), veh/h	229	0	301	43	0	231	286	0	820	22	370	0
Grp Sat Flow(s),veh/h/ln	1697	0	1767	1584	0	1585	1753	0	1762	1739	1826	0
Q Serve(g_s), s	13.3	0.0	18.7	2.7	0.0	17.2	11.4	0.0	54.8	0.9	18.7	0.0
Cycle Q Clear(g_c), s	13.3	0.0	18.7	2.7	0.0	17.2	11.4	0.0	54.8	0.9	18.7	0.0
Prop In Lane	1.00		0.05	1.00		0.27	1.00		0.25	1.00		0.00
Lane Grp Cap(c), veh/h	296	0	464	215	0	286	499	0	863	126	735	
V/C Ratio(X)	0.77	0.00	0.65	0.20	0.00	0.81	0.57	0.00	0.95	0.18	0.50	
Avail Cap(c_a), veh/h	296	0	487	345	0	437	507	0	1200	286	1243	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.8	0.0	40.4	39.7	0.0	48.5	18.9	0.0	30.0	28.8	27.6	0.0
Incr Delay (d2), s/veh	12.1	0.0	2.8	0.5	0.0	6.4	1.5	0.0	12.7	0.7	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.0	8.1	1.0	0.0	7.0	4.4	0.0	24.0	0.4	7.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.9	0.0	43.2	40.1	0.0	54.9	20.4	0.0	42.7	29.5	28.1	0.0
LnGrp LOS	D	A	D	D	A	D	C	A	D	C	C	
Approach Vol, veh/h	530			274			1106			392		
Approach Delay, s/veh	45.3			52.6			36.9			28.2		
Approach LOS	D			D			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	28.3	8.6	66.4	9.9	38.4	19.4	55.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	34.0	14.0	84.0	14.0	34.0	14.0	84.0				
Max Q Clear Time (g_c+l1), s	15.3	19.2	2.9	56.8	4.7	20.7	13.4	20.7				
Green Ext Time (p_c), s	0.0	3.0	0.0	3.7	0.0	3.8	0.1	1.3				

Intersection Summary

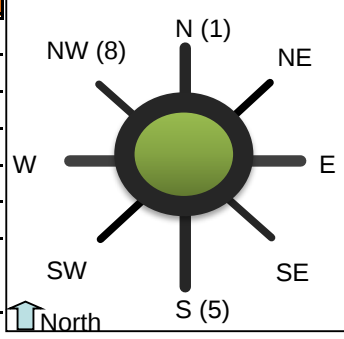
HCM 6th Ctrl Delay 39.2

HCM 6th LOS D

Notes

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

General & Site Information		v 4.2	
Analyst:	Nikhil Choudhari		
Agency/Co:	SEI		
Date:	10/6/2022		
Project or PI#:	Hawks Ridge DRI		
Year, Peak Hour:	No-Build AM - 2025		
County/District:	Fulton/District 7		
Intersection:	SR 92/SR 154 @ SR 166		



North

Volumes		Entry Legs (FROM)							
		N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Lane Designation		Thru	Right-Thru	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
Exit Legs (TO)	N (1), vph								
	NE (2), vph								
	E (3), vph								
	SE (4), vph								
	S (5), vph	289	261						
	SW (6), vph								
	W (7), vph		65						
	NW (8), vph								
Entry Volume, vph		289	326	0	0	0	0	0	0
		S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
Lane Designation		Left-Thru	No Lane	No Lane	No Lane	Lf-Th-Rt	Right only	No Lane	No Lane
	N (1), vph					77			
	NE (2), vph								
	E (3), vph								
	SE (4), vph								
	S (5), vph					274	395		
	SW (6), vph								
	W (7), vph	278							
	NW (8), vph								
Entry Volume, vph		278	0	0	0	351	395	0	0
		N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes		2	0	0	0	1	0	2	0
# of Conflict Flow Lanes		2	2	2	2	2	2	2	2
		N	NE	E	SE	S	SW	W	NW
Volume Characteristics									
% Cars		93.0%	100.0%	100.0%	100.0%	95.0%	100.0%	98.0%	100.0%
% Heavy Vehicles		7.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	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		0.95	0.95	0.95	0.95	0.85	0.95	0.95	0.95
F _{lv}		0.935	1.000	1.000	1.000	0.952	1.000	0.980	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	0	0	0	0	83	0
Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	0	0	0	0	0	0	0	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	619	0	0	0	0	0	718	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	73	0	0	0	343	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	693	0	0	0	343	0	801	0
	Entry flow Lane 1, pcu/h	326	0	0	0	343	0	377	0
	Entry flow Lane 2, pcu/h	367	0	0	0	0	0	424	0
	Conflicting flow, pcu/h	343	0	0	0	83	0	619	0

Results: Approach Measures of Effectiveness

HCM 6th Edition		N		E		S		W	
Lane Designations		Thru	Right-Thru	No Lane	No Lane	Left-Thru	No Lane	Lf-Th-Rt	Right only
Entry Capacity, veh/h		920	991	NA	NA	1261	NA	749	822
Entry Flow Rates, veh/h		304	343	0	0	327	0	369	416
V/C ratio		0.33	0.35			0.26	0.00	0.49	0.51
Control Delay, s/veh		7.5	7.3			5.2	0.0	11.9	11.3
LOS		A	A			A	#N/A	B	B
Average Queue (ft)		16	17			12	0	30	33
95th % Queue (ft)		39	42			27	#VALUE!	70	74
Approach Delay, LOS		7.4 sec, LOS A				5.3 sec, LOS A		11.6 sec, LOS B	
		NE		SE		SW		NW	
Lane Designations		No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
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!	

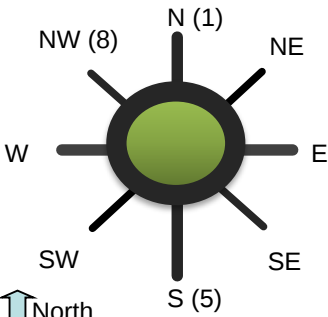
Overall Intersection Measures of Effectiveness

Int Control Delay (sec)	8.8	Int LOS	A	Max Approach V/C	0.51
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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)	S (5)					
Select Exit Leg for Bypass (TO)	N (1)					
Does the bypass have a dedicated receiving lane?	No					
# of Conflicting Exit Flow Lanes	1	2	2	2	2	2
Volumes						
Entry Leg: Insert Right Turn Volume	301					
Exit Leg: (Select Input Method)	Default					
Lane Flow in Exit Leg***	55					
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)	0.85					
F _{HV} (Entry Leg)	0.95					
F _{ped}	1.00					
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	372					
Conflicting Critical Flow	55					
Bypass Lane Results						
Entry Capacity of Bypass, veh/h	1242					
Flow Rates of Exiting Traffic, veh/h	354					
V/C ratio	0.29					
Control Delay, sec/pcu	5.5					
LOS	A					
95th Percentile Queue (veh)	1					
95th % Queue (ft)	31					

General & Site Information						v 4.2			
Analyst:	Nikhil Choudhari								
Agency/Co:	SEI								
Date:	10/6/2022								
Project or PI#:	Hawks Ridge DRI								
Year, Peak Hour:	No-Build PM - 2025								
County/District:	Fulton/District 7								
Intersection:	SR 92 @ Demooney Rd								
Volumes									
Entry Legs (FROM)									
		N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Lane Designation		Left-Thru	Thru	No Lane	No Lane	Lf-Th-Rt	No Lane	No Lane	No Lane
Exit Legs (TO)	N (1), vph					11			
	NE (2), vph								
	E (3), vph	13							
	SE (4), vph								
	S (5), vph	238	282			182			
	SW (6), vph								
	W (7), vph								
	NW (8), vph								
Entry Volume, vph		251	282	0	0	193	0	0	0
		S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
Lane Designation		Thru	Right-Thru	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
	N (1), vph	534	258						
	NE (2), vph								
	E (3), vph		345						
	SE (4), vph								
	S (5), vph								
	SW (6), vph								
	W (7), vph								
	NW (8), vph								
Entry Volume, vph		534	603	0	0	0	0	0	0
		N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes		2	0	1	0	2	0	0	0
# of Conflict Flow Lanes		1	2	2	2	1	2	2	2
Volume Characteristics		N	NE	E	SE	S	SW	W	NW
% Cars		91.0%	100.0%	96.0%	100.0%	96.0%	100.0%	100.0%	100.0%
% Heavy Vehicles		9.0%	0.0%	4.0%	0.0%	4.0%	0.0%	0.0%	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		0.94	0.95	0.83	0.95	0.98	0.95	0.95	0.95
F _{lv}		0.917	1.000	0.962	1.000	0.962	1.000	1.000	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	14	0	840	0	0	0
Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	15	0	0	0	366	0	0	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	603	0	228	0	0	0	0	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	0	0	0	0	0	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	618	0	242	0	1207	0	0	0
	Entry flow Lane 1, pcu/h	291	0	242	0	567	0	0	0
	Entry flow Lane 2, pcu/h	327	0	0	0	640	0	0	0
	Conflicting flow, pcu/h	228	0	840	0	15	0	0	0

Results: Approach Measures of Effectiveness

HCM 6th Edition		N		E		S		W	
Lane Designations		Left-Thru	Thru	Lf-Th-Rt	No Lane	Thru	Right-Thru	No Lane	No Lane
Entry Capacity, veh/h		1059	1059	668	NA	1347	1347	NA	NA
Entry Flow Rates, veh/h		267	300	233	0	545	615	0	0
V/C ratio		0.25	0.28	0.35		0.40	0.46		
Control Delay, s/veh		5.8	6.2	10.0		6.5	7.2		
LOS		A	A	A		A	A		
Average Queue (ft)		11	13	16		25	31		
95th % Queue (ft)		27	32	40		52	64		
Approach Delay, LOS		6 sec, LOS A		10 sec, LOS A		6.9 sec, LOS A			
		NE		SE		SW		NW	
Lane Designations		No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
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

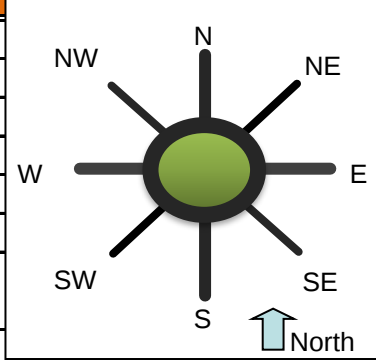
Int Control Delay (sec)	7.0	Int LOS	A	Max Approach V/C	0.46
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Notes:

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	1	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:	10/6/2022								
Project or PI#:	Hawks Ridge DRI								
Year, Peak Hour:	No-Build PM - 2025								
County/District:	Fulton/District 7								
Intersection	SR 92 @ Butner Rd/Ridge Rd								
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			58		615		13	
	NE (2), vph								
	E (3), vph	34						30	
	SE (4), vph								
	S (5), vph	401		78				39	
	SW (6), vph								
	W (7), vph	9		34		33			
	NW (8), vph								
Output	Total Vehicles	444	0	170	0	648	0	82	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	93.0%	100.0%	96.0%	100.0%	95.0%	100.0%	95.0%	100.0%
% Heavy Vehicles	7.0%	0.0%	4.0%	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	0.93	0.95	0.80	0.95	0.83	0.95	0.83	0.95
F _{HV}	0.935	1.000	0.962	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	75	0	778	0	16	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	39	0	0	0	0	0	38	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	461	0	101	0	0	0	49	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	10	0	44	0	42	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	511	0	221	0	820	0	104	0
Conflicting flow, pcu/h	187	0	836	0	94	0	602	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	1065	NA	565	NA	1195	NA	711	NA
Entry Flow Rates, vph	477	0	213	0	781	0	99	0
V/C ratio	0.45		0.38		0.65		0.14	
Control Delay, sec/pcu	8.3		12.0		11.8		6.6	
LOS	A		B		B		A	
Average Queue (ft)	28		18		64		5	
95th % Queue (ft)	63		45		135		13	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	10.4	Int LOS	B	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)	S (5)					
Select Exit Leg for Bypass (TO)	E (3)					
Does the bypass have a dedicated receiving lane?	No					
Volumes						
Right Turn Volume removed from Entry Leg	34					
Volume Characteristics (for entry leg)						
PHF	0.83					
F _{HV}	0.95					
F _{ped}	1.00					
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr	43					
Conflicting Flow, pcu/hr	77					
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph	1215					
Flow Rates of Exiting Traffic, vph	41					
V/C ratio	0.03					
Control Delay, s/veh	3.2					
LOS	A					
95th % Queue (veh)	0					
95th % Queue (ft)	3					
Approach w/Bypass Delay, s/veh	11.3					
Approach w/Bypass LOS	B					

Intersection

Intersection Delay, s/veh 18.4

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	39	87	15	7	160	202	27	149	4	119	122	98
Future Vol, veh/h	39	87	15	7	160	202	27	149	4	119	122	98
Peak Hour Factor	0.80	0.80	0.80	0.91	0.91	0.91	0.89	0.89	0.89	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	3	3	3	4	4	4	2	2	2
Mvmt Flow	49	109	19	8	176	222	30	167	4	138	142	114
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.2	20.4	13.9	21
HCM LOS	B	C	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	28%	2%	35%
Vol Thru, %	83%	62%	43%	36%
Vol Right, %	2%	11%	55%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	180	141	369	339
LT Vol	27	39	7	119
Through Vol	149	87	160	122
RT Vol	4	15	202	98
Lane Flow Rate	202	176	405	394
Geometry Grp	1	1	1	1
Degree of Util (X)	0.378	0.331	0.671	0.672
Departure Headway (Hd)	6.72	6.761	5.953	6.138
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	532	529	604	587
Service Time	4.794	4.838	4.011	4.2
HCM Lane V/C Ratio	0.38	0.333	0.671	0.671
HCM Control Delay	13.9	13.2	20.4	21
HCM Lane LOS	B	B	C	C
HCM 95th-tile Q	1.7	1.4	5.1	5.1

HCM 6th Signalized Intersection Summary

5: SR 70 & Stubbs Rd

No-Build PM (2025)

10/07/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	19	17	24	46	213	12	162	18	260	533	44
Future Volume (veh/h)	34	19	17	24	46	213	12	162	18	260	533	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1574	1574	1574	1811	1811	1811
Adj Flow Rate, veh/h	45	25	0	25	47	0	13	178	20	286	586	48
Peak Hour Factor	0.75	0.75	0.75	0.97	0.97	0.97	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	2	2	2	22	22	22	6	6	6
Cap, veh/h	198	56		135	107		384	764	647	757	996	844
Arrive On Green	0.08	0.08	0.00	0.08	0.08	0.00	0.01	0.49	0.49	0.08	0.55	0.55
Sat Flow, veh/h	975	655	0	480	1268	1585	1499	1574	1334	1725	1811	1535
Grp Volume(v), veh/h	70	0	0	72	0	0	13	178	20	286	586	48
Grp Sat Flow(s),veh/h/ln	1630	0	0	1748	0	1585	1499	1574	1334	1725	1811	1535
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.2	3.4	0.4	4.0	11.0	0.7
Cycle Q Clear(g_c), s	1.9	0.0	0.0	1.9	0.0	0.0	0.2	3.4	0.4	4.0	11.0	0.7
Prop In Lane	0.64		0.00	0.35		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	254	0		243	0		384	764	647	757	996	844
V/C Ratio(X)	0.28	0.00		0.30	0.00		0.03	0.23	0.03	0.38	0.59	0.06
Avail Cap(c_a), veh/h	974	0		1047	0		482	1815	1538	757	2089	1770
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	0.0	0.0	22.3	0.0	0.0	7.1	7.6	6.9	6.2	7.7	5.3
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.7	0.0	0.0	0.0	0.2	0.0	0.3	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.7	0.1	0.8	2.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.9	0.0	0.0	23.0	0.0	0.0	7.1	7.8	6.9	6.5	8.2	5.4
LnGrp LOS	C	A		C	A		A	A	A	A	A	A
Approach Vol, veh/h	70			72			211			920		
Approach Delay, s/veh	22.9			23.0			7.7			7.5		
Approach LOS	C			C			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	34.1		10.3	10.0	30.8		10.3				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	4.0	59.0		29.0	4.0	59.0		29.0				
Max Q Clear Time (g_c+I1), s	2.2	13.0		3.9	6.0	5.4		3.9				
Green Ext Time (p_c), s	0.0	15.1		0.2	0.0	3.5		0.2				
Intersection Summary												
HCM 6th Ctrl Delay	9.3											
HCM 6th LOS	A											

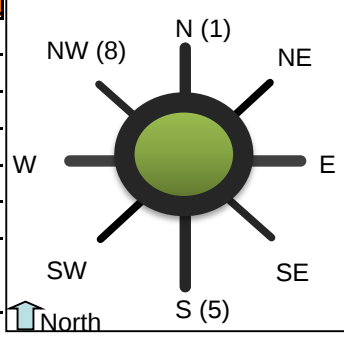
HCM 6th Signalized Intersection Summary
7: SR 92/SR 92/SR 154 & SR 701/SR 154/SR 70

No-Build PM (2025)

10/17/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	224	131	14	47	362	169	66	369	217	16	645	42
Future Volume (veh/h)	224	131	14	47	362	169	66	369	217	16	645	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1722	1722	1722	1796	1796	1796	1811	1811	1811	1826	1826	1826
Adj Flow Rate, veh/h	284	166	18	53	407	190	70	393	231	18	717	0
Peak Hour Factor	0.79	0.79	0.79	0.89	0.89	0.89	0.94	0.94	0.94	0.90	0.90	0.90
Percent Heavy Veh, %	12	12	12	7	7	7	6	6	6	5	5	5
Cap, veh/h	222	598	65	453	362	169	115	452	266	139	739	
Arrive On Green	0.11	0.39	0.39	0.03	0.31	0.31	0.03	0.42	0.42	0.02	0.40	0.00
Sat Flow, veh/h	1640	1527	166	1711	1158	541	1725	1069	629	1739	1826	0
Grp Volume(v), veh/h	284	0	184	53	0	597	70	0	624	18	717	0
Grp Sat Flow(s),veh/h/ln	1640	0	1692	1711	0	1699	1725	0	1698	1739	1826	0
Q Serve(g_s), s	19.0	0.0	12.8	3.6	0.0	54.0	4.1	0.0	58.0	1.0	66.6	0.0
Cycle Q Clear(g_c), s	19.0	0.0	12.8	3.6	0.0	54.0	4.1	0.0	58.0	1.0	66.6	0.0
Prop In Lane	1.00		0.10	1.00		0.32	1.00		0.37	1.00		0.00
Lane Grp Cap(c), veh/h	222	0	663	453	0	530	115	0	717	139	739	
V/C Ratio(X)	1.28	0.00	0.28	0.12	0.00	1.13	0.61	0.00	0.87	0.13	0.97	
Avail Cap(c_a), veh/h	222	0	663	540	0	530	195	0	726	250	781	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.8	0.0	35.9	38.6	0.0	59.5	42.2	0.0	45.6	38.2	50.4	0.0
Incr Delay (d2), s/veh	156.3	0.0	0.2	0.1	0.0	78.5	5.1	0.0	11.0	0.4	24.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.6	0.0	5.2	1.5	0.0	33.9	1.9	0.0	25.8	0.5	34.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	213.1	0.0	36.1	38.7	0.0	138.0	47.2	0.0	56.6	38.6	74.8	0.0
LnGrp LOS	F	A	D	D	A	F	D	A	E	D	E	
Approach Vol, veh/h	468			650			694			735		
Approach Delay, s/veh	143.5			129.9			55.6			74.0		
Approach LOS	F			F			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	60.0	8.9	79.1	11.2	73.8	12.0	76.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	54.0	14.0	74.0	14.0	59.0	14.0	74.0				
Max Q Clear Time (g_c+I1), s	21.0	56.0	3.0	60.0	5.6	14.8	6.1	68.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.2	0.1	3.9	0.1	1.5				
Intersection Summary												
HCM 6th Ctrl Delay	96.0											
HCM 6th LOS	F											
Notes												

General & Site Information		v 4.2	
Analyst:	Nikhil Choudhari		
Agency/Co:	SEI		
Date:	10/6/2022		
Project or PI#:	Hawks Ridge DRI		
Year, Peak Hour:	No-Build PM - 2025		
County/District:	Fulton/District 7		
Intersection:	SR 92/SR 154 @ SR 166		



Volumes		Entry Legs (FROM)							
		N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Exit Legs (TO)	Lane Designation	Thru	Right-Thru	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
	N (1), vph								
	NE (2), vph								
	E (3), vph								
	SE (4), vph								
	S (5), vph	250	144						
	SW (6), vph								
	W (7), vph		138						
	NW (8), vph								
Entry Volume, vph		250	282	0	0	0	0	0	0
		S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
Lane Designation	Left-Thru	No Lane	No Lane	No Lane	Left-Thru	Right only	No Lane	No Lane	
	N (1), vph				72				
	NE (2), vph								
	E (3), vph								
	SE (4), vph								
	S (5), vph				108	202			
	SW (6), vph								
	W (7), vph	630							
	NW (8), vph								
Entry Volume, vph		630	0	0	0	180	202	0	0
		N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes	2	0	0	0	1	0	2	0	
# of Conflict Flow Lanes	2	2	2	2	2	2	2	2	
		N	NE	E	SE	S	SW	W	NW
% Cars	94.0%	100.0%	100.0%	100.0%	97.0%	100.0%	98.0%	100.0%	
% Heavy Vehicles	6.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%	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	0.93	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
F _{lv}	0.943	1.000	1.000	1.000	0.971	1.000	0.980	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	0	0	0	0	77	0
Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	0	0	0	0	0	0	0	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	449	0	0	0	0	0	333	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	157	0	0	0	683	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	606	0	0	0	683	0	410	0
	Entry flow Lane 1, pcu/h	285	0	0	0	683	0	193	0
	Entry flow Lane 2, pcu/h	321	0	0	0	0	0	217	0
	Conflicting flow, pcu/h	683	0	0	0	77	0	449	0

Results: Approach Measures of Effectiveness

HCM 6th Edition		N		E		S		W	
Lane Designations		Thru	Right-Thru	No Lane	No Lane	Left-Thru	No Lane	Lf-Th-Rt	Right only
Entry Capacity, veh/h		679	750	NA	NA	1291	NA	876	950
Entry Flow Rates, veh/h		269	303	0	0	663	0	189	213
V/C ratio		0.40	0.40			0.51	0.00	0.22	0.22
Control Delay, s/veh		10.7	10.0			8.3	0.0	6.3	6.0
LOS		B	B			A	#N/A	A	A
Average Queue (ft)		20	21			38	0	8	9
95th % Queue (ft)		50	52			79	#VALUE!	21	22
Approach Delay, LOS		10.4 sec, LOS B				7.6 sec, LOS A		6.2 sec, LOS A	
		NE		SE		SW		NW	
Lane Designations		No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
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

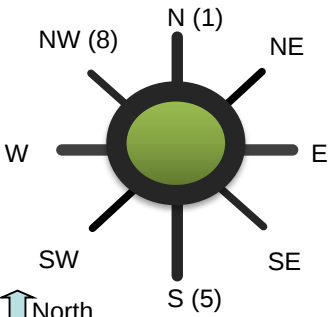
Int Control Delay (sec)	8.5	Int LOS	A	Max Approach V/C	0.51
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Notes:

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)	S (5)					
Select Exit Leg for Bypass (TO)	N (1)					
Does the bypass have a dedicated receiving lane?	No					
# of Conflicting Exit Flow Lanes	1	2	2	2	2	2
Volumes						
Entry Leg: Insert Right Turn Volume	488					
Exit Leg: (Select Input Method)	Default					
Lane Flow in Exit Leg***	52					
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)	0.95					
F _{HV} (Entry Leg)	0.97					
F _{ped}	1.00					
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	529					
Conflicting Critical Flow	52					
Bypass Lane Results						
Entry Capacity of Bypass, veh/h	1271					
Flow Rates of Exiting Traffic, veh/h	514					
V/C ratio	0.40					
Control Delay, sec/pcu	6.8					
LOS	A					
95th Percentile Queue (veh)	2					
95th % Queue (ft)	51					

