

TRAFFIC IMPACT STUDY FOR

DRI #4057 WESTWOOD MIXED-USE DEVELOPMENT

DATE:

November 13, 2023

LOCATION:

South Fulton, Georgia

PREPARED FOR:

UCM Management

PREPARED BY:

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EXECUTIVE SUMMARY

The Westwood Mixed-Use Development (DRI #4057) is proposed for construction along Cascade Palmetto Highway in South Fulton, Georgia. The proposed development will consist of 235 single-family detached units, 226 townhomes (single-family attached units), 1,042 multi-family units (mid-rise apartments), 154,100 square feet of general office space, 221,720 square feet of shopping center space, and 44,500 square feet of supermarket space. The development will have six access points consisting of three full-access driveways on Cochran Road, two full-access driveways on Cascade Palmetto Highway (one of which is proposed to align with Cascading Lane), and one right-in/right-out (RIRO) driveway on Cascade Palmetto Highway just north of Cochran Road.

Traffic operations at the study intersections are satisfactory at five of the twelve study intersections in the Existing conditions. However, inadequate LOS are present at the remaining seven study intersections, and the conditions are expected to worsen as evidenced in the 2032 No-Build scenario due to the anticipated growth in the study area. In 2032 No-Build conditions, eleven of the twelve study intersections experience inadequate LOS on at least one approach.

The addition of project traffic is expected to have an impact on the traffic operations at the study intersections. For 2032 Build conditions, study intersections are expected to continue to operate at the same overall Levels of Service when compared to 2032 No-Build conditions, with some additional intersection LOS and individual movements becoming inadequate.

Left-turn lanes are not warranted at Site Driveway A, Site Driveway B, Site Driveway C, or Site Driveway F. A left-turn lane is warranted at Site Driveway E along Cascade Palmetto Highway.

Site Driveway B and Site Driveway C along Cochran Road warrant a right-turn deceleration lane. Site Driveway A along Cochran Road does not warrant a right-turn deceleration lane; however, a right-turn deceleration lane is still recommended at this location.

All three site driveways along Cascade Palmetto Highway warrant a right-turn deceleration lane.

Single-lane approaches are sufficient at each of the site driveways, except for the Site Driveway E. Site Driveway E along Cascade Palmetto Highway and aligned with Cascading Lane warrants a traffic signal in Build conditions. A left-turn lane and a shared left+through+right lane, along with the corresponding receiving lanes on Cascade Palmetto Highway north of the intersection, are expected to be sufficient for Build operations.

From the analysis, mitigation should be considered at the following existing study intersections:

Cascade Palmetto Highway and Site Driveway E/Cascading Lane

- Install a traffic signal and consider widening Cascade Palmetto Highway along the site frontage.

Cascade Palmetto Highway and West Stubbs Road

- Install a westbound permissive+overlap phase for the right-turn movement and consider removing the northbound left-turn protected+permissive phase.

Consideration should be given to a widening of Cascade Palmetto Highway from between Cochran Road at the proposed development to the four-lane median-divided section that begins just south of SR 154/166/Campbellton Road.

Table A summarizes the capacity analysis results along with the needed mitigation in each of the No-Build and Build scenarios to restore adequate operations along all approaches and intersections. Table B summarizes the queue lengths, 50th percentile and 95th percentile, respectively, across each of the existing, No-Build, and Build scenarios.