Future No-Build (2029)

General & Site Information						v 4.2			
Analyst:	Nikhil Choudhari								
Agency/Co:	SEI								
Date:	10/6/2022								
Project or PI#:	Hawks Ridge DRI								
Year, Peak Hour:	No-Build AM - 2029								
County/District:	Fulton/District 7								
Intersection:	SR 92 @ Demooney Rd								
Volumes									
Entry Legs (FROM)									
		N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Lane Designation		Left-Thru	Thru	No Lane	No Lane	Lf-Th-Rt	No Lane	No Lane	No Lane
Exit Legs (TO)	N (1), vph					4			
	NE (2), vph								
	E (3), vph	12							
	SE (4), vph								
	S (5), vph	359	419			209			
	SW (6), vph								
	W (7), vph								
	NW (8), vph								
Entry Volume, vph		371	419	0	0	213	0	0	0
		S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
Lane Designation		Thru	Right-Thru	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
	N (1), vph	329	122						
	NE (2), vph								
	E (3), vph		250						
	SE (4), vph								
	S (5), vph								
	SW (6), vph								
	W (7), vph								
	NW (8), vph								
Entry Volume, vph		329	372	0	0	0	0	0	0
		N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes		2	0	1	0	2	0	0	0
# of Conflict Flow Lanes		1	2	2	2	1	2	2	2
Volume Characteristics		N	NE	E	SE	S	SW	W	NW
% Cars		94.0%	100.0%	98.0%	100.0%	96.0%	100.0%	100.0%	100.0%
% Heavy Vehicles		6.0%	0.0%	2.0%	0.0%	4.0%	0.0%	0.0%	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		0.88	0.95	0.79	0.95	0.87	0.95	0.95	0.95
F _{lv}		0.943	1.000	0.980	1.000	0.962	1.000	1.000	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	5	0	539	0	0	0
Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	14	0	0	0	299	0	0	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	937	0	270	0	0	0	0	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	0	0	0	0	0	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	952	0	275	0	838	0	0	0
	Entry flow Lane 1, pcu/h	447	0	275	0	393	0	0	0
	Entry flow Lane 2, pcu/h	505	0	0	0	445	0	0	0
	Conflicting flow, pcu/h	270	0	539	0	14	0	0	0

Results: Approach Measures of Effectiveness

HCM 6th Edition		N		E		S		W	
Lane Designations		Left-Thru	Thru	Lf-Th-Rt	No Lane	Thru	Right-Thru	No Lane	No Lane
Entry Capacity, veh/h		1048	1048	880	NA	1348	1348	NA	NA
Entry Flow Rates, veh/h		422	476	270	0	378	428	0	0
V/C ratio		0.40	0.45	0.31		0.28	0.32		
Control Delay, s/veh		7.7	8.5	7.4		5.1	5.5		
LOS		A	A	A		A	A		
Average Queue (ft)		23	28	14		13	16		
95th % Queue (ft)		52	64	33		30	36		
Approach Delay, LOS		8.2 sec, LOS A		7.4 sec, LOS A		5.3 sec, LOS A			
		NE		SE		SW		NW	
Lane Designations		No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
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)	6.9	Int LOS	A	Max Approach V/C	0.45
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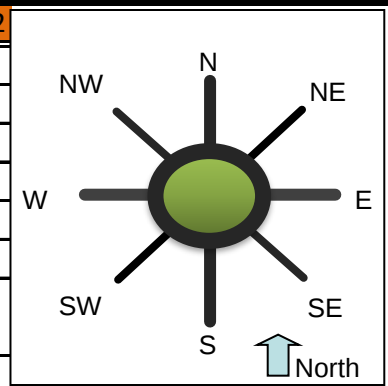
Notes:

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	1	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: 10/6/2022
 Project or PI#: Hawks Ridge DRI
 Year, Peak Hour: No-Build AM - 2029
 County/District: Fulton/District 7
 Intersection: SR 92 @ Butner Rd/Ridge Rd
 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			53		375		27	
	NE (2), vph								
	E (3), vph	71						62	
	SE (4), vph								
	S (5), vph	646		76				46	
	SW (6), vph								
	W (7), vph	30		86		70			
	NW (8), vph								
Output	Total Vehicles	747	0	215	0	445	0	135	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	94.0%	100.0%	96.0%	100.0%	95.0%	100.0%	98.0%	100.0%
% Heavy Vehicles	6.0%	0.0%	4.0%	0.0%	5.0%	0.0%	2.0%	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	0.91	0.95	0.68	0.95	0.83	0.95	0.67	0.95
F _{HV}	0.943	1.000	0.962	1.000	0.952	1.000	0.980	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	81	0	474	0	41	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	83	0	0	0	0	0	94	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	752	0	116	0	0	0	70	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	35	0	132	0	89	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	870	0	329	0	563	0	206	0
Conflicting flow, pcu/h	336	0	604	0	218	0	951	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	924	NA	717	NA	1052	NA	513	NA
Entry Flow Rates, vph	821	0	316	0	536	0	201	0
V/C ratio	0.89		0.44		0.51		0.39	
Control Delay, sec/pcu	30.0		11.1		9.5		13.5	
LOS	D		B		A		B	
Average Queue (ft)	171		24		35		19	
95th % Queue (ft)	325		59		78		47	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	19.2	Int LOS	C	Max Approach V/C	0.89

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)	S (5)					
Select Exit Leg for Bypass (TO)	E (3)					
Does the bypass have a dedicated receiving lane?	No					
Volumes						
Right Turn Volume removed from Entry Leg	40					
Volume Characteristics (for entry leg)						
PHF	0.83					
F _{HV}	0.95					
F _{ped}	1.00					
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr	51					
Conflicting Flow, pcu/hr	177					
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph	1097					
Flow Rates of Exiting Traffic, vph	48					
V/C ratio	0.04					
Control Delay, s/veh	3.7					
LOS	A					
95th % Queue (veh)	0					
95th % Queue (ft)	4					
Approach w/Bypass Delay, s/veh	9.0					
Approach w/Bypass LOS	A					

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	26	9	205	184	4
Future Vol, veh/h	15	26	9	205	184	4
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	235	-	-	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	80	80	82	82
Heavy Vehicles, %	2	2	2	2	4	4
Mvmt Flow	16	28	11	256	224	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	502	224	224	0	-	0
Stage 1	224	-	-	-	-	-
Stage 2	278	-	-	-	-	-
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	529	815	1345	-	-	-
Stage 1	813	-	-	-	-	-
Stage 2	769	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	525	815	1345	-	-	-
Mov Cap-2 Maneuver	525	-	-	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	769	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.5	0.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1345	-	525	815	-	-
HCM Lane V/C Ratio	0.008	-	0.031	0.035	-	-
HCM Control Delay (s)	7.7	-	12.1	9.6	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.1	-	-

Intersection												
Intersection Delay, s/veh	38											
Intersection LOS	E											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	95	197	14	6	90	127	21	143	4	183	126	75
Future Vol, veh/h	95	197	14	6	90	127	21	143	4	183	126	75
Peak Hour Factor	0.89	0.89	0.89	0.79	0.79	0.79	0.85	0.85	0.85	0.74	0.74	0.74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	3	3	3
Mvmt Flow	107	221	16	8	114	161	25	168	5	247	170	101
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	27	20.2	17	62.9
HCM LOS	D	C	C	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	31%	3%	48%
Vol Thru, %	85%	64%	40%	33%
Vol Right, %	2%	5%	57%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	168	306	223	384
LT Vol	21	95	6	183
Through Vol	143	197	90	126
RT Vol	4	14	127	75
Lane Flow Rate	198	344	282	519
Geometry Grp	1	1	1	1
Degree of Util (X)	0.436	0.71	0.581	0.988
Departure Headway (Hd)	7.941	7.549	7.406	6.956
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	455	481	491	524
Service Time	5.961	5.549	5.406	4.956
HCM Lane V/C Ratio	0.435	0.715	0.574	0.99
HCM Control Delay	17	27	20.2	62.9
HCM Lane LOS	C	D	C	F
HCM 95th-tile Q	2.2	5.6	3.6	13.5

HCM 6th Signalized Intersection Summary
5: SR 70 & Stubbs Rd

No-Build AM (2029)

10/07/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	53	27	35	35	390	13	655	27	137	172	14
Future Volume (veh/h)	77	53	27	35	35	390	13	655	27	137	172	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1826	1826	1826	1693	1693	1693
Adj Flow Rate, veh/h	94	65	0	44	44	0	17	851	35	156	195	16
Peak Hour Factor	0.82	0.82	0.82	0.80	0.80	0.80	0.77	0.77	0.77	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	5	5	5	14	14	14
Cap, veh/h	182	89		146	124		795	1109	940	318	1085	919
Arrive On Green	0.12	0.12	0.00	0.12	0.12	0.00	0.02	0.61	0.61	0.05	0.64	0.64
Sat Flow, veh/h	916	726	0	653	1019	1585	1739	1826	1547	1612	1693	1434
Grp Volume(v), veh/h	159	0	0	88	0	0	17	851	35	156	195	16
Grp Sat Flow(s),veh/h/ln	1642	0	0	1672	0	1585	1739	1826	1547	1612	1693	1434
Q Serve(g_s), s	3.7	0.0	0.0	0.0	0.0	0.0	0.3	27.9	0.7	3.0	3.8	0.3
Cycle Q Clear(g_c), s	7.5	0.0	0.0	3.7	0.0	0.0	0.3	27.9	0.7	3.0	3.8	0.3
Prop In Lane	0.59		0.00	0.50		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	271	0		270	0		795	1109	940	318	1085	919
V/C Ratio(X)	0.59	0.00		0.33	0.00		0.02	0.77	0.04	0.49	0.18	0.02
Avail Cap(c_a), veh/h	631	0		637	0		853	1326	1123	318	1229	1041
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.4	0.0	0.0	32.9	0.0	0.0	5.8	11.7	6.4	11.9	5.9	5.3
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.7	0.0	0.0	0.0	2.3	0.0	1.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.0	1.6	0.0	0.0	0.1	8.5	0.2	0.9	0.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.5	0.0	0.0	33.6	0.0	0.0	5.9	14.0	6.4	13.1	6.0	5.3
LnGrp LOS	D	A		C	A		A	B	A	B	A	A
Approach Vol, veh/h	159			88			903			367		
Approach Delay, s/veh	36.5			33.6			13.6			9.0		
Approach LOS	D			C			B			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	58.1		15.9	10.0	55.3		15.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	4.0	59.0		29.0	4.0	59.0		29.0				
Max Q Clear Time (g_c+l1), s	2.3	5.8		9.5	5.0	29.9		5.7				
Green Ext Time (p_c), s	0.0	4.0		0.5	0.0	19.5		0.2				

Intersection Summary

HCM 6th Ctrl Delay 16.0

HCM 6th LOS B

Notes

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

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	23	11	670	8	4	246
Future Vol, veh/h	23	11	670	8	4	246
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	100	-	250	310	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	82	82	77	77
Heavy Vehicles, %	2	2	5	5	16	16
Mvmt Flow	25	12	817	10	5	319
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1146	817	0	0	817	0
Stage 1	817	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.26	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.344	-
Pot Cap-1 Maneuver	220	376	-	-	753	-
Stage 1	434	-	-	-	-	-
Stage 2	729	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	218	376	-	-	753	-
Mov Cap-2 Maneuver	218	-	-	-	-	-
Stage 1	434	-	-	-	-	-
Stage 2	724	-	-	-	-	-
Approach	WB	NE	SW			
HCM Control Delay, s	20.8	0	0.2			
HCM LOS	C					
Minor Lane/Major Mvmt	NET	NERWBLn1WBLn2	SWL	SWT		
Capacity (veh/h)	-	- 218 376	753	-		
HCM Lane V/C Ratio	-	- 0.115 0.032	0.007	-		
HCM Control Delay (s)	-	- 23.6 14.9	9.8	-		
HCM Lane LOS	-	- C B	A	-		
HCM 95th %tile Q(veh)	-	- 0.4 0.1	0	-		

HCM 6th Signalized Intersection Summary
7: SR 92/SR 92/SR 154 & SR 701/SR 154/SR 70

No-Build AM (2029)

10/17/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	236	296	14	50	153	64	301	644	211	21	356	79
Future Volume (veh/h)	236	296	14	50	153	64	301	644	211	21	356	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1781	1781	1781	1663	1663	1663	1841	1841	1841	1826	1826	1826
Adj Flow Rate, veh/h	251	315	15	62	189	79	317	678	222	24	414	0
Peak Hour Factor	0.94	0.94	0.94	0.81	0.81	0.81	0.95	0.95	0.95	0.86	0.86	0.86
Percent Heavy Veh, %	8	8	8	16	16	16	4	4	4	5	5	5
Cap, veh/h	241	417	20	184	216	90	496	700	229	106	827	
Arrive On Green	0.10	0.25	0.25	0.04	0.19	0.19	0.10	0.53	0.53	0.02	0.45	0.00
Sat Flow, veh/h	1697	1687	80	1584	1114	465	1753	1328	435	1739	1826	0
Grp Volume(v), veh/h	251	0	330	62	0	268	317	0	900	24	414	0
Grp Sat Flow(s),veh/h/ln	1697	0	1767	1584	0	1579	1753	0	1762	1739	1826	0
Q Serve(g_s), s	14.0	0.0	25.4	4.6	0.0	24.3	14.0	0.0	72.6	1.1	23.6	0.0
Cycle Q Clear(g_c), s	14.0	0.0	25.4	4.6	0.0	24.3	14.0	0.0	72.6	1.1	23.6	0.0
Prop In Lane	1.00		0.05	1.00		0.29	1.00		0.25	1.00		0.00
Lane Grp Cap(c), veh/h	241	0	437	184	0	306	496	0	929	106	827	
V/C Ratio(X)	1.04	0.00	0.76	0.34	0.00	0.88	0.64	0.00	0.97	0.23	0.50	
Avail Cap(c_a), veh/h	241	0	437	269	0	365	496	0	1006	235	1042	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	48.2	0.0	51.3	45.9	0.0	57.6	20.9	0.0	33.6	34.1	28.5	0.0
Incr Delay (d2), s/veh	69.7	0.0	7.4	1.1	0.0	18.4	2.8	0.0	20.5	1.1	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	0.0	11.8	1.8	0.0	10.9	5.8	0.0	33.9	0.5	10.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	117.9	0.0	58.7	47.0	0.0	76.0	23.6	0.0	54.1	35.2	28.9	0.0
LnGrp LOS	F	A	E	D	A	E	C	A	D	D	C	
Approach Vol, veh/h	581			330			1217			438		
Approach Delay, s/veh	84.2			70.6			46.2			29.3		
Approach LOS	F			E			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	34.5	9.1	83.6	12.1	42.4	20.0	72.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	34.0	14.0	84.0	14.0	34.0	14.0	84.0				
Max Q Clear Time (g_c+I1), s	16.0	26.3	3.1	74.6	6.6	27.4	16.0	25.6				
Green Ext Time (p_c), s	0.0	2.2	0.0	2.9	0.1	2.4	0.0	1.4				

Intersection Summary

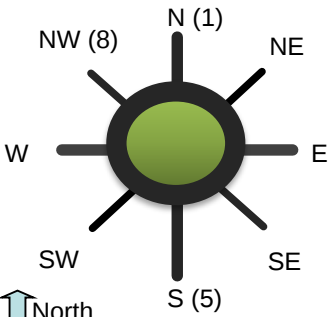
HCM 6th Ctrl Delay 55.0

HCM 6th LOS E

Notes

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

General & Site Information		v 4.2	
Analyst:	Nikhil Choudhari		
Agency/Co:	SEI		
Date:	10/6/2022		
Project or PI#:	Hawks Ridge DRI		
Year, Peak Hour:	No-Build AM - 2029		
County/District:	Fulton/District 7		
Intersection:	SR 92/SR 154 @ SR 166		



Volumes		Entry Legs (FROM)							
		N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Exit Legs (TO)	Lane Designation	Thru	Right-Thru	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
	N (1), vph								
	NE (2), vph								
	E (3), vph								
	SE (4), vph								
	S (5), vph	289	261						
	SW (6), vph								
	W (7), vph		65						
	NW (8), vph								
Entry Volume, vph		289	326	0	0	0	0	0	0
		S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
Lane Designation	Left-Thru	No Lane	No Lane	No Lane	Left-Thru	Right only	No Lane	No Lane	
	N (1), vph				77				
	NE (2), vph								
	E (3), vph								
	SE (4), vph								
	S (5), vph				274	395			
	SW (6), vph								
	W (7), vph	278							
	NW (8), vph								
Entry Volume, vph		278	0	0	0	351	395	0	0
		N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes	2	0	0	0	1	0	2	0	
# of Conflict Flow Lanes	2	2	2	2	2	2	2	2	
		N	NE	E	SE	S	SW	W	NW
% Cars	93.0%	100.0%	100.0%	100.0%	95.0%	100.0%	98.0%	100.0%	
% Heavy Vehicles	7.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	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	0.95	0.95	0.95	0.95	0.85	0.95	0.95	0.95	
F _{lv}	0.935	1.000	1.000	1.000	0.952	1.000	0.980	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	0	0	0	0	83	0
Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	0	0	0	0	0	0	0	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	619	0	0	0	0	0	718	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	73	0	0	0	343	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	693	0	0	0	343	0	801	0
	Entry flow Lane 1, pcu/h	326	0	0	0	343	0	377	0
	Entry flow Lane 2, pcu/h	367	0	0	0	0	0	424	0
	Conflicting flow, pcu/h	343	0	0	0	83	0	619	0

Results: Approach Measures of Effectiveness

HCM 6th Edition		N		E		S		W	
Lane Designations		Thru	Right-Thru	No Lane	No Lane	Left-Thru	No Lane	Lf-Th-Rt	Right only
Entry Capacity, veh/h		920	991	NA	NA	1261	NA	749	822
Entry Flow Rates, veh/h		304	343	0	0	327	0	369	416
V/C ratio		0.33	0.35			0.26	0.00	0.49	0.51
Control Delay, s/veh		7.5	7.3			5.2	0.0	11.9	11.3
LOS		A	A			A	#N/A	B	B
Average Queue (ft)		16	17			12	0	30	33
95th % Queue (ft)		39	42			27	#VALUE!	70	74
Approach Delay, LOS		7.4 sec, LOS A				5.3 sec, LOS A		11.6 sec, LOS B	
		NE		SE		SW		NW	
Lane Designations		No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
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

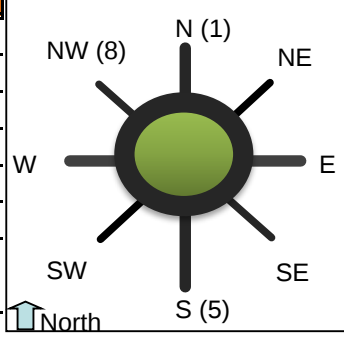
Int Control Delay (sec)	8.8	Int LOS	A	Max Approach V/C	0.51
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Notes:

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)	S (5)					
Select Exit Leg for Bypass (TO)	N (1)					
Does the bypass have a dedicated receiving lane?	No					
# of Conflicting Exit Flow Lanes	1	2	2	2	2	2
Volumes						
Entry Leg: Insert Right Turn Volume	301					
Exit Leg: (Select Input Method)	Default					
Lane Flow in Exit Leg***	55					
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)	0.85					
F _{HV} (Entry Leg)	0.95					
F _{ped}	1.00					
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	372					
Conflicting Critical Flow	55					
Bypass Lane Results						
Entry Capacity of Bypass, veh/h	1242					
Flow Rates of Exiting Traffic, veh/h	354					
V/C ratio	0.29					
Control Delay, sec/pcu	5.5					
LOS	A					
95th Percentile Queue (veh)	1					
95th % Queue (ft)	31					

General & Site Information		v 4.2	
Analyst:	Nikhil Choudhari		
Agency/Co:	SEI		
Date:	10/6/2022		
Project or PI#:	Hawks Ridge DRI		
Year, Peak Hour:	No-Build PM - 2029		
County/District:	Fulton/District 7		
Intersection:	SR 92 @ Demooney Rd		



Volumes		Entry Legs (FROM)							
		N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Lane Designation		Left-Thru	Thru	No Lane	No Lane	Lf-Th-Rt	No Lane	No Lane	No Lane
Exit Legs (TO)	N (1), vph					12			
	NE (2), vph								
	E (3), vph	14							
	SE (4), vph								
	S (5), vph	268	317			202			
	SW (6), vph								
	W (7), vph								
	NW (8), vph								
Entry Volume, vph		282	317	0	0	214	0	0	0
		S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
Lane Designation		Thru	Right-Thru	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
	N (1), vph	600	294						
	NE (2), vph								
	E (3), vph		382						
	SE (4), vph								
	S (5), vph								
	SW (6), vph								
	W (7), vph								
	NW (8), vph								
Entry Volume, vph		600	676	0	0	0	0	0	0
		N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes	2	0	1	0	2	0	0	0	
# of Conflict Flow Lanes	1	2	2	2	1	2	2	2	
		N	NE	E	SE	S	SW	W	NW
% Cars	91.0%	100.0%	96.0%	100.0%	96.0%	100.0%	100.0%	100.0%	
% Heavy Vehicles	9.0%	0.0%	4.0%	0.0%	4.0%	0.0%	0.0%	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	0.94	0.95	0.83	0.95	0.98	0.95	0.95	0.95	
F _{lv}	0.917	1.000	0.962	1.000	0.962	1.000	1.000	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	15	0	949	0	0	0
Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	16	0	0	0	405	0	0	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	678	0	253	0	0	0	0	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	0	0	0	0	0	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	695	0	268	0	1354	0	0	0
	Entry flow Lane 1, pcu/h	327	0	268	0	637	0	0	0
	Entry flow Lane 2, pcu/h	368	0	0	0	717	0	0	0
	Conflicting flow, pcu/h	253	0	949	0	16	0	0	0

Results: Approach Measures of Effectiveness

HCM 6th Edition		N		E		S		W	
Lane Designations		Left-Thru	Thru	Lf-Th-Rt	No Lane	Thru	Right-Thru	No Lane	No Lane
Entry Capacity, veh/h		1035	1035	610	NA	1345	1345	NA	NA
Entry Flow Rates, veh/h		300	337	258	0	612	690	0	0
V/C ratio		0.29	0.33	0.42		0.46	0.51		
Control Delay, s/veh		6.3	6.8	12.3		7.2	8.0		
LOS		A	A	B		A	A		
Average Queue (ft)		13	16	22		30	38		
95th % Queue (ft)		33	39	55		63	79		
Approach Delay, LOS		6.6 sec, LOS A		12.3 sec, LOS B		7.6 sec, LOS A			
		NE		SE		SW		NW	
Lane Designations		No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
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)	7.9	Int LOS	A	Max Approach V/C	0.51
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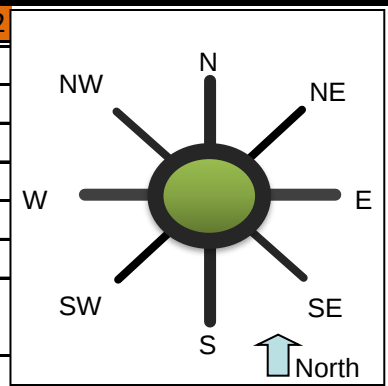
Notes:

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	1	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: 10/6/2022
 Project or PI#: Hawks Ridge DRI
 Year, Peak Hour: No-Build PM - 2029
 County/District: Fulton/District 7
 Intersection: SR 92 @ Butner Rd/Ridge Rd
 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			68		682		18	
	NE (2), vph								
	E (3), vph	47						37	
	SE (4), vph								
	S (5), vph	445		96				42	
	SW (6), vph								
	W (7), vph	12		41		36			
	NW (8), vph								
Output	Total Vehicles	504	0	205	0	718	0	97	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	93.0%	100.0%	96.0%	100.0%	95.0%	100.0%	95.0%	100.0%
% Heavy Vehicles	7.0%	0.0%	4.0%	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	0.93	0.95	0.80	0.95	0.83	0.95	0.83	0.95
F _{HV}	0.935	1.000	0.962	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	88	0	863	0	23	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	54	0	0	0	0	0	47	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	512	0	125	0	0	0	53	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	14	0	53	0	46	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	580	0	267	0	908	0	123	0
Conflicting flow, pcu/h	224	0	931	0	124	0	691	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	1027	NA	513	NA	1159	NA	650	NA
Entry Flow Rates, vph	542	0	256	0	865	0	117	0
V/C ratio	0.53		0.50		0.75		0.18	
Control Delay, sec/pcu	10.0		16.3		15.4		7.7	
LOS	A		C		C		A	
Average Queue (ft)	38		29		92		6	
95th % Queue (ft)	85		72		193		17	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	13.4	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)	S (5)					
Select Exit Leg for Bypass (TO)	E (3)					
Does the bypass have a dedicated receiving lane?	No					
Volumes						
Right Turn Volume removed from Entry Leg	55					
Volume Characteristics (for entry leg)						
PHF	0.83					
F _{HV}	0.95					
F _{ped}	1.00					
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr	70					
Conflicting Flow, pcu/hr	101					
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph	1186					
Flow Rates of Exiting Traffic, vph	66					
V/C ratio	0.06					
Control Delay, s/veh	3.5					
LOS	A					
95th % Queue (veh)	0					
95th % Queue (ft)	5					
Approach w/Bypass Delay, s/veh	14.5					
Approach w/Bypass LOS	B					

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	18	30	129	252	16
Future Vol, veh/h	10	18	30	129	252	16
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	235	-	-	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	81	81	87	87
Heavy Vehicles, %	2	2	3	3	5	5
Mvmt Flow	11	20	37	159	290	18
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	523	290	290	0	-	0
Stage 1	290	-	-	-	-	-
Stage 2	233	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	514	749	1266	-	-	-
Stage 1	759	-	-	-	-	-
Stage 2	806	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	499	749	1266	-	-	-
Mov Cap-2 Maneuver	499	-	-	-	-	-
Stage 1	737	-	-	-	-	-
Stage 2	806	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.8	1.5		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1266	-	499	749	-	-
HCM Lane V/C Ratio	0.029	-	0.022	0.026	-	-
HCM Control Delay (s)	7.9	-	12.4	9.9	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.1	-	-

Intersection	
Intersection Delay, s/veh	30
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	45	102	16	8	187	222	29	167	5	130	137	112
Future Vol, veh/h	45	102	16	8	187	222	29	167	5	130	137	112
Peak Hour Factor	0.80	0.80	0.80	0.91	0.91	0.91	0.89	0.89	0.89	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	3	3	3	4	4	4	2	2	2
Mvmt Flow	56	128	20	9	205	244	33	188	6	151	159	130
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay	16.5	36.2		17.5		36.2						
HCM LOS	C	E		C		E						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	28%	2%	34%
Vol Thru, %	83%	63%	45%	36%
Vol Right, %	2%	10%	53%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	201	163	417	379
LT Vol	29	45	8	130
Through Vol	167	102	187	137
RT Vol	5	16	222	112
Lane Flow Rate	226	204	458	441
Geometry Grp	1	1	1	1
Degree of Util (X)	0.477	0.433	0.845	0.838
Departure Headway (Hd)	7.611	7.658	6.639	6.842
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	472	469	545	529
Service Time	5.696	5.745	4.704	4.906
HCM Lane V/C Ratio	0.479	0.435	0.84	0.834
HCM Control Delay	17.5	16.5	36.2	36.2
HCM Lane LOS	C	C	E	E
HCM 95th-tile Q	2.5	2.2	8.8	8.6

HCM 6th Signalized Intersection Summary 5: SR 70 & Stubbs Rd

No-Build PM (2029)

10/07/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	21	19	30	50	236	13	181	23	189	593	48
Future Volume (veh/h)	38	21	19	30	50	236	13	181	23	189	593	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1574	1574	1574	1811	1811	1811
Adj Flow Rate, veh/h	51	28	0	31	52	0	14	199	25	208	652	53
Peak Hour Factor	0.75	0.75	0.75	0.97	0.97	0.97	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	2	2	2	22	22	22	6	6	6
Cap, veh/h	190	52		133	99		366	824	698	762	1053	892
Arrive On Green	0.08	0.08	0.00	0.08	0.08	0.00	0.01	0.52	0.52	0.07	0.58	0.58
Sat Flow, veh/h	1018	635	0	544	1208	1585	1499	1574	1334	1725	1811	1535
Grp Volume(v), veh/h	79	0	0	83	0	0	14	199	25	208	652	53
Grp Sat Flow(s),veh/h/ln	1653	0	0	1752	0	1585	1499	1574	1334	1725	1811	1535
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	0.0	0.2	3.8	0.5	3.1	13.1	0.8
Cycle Q Clear(g_c), s	2.3	0.0	0.0	2.4	0.0	0.0	0.2	3.8	0.5	3.1	13.1	0.8
Prop In Lane	0.65		0.00	0.37		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	242	0		233	0		366	824	698	762	1053	892
V/C Ratio(X)	0.33	0.00		0.36	0.00		0.04	0.24	0.04	0.27	0.62	0.06
Avail Cap(c_a), veh/h	893	0		955	0		452	1663	1410	762	1914	1622
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	0.0	0.0	24.6	0.0	0.0	6.9	7.3	6.5	5.4	7.6	5.1
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.9	0.0	0.0	0.0	0.2	0.0	0.2	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.8	0.1	0.6	2.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	0.0	0.0	25.5	0.0	0.0	7.0	7.4	6.5	5.6	8.2	5.1
LnGrp LOS	C	A		C	A		A	A	A	A	A	A
Approach Vol, veh/h	79			83			238			913		
Approach Delay, s/veh	25.4			25.5			7.3			7.4		
Approach LOS	C			C			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	38.5		10.6	10.0	35.2		10.6				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	4.0	59.0		29.0	4.0	59.0		29.0				
Max Q Clear Time (g_c+I1), s	2.2	15.1		4.3	5.1	5.8		4.4				
Green Ext Time (p_c), s	0.0	17.3		0.2	0.0	3.9		0.2				
Intersection Summary												
HCM 6th Ctrl Delay	9.6											
HCM 6th LOS	A											

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	15	7	264	26	13	658
Future Vol, veh/h	15	7	264	26	13	658
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	100	-	250	310	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	83	83	92	92
Heavy Vehicles, %	2	2	21	21	6	6
Mvmt Flow	16	8	318	31	14	715
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1061	318	0	0	318	0
Stage 1	318	-	-	-	-	-
Stage 2	743	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.16	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.254	-
Pot Cap-1 Maneuver	248	723	-	-	1220	-
Stage 1	738	-	-	-	-	-
Stage 2	470	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	245	723	-	-	1220	-
Mov Cap-2 Maneuver	245	-	-	-	-	-
Stage 1	738	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Approach	WB	NE	SW			
HCM Control Delay, s	17.3	0	0.2			
HCM LOS	C					
Minor Lane/Major Mvmt	NET	NER	WBLn1	WBLn2	SWL	SWT
Capacity (veh/h)	-	-	245	723	1220	-
HCM Lane V/C Ratio	-	-	0.067	0.011	0.012	-
HCM Control Delay (s)	-	-	20.7	10	8	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	0	-

HCM 6th Signalized Intersection Summary
7: SR 92/SR 92/SR 154 & SR 701/SR 154/SR 70

No-Build PM (2029)

10/17/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	245	147	15	60	398	190	82	414	238	18	711	59
Future Volume (veh/h)	245	147	15	60	398	190	82	414	238	18	711	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1722	1722	1722	1796	1796	1796	1811	1811	1811	1826	1826	1826
Adj Flow Rate, veh/h	310	186	19	67	447	213	87	440	253	20	790	0
Peak Hour Factor	0.79	0.79	0.79	0.89	0.89	0.89	0.94	0.94	0.94	0.90	0.90	0.90
Percent Heavy Veh, %	12	12	12	7	7	7	6	6	6	5	5	5
Cap, veh/h	215	573	59	428	349	166	110	472	272	108	758	
Arrive On Green	0.11	0.37	0.37	0.04	0.30	0.30	0.04	0.44	0.44	0.02	0.42	0.00
Sat Flow, veh/h	1640	1537	157	1711	1150	548	1725	1079	620	1739	1826	0
Grp Volume(v), veh/h	310	0	205	67	0	660	87	0	693	20	790	0
Grp Sat Flow(s),veh/h/ln	1640	0	1694	1711	0	1698	1725	0	1699	1739	1826	0
Q Serve(g_s), s	19.0	0.0	15.4	4.8	0.0	54.0	5.2	0.0	69.0	1.2	74.0	0.0
Cycle Q Clear(g_c), s	19.0	0.0	15.4	4.8	0.0	54.0	5.2	0.0	69.0	1.2	74.0	0.0
Prop In Lane	1.00		0.09	1.00		0.32	1.00		0.37	1.00		0.00
Lane Grp Cap(c), veh/h	215	0	631	428	0	515	110	0	744	108	758	
V/C Ratio(X)	1.44	0.00	0.32	0.16	0.00	1.28	0.79	0.00	0.93	0.18	1.04	
Avail Cap(c_a), veh/h	215	0	631	499	0	515	176	0	744	214	758	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	58.4	0.0	39.9	40.4	0.0	62.1	43.2	0.0	47.5	41.1	52.1	0.0
Incr Delay (d2), s/veh	222.1	0.0	0.3	0.2	0.0	141.4	12.1	0.0	18.4	0.8	44.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.4	0.0	6.4	2.0	0.0	42.7	2.5	0.0	31.9	0.5	41.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	280.6	0.0	40.2	40.5	0.0	203.5	55.3	0.0	65.9	42.0	96.0	0.0
LnGrp LOS	F	A	D	D	A	F	E	A	E	D	F	
Approach Vol, veh/h	515			727			780			810		
Approach Delay, s/veh	184.9			188.5			64.7			94.7		
Approach LOS	F			F			E			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	60.0	9.1	84.0	12.6	72.4	13.1	80.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	54.0	14.0	74.0	14.0	59.0	14.0	74.0				
Max Q Clear Time (g_c+I1), s	21.0	56.0	3.2	71.0	6.8	17.4	7.2	76.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.0	0.1	4.3	0.1	0.0				

Intersection Summary

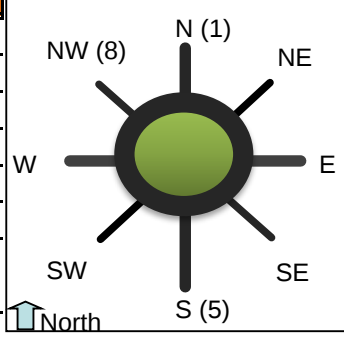
HCM 6th Ctrl Delay 126.9

HCM 6th LOS F

Notes

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

General & Site Information		v 4.2	
Analyst:	Nikhil Choudhari		
Agency/Co:	SEI		
Date:	10/6/2022		
Project or PI#:	Hawks Ridge DRI		
Year, Peak Hour:	No-Build PM - 2029		
County/District:	Fulton/District 7		
Intersection:	SR 92/SR 154 @ SR 166		



Volumes		Entry Legs (FROM)							
		N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Lane Designation		Thru	Right-Thru	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
Exit Legs (TO)	N (1), vph								
	NE (2), vph								
	E (3), vph								
	SE (4), vph								
	S (5), vph	250	144						
	SW (6), vph								
	W (7), vph		138						
	NW (8), vph								
Entry Volume, vph		250	282	0	0	0	0	0	0
		S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
Lane Designation		Left-Thru	No Lane	No Lane	No Lane	Lf-Th-Rt	Right only	No Lane	No Lane
	N (1), vph					72			
	NE (2), vph								
	E (3), vph								
	SE (4), vph								
	S (5), vph					108	202		
	SW (6), vph								
	W (7), vph	630							
	NW (8), vph								
Entry Volume, vph		630	0	0	0	180	202	0	0
		N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes		2	0	0	0	1	0	2	0
# of Conflict Flow Lanes		2	2	2	2	2	2	2	2
		N	NE	E	SE	S	SW	W	NW
Volume Characteristics									
% Cars		94.0%	100.0%	100.0%	100.0%	97.0%	100.0%	98.0%	100.0%
% Heavy Vehicles		6.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%	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		0.93	0.95	0.95	0.95	0.95	0.95	0.95	0.95
F _{lv}		0.943	1.000	1.000	1.000	0.971	1.000	0.980	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	0	0	0	0	77	0
Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	0	0	0	0	0	0	0	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	449	0	0	0	0	0	333	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	157	0	0	0	683	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	606	0	0	0	683	0	410	0
	Entry flow Lane 1, pcu/h	285	0	0	0	683	0	193	0
	Entry flow Lane 2, pcu/h	321	0	0	0	0	0	217	0
	Conflicting flow, pcu/h	683	0	0	0	77	0	449	0

Results: Approach Measures of Effectiveness

HCM 6th Edition		N		E		S		W	
Lane Designations		Thru	Right-Thru	No Lane	No Lane	Left-Thru	No Lane	Lf-Th-Rt	Right only
Entry Capacity, veh/h		679	750	NA	NA	1291	NA	876	950
Entry Flow Rates, veh/h		269	303	0	0	663	0	189	213
V/C ratio		0.40	0.40			0.51	0.00	0.22	0.22
Control Delay, s/veh		10.7	10.0			8.3	0.0	6.3	6.0
LOS		B	B			A	#N/A	A	A
Average Queue (ft)		20	21			38	0	8	9
95th % Queue (ft)		50	52			79	#VALUE!	21	22
Approach Delay, LOS		10.4 sec, LOS B				7.6 sec, LOS A		6.2 sec, LOS A	
		NE		SE		SW		NW	
Lane Designations		No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
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

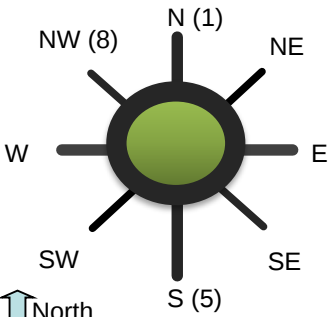
Int Control Delay (sec)	8.5	Int LOS	A	Max Approach V/C	0.51
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Notes:

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)	S (5)					
Select Exit Leg for Bypass (TO)	N (1)					
Does the bypass have a dedicated receiving lane?	No					
# of Conflicting Exit Flow Lanes	1	2	2	2	2	2
Volumes						
Entry Leg: Insert Right Turn Volume	488					
Exit Leg: (Select Input Method)	Default					
Lane Flow in Exit Leg***	52					
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)	0.95					
F _{HV} (Entry Leg)	0.97					
F _{ped}	1.00					
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	529					
Conflicting Critical Flow	52					
Bypass Lane Results						
Entry Capacity of Bypass, veh/h	1271					
Flow Rates of Exiting Traffic, veh/h	514					
V/C ratio	0.40					
Control Delay, sec/pcu	6.8					
LOS	A					
95th Percentile Queue (veh)	2					
95th % Queue (ft)	51					

Future Build (2025)

General & Site Information						v 4.2			
Analyst:	Nikhil Choudhari								
Agency/Co:	SEI								
Date:	10/6/2022								
Project or PI#:	Hawks Ridge DRI								
Year, Peak Hour:	Build AM - 2025								
County/District:	Fulton/District 7								
Intersection:	SR 92 @ Demooney Rd								
Volumes									
Entry Legs (FROM)									
		N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Lane Designation		Left-Thru	Thru	No Lane	No Lane	Lf-Th-Rt	No Lane	No Lane	No Lane
Exit Legs (TO)	N (1), vph					3			
	NE (2), vph								
	E (3), vph	11							
	SE (4), vph								
	S (5), vph	329	383			191			
	SW (6), vph								
	W (7), vph								
	NW (8), vph								
Entry Volume, vph		340	383	0	0	194	0	0	0
		S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
Lane Designation		Thru	Right-Thru	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
	N (1), vph	301	112						
	NE (2), vph								
	E (3), vph		228						
	SE (4), vph								
	S (5), vph								
	SW (6), vph								
	W (7), vph								
	NW (8), vph								
Entry Volume, vph		301	340	0	0	0	0	0	0
		N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes		2	0	1	0	2	0	0	0
# of Conflict Flow Lanes		1	2	2	2	1	2	2	2
Volume Characteristics		N	NE	E	SE	S	SW	W	NW
% Cars		94.0%	100.0%	98.0%	100.0%	96.0%	100.0%	100.0%	100.0%
% Heavy Vehicles		6.0%	0.0%	2.0%	0.0%	4.0%	0.0%	0.0%	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		0.88	0.95	0.79	0.95	0.87	0.95	0.95	0.95
F _{lv}		0.943	1.000	0.980	1.000	0.962	1.000	1.000	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	4	0	494	0	0	0
Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	13	0	0	0	273	0	0	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	858	0	247	0	0	0	0	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	0	0	0	0	0	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	871	0	250	0	766	0	0	0
	Entry flow Lane 1, pcu/h	410	0	250	0	360	0	0	0
	Entry flow Lane 2, pcu/h	461	0	0	0	406	0	0	0
	Conflicting flow, pcu/h	247	0	494	0	13	0	0	0

Results: Approach Measures of Effectiveness

HCM 6th Edition		N		E		S		W	
Lane Designations		Left-Thru	Thru	Lf-Th-Rt	No Lane	Thru	Right-Thru	No Lane	No Lane
Entry Capacity, veh/h		1070	1070	915	NA	1349	1349	NA	NA
Entry Flow Rates, veh/h		386	435	246	0	346	391	0	0
V/C ratio		0.36	0.41	0.27		0.26	0.29		
Control Delay, s/veh		7.1	7.7	6.7		4.9	5.2		
LOS		A	A	A		A	A		
Average Queue (ft)		19	23	11		12	14		
95th % Queue (ft)		44	53	28		27	31		
Approach Delay, LOS		7.4 sec, LOS A		6.7 sec, LOS A		5 sec, LOS A			
		NE		SE		SW		NW	
Lane Designations		No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
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)	6.3	Int LOS	A	Max Approach V/C	0.41
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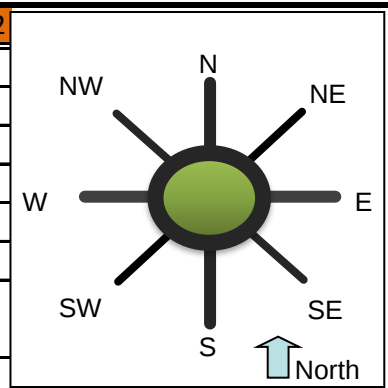
Notes:

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	1	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: 10/6/2022
Project or PI#: Hawks Ridge DRI
Year, Peak Hour: Build AM - 2025
County/District: Fulton/District 7
Intersection: SR 92 @ Butner Rd/Ridge Rd
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			49		342		25	
	NE (2), vph								
	E (3), vph	65						57	
	SE (4), vph								
	S (5), vph	590		71				42	
	SW (6), vph								
	W (7), vph	28		79		64			
	NW (8), vph								
Output	Total Vehicles	683	0	199	0	406	0	124	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	94.0%	100.0%	96.0%	100.0%	95.0%	100.0%	98.0%	100.0%
% Heavy Vehicles	6.0%	0.0%	4.0%	0.0%	5.0%	0.0%	2.0%	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	0.91	0.95	0.68	0.95	0.83	0.95	0.67	0.95
F _{HV}	0.943	1.000	0.962	1.000	0.952	1.000	0.980	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	75	0	433	0	38	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	76	0	0	0	0	0	87	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	687	0	109	0	0	0	64	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	33	0	121	0	81	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	796	0	304	0	514	0	189	0
Conflicting flow, pcu/h	310	0	552	0	201	0	872	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	949	NA	756	NA	1071	NA	556	NA
Entry Flow Rates, vph	751	0	293	0	489	0	185	0
V/C ratio	0.79		0.39		0.46		0.33	
Control Delay, sec/pcu	20.4		9.7		8.4		11.3	
LOS	C		A		A		B	
Average Queue (ft)	106		20		29		15	
95th % Queue (ft)	224		48		64		37	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	14.2	Int LOS	B	Max Approach V/C	0.79

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)	S (5)					
Select Exit Leg for Bypass (TO)	E (3)					
Does the bypass have a dedicated receiving lane?	No					
Volumes						
Right Turn Volume removed from Entry Leg	37					
Volume Characteristics (for entry leg)						
PHF	0.83					
F _{HV}	0.95					
F _{ped}	1.00					
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr	47					
Conflicting Flow, pcu/hr	162					
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph	1114					
Flow Rates of Exiting Traffic, vph	45					
V/C ratio	0.04					
Control Delay, s/veh	3.6					
LOS	A					
95th % Queue (veh)	0					
95th % Queue (ft)	3					
Approach w/Bypass Delay, s/veh	8.0					
Approach w/Bypass LOS	A					

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	26	9	187	168	4
Future Vol, veh/h	15	26	9	187	168	4
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	235	-	-	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	80	80	82	82
Heavy Vehicles, %	2	2	2	2	4	4
Mvmt Flow	16	28	11	234	205	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	461	205	205	0	-	0
Stage 1	205	-	-	-	-	-
Stage 2	256	-	-	-	-	-
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	836	1366	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	787	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	555	836	1366	-	-	-
Mov Cap-2 Maneuver	555	-	-	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	787	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.3	0.4		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1366	-	555	836	-	-
HCM Lane V/C Ratio	0.008	-	0.029	0.034	-	-
HCM Control Delay (s)	7.7	-	11.7	9.5	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.1	-	-

Intersection	
Intersection Delay, s/veh	23
Intersection LOS	C

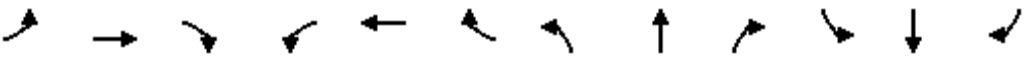
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	88	181	13	5	82	116	19	131	3	167	115	68
Future Vol, veh/h	88	181	13	5	82	116	19	131	3	167	115	68
Peak Hour Factor	0.89	0.89	0.89	0.79	0.79	0.79	0.85	0.85	0.85	0.74	0.74	0.74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	3	3	3
Mvmt Flow	99	203	15	6	104	147	22	154	4	226	155	92
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay	19.4	15.6		14.1		32.9						
HCM LOS	C	C		B		D						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	31%	2%	48%
Vol Thru, %	86%	64%	40%	33%
Vol Right, %	2%	5%	57%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	153	282	203	350
LT Vol	19	88	5	167
Through Vol	131	181	82	115
RT Vol	3	13	116	68
Lane Flow Rate	180	317	257	473
Geometry Grp	1	1	1	1
Degree of Util (X)	0.357	0.595	0.476	0.827
Departure Headway (Hd)	7.135	6.864	6.675	6.297
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	506	529	542	572
Service Time	5.152	4.864	4.675	4.395
HCM Lane V/C Ratio	0.356	0.599	0.474	0.827
HCM Control Delay	14.1	19.4	15.6	32.9
HCM Lane LOS	B	C	C	D
HCM 95th-tile Q	1.6	3.8	2.5	8.5

HCM 6th Signalized Intersection Summary 5: SR 70 & Stubbs Rd

Build AM (2025)

10/07/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↑	↔	↔	↑	↔
Traffic Volume (veh/h)	71	48	25	32	32	356	12	599	25	125	157	13
Future Volume (veh/h)	71	48	25	32	32	356	12	599	25	125	157	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1826	1826	1826	1693	1693	1693
Adj Flow Rate, veh/h	87	59	0	40	40	0	16	778	32	142	178	15
Peak Hour Factor	0.82	0.82	0.82	0.80	0.80	0.80	0.77	0.77	0.77	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	5	5	5	14	14	14
Cap, veh/h	182	84		149	124		802	1079	915	357	1065	903
Arrive On Green	0.12	0.12	0.00	0.12	0.12	0.00	0.02	0.59	0.59	0.05	0.63	0.63
Sat Flow, veh/h	911	724	0	660	1069	1585	1739	1826	1547	1612	1693	1434
Grp Volume(v), veh/h	146	0	0	80	0	0	16	778	32	142	178	15
Grp Sat Flow(s),veh/h/ln	1635	0	0	1729	0	1585	1739	1826	1547	1612	1693	1434
Q Serve(g_s), s	3.3	0.0	0.0	0.0	0.0	0.0	0.3	22.8	0.6	2.6	3.3	0.3
Cycle Q Clear(g_c), s	6.3	0.0	0.0	3.0	0.0	0.0	0.3	22.8	0.6	2.6	3.3	0.3
Prop In Lane	0.60		0.00	0.50		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	266	0		272	0		802	1079	915	357	1065	903
V/C Ratio(X)	0.55	0.00		0.29	0.00		0.02	0.72	0.03	0.40	0.17	0.02
Avail Cap(c_a), veh/h	680	0		695	0		869	1434	1215	357	1329	1127
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	0.0	0.0	30.7	0.0	0.0	5.9	10.9	6.4	9.7	5.8	5.2
Incr Delay (d2), s/veh	1.8	0.0	0.0	0.6	0.0	0.0	0.0	1.2	0.0	0.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	0.0	1.3	0.0	0.0	0.1	6.5	0.2	0.6	0.8	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.8	0.0	0.0	31.3	0.0	0.0	5.9	12.1	6.4	10.4	5.8	5.2
LnGrp LOS	C	A		C	A		A	B	A	B	A	A
Approach Vol, veh/h	146			80			826			335		
Approach Delay, s/veh	33.8			31.3			11.8			7.8		
Approach LOS	C			C			B			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	53.3		14.7	10.0	50.4		14.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	4.0	59.0		29.0	4.0	59.0		29.0				
Max Q Clear Time (g_c+I1), s	2.3	5.3		8.3	4.6	24.8		5.0				
Green Ext Time (p_c), s	0.0	3.6		0.4	0.0	19.6		0.2				

Intersection Summary

HCM 6th Ctrl Delay 14.3

HCM 6th LOS B

Notes

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

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	23	11	611	8	4	225
Future Vol, veh/h	23	11	611	8	4	225
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	100	-	250	310	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	82	82	77	77
Heavy Vehicles, %	2	2	5	5	16	16
Mvmt Flow	25	12	745	10	5	292
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1047	745	0	0	745	0
Stage 1	745	-	-	-	-	-
Stage 2	302	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.26	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.344	-
Pot Cap-1 Maneuver	253	414	-	-	803	-
Stage 1	469	-	-	-	-	-
Stage 2	750	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	251	414	-	-	803	-
Mov Cap-2 Maneuver	251	-	-	-	-	-
Stage 1	469	-	-	-	-	-
Stage 2	746	-	-	-	-	-
Approach	WB	NE	SW			
HCM Control Delay, s	18.7	0	0.2			
HCM LOS	C					
Minor Lane/Major Mvmt	NET	NER	WBLn1	WBLn2	SWL	SWT
Capacity (veh/h)	-	-	251	414	803	-
HCM Lane V/C Ratio	-	-	0.1	0.029	0.006	-
HCM Control Delay (s)	-	-	20.9	14	9.5	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0	-

HCM 6th Signalized Intersection Summary
7: SR 92/SR 92/SR 154 & SR 701/SR 154/SR 70

Build AM (2025)

10/17/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	215	271	13	46	140	59	275	589	193	19	326	73
Future Volume (veh/h)	215	271	13	46	140	59	275	589	193	19	326	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1781	1781	1781	1663	1663	1663	1841	1841	1841	1826	1826	1826
Adj Flow Rate, veh/h	229	288	14	57	173	73	289	620	203	22	379	0
Peak Hour Factor	0.94	0.94	0.94	0.81	0.81	0.81	0.95	0.95	0.95	0.86	0.86	0.86
Percent Heavy Veh, %	8	8	8	16	16	16	4	4	4	5	5	5
Cap, veh/h	286	438	21	221	210	89	491	652	213	123	736	
Arrive On Green	0.11	0.26	0.26	0.04	0.19	0.19	0.11	0.49	0.49	0.02	0.40	0.00
Sat Flow, veh/h	1697	1685	82	1584	1110	468	1753	1328	435	1739	1826	0
Grp Volume(v), veh/h	229	0	302	57	0	246	289	0	823	22	379	0
Grp Sat Flow(s),veh/h/ln	1697	0	1767	1584	0	1579	1753	0	1762	1739	1826	0
Q Serve(g_s), s	13.6	0.0	19.4	3.7	0.0	19.0	11.8	0.0	56.7	0.9	19.9	0.0
Cycle Q Clear(g_c), s	13.6	0.0	19.4	3.7	0.0	19.0	11.8	0.0	56.7	0.9	19.9	0.0
Prop In Lane	1.00		0.05	1.00		0.30	1.00		0.25	1.00		0.00
Lane Grp Cap(c), veh/h	286	0	460	221	0	298	491	0	865	123	736	
V/C Ratio(X)	0.80	0.00	0.66	0.26	0.00	0.82	0.59	0.00	0.95	0.18	0.52	
Avail Cap(c_a), veh/h	286	0	473	334	0	422	493	0	1165	277	1207	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.7	0.0	41.9	39.7	0.0	49.5	19.6	0.0	30.9	29.8	28.6	0.0
Incr Delay (d2), s/veh	14.9	0.0	3.2	0.6	0.0	8.8	1.8	0.0	13.6	0.7	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	0.0	8.5	1.4	0.0	7.9	4.7	0.0	25.2	0.4	8.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.6	0.0	45.1	40.3	0.0	58.3	21.4	0.0	44.5	30.5	29.1	0.0
LnGrp LOS	D	A	D	D	A	E	C	A	D	C	C	
Approach Vol, veh/h	531			303			1112			401		
Approach Delay, s/veh	47.9			54.9			38.5			29.2		
Approach LOS	D			D			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	30.0	8.7	68.3	11.0	39.1	19.9	57.2				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	34.0	14.0	84.0	14.0	34.0	14.0	84.0				
Max Q Clear Time (g_c+l1), s	15.6	21.0	2.9	58.7	5.7	21.4	13.8	21.9				
Green Ext Time (p_c), s	0.0	3.0	0.0	3.7	0.1	3.6	0.0	1.3				

Intersection Summary

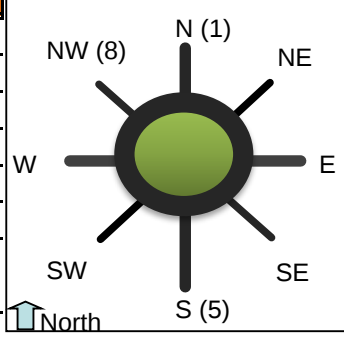
HCM 6th Ctrl Delay 41.2

HCM 6th LOS D

Notes

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

General & Site Information		v 4.2	
Analyst:	Nikhil Choudhari		
Agency/Co:	SEI		
Date:	10/6/2022		
Project or PI#:	Hawks Ridge DRI		
Year, Peak Hour:	Build AM - 2025		
County/District:	Fulton/District 7		
Intersection:	SR 92/SR 154 @ SR 166		



Volumes		Entry Legs (FROM)							
		N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Exit Legs (TO)	Lane Designation	Thru	Right-Thru	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
	N (1), vph								
	NE (2), vph								
	E (3), vph								
	SE (4), vph								
	S (5), vph	290	263						
	SW (6), vph								
	W (7), vph		65						
	NW (8), vph								
Entry Volume, vph		290	328	0	0	0	0	0	0
		S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
Lane Designation	Left-Thru	No Lane	No Lane	No Lane	Lf-Th-Rt	Right only	No Lane	No Lane	
	N (1), vph				77				
	NE (2), vph								
	E (3), vph								
	SE (4), vph								
	S (5), vph				275	397			
	SW (6), vph								
	W (7), vph	286							
	NW (8), vph								
Entry Volume, vph		286	0	0	0	352	397	0	0
		N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes	2	0	0	0	1	0	2	0	
# of Conflict Flow Lanes	2	2	2	2	2	2	2	2	
		N	NE	E	SE	S	SW	W	NW
% Cars	93.0%	100.0%	100.0%	100.0%	95.0%	100.0%	98.0%	100.0%	
% Heavy Vehicles	7.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	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	0.95	0.95	0.95	0.95	0.85	0.95	0.95	0.95	
F _{lv}	0.935	1.000	1.000	1.000	0.952	1.000	0.980	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	0	0	0	0	83	0
Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	0	0	0	0	0	0	0	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	623	0	0	0	0	0	722	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	73	0	0	0	353	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	696	0	0	0	353	0	804	0
	Entry flow Lane 1, pcu/h	327	0	0	0	353	0	378	0
	Entry flow Lane 2, pcu/h	369	0	0	0	0	0	426	0
	Conflicting flow, pcu/h	353	0	0	0	83	0	623	0

Results: Approach Measures of Effectiveness

HCM 6th Edition		N		E		S		W	
Lane Designations		Thru	Right-Thru	No Lane	No Lane	Left-Thru	No Lane	Lf-Th-Rt	Right only
Entry Capacity, veh/h		912	983	NA	NA	1261	NA	746	820
Entry Flow Rates, veh/h		305	345	0	0	336	0	371	418
V/C ratio		0.33	0.35			0.27	0.00	0.50	0.51
Control Delay, s/veh		7.6	7.4			5.2	0.0	12.0	11.4
LOS		A	A			A	#N/A	B	B
Average Queue (ft)		16	18			12	0	31	33
95th % Queue (ft)		40	43			28	#VALUE!	71	75
Approach Delay, LOS		7.5 sec, LOS A				5.4 sec, LOS A		11.7 sec, LOS B	
		NE		SE		SW		NW	
Lane Designations		No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
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!	

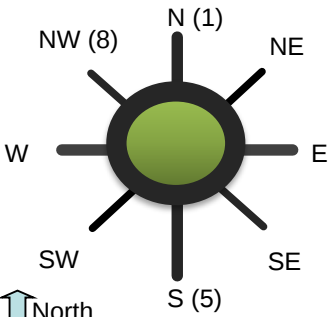
Overall Intersection Measures of Effectiveness

Int Control Delay (sec)	8.9	Int LOS	A	Max Approach V/C	0.51
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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)	S (5)					
Select Exit Leg for Bypass (TO)	N (1)					
Does the bypass have a dedicated receiving lane?	No					
# of Conflicting Exit Flow Lanes	1	2	2	2	2	2
Volumes						
Entry Leg: Insert Right Turn Volume	309					
Exit Leg: (Select Input Method)	Default					
Lane Flow in Exit Leg***	55					
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)	0.85					
F _{HV} (Entry Leg)	0.95					
F _{ped}	1.00					
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	382					
Conflicting Critical Flow	55					
Bypass Lane Results						
Entry Capacity of Bypass, veh/h	1242					
Flow Rates of Exiting Traffic, veh/h	364					
V/C ratio	0.29					
Control Delay, sec/pcu	5.6					
LOS	A					
95th Percentile Queue (veh)	1					
95th % Queue (ft)	32					

General & Site Information						v 4.2																																																																										
Analyst:	Nikhil Choudhari																																																																															
Agency/Co:	SEI																																																																															
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Entry Legs (FROM)																																																																																
		N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)																																																																							
Lane Designation		Left-Thru	Thru	No Lane	No Lane	Lf-Th-Rt	No Lane	No Lane	No Lane																																																																							
Exit Legs (TO)	N (1), vph					11																																																																										
	NE (2), vph																																																																															
	E (3), vph	13																																																																														
	SE (4), vph																																																																															
	S (5), vph	245	290			185																																																																										
	SW (6), vph																																																																															
	W (7), vph																																																																															
	NW (8), vph																																																																															
Entry Volume, vph		258	290	0	0	196	0	0	0																																																																							
		S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)																																																																							
Lane Designation		Thru	Right-Thru	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane																																																																							
	N (1), vph	548	270																																																																													
	NE (2), vph																																																																															
	E (3), vph		349																																																																													
	SE (4), vph																																																																															
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	W (7), vph																																																																															
	NW (8), vph																																																																															
Entry Volume, vph		548	619	0	0	0	0	0	0																																																																							
<table border="1"> <thead> <tr> <th></th> <th>N</th> <th>NE</th> <th>E</th> <th>SE</th> <th>S</th> <th>SW</th> <th>W</th> <th>NW</th> </tr> </thead> <tbody> <tr> <td># of Entry Flow Lanes</td> <td>2</td> <td>0</td> <td>1</td> <td>0</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td># of Conflict Flow Lanes</td> <td>1</td> <td>2</td> <td>2</td> <td>2</td> <td>1</td> <td>2</td> <td>2</td> <td>2</td> </tr> </tbody> </table>										N	NE	E	SE	S	SW	W	NW	# of Entry Flow Lanes	2	0	1	0	2	0	0	0	# of Conflict Flow Lanes	1	2	2	2	1	2	2	2																																													
	N	NE	E	SE	S	SW	W	NW																																																																								
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Volume Characteristics	N	NE	E	SE	S	SW	W	NW																																																																								
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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	14	0	868	0	0	0
Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	15	0	0	0	370	0	0	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	620	0	232	0	0	0	0	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	0	0	0	0	0	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	635	0	246	0	1238	0	0	0
	Entry flow Lane 1, pcu/h	299	0	246	0	582	0	0	0
	Entry flow Lane 2, pcu/h	336	0	0	0	657	0	0	0
	Conflicting flow, pcu/h	232	0	868	0	15	0	0	0

Results: Approach Measures of Effectiveness

HCM 6th Edition		N		E		S		W	
Lane Designations		Left-Thru	Thru	Lf-Th-Rt	No Lane	Thru	Right-Thru	No Lane	No Lane
Entry Capacity, veh/h		1055	1055	653	NA	1347	1347	NA	NA
Entry Flow Rates, veh/h		274	309	236	0	559	632	0	0
V/C ratio		0.26	0.29	0.36		0.42	0.47		
Control Delay, s/veh		5.9	6.3	10.4		6.6	7.4		
LOS		A	A	B		A	A		
Average Queue (ft)		11	13	17		26	32		
95th % Queue (ft)		28	33	43		54	67		
Approach Delay, LOS		6.1 sec, LOS A		10.4 sec, LOS B		7 sec, LOS A			
		NE		SE		SW		NW	
Lane Designations		No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
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)	7.2	Int LOS	A	Max Approach V/C	0.47
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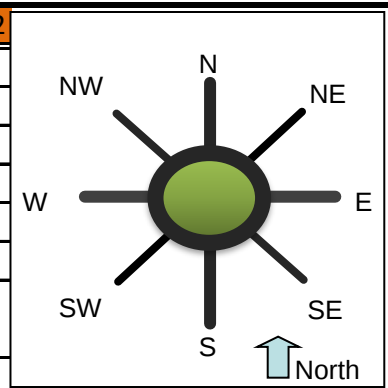
Notes:

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	1	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: 10/6/2022
 Project or PI#: Hawks Ridge DRI
 Year, Peak Hour: Build PM - 2025
 County/District: Fulton/District 7
 Intersection: SR 92 @ Butner Rd/Ridge Rd
 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			63		624		17	
	NE (2), vph								
	E (3), vph	43						34	
	SE (4), vph								
	S (5), vph	406		88				39	
	SW (6), vph								
	W (7), vph	12		37		33			
	NW (8), vph								
Output	Total Vehicles	461	0	188	0	657	0	90	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	93.0%	100.0%	96.0%	100.0%	95.0%	100.0%	95.0%	100.0%
% Heavy Vehicles	7.0%	0.0%	4.0%	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	0.93	0.95	0.80	0.95	0.83	0.95	0.83	0.95
F _{HV}	0.935	1.000	0.962	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	82	0	789	0	22	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	49	0	0	0	0	0	43	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	467	0	114	0	0	0	49	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	14	0	48	0	42	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	530	0	244	0	831	0	114	0
Conflicting flow, pcu/h	204	0	853	0	114	0	631	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	1047	NA	556	NA	1170	NA	691	NA
Entry Flow Rates, vph	496	0	235	0	792	0	108	0
V/C ratio	0.47		0.42		0.68		0.16	
Control Delay, sec/pcu	8.9		13.2		12.6		7.0	
LOS	A		B		B		A	
Average Queue (ft)	30		22		69		5	
95th % Queue (ft)	70		54		147		15	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	11.2	Int LOS	B	Max Approach V/C	0.68

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)	S (5)					
Select Exit Leg for Bypass (TO)	E (3)					
Does the bypass have a dedicated receiving lane?	No					
Volumes						
Right Turn Volume removed from Entry Leg	51					
Volume Characteristics (for entry leg)						
PHF	0.83					
F _{HV}	0.95					
F _{ped}	1.00					
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr	65					
Conflicting Flow, pcu/hr	92					
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph	1196					
Flow Rates of Exiting Traffic, vph	61					
V/C ratio	0.05					
Control Delay, s/veh	3.4					
LOS	A					
95th % Queue (veh)	0					
95th % Queue (ft)	4					
Approach w/Bypass Delay, s/veh	12.0					
Approach w/Bypass LOS	B					

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	18	30	118	230	16
Future Vol, veh/h	10	18	30	118	230	16
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	235	-	-	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	81	81	87	87
Heavy Vehicles, %	2	2	3	3	5	5
Mvmt Flow	11	20	37	146	264	18
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	484	264	264	0	-	0
Stage 1	264	-	-	-	-	-
Stage 2	220	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	542	775	1294	-	-	-
Stage 1	780	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	526	775	1294	-	-	-
Mov Cap-2 Maneuver	526	-	-	-	-	-
Stage 1	757	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.6	1.6		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1294	-	526	775	-	-
HCM Lane V/C Ratio	0.029	-	0.021	0.025	-	-
HCM Control Delay (s)	7.9	-	12	9.8	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.1	-	-

Intersection

Intersection Delay, s/veh 20.1
Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	42	94	15	7	172	202	27	153	4	119	125	102
Future Vol, veh/h	42	94	15	7	172	202	27	153	4	119	125	102
Peak Hour Factor	0.80	0.80	0.80	0.91	0.91	0.91	0.89	0.89	0.89	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	3	3	3	4	4	4	2	2	2
Mvmt Flow	53	118	19	8	189	222	30	172	4	138	145	119
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay	14	22.8		14.5		23						
HCM LOS	B	C		B		C						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	28%	2%	34%
Vol Thru, %	83%	62%	45%	36%
Vol Right, %	2%	10%	53%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	184	151	381	346
LT Vol	27	42	7	119
Through Vol	153	94	172	125
RT Vol	4	15	202	102
Lane Flow Rate	207	189	419	402
Geometry Grp	1	1	1	1
Degree of Util (X)	0.397	0.363	0.709	0.703
Departure Headway (Hd)	6.905	6.921	6.094	6.288
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	517	515	590	571
Service Time	4.998	5.015	4.167	4.362
HCM Lane V/C Ratio	0.4	0.367	0.71	0.704
HCM Control Delay	14.5	14	22.8	23
HCM Lane LOS	B	B	C	C
HCM 95th-tile Q	1.9	1.6	5.8	5.6

HCM 6th Signalized Intersection Summary 5: SR 70 & Stubbs Rd

Build PM (2025)

10/17/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	19	17	28	46	216	12	166	21	264	542	44
Future Volume (veh/h)	34	19	17	28	46	216	12	166	21	264	542	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1574	1574	1574	1811	1811	1811
Adj Flow Rate, veh/h	45	25	0	29	47	0	13	182	23	290	596	48
Peak Hour Factor	0.75	0.75	0.75	0.97	0.97	0.97	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	2	2	2	22	22	22	6	6	6
Cap, veh/h	197	56		142	101		381	773	655	756	1006	852
Arrive On Green	0.08	0.08	0.00	0.08	0.08	0.00	0.01	0.49	0.49	0.08	0.56	0.56
Sat Flow, veh/h	978	662	0	543	1194	1585	1499	1574	1334	1725	1811	1535
Grp Volume(v), veh/h	70	0	0	76	0	0	13	182	23	290	596	48
Grp Sat Flow(s),veh/h/ln	1639	0	0	1737	0	1585	1499	1574	1334	1725	1811	1535
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	0.0	0.2	3.5	0.5	4.0	11.3	0.7
Cycle Q Clear(g_c), s	1.9	0.0	0.0	2.1	0.0	0.0	0.2	3.5	0.5	4.0	11.3	0.7
Prop In Lane	0.64		0.00	0.38		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	253	0		243	0		381	773	655	756	1006	852
V/C Ratio(X)	0.28	0.00		0.31	0.00		0.03	0.24	0.04	0.38	0.59	0.06
Avail Cap(c_a), veh/h	961	0		1026	0		477	1790	1517	756	2060	1746
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.6	0.0	0.0	22.7	0.0	0.0	7.1	7.6	6.8	6.2	7.6	5.3
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.7	0.0	0.0	0.0	0.2	0.0	0.3	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.7	0.1	0.8	2.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.2	0.0	0.0	23.4	0.0	0.0	7.1	7.7	6.9	6.5	8.2	5.3
LnGrp LOS	C	A		C	A		A	A	A	A	A	A
Approach Vol, veh/h	70				76		218				934	
Approach Delay, s/veh	23.2				23.4		7.6				7.5	
Approach LOS	C				C		A				A	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	6.7	34.8	10.4		10.0	31.5	10.4					
Change Period (Y+Rc), s	6.0	6.0	6.0		6.0	6.0	6.0					
Max Green Setting (Gmax), s	4.0	59.0	29.0		4.0	59.0	29.0					
Max Q Clear Time (g_c+l1), s	2.2	13.3	3.9		6.0	5.5	4.1					
Green Ext Time (p_c), s	0.0	15.5	0.2		0.0	3.6	0.2					
Intersection Summary												
HCM 6th Ctrl Delay			9.3									
HCM 6th LOS			A									
Notes												

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	15	7	241	26	13	601
Future Vol, veh/h	15	7	241	26	13	601
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	100	-	250	310	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	83	83	92	92
Heavy Vehicles, %	2	2	21	21	6	6
Mvmt Flow	16	8	290	31	14	653
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	971	290	0	0	290	0
Stage 1	290	-	-	-	-	-
Stage 2	681	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.16	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.254	-
Pot Cap-1 Maneuver	280	749	-	-	1249	-
Stage 1	759	-	-	-	-	-
Stage 2	503	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	277	749	-	-	1249	-
Mov Cap-2 Maneuver	277	-	-	-	-	-
Stage 1	759	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Approach	WB	NE	SW			
HCM Control Delay, s	16	0	0.2			
HCM LOS	C					
Minor Lane/Major Mvmt	NET	NER	WBLn1	WBLn2	SWL	SWT
Capacity (veh/h)	-	-	277	749	1249	-
HCM Lane V/C Ratio	-	-	0.059	0.01	0.011	-
HCM Control Delay (s)	-	-	18.8	9.9	7.9	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	0	-

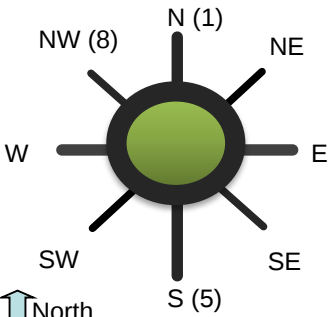
HCM 6th Signalized Intersection Summary
7: SR 92/SR 92/SR 154 & SR 701/SR 154/SR 70

Build PM (2025)

10/17/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	224	135	14	55	364	174	75	378	217	16	650	55
Future Volume (veh/h)	224	135	14	55	364	174	75	378	217	16	650	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1722	1722	1722	1796	1796	1796	1811	1811	1811	1826	1826	1826
Adj Flow Rate, veh/h	284	171	18	62	409	196	80	402	231	18	722	0
Peak Hour Factor	0.79	0.79	0.79	0.89	0.89	0.89	0.94	0.94	0.94	0.90	0.90	0.90
Percent Heavy Veh, %	12	12	12	7	7	7	6	6	6	5	5	5
Cap, veh/h	220	587	62	451	355	170	120	462	265	139	742	
Arrive On Green	0.11	0.38	0.38	0.03	0.31	0.31	0.04	0.43	0.43	0.02	0.41	0.00
Sat Flow, veh/h	1640	1532	161	1711	1147	550	1725	1079	620	1739	1826	0
Grp Volume(v), veh/h	284	0	189	62	0	605	80	0	633	18	722	0
Grp Sat Flow(s),veh/h/ln	1640	0	1693	1711	0	1697	1725	0	1699	1739	1826	0
Q Serve(g_s), s	19.0	0.0	13.5	4.3	0.0	54.0	4.7	0.0	59.3	1.1	67.8	0.0
Cycle Q Clear(g_c), s	19.0	0.0	13.5	4.3	0.0	54.0	4.7	0.0	59.3	1.1	67.8	0.0
Prop In Lane	1.00		0.10	1.00		0.32	1.00		0.36	1.00		0.00
Lane Grp Cap(c), veh/h	220	0	649	451	0	525	120	0	727	139	742	
V/C Ratio(X)	1.29	0.00	0.29	0.14	0.00	1.15	0.67	0.00	0.87	0.13	0.97	
Avail Cap(c_a), veh/h	220	0	649	529	0	525	193	0	727	249	774	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.3	0.0	37.4	39.0	0.0	60.3	42.4	0.0	45.5	38.4	50.9	0.0
Incr Delay (d2), s/veh	161.5	0.0	0.2	0.1	0.0	88.9	6.2	0.0	11.1	0.4	25.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.8	0.0	5.6	1.8	0.0	35.4	2.1	0.0	26.4	0.5	35.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	218.8	0.0	37.6	39.2	0.0	149.2	48.6	0.0	56.6	38.8	76.1	0.0
LnGrp LOS	F	A	D	D	A	F	D	A	E	D	E	
Approach Vol, veh/h	473			667			713			740		
Approach Delay, s/veh	146.4			139.0			55.7			75.2		
Approach LOS	F			F			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	60.0	8.9	80.8	12.1	72.9	12.7	77.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	54.0	14.0	74.0	14.0	59.0	14.0	74.0				
Max Q Clear Time (g_c+I1), s	21.0	56.0	3.1	61.3	6.3	15.5	6.7	69.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.1	0.1	4.0	0.1	1.2				
Intersection Summary												
HCM 6th Ctrl Delay	99.3											
HCM 6th LOS	F											
Notes												

General & Site Information		v 4.2	
Analyst:	Nikhil Choudhari		
Agency/Co:	SEI		
Date:	10/6/2022		
Project or PI#:	Hawks Ridge DRI		
Year, Peak Hour:	Build PM - 2025		
County/District:	Fulton/District 7		
Intersection:	SR 92/SR 154 @ SR 166		



North

Volumes		Entry Legs (FROM)							
		N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Lane Designation		Thru	Right-Thru	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
Exit Legs (TO)	N (1), vph								
	NE (2), vph								
	E (3), vph								
	SE (4), vph								
	S (5), vph	254	149						
	SW (6), vph								
	W (7), vph		138						
	NW (8), vph								
Entry Volume, vph		254	287	0	0	0	0	0	0
		S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
Lane Designation		Left-Thru	No Lane	No Lane	No Lane	Lf-Th-Rt	Right only	No Lane	No Lane
	N (1), vph					72			
	NE (2), vph								
	E (3), vph								
	SE (4), vph								
	S (5), vph					112	207		
	SW (6), vph								
	W (7), vph	635							
	NW (8), vph								
Entry Volume, vph		635	0	0	0	184	207	0	0
		N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes		2	0	0	0	1	0	2	0
# of Conflict Flow Lanes		2	2	2	2	2	2	2	2
		N	NE	E	SE	S	SW	W	NW
Volume Characteristics									
% Cars		94.0%	100.0%	100.0%	100.0%	97.0%	100.0%	98.0%	100.0%
% Heavy Vehicles		6.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%	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		0.93	0.95	0.95	0.95	0.95	0.95	0.95	0.95
F _{lv}		0.943	1.000	1.000	1.000	0.971	1.000	0.980	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	0	0	0	0	77	0
Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	0	0	0	0	0	0	0	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	459	0	0	0	0	0	343	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	157	0	0	0	688	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	617	0	0	0	688	0	420	0
	Entry flow Lane 1, pcu/h	290	0	0	0	688	0	198	0
	Entry flow Lane 2, pcu/h	327	0	0	0	0	0	222	0
	Conflicting flow, pcu/h	688	0	0	0	77	0	459	0

Results: Approach Measures of Effectiveness

HCM 6th Edition		N		E		S		W	
Lane Designations		Thru	Right-Thru	No Lane	No Lane	Left-Thru	No Lane	Lf-Th-Rt	Right only
Entry Capacity, veh/h		676	746	NA	NA	1291	NA	867	942
Entry Flow Rates, veh/h		273	309	0	0	668	0	194	218
V/C ratio		0.40	0.41			0.52	0.00	0.22	0.23
Control Delay, s/veh		10.9	10.3			8.3	0.0	6.5	6.1
LOS		B	B			A	#N/A	A	A
Average Queue (ft)		21	22			39	0	9	9
95th % Queue (ft)		52	54			80	#VALUE!	22	23
Approach Delay, LOS		10.6 sec, LOS B				7.7 sec, LOS A		6.3 sec, LOS A	
		NE		SE		SW		NW	
Lane Designations		No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
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

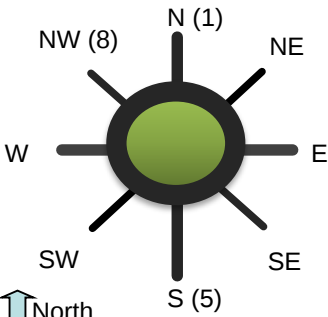
Int Control Delay (sec)	8.6	Int LOS	A	Max Approach V/C	0.52
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Notes:

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)	S (5)					
Select Exit Leg for Bypass (TO)	N (1)					
Does the bypass have a dedicated receiving lane?	No					
# of Conflicting Exit Flow Lanes	1	2	2	2	2	2
Volumes						
Entry Leg: Insert Right Turn Volume	493					
Exit Leg: (Select Input Method)	Default					
Lane Flow in Exit Leg***	52					
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)	0.95					
F _{HV} (Entry Leg)	0.97					
F _{ped}	1.00					
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	535					
Conflicting Critical Flow	52					
Bypass Lane Results						
Entry Capacity of Bypass, veh/h	1271					
Flow Rates of Exiting Traffic, veh/h	519					
V/C ratio	0.41					
Control Delay, sec/pcu	6.8					
LOS	A					
95th Percentile Queue (veh)	2					
95th % Queue (ft)	52					

Future Build (2029)

General & Site Information						v 4.2			
Analyst:	Nikhil Choudhari								
Agency/Co:	SEI								
Date:	10/6/2022								
Project or PI#:	Hawks Ridge DRI								
Year, Peak Hour:	Build AM - 2029								
County/District:	Fulton/District 7								
Intersection:	SR 92 @ Demooney Rd								
Volumes									
Entry Legs (FROM)									
		N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Lane Designation		Left-Thru	Thru	No Lane	No Lane	Lf-Th-Rt	No Lane	No Lane	No Lane
Exit Legs (TO)	N (1), vph					4			
	NE (2), vph								
	E (3), vph	12							
	SE (4), vph								
	S (5), vph	389	453			220			
	SW (6), vph								
	W (7), vph								
	NW (8), vph								
Entry Volume, vph		401	453	0	0	224	0	0	0
		S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
Lane Designation		Thru	Right-Thru	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
	N (1), vph	341	131						
	NE (2), vph								
	E (3), vph		254						
	SE (4), vph								
	S (5), vph								
	SW (6), vph								
	W (7), vph								
	NW (8), vph								
Entry Volume, vph		341	385	0	0	0	0	0	0
		N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes		2	0	1	0	2	0	0	0
# of Conflict Flow Lanes		1	2	2	2	1	2	2	2
Volume Characteristics		N	NE	E	SE	S	SW	W	NW
% Cars		94.0%	100.0%	98.0%	100.0%	96.0%	100.0%	100.0%	100.0%
% Heavy Vehicles		6.0%	0.0%	2.0%	0.0%	4.0%	0.0%	0.0%	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		0.88	0.95	0.79	0.95	0.87	0.95	0.95	0.95
F _{lv}		0.943	1.000	0.980	1.000	0.962	1.000	1.000	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	5	0	564	0	0	0
Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	14	0	0	0	304	0	0	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	1014	0	284	0	0	0	0	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	0	0	0	0	0	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	1029	0	289	0	868	0	0	0
	Entry flow Lane 1, pcu/h	483	0	289	0	408	0	0	0
	Entry flow Lane 2, pcu/h	546	0	0	0	460	0	0	0
	Conflicting flow, pcu/h	284	0	564	0	14	0	0	0

Results: Approach Measures of Effectiveness

HCM 6th Edition		N		E		S		W	
Lane Designations		Left-Thru	Thru	Lf-Th-Rt	No Lane	Thru	Right-Thru	No Lane	No Lane
Entry Capacity, veh/h		1034	1034	862	NA	1348	1348	NA	NA
Entry Flow Rates, veh/h		456	515	284	0	392	443	0	0
V/C ratio		0.44	0.50	0.33		0.29	0.33		
Control Delay, s/veh		8.4	9.4	7.9		5.2	5.6		
LOS		A	A	A		A	A		
Average Queue (ft)		27	33	15		14	17		
95th % Queue (ft)		61	75	37		32	38		
Approach Delay, LOS		8.9 sec, LOS A		7.9 sec, LOS A		5.4 sec, LOS A			
		NE		SE		SW		NW	
Lane Designations		No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
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)	7.4	Int LOS	A	Max Approach V/C	0.50
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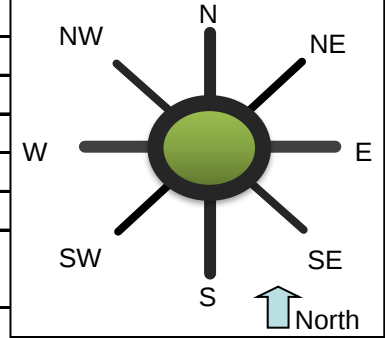
Notes:

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	1	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: 10/6/2022
Project or PI#: Hawks Ridge DRI
Year, Peak Hour: Build AM - 2029
County/District: Fulton/District 7
Intersection: SR 92 @ Butner Rd/Ridge Rd
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			74		382		31	
	NE (2), vph								
	E (3), vph	78						66	
	SE (4), vph								
	S (5), vph	667		119				46	
	SW (6), vph								
	W (7), vph	41		97		70			
	NW (8), vph								
Output	Total Vehicles	786	0	290	0	452	0	143	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	94.0%	100.0%	96.0%	100.0%	95.0%	100.0%	98.0%	100.0%
% Heavy Vehicles	6.0%	0.0%	4.0%	0.0%	5.0%	0.0%	2.0%	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	0.91	0.95	0.68	0.95	0.83	0.95	0.67	0.95
F _{HV}	0.943	1.000	0.962	1.000	0.952	1.000	0.980	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	113	0	483	0	47	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	91	0	0	0	0	0	100	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	777	0	182	0	0	0	70	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	48	0	148	0	89	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	916	0	444	0	572	0	218	0
Conflicting flow, pcu/h	419	0	619	0	239	0	1050	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	849	NA	706	NA	1030	NA	464	NA
Entry Flow Rates, vph	864	0	426	0	545	0	213	0
V/C ratio	1.02		0.60		0.53		0.46	
Control Delay, sec/pcu	57.3		15.6		10.0		16.5	
LOS	F		C		A		C	
Average Queue (ft)	344		46		38		24	
95th % Queue (ft)	502		107		84		61	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	31.8	Int LOS	D	Max Approach V/C	1.02

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)	S (5)					
Select Exit Leg for Bypass (TO)	E (3)					
Does the bypass have a dedicated receiving lane?	No					
Volumes						
Right Turn Volume removed from Entry Leg	54					
Volume Characteristics (for entry leg)						
PHF	0.83					
F _{HV}	0.95					
F _{ped}	1.00					
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr	68					
Conflicting Flow, pcu/hr	191					
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph	1081					
Flow Rates of Exiting Traffic, vph	65					
V/C ratio	0.06					
Control Delay, s/veh	3.8					
LOS	A					
95th % Queue (veh)	0					
95th % Queue (ft)	5					
Approach w/Bypass Delay, s/veh	9.3					
Approach w/Bypass LOS	A					

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	58	101	34	205	184	18
Future Vol, veh/h	58	101	34	205	184	18
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	235	-	-	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	80	80	82	82
Heavy Vehicles, %	2	2	2	2	4	4
Mvmt Flow	63	110	43	256	224	22
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	566	224	224	0	-	0
Stage 1	224	-	-	-	-	-
Stage 2	342	-	-	-	-	-
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	486	815	1345	-	-	-
Stage 1	813	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	470	815	1345	-	-	-
Mov Cap-2 Maneuver	470	-	-	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.4	1.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1345	-	470	815	-	-
HCM Lane V/C Ratio	0.032	-	0.134	0.135	-	-
HCM Control Delay (s)	7.8	-	13.8	10.1	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	0.5	-	-

Intersection	
Intersection Delay, s/veh	52.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	106	229	14	6	100	127	21	147	4	183	137	79
Future Vol, veh/h	106	229	14	6	100	127	21	147	4	183	137	79
Peak Hour Factor	0.89	0.89	0.89	0.79	0.79	0.79	0.85	0.85	0.85	0.74	0.74	0.74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	3	3	3
Mvmt Flow	119	257	16	8	127	161	25	173	5	247	185	107
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	37	22.6	18.5	92.2
HCM LOS	E	C	C	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	30%	3%	46%
Vol Thru, %	85%	66%	43%	34%
Vol Right, %	2%	4%	55%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	172	349	233	399
LT Vol	21	106	6	183
Through Vol	147	229	100	137
RT Vol	4	14	127	79
Lane Flow Rate	202	392	295	539
Geometry Grp	1	1	1	1
Degree of Util (X)	0.46	0.813	0.612	1.086
Departure Headway (Hd)	8.493	7.874	7.901	7.251
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	427	463	460	501
Service Time	6.493	5.874	5.901	5.262
HCM Lane V/C Ratio	0.473	0.847	0.641	1.076
HCM Control Delay	18.5	37	22.6	92.2
HCM Lane LOS	C	E	C	F
HCM 95th-tile Q	2.4	7.6	4	17.1

HCM 6th Signalized Intersection Summary

5: SR 70 & Stubbs Rd

Build AM (2029)

10/07/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	53	27	39	35	401	13	676	38	141	179	14
Future Volume (veh/h)	77	53	27	39	35	401	13	676	38	141	179	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1826	1826	1826	1693	1693	1693
Adj Flow Rate, veh/h	94	65	0	49	44	0	17	878	49	160	203	16
Peak Hour Factor	0.82	0.82	0.82	0.80	0.80	0.80	0.77	0.77	0.77	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	5	5	5	14	14	14
Cap, veh/h	181	88		150	115		792	1120	949	304	1093	927
Arrive On Green	0.12	0.12	0.00	0.12	0.12	0.00	0.02	0.61	0.61	0.05	0.65	0.65
Sat Flow, veh/h	924	728	0	695	952	1585	1739	1826	1547	1612	1693	1434
Grp Volume(v), veh/h	159	0	0	93	0	0	17	878	49	160	203	16
Grp Sat Flow(s),veh/h/ln	1653	0	0	1647	0	1585	1739	1826	1547	1612	1693	1434
Q Serve(g_s), s	3.4	0.0	0.0	0.0	0.0	0.0	0.3	29.6	1.0	3.1	4.0	0.3
Cycle Q Clear(g_c), s	7.5	0.0	0.0	4.1	0.0	0.0	0.3	29.6	1.0	3.1	4.0	0.3
Prop In Lane	0.59		0.00	0.53		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	269	0		265	0		792	1120	949	304	1093	927
V/C Ratio(X)	0.59	0.00		0.35	0.00		0.02	0.78	0.05	0.53	0.19	0.02
Avail Cap(c_a), veh/h	621	0		620	0		849	1301	1103	304	1206	1022
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.1	0.0	0.0	33.7	0.0	0.0	5.8	11.9	6.4	12.8	5.9	5.2
Incr Delay (d2), s/veh	2.1	0.0	0.0	0.8	0.0	0.0	0.0	2.8	0.0	1.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.0	1.7	0.0	0.0	0.1	9.1	0.3	1.1	1.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.2	0.0	0.0	34.5	0.0	0.0	5.8	14.7	6.4	14.4	6.0	5.3
LnGrp LOS	D	A		C	A		A	B	A	B	A	A
Approach Vol, veh/h	159			93			944			379		
Approach Delay, s/veh	37.2			34.5			14.1			9.5		
Approach LOS	D			C			B			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	59.5		16.0	10.0	56.8		16.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	4.0	59.0		29.0	4.0	59.0		29.0				
Max Q Clear Time (g_c+l1), s	2.3	6.0		9.5	5.1	31.6		6.1				
Green Ext Time (p_c), s	0.0	4.2		0.5	0.0	19.1		0.2				

Intersection Summary

HCM 6th Ctrl Delay 16.5

HCM 6th LOS B

Notes

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

Intersection						
Int Delay, s/veh	3.3					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	87	43	670	30	15	246
Future Vol, veh/h	87	43	670	30	15	246
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	100	-	250	310	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	82	82	77	77
Heavy Vehicles, %	2	2	5	5	16	16
Mvmt Flow	95	47	817	37	19	319
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1174	817	0	0	817	0
Stage 1	817	-	-	-	-	-
Stage 2	357	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.26	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.344	-
Pot Cap-1 Maneuver	212	376	-	-	753	-
Stage 1	434	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	207	376	-	-	753	-
Mov Cap-2 Maneuver	207	-	-	-	-	-
Stage 1	434	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Approach	WB	NE		SW		
HCM Control Delay, s	29.5	0		0.6		
HCM LOS	D					
Minor Lane/Major Mvmt	NET	NER	WBLn1	WBLn2	SWL	SWT
Capacity (veh/h)	-	-	207	376	753	-
HCM Lane V/C Ratio	-	-	0.457	0.124	0.026	-
HCM Control Delay (s)	-	-	36.2	15.9	9.9	-
HCM Lane LOS	-	-	E	C	A	-
HCM 95th %tile Q(veh)	-	-	2.2	0.4	0.1	-

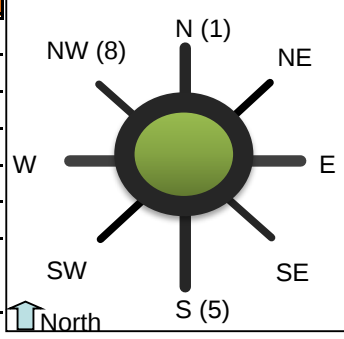
HCM 6th Signalized Intersection Summary
7: SR 92/SR 92/SR 154 & SR 701/SR 154/SR 70

Build AM (2029)

10/17/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	236	300	14	82	164	85	308	651	211	21	377	90
Future Volume (veh/h)	236	300	14	82	164	85	308	651	211	21	377	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1781	1781	1781	1663	1663	1663	1841	1841	1841	1826	1826	1826
Adj Flow Rate, veh/h	251	319	15	101	202	105	324	685	222	24	438	0
Peak Hour Factor	0.94	0.94	0.94	0.81	0.81	0.81	0.95	0.95	0.95	0.86	0.86	0.86
Percent Heavy Veh, %	8	8	8	16	16	16	4	4	4	5	5	5
Cap, veh/h	217	401	19	201	217	113	470	700	227	96	833	
Arrive On Green	0.09	0.24	0.24	0.06	0.21	0.21	0.09	0.53	0.53	0.02	0.46	0.00
Sat Flow, veh/h	1697	1688	79	1584	1031	536	1753	1332	432	1739	1826	0
Grp Volume(v), veh/h	251	0	334	101	0	307	324	0	907	24	438	0
Grp Sat Flow(s),veh/h/ln	1697	0	1767	1584	0	1566	1753	0	1763	1739	1826	0
Q Serve(g_s), s	14.0	0.0	27.7	7.7	0.0	30.0	14.0	0.0	78.4	1.1	26.8	0.0
Cycle Q Clear(g_c), s	14.0	0.0	27.7	7.7	0.0	30.0	14.0	0.0	78.4	1.1	26.8	0.0
Prop In Lane	1.00		0.04	1.00		0.34	1.00		0.24	1.00		0.00
Lane Grp Cap(c), veh/h	217	0	420	201	0	329	470	0	926	96	833	
V/C Ratio(X)	1.16	0.00	0.79	0.50	0.00	0.93	0.69	0.00	0.98	0.25	0.53	
Avail Cap(c_a), veh/h	217	0	420	244	0	342	470	0	950	216	984	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	49.7	0.0	55.8	46.1	0.0	60.5	24.7	0.0	36.2	36.9	30.3	0.0
Incr Delay (d2), s/veh	110.7	0.0	10.1	1.9	0.0	31.2	4.2	0.0	23.9	1.4	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.2	0.0	13.1	3.1	0.0	14.4	6.6	0.0	37.5	0.5	11.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	160.3	0.0	66.0	48.0	0.0	91.7	28.9	0.0	60.1	38.3	30.8	0.0
LnGrp LOS	F	A	E	D	A	F	C	A	E	D	C	
Approach Vol, veh/h	585			408			1231			462		
Approach Delay, s/veh	106.4			80.9			51.9			31.2		
Approach LOS	F			F			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	38.8	9.2	87.9	15.7	43.1	20.0	77.2				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	34.0	14.0	84.0	14.0	34.0	14.0	84.0				
Max Q Clear Time (g_c+l1), s	16.0	32.0	3.1	80.4	9.7	29.7	16.0	28.8				
Green Ext Time (p_c), s	0.0	0.8	0.0	1.5	0.1	1.7	0.0	1.5				
Intersection Summary												
HCM 6th Ctrl Delay	64.6											
HCM 6th LOS	E											
Notes												

General & Site Information		v 4.2	
Analyst:	Nikhil Choudhari		
Agency/Co:	SEI		
Date:	10/6/2022		
Project or PI#:	Hawks Ridge DRI		
Year, Peak Hour:	Build AM - 2029		
County/District:	Fulton/District 7		
Intersection:	SR 92/SR 154 @ SR 166		



Volumes		Entry Legs (FROM)							
		N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Exit Legs (TO)	Lane Designation	Thru	Right-Thru	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
	N (1), vph								
	NE (2), vph								
	E (3), vph								
	SE (4), vph								
	S (5), vph	322	291						
	SW (6), vph								
	W (7), vph		72						
	NW (8), vph								
Entry Volume, vph		322	363	0	0	0	0	0	0
		S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
Lane Designation	Left-Thru	No Lane	No Lane	No Lane	Left-Thru	Right only	No Lane	No Lane	
	N (1), vph				84				
	NE (2), vph								
	E (3), vph								
	SE (4), vph								
	S (5), vph				305	438			
	SW (6), vph								
	W (7), vph	334							
	NW (8), vph								
Entry Volume, vph		334	0	0	0	389	438	0	0
		N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes	2	0	0	0	1	0	2	0	
# of Conflict Flow Lanes	2	2	2	2	2	2	2	2	
		N	NE	E	SE	S	SW	W	NW
% Cars	93.0%	100.0%	100.0%	100.0%	95.0%	100.0%	98.0%	100.0%	
% Heavy Vehicles	7.0%	0.0%	0.0%	0.0%	5.0%	0.0%	2.0%	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	0.95	0.95	0.95	0.95	0.85	0.95	0.95	0.95	
F _{lv}	0.935	1.000	1.000	1.000	0.952	1.000	0.980	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	0	0	0	0	90	0
Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	0	0	0	0	0	0	0	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	690	0	0	0	0	0	798	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	81	0	0	0	413	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	772	0	0	0	413	0	888	0
	Entry flow Lane 1, pcu/h	363	0	0	0	413	0	418	0
	Entry flow Lane 2, pcu/h	409	0	0	0	0	0	470	0
	Conflicting flow, pcu/h	413	0	0	0	90	0	690	0

Results: Approach Measures of Effectiveness

HCM 6th Edition		N		E		S		W	
Lane Designations		Thru	Right-Thru	No Lane	No Lane	Left-Thru	No Lane	Lf-Th-Rt	Right only
Entry Capacity, veh/h		863	935	NA	NA	1253	NA	701	774
Entry Flow Rates, veh/h		339	382	0	0	393	0	409	461
V/C ratio		0.39	0.41			0.31	0.00	0.58	0.60
Control Delay, s/veh		8.8	8.5			5.8	0.0	15.0	14.2
LOS		A	A			A	#N/A	C	B
Average Queue (ft)		21	23			16	0	43	46
95th % Queue (ft)		50	54			36	#VALUE!	97	102
Approach Delay, LOS		8.7 sec, LOS A				5.9 sec, LOS A		14.6 sec, LOS B	
		NE		SE		SW		NW	
Lane Designations		No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
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!	

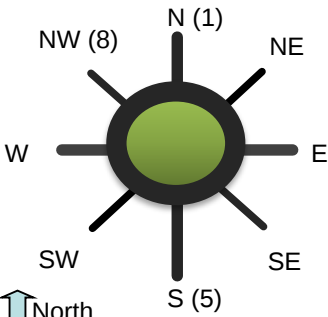
Overall Intersection Measures of Effectiveness

Int Control Delay (sec)	10.7	Int LOS	B	Max Approach V/C	0.60
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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)	S (5)					
Select Exit Leg for Bypass (TO)	N (1)					
Does the bypass have a dedicated receiving lane?	No					
# of Conflicting Exit Flow Lanes	1	2	2	2	2	2
Volumes						
Entry Leg: Insert Right Turn Volume	358					
Exit Leg: (Select Input Method)	Default					
Lane Flow in Exit Leg***	60					
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)	0.85					
F _{HV} (Entry Leg)	0.95					
F _{ped}	1.00					
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	442					
Conflicting Critical Flow	60					
Bypass Lane Results						
Entry Capacity of Bypass, veh/h	1236					
Flow Rates of Exiting Traffic, veh/h	421					
V/C ratio	0.34					
Control Delay, sec/pcu	6.1					
LOS	A					
95th Percentile Queue (veh)	2					
95th % Queue (ft)	40					

General & Site Information						v 4.2			
Analyst:	Nikhil Choudhari								
Agency/Co:	SEI								
Date:	10/6/2022								
Project or PI#:	Hawks Ridge DRI								
Year, Peak Hour:	Build PM - 2029								
County/District:	Fulton/District 7								
Intersection:	SR 92 @ Demooney Rd								
Volumes									
Entry Legs (FROM)									
		N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Lane Designation		Left-Thru	Thru	No Lane	No Lane	Lf-Th-Rt	No Lane	No Lane	No Lane
Exit Legs (TO)	N (1), vph					12			
	NE (2), vph								
	E (3), vph	14							
	SE (4), vph								
	S (5), vph	287	340			209			
	SW (6), vph								
	W (7), vph								
	NW (8), vph								
Entry Volume, vph		301	340	0	0	221	0	0	0
		S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
Lane Designation		Thru	Right-Thru	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
	N (1), vph	639	327						
	NE (2), vph								
	E (3), vph		394						
	SE (4), vph								
	S (5), vph								
	SW (6), vph								
	W (7), vph								
	NW (8), vph								
Entry Volume, vph		639	721	0	0	0	0	0	0
		N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes		2	0	1	0	2	0	0	0
# of Conflict Flow Lanes		1	2	2	2	1	2	2	2
Volume Characteristics		N	NE	E	SE	S	SW	W	NW
% Cars		91.0%	100.0%	96.0%	100.0%	96.0%	100.0%	100.0%	100.0%
% Heavy Vehicles		9.0%	0.0%	4.0%	0.0%	4.0%	0.0%	0.0%	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		0.94	0.95	0.83	0.95	0.98	0.95	0.95	0.95
F _{lv}		0.917	1.000	0.962	1.000	0.962	1.000	1.000	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	15	0	1025	0	0	0
Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	16	0	0	0	418	0	0	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	727	0	262	0	0	0	0	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	0	0	0	0	0	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	743	0	277	0	1443	0	0	0
	Entry flow Lane 1, pcu/h	349	0	277	0	678	0	0	0
	Entry flow Lane 2, pcu/h	394	0	0	0	765	0	0	0
	Conflicting flow, pcu/h	262	0	1025	0	16	0	0	0

Results: Approach Measures of Effectiveness

HCM 6th Edition		N		E		S		W	
Lane Designations		Left-Thru	Thru	Lf-Th-Rt	No Lane	Thru	Right-Thru	No Lane	No Lane
Entry Capacity, veh/h		1027	1027	571	NA	1345	1345	NA	NA
Entry Flow Rates, veh/h		320	362	266	0	652	736	0	0
V/C ratio		0.31	0.35	0.47		0.48	0.55		
Control Delay, s/veh		6.6	7.2	14.0		7.6	8.6		
LOS		A	A	B		A	A		
Average Queue (ft)		15	18	26		34	44		
95th % Queue (ft)		37	44	64		71	90		
Approach Delay, LOS		6.9 sec, LOS A		14 sec, LOS B		8.1 sec, LOS A			
		NE		SE		SW		NW	
Lane Designations		No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
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)	8.4	Int LOS	A	Max Approach V/C	0.55
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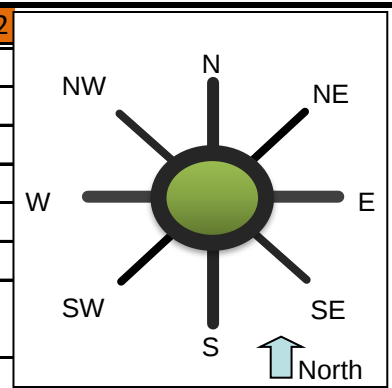
Notes:

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	1	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: 10/6/2022
Project or PI#: Hawks Ridge DRI
Year, Peak Hour: Build PM - 2029
County/District: Fulton/District 7
Intersection: SR 92 @ Butner Rd/Ridge Rd
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			82		706		30	
	NE (2), vph								
	E (3), vph	71						49	
	SE (4), vph								
	S (5), vph	459		124				42	
	SW (6), vph								
	W (7), vph	19		48		36			
	NW (8), vph								
Output	Total Vehicles	549	0	254	0	742	0	121	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	93.0%	100.0%	96.0%	100.0%	95.0%	100.0%	95.0%	100.0%
% Heavy Vehicles	7.0%	0.0%	4.0%	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	0.93	0.95	0.80	0.95	0.83	0.95	0.83	0.95
F _{HV}	0.935	1.000	0.962	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	107	0	893	0	38	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	82	0	0	0	0	0	62	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	528	0	161	0	0	0	53	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	22	0	62	0	46	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	632	0	330	0	939	0	153	0
Conflicting flow, pcu/h	269	0	977	0	182	0	771	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	980	NA	490	NA	1092	NA	599	NA
Entry Flow Rates, vph	590	0	318	0	894	0	146	0
V/C ratio	0.60		0.65		0.82		0.24	
Control Delay, sec/pcu	12.1		23.1		20.2		9.2	
LOS	B		C		C		A	
Average Queue (ft)	50		51		126		9	
95th % Queue (ft)	112		118		255		25	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	17.4	Int LOS	C	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)	S (5)					
Select Exit Leg for Bypass (TO)	E (3)					
Does the bypass have a dedicated receiving lane?	No					
Volumes						
Right Turn Volume removed from Entry Leg	103					
Volume Characteristics (for entry leg)						
PHF	0.83					
F _{HV}	0.95					
F _{ped}	1.00					
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr	130					
Conflicting Flow, pcu/hr	144					
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph	1135					
Flow Rates of Exiting Traffic, vph	124					
V/C ratio	0.11					
Control Delay, s/veh	4.1					
LOS	A					
95th % Queue (veh)	0					
95th % Queue (ft)	10					
Approach w/Bypass Delay, s/veh	18.3					
Approach w/Bypass LOS	C					

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	38	67	114	129	252	64
Future Vol, veh/h	38	67	114	129	252	64
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	235	-	-	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	81	81	87	87
Heavy Vehicles, %	2	2	3	3	5	5
Mvmt Flow	41	73	141	159	290	74
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	731	290	290	0	-	0
Stage 1	290	-	-	-	-	-
Stage 2	441	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	389	749	1266	-	-	-
Stage 1	759	-	-	-	-	-
Stage 2	648	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	346	749	1266	-	-	-
Mov Cap-2 Maneuver	346	-	-	-	-	-
Stage 1	675	-	-	-	-	-
Stage 2	648	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.7	3.8		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1266	-	346	749	-	-
HCM Lane V/C Ratio	0.111	-	0.119	0.097	-	-
HCM Control Delay (s)	8.2	-	16.8	10.3	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.4	0.3	-	-

Intersection

Intersection Delay, s/veh 52.4
Intersection LOS F

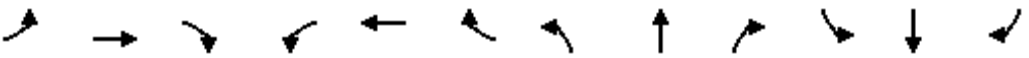
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	52	123	16	8	223	222	29	179	5	130	144	124
Future Vol, veh/h	52	123	16	8	223	222	29	179	5	130	144	124
Peak Hour Factor	0.80	0.80	0.80	0.91	0.91	0.91	0.89	0.89	0.89	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	3	3	3	4	4	4	2	2	2
Mvmt Flow	65	154	20	9	245	244	33	201	6	151	167	144
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	21.9			73.9			22.2			60.6		
HCM LOS	C			F			C			F		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	27%	2%	33%
Vol Thru, %	84%	64%	49%	36%
Vol Right, %	2%	8%	49%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	213	191	453	398
LT Vol	29	52	8	130
Through Vol	179	123	223	144
RT Vol	5	16	222	124
Lane Flow Rate	239	239	498	463
Geometry Grp	1	1	1	1
Degree of Util (X)	0.562	0.557	1.022	0.963
Departure Headway (Hd)	8.676	8.616	7.391	7.673
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	419	423	493	477
Service Time	6.676	6.616	5.391	5.673
HCM Lane V/C Ratio	0.57	0.565	1.01	0.971
HCM Control Delay	22.2	21.9	73.9	60.6
HCM Lane LOS	C	C	F	F
HCM 95th-tile Q	3.4	3.3	14.3	12

HCM 6th Signalized Intersection Summary 5: SR 70 & Stubbs Rd

Build PM (2029)

10/17/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	38	21	19	42	50	243	13	196	30	301	618	48
Future Volume (veh/h)	38	21	19	42	50	243	13	196	30	301	618	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1574	1574	1574	1811	1811	1811
Adj Flow Rate, veh/h	51	28	0	43	52	0	14	215	33	331	679	53
Peak Hour Factor	0.75	0.75	0.75	0.97	0.97	0.97	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	2	2	2	22	22	22	6	6	6
Cap, veh/h	187	56		149	87		356	845	716	751	1072	908
Arrive On Green	0.08	0.08	0.00	0.08	0.08	0.00	0.01	0.54	0.54	0.07	0.59	0.59
Sat Flow, veh/h	1013	666	0	697	1027	1585	1499	1574	1334	1725	1811	1535
Grp Volume(v), veh/h	79	0	0	95	0	0	14	215	33	331	679	53
Grp Sat Flow(s),veh/h/ln	1679	0	0	1724	0	1585	1499	1574	1334	1725	1811	1535
Q Serve(g_s), s	0.0	0.0	0.0	0.5	0.0	0.0	0.2	4.3	0.7	4.0	14.2	0.8
Cycle Q Clear(g_c), s	2.4	0.0	0.0	3.0	0.0	0.0	0.2	4.3	0.7	4.0	14.2	0.8
Prop In Lane	0.65		0.00	0.45		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	0		235	0		356	845	716	751	1072	908
V/C Ratio(X)	0.32	0.00		0.40	0.00		0.04	0.25	0.05	0.44	0.63	0.06
Avail Cap(c_a), veh/h	861	0		904	0		439	1599	1355	751	1839	1559
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	0.0	0.0	25.7	0.0	0.0	7.0	7.2	6.4	6.5	7.7	5.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	1.1	0.0	0.0	0.0	0.2	0.0	0.4	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	1.2	0.0	0.0	0.0	0.9	0.1	1.0	3.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.2	0.0	0.0	26.8	0.0	0.0	7.0	7.4	6.4	6.9	8.4	5.0
LnGrp LOS	C	A		C	A		A	A	A	A	A	A
Approach Vol, veh/h	79			95			262			1063		
Approach Delay, s/veh	26.2			26.8			7.2			7.7		
Approach LOS	C			C			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	40.4		10.9	10.0	37.2		10.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	4.0	59.0		29.0	4.0	59.0		29.0				
Max Q Clear Time (g_c+l1), s	2.2	16.2		4.4	6.0	6.3		5.0				
Green Ext Time (p_c), s	0.0	18.2		0.2	0.0	4.2		0.2				

Intersection Summary

HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Notes

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

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	57	29	264	98	50	658
Future Vol, veh/h	57	29	264	98	50	658
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	100	-	250	310	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	83	83	92	92
Heavy Vehicles, %	2	2	21	21	6	6
Mvmt Flow	62	32	318	118	54	715
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1141	318	0	0	318	0
Stage 1	318	-	-	-	-	-
Stage 2	823	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.16	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.254	-
Pot Cap-1 Maneuver	222	723	-	-	1220	-
Stage 1	738	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	212	723	-	-	1220	-
Mov Cap-2 Maneuver	212	-	-	-	-	-
Stage 1	738	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Approach	WB	NE	SW			
HCM Control Delay, s	22.5	0	0.6			
HCM LOS	C					
Minor Lane/Major Mvmt	NET	NER	WBLn1	WBLn2	SWL	SWT
Capacity (veh/h)	-	-	212	723	1220	-
HCM Lane V/C Ratio	-	-	0.292	0.044	0.045	-
HCM Control Delay (s)	-	-	28.8	10.2	8.1	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	1.2	0.1	0.1	-

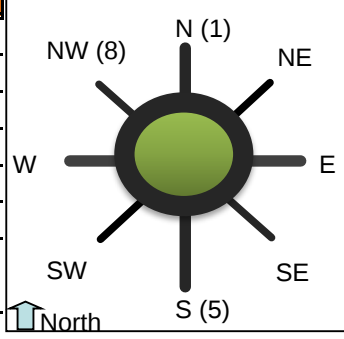
HCM 6th Signalized Intersection Summary
7: SR 92/SR 92/SR 154 & SR 701/SR 154/SR 70

Build PM (2029)

10/17/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	245	159	15	81	405	204	106	438	238	18	725	95
Future Volume (veh/h)	245	159	15	81	405	204	106	438	238	18	725	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1722	1722	1722	1796	1796	1796	1811	1811	1811	1826	1826	1826
Adj Flow Rate, veh/h	310	201	19	91	455	229	113	466	253	20	806	0
Peak Hour Factor	0.79	0.79	0.79	0.89	0.89	0.89	0.94	0.94	0.94	0.90	0.90	0.90
Percent Heavy Veh, %	12	12	12	7	7	7	6	6	6	5	5	5
Cap, veh/h	212	552	52	412	337	170	131	492	267	99	748	
Arrive On Green	0.11	0.36	0.36	0.05	0.30	0.30	0.05	0.45	0.45	0.02	0.41	0.00
Sat Flow, veh/h	1640	1549	146	1711	1127	567	1725	1104	599	1739	1826	0
Grp Volume(v), veh/h	310	0	220	91	0	684	113	0	719	20	806	0
Grp Sat Flow(s),veh/h/ln	1640	0	1696	1711	0	1694	1725	0	1703	1739	1826	0
Q Serve(g_s), s	19.0	0.0	17.3	6.6	0.0	54.0	7.5	0.0	73.2	1.2	74.0	0.0
Cycle Q Clear(g_c), s	19.0	0.0	17.3	6.6	0.0	54.0	7.5	0.0	73.2	1.2	74.0	0.0
Prop In Lane	1.00		0.09	1.00		0.33	1.00		0.35	1.00		0.00
Lane Grp Cap(c), veh/h	212	0	605	412	0	507	131	0	758	99	748	
V/C Ratio(X)	1.46	0.00	0.36	0.22	0.00	1.35	0.86	0.00	0.95	0.20	1.08	
Avail Cap(c_a), veh/h	212	0	605	463	0	507	174	0	758	203	748	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	59.2	0.0	43.0	40.8	0.0	63.3	49.7	0.0	48.1	42.7	53.3	0.0
Incr Delay (d2), s/veh	230.7	0.0	0.4	0.3	0.0	170.2	26.8	0.0	21.0	1.0	55.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.8	0.0	7.2	2.8	0.0	46.5	3.7	0.0	34.3	0.5	44.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	289.9	0.0	43.3	41.1	0.0	233.5	76.5	0.0	69.0	43.6	109.0	0.0
LnGrp LOS	F	A	D	D	A	F	E	A	E	D	F	
Approach Vol, veh/h	530			775			832			826		
Approach Delay, s/veh	187.6			210.9			70.1			107.4		
Approach LOS	F			F			E			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	60.0	9.2	86.4	14.6	70.4	15.6	80.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	54.0	14.0	74.0	14.0	59.0	14.0	74.0				
Max Q Clear Time (g_c+l1), s	21.0	56.0	3.2	75.2	8.6	19.3	9.5	76.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	4.6	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	138.3											
HCM 6th LOS	F											
Notes												

General & Site Information		v 4.2	
Analyst:	Nikhil Choudhari		
Agency/Co:	SEI		
Date:	10/6/2022		
Project or PI#:	Hawks Ridge DRI		
Year, Peak Hour:	Build PM - 2029		
County/District:	Fulton/District 7		
Intersection:	SR 92/SR 154 @ SR 166		



Volumes		Entry Legs (FROM)							
		N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Exit Legs (TO)	Lane Designation	Thru	Right-Thru	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
	N (1), vph								
	NE (2), vph								
	E (3), vph								
	SE (4), vph								
	S (5), vph	289	175						
	SW (6), vph								
	W (7), vph		262						
	NW (8), vph								
Entry Volume, vph		289	437	0	0	0	0	0	0
		S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
Lane Designation	Left-Thru	No Lane	No Lane	No Lane	Lf-Th-Rt	Right only	No Lane	No Lane	
	N (1), vph				79				
	NE (2), vph								
	E (3), vph								
	SE (4), vph								
	S (5), vph				133	240			
	SW (6), vph								
	W (7), vph	708							
	NW (8), vph								
Entry Volume, vph		708	0	0	0	212	240	0	0
		N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes	2	0	0	0	1	0	2	0	
# of Conflict Flow Lanes	2	2	2	2	2	2	2	2	
		N	NE	E	SE	S	SW	W	NW
% Cars	94.0%	100.0%	100.0%	100.0%	97.0%	100.0%	98.0%	100.0%	
% Heavy Vehicles	6.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%	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	0.93	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
F _{lv}	0.943	1.000	1.000	1.000	0.971	1.000	0.980	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	0	0	0	0	85	0
Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	0	0	0	0	0	0	0	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	529	0	0	0	0	0	400	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	299	0	0	0	768	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	827	0	0	0	768	0	485	0
	Entry flow Lane 1, pcu/h	329	0	0	0	768	0	228	0
	Entry flow Lane 2, pcu/h	498	0	0	0	0	0	258	0
	Conflicting flow, pcu/h	768	0	0	0	85	0	529	0

Results: Approach Measures of Effectiveness

HCM 6th Edition		N		E		S		W	
Lane Designations		Thru	Right-Thru	No Lane	No Lane	Left-Thru	No Lane	Lf-Th-Rt	Right only
Entry Capacity, veh/h		629	698	NA	NA	1283	NA	814	888
Entry Flow Rates, veh/h		311	470	0	0	745	0	223	253
V/C ratio		0.49	0.67			0.58	0.00	0.27	0.28
Control Delay, s/veh		13.7	18.5			9.5	0.0	7.5	7.1
LOS		B	C			A	#N/A	A	A
Average Queue (ft)		29	60			49	0	12	12
95th % Queue (ft)		73	139			101	#VALUE!	28	30
Approach Delay, LOS		16.6 sec, LOS C				8.7 sec, LOS A		7.3 sec, LOS A	
		NE		SE		SW		NW	
Lane Designations		No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane	No Lane
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)	11.7	Int LOS	B	Max Approach V/C	0.67
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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)	S (5)					
Select Exit Leg for Bypass (TO)	N (1)					
Does the bypass have a dedicated receiving lane?	No					
# of Conflicting Exit Flow Lanes	1	2	2	2	2	2
Volumes						
Entry Leg: Insert Right Turn Volume	554					
Exit Leg: (Select Input Method)	Default					
Lane Flow in Exit Leg***	57					
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)	0.95					
F _{HV} (Entry Leg)	0.97					
F _{ped}	1.00					
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	601					
Conflicting Critical Flow	57					
Bypass Lane Results						
Entry Capacity of Bypass, veh/h	1265					
Flow Rates of Exiting Traffic, veh/h	583					
V/C ratio	0.46					
Control Delay, sec/pcu	7.6					
LOS	A					
95th Percentile Queue (veh)	2					
95th % Queue (ft)	64					

Level of Service for Internal Intersections

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	23	98	9	8	53
Future Vol, veh/h	28	23	98	9	8	53
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	30	25	107	10	9	58

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	188	112	0
Stage 1	112	-	-
Stage 2	76	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	801	941	-
Stage 1	913	-	-
Stage 2	947	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	796	941	-
Mov Cap-2 Maneuver	796	-	-
Stage 1	913	-	-
Stage 2	941	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	855	1471
HCM Lane V/C Ratio	-	-	0.065	0.006
HCM Control Delay (s)	-	-	9.5	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0

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	3	0	5	2	0	2	1	102	1	1	79	1
Future Vol, veh/h	3	0	5	2	0	2	1	102	1	1	79	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	5	2	0	2	1	111	1	1	86	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	204	203	87	205	203	112	87	0	0	112	0	0
Stage 1	89	89	-	114	114	-	-	-	-	-	-	-
Stage 2	115	114	-	91	89	-	-	-	-	-	-	-
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	754	693	971	753	693	941	1509	-	-	1478	-	-
Stage 1	918	821	-	891	801	-	-	-	-	-	-	-
Stage 2	890	801	-	916	821	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	751	692	971	748	692	941	1509	-	-	1478	-	-
Mov Cap-2 Maneuver	751	692	-	748	692	-	-	-	-	-	-	-
Stage 1	917	820	-	890	800	-	-	-	-	-	-	-
Stage 2	887	800	-	910	820	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.2		9.3		0.1		0.1					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1509	-	-	875	833	1478	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.01	0.005	0.001	-	-				
HCM Control Delay (s)	7.4	0	-	9.2	9.3	7.4	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	20	82	8	7	79
Future Vol, veh/h	25	20	82	8	7	79
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	27	22	89	9	8	86
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	196	94	0	0	98	0
Stage 1	94	-	-	-	-	-
Stage 2	102	-	-	-	-	-
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	793	963	-	-	1495	-
Stage 1	930	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	788	963	-	-	1495	-
Mov Cap-2 Maneuver	788	-	-	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.5	0		0.6		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	857	1495	-	
HCM Lane V/C Ratio	-	-	0.057	0.005	-	
HCM Control Delay (s)	-	-	9.5	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0	-	

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	12	0	15	7	0	6	6	72	2	2	98	4
Future Vol, veh/h	12	0	15	7	0	6	6	72	2	2	98	4
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	16	8	0	7	7	78	2	2	107	4
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	210	207	109	214	208	79	111	0	0	80	0	0
Stage 1	113	113	-	93	93	-	-	-	-	-	-	-
Stage 2	97	94	-	121	115	-	-	-	-	-	-	-
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	747	690	945	743	689	981	1479	-	-	1518	-	-
Stage 1	892	802	-	914	818	-	-	-	-	-	-	-
Stage 2	910	817	-	883	800	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	739	686	945	727	685	981	1479	-	-	1518	-	-
Mov Cap-2 Maneuver	739	686	-	727	685	-	-	-	-	-	-	-
Stage 1	888	801	-	909	814	-	-	-	-	-	-	-
Stage 2	899	813	-	867	799	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	9.4		9.4			0.6			0.1			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1479	-	-	841	826	1518	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.035	0.017	0.001	-	-				
HCM Control Delay (s)	7.4	0	-	9.4	9.4	7.4	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

Intersection						
Int Delay, s/veh	1.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	132	6	7	50	17	21
Future Vol, veh/h	132	6	7	50	17	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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	143	7	8	54	18	23
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	150	0	217	147
Stage 1	-	-	-	-	147	-
Stage 2	-	-	-	-	70	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1431	-	771	900
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	953	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1431	-	766	900
Mov Cap-2 Maneuver	-	-	-	-	766	-
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	947	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.9		9.5	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	835	-	-	1431	-	
HCM Lane V/C Ratio	0.049	-	-	0.005	-	
HCM Control Delay (s)	9.5	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	15	86	31	26	116
Future Vol, veh/h	18	15	86	31	26	116
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	20	16	93	34	28	126
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	292	110	0	0	127	0
Stage 1	110	-	-	-	-	-
Stage 2	182	-	-	-	-	-
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	699	943	-	-	1459	-
Stage 1	915	-	-	-	-	-
Stage 2	849	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	684	943	-	-	1459	-
Mov Cap-2 Maneuver	684	-	-	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	831	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9.8	0	1.4			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	782	1459	-	
HCM Lane V/C Ratio	-	-	0.046	0.019	-	
HCM Control Delay (s)	-	-	9.8	7.5	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	2	2	0	2	4	113	3	3	128	3
Future Vol, veh/h	2	0	2	2	0	2	4	113	3	3	128	3
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	2	2	0	2	4	123	3	3	139	3
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	281	281	141	281	281	125	142	0	0	126	0	0
Stage 1	147	147	-	133	133	-	-	-	-	-	-	-
Stage 2	134	134	-	148	148	-	-	-	-	-	-	-
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	671	627	907	671	627	926	1441	-	-	1460	-	-
Stage 1	856	775	-	870	786	-	-	-	-	-	-	-
Stage 2	869	785	-	855	775	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	667	624	907	667	624	926	1441	-	-	1460	-	-
Mov Cap-2 Maneuver	667	624	-	667	624	-	-	-	-	-	-	-
Stage 1	853	773	-	867	784	-	-	-	-	-	-	-
Stage 2	864	783	-	851	773	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.7		9.7		0.3		0.2					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1441	-	-	769	775	1460	-	-				
HCM Lane V/C Ratio	0.003	-	-	0.006	0.006	0.002	-	-				
HCM Control Delay (s)	7.5	0	-	9.7	9.7	7.5	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

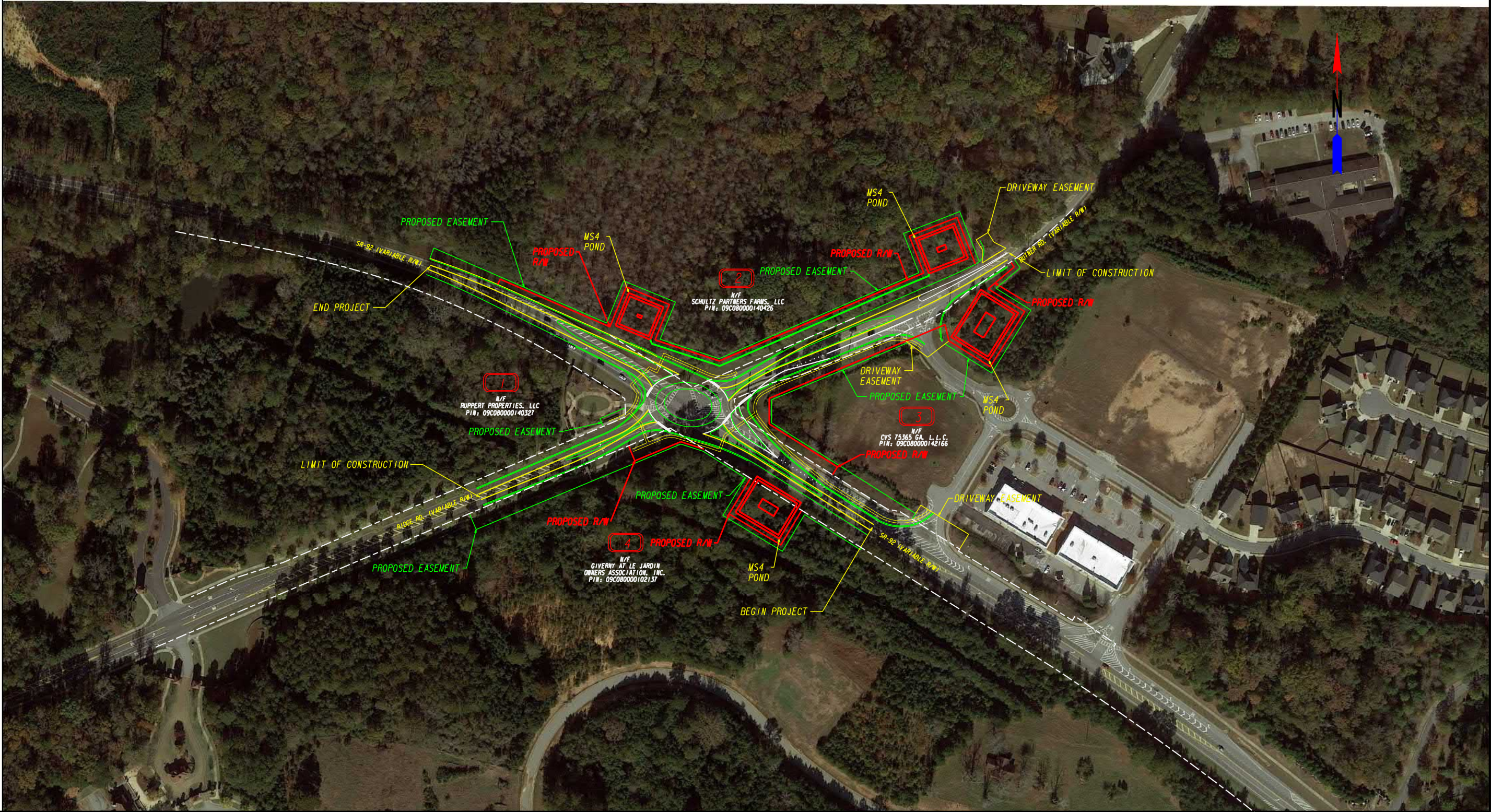
Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	14	108	28	23	108
Future Vol, veh/h	17	14	108	28	23	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage 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	18	15	117	30	25	117
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	299	132	0	0	147	0
Stage 1	132	-	-	-	-	-
Stage 2	167	-	-	-	-	-
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	692	917	-	-	1435	-
Stage 1	894	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	679	917	-	-	1435	-
Mov Cap-2 Maneuver	679	-	-	-	-	-
Stage 1	894	-	-	-	-	-
Stage 2	847	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9.9	0	1.3			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	769	1435	-	
HCM Lane V/C Ratio	-	-	0.044	0.017	-	
HCM Control Delay (s)	-	-	9.9	7.6	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	

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	10	0	10	4	0	2	18	124	7	8	105	12
Future Vol, veh/h	10	0	10	4	0	2	18	124	7	8	105	12
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	11	4	0	2	20	135	8	9	114	13
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	319	322	121	323	324	139	127	0	0	143	0	0
Stage 1	139	139	-	179	179	-	-	-	-	-	-	-
Stage 2	180	183	-	144	145	-	-	-	-	-	-	-
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	634	595	930	630	594	909	1459	-	-	1440	-	-
Stage 1	864	782	-	823	751	-	-	-	-	-	-	-
Stage 2	822	748	-	859	777	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	622	582	930	612	581	909	1459	-	-	1440	-	-
Mov Cap-2 Maneuver	622	582	-	612	581	-	-	-	-	-	-	-
Stage 1	851	777	-	811	740	-	-	-	-	-	-	-
Stage 2	808	737	-	843	772	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	10		10.3			0.9			0.5			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1459	-	-	745	687	1440	-	-				
HCM Lane V/C Ratio	0.013	-	-	0.029	0.009	0.006	-	-				
HCM Control Delay (s)	7.5	0	-	10	10.3	7.5	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-				

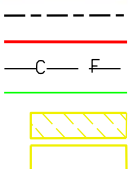
Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	94	19	24	152	11	14
Future Vol, veh/h	94	19	24	152	11	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage 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	102	21	26	165	12	15
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	123	0	330	113
Stage 1	-	-	-	-	113	-
Stage 2	-	-	-	-	217	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1464	-	665	940
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	819	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1464	-	652	940
Mov Cap-2 Maneuver	-	-	-	-	652	-
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	803	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1		9.7	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	787	-	-	1464	-	
HCM Lane V/C Ratio	0.035	-	-	0.018	-	
HCM Control Delay (s)	9.7	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	

Appendix F

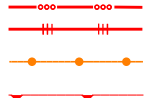
Programmed Projects



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES



BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA
(SEE ERIT TABLE)

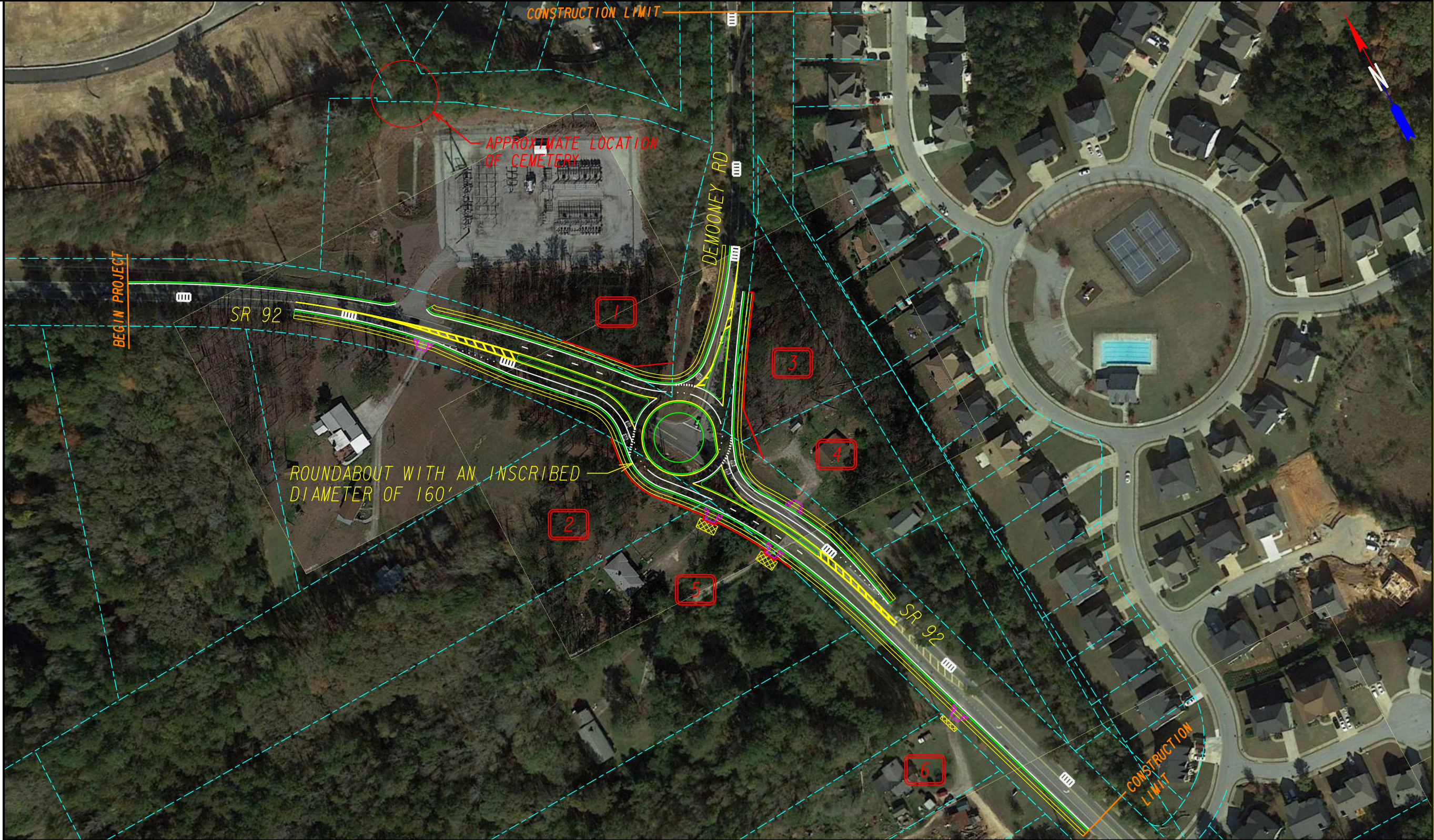


REVISION DATES

SR 92 AT BUTNER ROAD
PI 0015593
SAFETY IMPROVEMENTS
FULTON COUNTY, GA

CHECKED:	DATE:
BACKCHECKED:	DATE:
CORRECTED:	DATE:
VERIFIED:	DATE:

DRAWING No.



10/23/2015
GPLN

AECOM

ONE MIDTOWN PLAZA
1360 PEACHTREE ST., N.E., SUITE 500
ATLANTA, GEORGIA 30309
TEL: (404) 965-9600 FAX: (404) 965-9605

GDOT

Georgia Department of Transportation

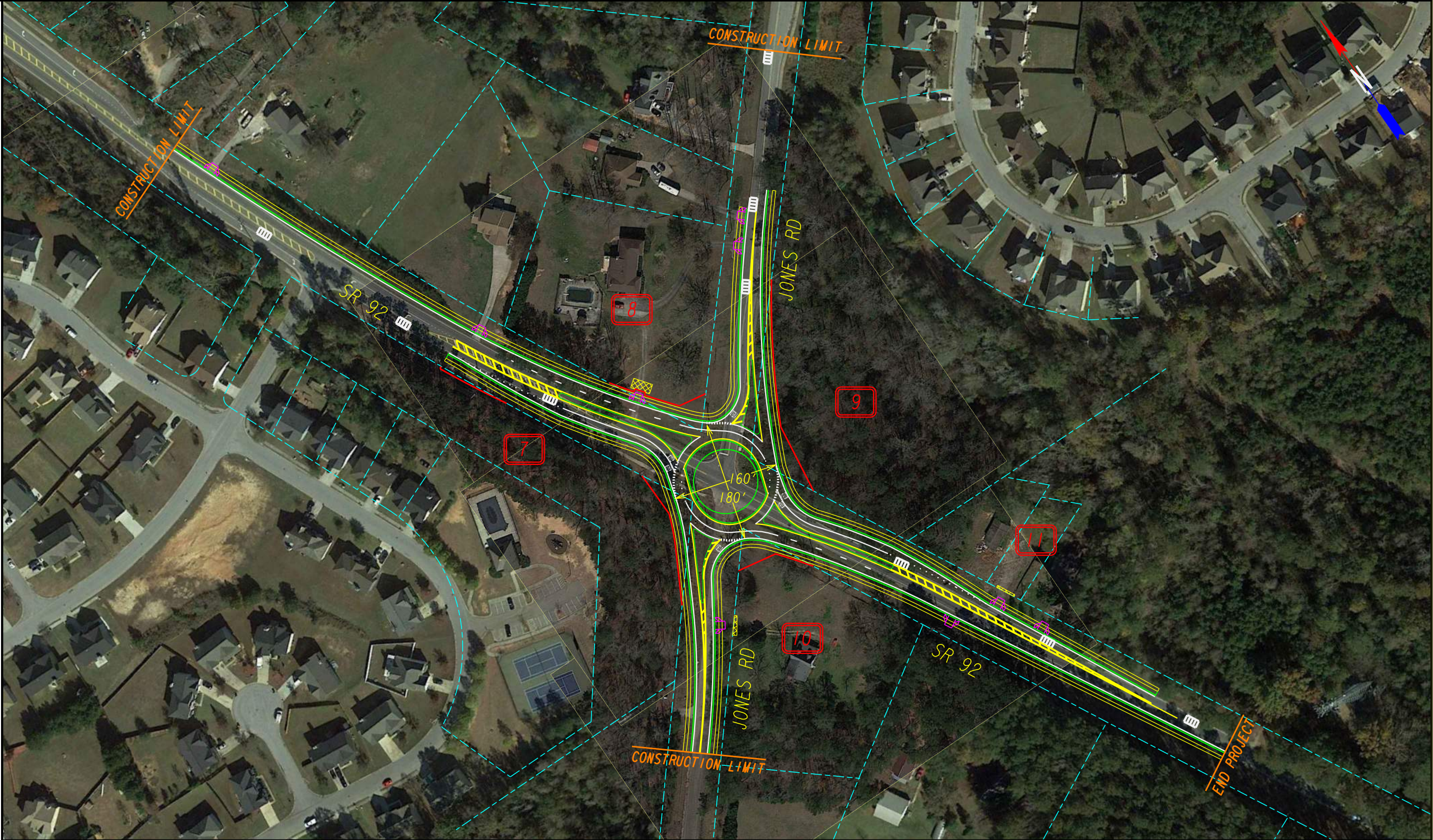
SCALE IN FEET

0 70 140 280

REVISION DATES

CONCEPT PLANS
SR 92 @ DEMOONEY RD
MULTILANE HYBRID ROUNDABOUT

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	1 OF 2
CORRECTED:	DATE:	
VERIFIED:	DATE:	



AECOM

ONE MIDTOWN PLAZA
1360 PEACHTREE ST., N.E., SUITE 500
ATLANTA, GEORGIA 30309
TEL: (404) 965-9600 FAX: (404) 965-9605



REVISION DATES		

CONCEPT PLANS			
SR 92 @ JONES RD			
MULTILANE HYBRID ROUNDABOUT			
CHECKED:	DATE:	DRAWING No.	
BACKCHECKED:	DATE:	2 OF 2	
CORRECTED:	DATE:		
VERIFIED:	DATE:		

Appendix G
Trip Generation Report

Trip Generation Summary

Alternative: Alternative 1

Phase:

Open Date: 6/21/2021

Project: New Project

Analysis Date: 6/21/2021

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
210	SFHOUSE 1		2464	2464	4928		97	289	386		326	191	517
	522 Dwelling Units												
Unadjusted Volume			2464	2464	4928		97	289	386		326	191	517
Internal Capture Trips			0	0	0		0	0	0		0	0	0
Pass-By Trips			0	0	0		0	0	0		0	0	0
Volume Added to Adjacent Streets			2464	2464	4928		97	289	386		326	191	517

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 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

Stubbs Rd & Butner Rd

Intersection												
Intersection Delay, s/veh	37.7											
Intersection LOS	E											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱		↰	↱		↰	↱
Traffic Vol, veh/h	106	229	14	6	100	127	21	147	4	183	137	79
Future Vol, veh/h	106	229	14	6	100	127	21	147	4	183	137	79
Peak Hour Factor	0.89	0.89	0.89	0.79	0.79	0.79	0.85	0.85	0.85	0.74	0.74	0.74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	3	3	3
Mvmt Flow	119	257	16	8	127	161	25	173	5	247	185	107
Number of Lanes	0	1	1	0	1	1	0	1	1	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	42.6	15	18.9	53.6
HCM LOS	E	B	C	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	12%	0%	32%	0%	6%	0%	57%	0%
Vol Thru, %	88%	0%	68%	0%	94%	0%	43%	0%
Vol Right, %	0%	100%	0%	100%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	168	4	335	14	106	127	320	79
LT Vol	21	0	106	0	6	0	183	0
Through Vol	147	0	229	0	100	0	137	0
RT Vol	0	4	0	14	0	127	0	79
Lane Flow Rate	198	5	376	16	134	161	432	107
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.476	0.01	0.858	0.032	0.319	0.348	0.97	0.209
Departure Headway (Hd)	8.679	7.886	8.209	7.323	8.546	7.79	8.075	7.059
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	415	453	440	489	420	461	450	508
Service Time	6.437	5.643	5.955	5.068	6.301	5.544	5.821	4.805
HCM Lane V/C Ratio	0.477	0.011	0.855	0.033	0.319	0.349	0.96	0.211
HCM Control Delay	19.1	10.7	43.9	10.3	15.3	14.7	64	11.7
HCM Lane LOS	C	B	E	B	C	B	F	B
HCM 95th-tile Q	2.5	0	8.6	0.1	1.4	1.5	11.9	0.8

Intersection												
Intersection Delay, s/veh	19.4											
Intersection LOS	C											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱	↱		↱	↱		↱	↱		↱	↱
Traffic Vol, veh/h	52	123	16	8	223	222	29	179	5	130	144	124
Future Vol, veh/h	52	123	16	8	223	222	29	179	5	130	144	124
Peak Hour Factor	0.80	0.80	0.80	0.91	0.91	0.91	0.89	0.89	0.89	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	3	3	3	4	4	4	2	2	2
Mvmt Flow	65	154	20	9	245	244	33	201	6	151	167	144
Number of Lanes	0	1	1	0	1	1	0	1	1	0	1	1
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	2	2		2		2						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	2	2		2		2						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	2	2		2		2						
HCM Control Delay	18.2	17.4		19.5		22.1						
HCM LOS	C	C		C		C						
Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2				
Vol Left, %	14%	0%	30%	0%	3%	0%	47%	0%				
Vol Thru, %	86%	0%	70%	0%	97%	0%	53%	0%				
Vol Right, %	0%	100%	0%	100%	0%	100%	0%	100%				
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop				
Traffic Vol by Lane	208	5	175	16	231	222	274	124				
LT Vol	29	0	52	0	8	0	130	0				
Through Vol	179	0	123	0	223	0	144	0				
RT Vol	0	5	0	16	0	222	0	124				
Lane Flow Rate	234	6	219	20	254	244	319	144				
Geometry Grp	7	7	7	7	7	7	7	7				
Degree of Util (X)	0.527	0.011	0.498	0.041	0.539	0.468	0.693	0.275				
Departure Headway (Hd)	8.115	7.32	8.2	7.323	7.648	6.911	7.827	6.864				
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Cap	442	486	438	487	470	520	462	521				
Service Time	5.897	5.102	5.982	5.104	5.424	4.686	5.6	4.636				
HCM Lane V/C Ratio	0.529	0.012	0.5	0.041	0.54	0.469	0.69	0.276				
HCM Control Delay	19.7	10.2	18.9	10.4	19.1	15.7	26.6	12.2				
HCM Lane LOS	C	B	C	B	C	C	D	B				
HCM 95th-tile Q	3	0	2.7	0.1	3.1	2.5	5.2	1.1				

**ICE Report for SR 92 at SR 70/SR 154/Cascade Palmetto
Highway**

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 154: 37%
SR 92: 63%

2022 EXISTING YEAR VOLUMES

ACH SPLITS:				981 (610) [17500]							
SR 154: 37%				(0)	(203)	(345)	(62)				
SR 92: 63%				0	180	547	254	WB SR 154			
SB SR 92				Peds					0	(0)	[158] 208 (540) [8291]
				2022 Intersection Daily Entering Volume (est): 24,104					48	(158)	
									127	(338)	
									33	(44)	
								EB SR 154			
SR % TRUCKS:				18	297	64	0				
				(15)	(602)	(39)	(0)				
				379 (656) [12416]							

PEAK HR % TRUCKS:

EB	WB	NB	SB
12%	16%	5%	6%

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

29	WB SR 96		1170 (782) [21700]							
29			(0)	(238)	(438)	(106)				
8%			0	211	651	308	WB SR 154			
%										
550 (419) [12000]		(245)	236		2029 Intersection Daily Entering Volume (est): 29,668			85	(204)	[19901] (06) 331 (69)
		(159)	300					164	(405)	
		(15)	14					82	(81)	
		(0)	0							
		EB SR 154				21	377	90	0	
Coach Volume				(18)	(725)	(95)	(0)			
Coach Volume				488 (838) [15174]						

2029 DESIGN YEAR VOLUMES

		1170 (782) [21700]							
		(0)		(238)		(438)		(106)	
		0		211		651		308	
		</							

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 characteristics (congestion, delay, reliability, etc.)? 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)?							
Project Location:	SR 154 @ SR 92								
Existing Control:	Signal (turn lanes on mainline)								
Prepared by:	Nikhil Choudhari - SEI								
Date:	10/10/2022								
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	Meets signal warrants
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Meets signal warrants
	Mini Roundabout	No	No	No	No	No	No	No	Intersection geometry and ADT's are not suitable for this control
	Single Lane Roundabout	Yes	Yes	Yes	No	No	No	Yes	Continue to Stage 2
	Multilane Roundabout	Yes	Yes	Yes	No	No	No	No	Does not match existing mainline typical section
	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	Intersection has four legs so this control is not feasible
	Offset-T Intersections	No	No	No	No	No	No	No	Intersection has four legs so this control is not feasible
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Intersection is not an interchange
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Intersection is not an 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 unsignalized (provide description):	No	No	No	No	No	No	No	None
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	Yes	Existing Control
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	No suitable U-turn location
	RCUT (signalized)	No	No	No	No	No	No	No	No suitable U-turn location
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Limits existing access driveways
	Continuous Green-T	No	No	No	No	No	No	No	Not a T-intersection
	Jughandle	No	No	No	No	No	No	No	Limits existing access driveways
	Quadrant Roadway	No	No	No	No	No	No	No	Limits existing access driveways
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Intersection is not an interchange
	Diverging Diamond	No	No	No	No	No	No	No	Intersection is not an interchange
	Single Point Interchange	No	No	No	No	No	No	No	Intersection is not an interchange
	No LT Lane Improvements	No	No	No	No	No	No	Yes	Continue to Stage 2
	Add RT Lanes on Both Roads	No	No	No	No	No	No	No	Continue to Stage 2
	Other Signalized (provide description):	No	No	No	No	No	No	No	None

☐ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

Project Location: SR 154 @ SR 92
Existing Intersection Control: Signal (turn lanes on mainline)
Type of Analysis: Conventional Non-Safety Funded Project

District: 7 - Metro Atlanta
County: Fulton
Area: Urban
GDOT PI #: Prepared by: Nikhil Choudhari - SI
Date: 10/10/2022

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	55.0 sec	126.9 sec	
2029 Opening Yr No-Build Peak Hr Intersection V/C	0.88	0.99	
2029 Design Yr No-Build Peak Hr Intersection Delay	55.0 sec	126.9 sec	
2029 Design Yr No-Build Peak Hr Intersection V/C	0.88	0.99	

Crash Type	Crash Data: Enter most recent 5 years of crash data					Crash Severity					Years:
	K*	A*	B*	C*	O						
Angle	0	0	2	0	11						15%
Head-On	0	1	0	0	4						6%
Rear End	0	0	1	0	55						65%
Sideswipe - same	0	0	0	0	7						8%
Sideswipe - opposite	0	0	0	0	1						1%
Not Collision w/Motor Veh	0	0	0	0	4						5%
TOTALS:	0	1	3	0	82						86

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternatives Analysis:

Proposed Control Type/Improvement:	Single Lane Roundabout	Traffic Signal	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
Construction Cost	\$1,107,000	\$10,000	\$490,000		
ROW Cost	\$1,710,000	\$0	\$0		
Environmental Cost	\$0	\$0	\$0		
Reimbursable Utility Cost	\$13,000	\$0	\$7,000		
Design & Contingency Cost	\$401,000	\$4,000	\$157,000		
Cost Adjustment (justification req'd)	0%	0%	0%		
Total Cost	\$3,231,000	\$14,000	\$654,000		

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				
2029 Design Yr Build Intersection Delay	111.5 sec	121.5 sec	64.6 sec	138.3 sec	33.3 sec	84.2 sec				
2029 Design Yr Build Intersection V/C	1.47	1.46	0.95	1.00	0.89	0.89				

Safety Analysis:

Predefined CRF: PDO	24%	0%	29%		
Predefined CRF: Fatal/Inj	71%	0%	19%		
Predefined CRF Source:	FHWA Clearinghouse #s 4192 / 4255	CRF unavailable; provide user defined CRF below	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:	2.9	3.3	4.2		
Rank of Control Type Alternatives:	3	2	1		
Final Intersection Control Selection:	1 - Add Right Turn Lanes				

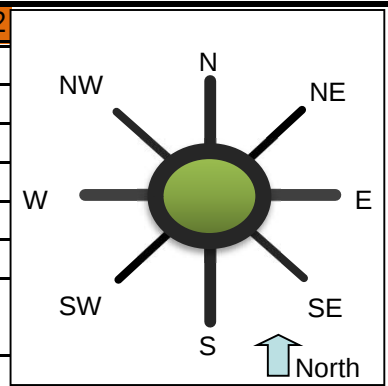
Note: Stage 2 score is not given (shown as ".") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):

GDOT ICE TOOL: COST ESTIMATING AID

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 10/6/2022
Project or PI#: Hawks Ridge DRI
Year, Peak Hour: Build AM - 2029
County/District: Fulton/District 7
Intersection: SR 92 @ SR 154/Cascade Palmetto Hwy
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					377		236	
	NE (2), vph								
	E (3), vph	308						300	
	SE (4), vph								
	S (5), vph	651		82					
	SW (6), vph								
	W (7), vph			164		21			
	NW (8), vph								
Output	Total Vehicles	959	0	246	0	398	0	536	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	96.0%	100.0%	84.0%	100.0%	95.0%	100.0%	92.0%	100.0%
% Heavy Vehicles	4.0%	0.0%	16.0%	0.0%	5.0%	0.0%	8.0%	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	0.81	0.95	0.86	0.95	0.94	0.95
F _{HV}	0.962	1.000	0.862	1.000	0.952	1.000	0.926	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	460	0	271	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	337	0	0	0	0	0	345	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	713	0	117	0	0	0	0	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	0	0	235	0	26	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	1050	0	352	0	486	0	616	0
Conflicting flow, pcu/h	378	0	757	0	953	0	1167	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	902	NA	550	NA	497	NA	388	NA
Entry Flow Rates, vph	1009	0	304	0	463	0	570	0
V/C ratio	1.12		0.55		0.93		1.47	
Control Delay, sec/pcu	87.8		17.1		53.6		250.7	
LOS	F		C		F		F	
Average Queue (ft)	616		36		172		993	
95th % Queue (ft)	709		97		294		807	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	111.5	Int LOS	F	Max Approach V/C	1.47

Notes:

v 4.2

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

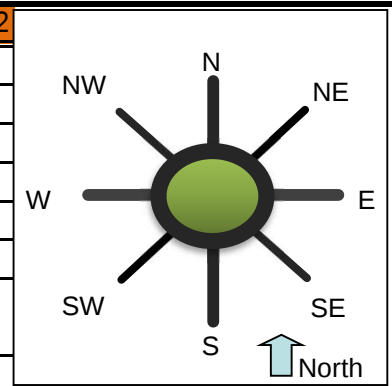
 F_{HV} = heavy vehicle factor

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)	N (1)	S (5)	E (3)	W (7)		
Select Exit Leg for Bypass (TO)	W (7)	E (3)	N (1)	S (5)		
Does the bypass have a dedicated receiving lane?	No	No	No	No		
Volumes						
Right Turn Volume removed from Entry Leg	211	90	85	14		
Volume Characteristics (for entry leg)						
PHF	0.95	0.86	0.81	0.94		
F_{HV}	0.96	0.95	0.86	0.93		
F_{ped}	1.00	1.00	1.00	1.00		
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr	231	110	122	16		
Conflicting Flow, pcu/hr	261	682	731	830		
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph	1017	656	564	548		
Flow Rates of Exiting Traffic, vph	222	105	105	15		
V/C ratio	0.22	0.17	0.22	0.03		
Control Delay, s/veh	5.6	7.4	9.2	6.9		
LOS	A	A	A	A		
95th % Queue (veh)	1	1	1	0		
95th % Queue (ft)	22	16	24	2		
Approach w/Bypass Delay, s/veh	73.0	45.0	15	244		
Approach w/Bypass LOS	F	E	C	F		

General & Site Information v 4.2

Analyst: Nikhil Choudhari
Agency/Co: SEI
Date: 10/6/2022
Project or PI#: Hawks Ridge DRI
Year, Peak Hour: Build PM - 2029
County/District: Fulton/District 7
Intersection Name: SR 92 @ SR 154/Cascade Palmetto Hwy



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					725		245	
	NE (2), vph								
	E (3), vph	106						159	
	SE (4), vph								
	S (5), vph	438		81					
	SW (6), vph								
	W (7), vph			405		18			
	NW (8), vph								
Output	Total Vehicles	544	0	486	0	743	0	404	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	94.0%	100.0%	93.0%	100.0%	95.0%	100.0%	88.0%	100.0%
% Heavy Vehicles	6.0%	0.0%	7.0%	0.0%	5.0%	0.0%	12.0%	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	0.94	0.95	0.89	0.95	0.90	0.95	0.79	0.95
F _{HV}	0.943	1.000	0.935	1.000	0.952	1.000	0.893	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	846	0	347	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	120	0	0	0	0	0	225	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	494	0	97	0	0	0	0	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	0	0	487	0	21	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	613	0	584	0	867	0	573	0
Conflicting flow, pcu/h	605	0	1214	0	692	0	711	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	702	NA	374	NA	649	NA	597	NA
Entry Flow Rates, vph	579	0	546	0	826	0	511	0
V/C ratio	0.82		1.46		1.27		0.86	
Control Delay, sec/pcu	28.6		249.0		155.2		36.1	
LOS	D		F		F		E	
Average Queue (ft)	115		944		890		128	
95th % Queue (ft)	236		767		836		266	

Overall Intersection Measures of Effectiveness					
Int Control Delay (sec)	121.5	Int LOS	F	Max Approach V/C	1.46

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)	N (1)	S (5)	E (3)	W (7)		
Select Exit Leg for Bypass (TO)	W (7)	E (3)	N (1)	S (5)		
Does the bypass have a dedicated receiving lane?	No	No	No	No		
Volumes						
Right Turn Volume removed from Entry Leg	238	95	204	15		
Volume Characteristics (for entry leg)						
PHF	0.94	0.90	0.89	0.79		
F_{HV}	0.94	0.95	0.93	0.89		
F_{ped}	1.00	1.00	1.00	1.00		
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr	268	111	245	21		
Conflicting Flow, pcu/hr	508	345	1193	591		
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph	775	924	382	674		
Flow Rates of Exiting Traffic, vph	253	106	229	19		
V/C ratio	0.33	0.12	0.64	0.03		
Control Delay, s/veh	8.5	5.0	28.1	5.7		
LOS	A	A	D	A		
95th % Queue (veh)	1	0	4	0		
95th % Queue (ft)	38	11	115	3		
Approach w/Bypass Delay, s/veh	22.5	138.2	184	35		
Approach w/Bypass LOS	C	F	F	E		

HCM 6th Signalized Intersection Summary
7: SR 92/SR 92/SR 154 & SR 701/SR 154/SR 70

Build AM (2029)

10/17/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	236	300	14	82	164	85	308	651	211	21	377	90
Future Volume (veh/h)	236	300	14	82	164	85	308	651	211	21	377	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1781	1781	1781	1663	1663	1663	1841	1841	1841	1826	1826	1826
Adj Flow Rate, veh/h	251	319	15	101	202	105	324	685	222	24	438	0
Peak Hour Factor	0.94	0.94	0.94	0.81	0.81	0.81	0.95	0.95	0.95	0.86	0.86	0.86
Percent Heavy Veh, %	8	8	8	16	16	16	4	4	4	5	5	5
Cap, veh/h	217	401	19	201	217	113	470	700	227	96	833	
Arrive On Green	0.09	0.24	0.24	0.06	0.21	0.21	0.09	0.53	0.53	0.02	0.46	0.00
Sat Flow, veh/h	1697	1688	79	1584	1031	536	1753	1332	432	1739	1826	0
Grp Volume(v), veh/h	251	0	334	101	0	307	324	0	907	24	438	0
Grp Sat Flow(s),veh/h/ln	1697	0	1767	1584	0	1566	1753	0	1763	1739	1826	0
Q Serve(g_s), s	14.0	0.0	27.7	7.7	0.0	30.0	14.0	0.0	78.4	1.1	26.8	0.0
Cycle Q Clear(g_c), s	14.0	0.0	27.7	7.7	0.0	30.0	14.0	0.0	78.4	1.1	26.8	0.0
Prop In Lane	1.00		0.04	1.00		0.34	1.00		0.24	1.00		0.00
Lane Grp Cap(c), veh/h	217	0	420	201	0	329	470	0	926	96	833	
V/C Ratio(X)	1.16	0.00	0.79	0.50	0.00	0.93	0.69	0.00	0.98	0.25	0.53	
Avail Cap(c_a), veh/h	217	0	420	244	0	342	470	0	950	216	984	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	49.7	0.0	55.8	46.1	0.0	60.5	24.7	0.0	36.2	36.9	30.3	0.0
Incr Delay (d2), s/veh	110.7	0.0	10.1	1.9	0.0	31.2	4.2	0.0	23.9	1.4	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.2	0.0	13.1	3.1	0.0	14.4	6.6	0.0	37.5	0.5	11.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	160.3	0.0	66.0	48.0	0.0	91.7	28.9	0.0	60.1	38.3	30.8	0.0
LnGrp LOS	F	A	E	D	A	F	C	A	E	D	C	
Approach Vol, veh/h	585			408			1231			462		
Approach Delay, s/veh	106.4			80.9			51.9			31.2		
Approach LOS	F			F			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	38.8	9.2	87.9	15.7	43.1	20.0	77.2				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	34.0	14.0	84.0	14.0	34.0	14.0	84.0				
Max Q Clear Time (g_c+l1), s	16.0	32.0	3.1	80.4	9.7	29.7	16.0	28.8				
Green Ext Time (p_c), s	0.0	0.8	0.0	1.5	0.1	1.7	0.0	1.5				
Intersection Summary												
HCM 6th Ctrl Delay	64.6											
HCM 6th LOS	E											
Notes												

HCM 6th Signalized Intersection Summary
7: SR 92/SR 92/SR 154 & SR 701/SR 154/SR 70

Build PM (2029)

10/17/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	245	159	15	81	405	204	106	438	238	18	725	95
Future Volume (veh/h)	245	159	15	81	405	204	106	438	238	18	725	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1722	1722	1722	1796	1796	1796	1811	1811	1811	1826	1826	1826
Adj Flow Rate, veh/h	310	201	19	91	455	229	113	466	253	20	806	0
Peak Hour Factor	0.79	0.79	0.79	0.89	0.89	0.89	0.94	0.94	0.94	0.90	0.90	0.90
Percent Heavy Veh, %	12	12	12	7	7	7	6	6	6	5	5	5
Cap, veh/h	212	552	52	412	337	170	131	492	267	99	748	
Arrive On Green	0.11	0.36	0.36	0.05	0.30	0.30	0.05	0.45	0.45	0.02	0.41	0.00
Sat Flow, veh/h	1640	1549	146	1711	1127	567	1725	1104	599	1739	1826	0
Grp Volume(v), veh/h	310	0	220	91	0	684	113	0	719	20	806	0
Grp Sat Flow(s),veh/h/ln	1640	0	1696	1711	0	1694	1725	0	1703	1739	1826	0
Q Serve(g_s), s	19.0	0.0	17.3	6.6	0.0	54.0	7.5	0.0	73.2	1.2	74.0	0.0
Cycle Q Clear(g_c), s	19.0	0.0	17.3	6.6	0.0	54.0	7.5	0.0	73.2	1.2	74.0	0.0
Prop In Lane	1.00		0.09	1.00		0.33	1.00		0.35	1.00		0.00
Lane Grp Cap(c), veh/h	212	0	605	412	0	507	131	0	758	99	748	
V/C Ratio(X)	1.46	0.00	0.36	0.22	0.00	1.35	0.86	0.00	0.95	0.20	1.08	
Avail Cap(c_a), veh/h	212	0	605	463	0	507	174	0	758	203	748	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	59.2	0.0	43.0	40.8	0.0	63.3	49.7	0.0	48.1	42.7	53.3	0.0
Incr Delay (d2), s/veh	230.7	0.0	0.4	0.3	0.0	170.2	26.8	0.0	21.0	1.0	55.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.8	0.0	7.2	2.8	0.0	46.5	3.7	0.0	34.3	0.5	44.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	289.9	0.0	43.3	41.1	0.0	233.5	76.5	0.0	69.0	43.6	109.0	0.0
LnGrp LOS	F	A	D	D	A	F	E	A	E	D	F	
Approach Vol, veh/h	530			775			832			826		
Approach Delay, s/veh	187.6			210.9			70.1			107.4		
Approach LOS	F			F			E			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	60.0	9.2	86.4	14.6	70.4	15.6	80.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	54.0	14.0	74.0	14.0	59.0	14.0	74.0				
Max Q Clear Time (g_c+1), s	21.0	56.0	3.2	75.2	8.6	19.3	9.5	76.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	4.6	0.1	0.0				

Intersection Summary

HCM 6th Ctrl Delay 138.3

HCM 6th LOS F

Notes

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

HCM 6th Signalized Intersection Summary

Build AM (2029) w/ Improvements

7: SR 92/SR 92/SR 154 & SR 70/SR 154/Cascade Palmetto Hwy

10/17/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	236	300	14	82	164	85	308	651	211	21	377	90
Future Volume (veh/h)	236	300	14	82	164	85	308	651	211	21	377	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1781	1781	1781	1663	1663	1663	1841	1841	1841	1826	1826	1826
Adj Flow Rate, veh/h	251	319	0	101	202	0	324	685	0	24	438	0
Peak Hour Factor	0.94	0.94	0.94	0.81	0.81	0.81	0.95	0.95	0.95	0.86	0.86	0.86
Percent Heavy Veh, %	8	8	8	16	16	16	4	4	4	5	5	5
Cap, veh/h	377	428		258	284		388	745		160	516	
Arrive On Green	0.14	0.24	0.00	0.07	0.17	0.00	0.15	0.40	0.00	0.02	0.28	0.00
Sat Flow, veh/h	1697	1781	1510	1584	1663	1409	1753	1841	1560	1739	1826	1547
Grp Volume(v), veh/h	251	319	0	101	202	0	324	685	0	24	438	0
Grp Sat Flow(s),veh/h/ln	1697	1781	1510	1584	1663	1409	1753	1841	1560	1739	1826	1547
Q Serve(g_s), s	10.7	15.2	0.0	4.8	10.5	0.0	11.4	32.5	0.0	0.9	20.8	0.0
Cycle Q Clear(g_c), s	10.7	15.2	0.0	4.8	10.5	0.0	11.4	32.5	0.0	0.9	20.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	377	428		258	284		388	745		160	516	
V/C Ratio(X)	0.67	0.74		0.39	0.71		0.83	0.92		0.15	0.85	
Avail Cap(c_a), veh/h	400	658		390	615		398	1681		381	1667	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.2	32.3	0.0	28.8	36.0	0.0	20.8	26.0	0.0	24.9	31.1	0.0
Incr Delay (d2), s/veh	3.9	2.6	0.0	1.0	3.3	0.0	14.0	5.2	0.0	0.4	4.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	6.3	0.0	1.7	4.2	0.0	5.6	13.6	0.0	0.4	9.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.1	34.9	0.0	29.8	39.2	0.0	34.8	31.2	0.0	25.3	35.1	0.0
LnGrp LOS	C	C		C	D		C	C		C	D	
Approach Vol, veh/h	570			303			1009			462		
Approach Delay, s/veh	32.3			36.1			32.4			34.6		
Approach LOS	C			D			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.8	21.7	8.3	43.2	12.4	28.1	19.5	32.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	14.0	34.0	14.0	84.0	14.0	34.0	14.0	84.0				
Max Q Clear Time (g_c+l1), s	12.7	12.5	2.9	34.5	6.8	17.2	13.4	22.8				
Green Ext Time (p_c), s	0.1	3.2	0.0	2.7	0.1	4.7	0.1	1.5				

Intersection Summary

HCM 6th Ctrl Delay 33.3

HCM 6th LOS C

Notes

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

HCM 6th Signalized Intersection Summary

Build PM (2029) w/ Improvements

7: SR 92/SR 92/SR 154 & SR 70/SR 154/Cascade Palmetto Hwy

10/17/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	245	159	15	81	405	204	106	438	238	18	725	95
Future Volume (veh/h)	245	159	15	81	405	204	106	438	238	18	725	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1722	1722	1722	1796	1796	1796	1811	1811	1811	1826	1826	1826
Adj Flow Rate, veh/h	310	201	0	91	455	0	113	466	0	20	806	0
Peak Hour Factor	0.79	0.79	0.79	0.89	0.89	0.89	0.94	0.94	0.94	0.90	0.90	0.90
Percent Heavy Veh, %	12	12	12	7	7	7	6	6	6	5	5	5
Cap, veh/h	250	585		411	504		132	827		315	770	
Arrive On Green	0.11	0.34	0.00	0.05	0.28	0.00	0.05	0.46	0.00	0.02	0.42	0.00
Sat Flow, veh/h	1640	1722	1459	1711	1796	1522	1725	1811	1535	1739	1826	1547
Grp Volume(v), veh/h	310	201	0	91	455	0	113	466	0	20	806	0
Grp Sat Flow(s),veh/h/ln	1640	1722	1459	1711	1796	1522	1725	1811	1535	1739	1826	1547
Q Serve(g_s), s	19.0	15.3	0.0	6.6	42.8	0.0	7.2	33.0	0.0	1.1	74.0	0.0
Cycle Q Clear(g_c), s	19.0	15.3	0.0	6.6	42.8	0.0	7.2	33.0	0.0	1.1	74.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	250	585		411	504		132	827		315	770	
V/C Ratio(X)	1.24	0.34		0.22	0.90		0.86	0.56		0.06	1.05	
Avail Cap(c_a), veh/h	250	585		464	553		179	827		423	770	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	44.6	43.3	0.0	41.7	60.8	0.0	48.1	34.9	0.0	30.0	50.7	0.0
Incr Delay (d2), s/veh	137.0	0.3	0.0	0.3	17.2	0.0	25.0	0.9	0.0	0.1	45.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.0	6.5	0.0	2.8	21.3	0.0	3.5	14.5	0.0	0.5	42.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	181.6	43.6	0.0	42.0	78.0	0.0	73.0	35.8	0.0	30.1	96.1	0.0
LnGrp LOS	F	D		D	E		E	D		C	F	
Approach Vol, veh/h	511			546			579			826		
Approach Delay, s/veh	127.3			72.0			43.0			94.5		
Approach LOS	F			E			D			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	55.2	9.1	86.1	14.6	65.6	15.2	80.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	54.0	14.0	74.0	14.0	59.0	14.0	74.0				
Max Q Clear Time (g_c+l1), s	21.0	44.8	3.1	35.0	8.6	17.3	9.2	76.0				
Green Ext Time (p_c), s	0.0	4.4	0.0	1.6	0.1	4.2	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	84.2											
HCM 6th LOS	F											

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	66,200 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)						Level of Service				
Lanes /Divided	A**	B	C	D***	E***	Lanes	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	A**	B**	C	D	E	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	A**	B**	C	D	E	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	A**	B**	C	D	E	(Alter 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				
						(Alter 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.										
** Cannot be achieved.										
*** Volumes are comparable because intersection capacities have been reached.										
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 <<<The assumptions made in the development of this table appear in the 1998 Level of Service Handbook published by Florida DOT.>>>										