Table A: Capacity Analysis Results Summary with Applied Mitigation

ID	Intersection	Control	Movement	2023 Existing				2032 No-Build				2032 No-Build Mitigated				2032 Build				2032 Build Mitigated					
				AM		PM		AM		PM		Mitigation	AM		PM		AM		PM		Mitigation	AM		PM	
				LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay		LOS	Delay	LOS	Delay
1	SR 70/Fulton Ind Blvd & SR 6/Camp Creek Pkwy	Traffic Signal	Overall	E	56.0	E	67.7	F	100.1	F	105.2	2 WBR lanes (pm+overlap) 2 SBR lanes (pm+overlap) 2 NBR lanes 3 SBL lanes 3 NBT lanes, 3 SBT lanes Timing Optimization	D	45.4	D	45.0	F	119.5	F	126.0	2 WBR lanes (pm+overlap) 2 SBR lanes (pm+overlap) 2 NBR lanes 3 SBL lanes 3 NBT lanes, 3 SBT lanes Timing Optimization	D	46.1	E	58.0
			EB	E	61.5	D	50.2	F	123.2	E	72.3	D	53.2	D	50.1	F	182.4	F	126.7	D	45.7	D	52.4		
			WB	D	40.7	F	83.5	D	52.8	F	116.5	C	29.3	D	44.7	D	52.2	F	134.3	D	46.8	E	74.2		
			NB	E	72.8	E	74.4	F	131.7	F	143.8	D	45.3	D	48.4	F	131.7	F	143.8	D	45.0	D	54.3		
			SB	D	49.5	D	53.3	F	88.3	F	80.8	D	48.3	D	36.9	F	95.3	F	95.1	D	46.7	D	42.5		
2	SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd	Traffic Signal	Overall	E	63.4	D	54.1	F	91.9	F	89.8	2 EBR lanes (pm+overlap) 2 NBL lanes (prot), therefore 2 receiving lanes on west leg Timing Optimization	D	40.7	D	44.6	F	119.0	F	130.1	2 EBR lanes (pm+overlap) 2 NBL lanes (prot), therefore 2 receiving lanes on west leg 2 WBT lanes	D	38.0	C	42.3
			EB	F	140.2	F	88.7	F	191.9	F	136.7	D	38.0	C	30.2	F	232.1	F	214.4	C	28.3	C	33.2		
			WB	C	32.4	D	47.1	D	37.7	E	64.3	D	37.6	D	54.1	D	40.3	F	85.1	C	26.9	C	33.2		
			NB	C	29.9	D	46.0	D	51.6	F	86.0	D	40.2	D	49.2	F	86.1	F	129.1	D	44.2	D	46.8		
			SB	C	26.9	D	38.2	D	46.1	E	64.3	D	46.0	D	46.1	D	49.4	E	64.3	D	47.4	D	49.2		
3	SR 92/Fairburn Rd & Mt Vernon Rd	Traffic Signal	Overall	C	20.3	C	28.4	C	25.8	D	43.2	1 WBR lane (pm+overlap)	B	17.9	C	25.4	C	28.5	E	55.4	1 WBR lane (pm+overlap)	B	19.2	C	30.3
			WB	E	62.8	E	61.9	E	67.5	F	85.7	D	53.4	D	52.5	E	70.3	F	105.4	D	53.8	D	53.7		
			NB	B	15.1	C	27.5	B	16.7	D	47.4	B	13.5	C	26.1	B	17.7	E	65.7	B	15.1	C	34.5		
			SB	B	15.0	B	15.5	C	24.1	B	19.2	B	13.7	B	12.9	C	28.3	C	20.3	B	14.9	B	14.7		
4	SR 92/Fairburn Rd & Anneewakee Rd	Traffic Signal	Overall	E	74.6	E	66.1	F	126.8	F	114.2	2 EBR lanes (pm+overlap) channelize EBR 2 NBL lanes (prot), therefore 2 receiving lanes on west leg	D	32.1	C	27.3	F	144.0	F	140.5	2 EBR lanes (pm+overlap) channelize EBR 2 NBL lanes (prot), therefore 2 receiving lanes on west leg	C	35.0	C	32.2
			EB	F	169.4	F	186.1	F	259.0	F	270.0	D	53.7	C	28.2	F	276.6	F	318.2	D	53.4	C	27.0		
			WB	C	24.4	D	37.8	C	24.5	D	37.8	C	34.8	D	39.9	C	24.5	D	37.8	C	34.8	D	39.9		
			NB	C	31.6	D	38.7	D	50.6	E	72.5	B	17.7	C	21.4	E	60.4	E	78.3	B	17.7	C	22.2		
			SB	D	47.9	E	65.6	F	103.8	F	124.9	C	29.8	D	37.8	F	133.4	F	179.9	D	38.4	D	52.1		
5	SR 92/Fairburn Rd & Riverside Pkwy	Traffic Signal	Overall	B	12.5	C	25.1	B	18.3	D	38.4						C	24.8	E	57.0	2 WBL lanes NBR pm+overlap	C	26.1	D	43.3
			WB	C	31.6	D	36.5	C	25.9	D	41.2						C	28.2	D	42.2	C	26.4	E	57.7	
			NB	C	20.7	C	27.4	D	35.3	D	53.8						D	46.8	F	94.5	D	41.0	E	59.6	
			SB	A	4.0	B	16.1	A	7.6	B	18.6						B	11.7	C	20.1	B	17.7	B	16.6	
			Overall	F	186.3	E	66.4	F	248.6	F	118.8	2 EBR lanes (pm+overlap) 2 NBR lanes (pm+overlap) 3 WBT lanes	D	44.6	D	37.5	F	233.7	F	140.4	2 EBR lanes (pm+overlap) 2 NBR lanes (pm+overlap) 3 WBT lanes Timing Optimization	D	54.9	D	39.3
6	SR 92/Fairburn Rd & SR 70/92/154/166/ Old Lower River Rd	Traffic Signal	EB	F	310.9	F	90.4	F	413.3	F	187.4	D	41.2	B	17.4	F	395.4	F	166.6	D	49.0	C	20.9		
			WB	C	33.6	D	49.1	C	34.7	F	81.1	D	36.1	D	49.3	D	37.4	F	159.0	D	35.3	D	49.4		
			NB	D	52.3	D	53.3	E	79.8	E	68.3	D	52.4	D	50.5	E	78.8	E	67.1	E	77.0	D	53.2		
			SB	E	56.3	E	62.4	E	55.1	E	60.5	D	54.9	E	60.2	E	55.1	E	60.5	D	54.9	E	60.5		
			Overall	D	41.8	E	70.9	E	71.9	F	110.0	2 EBL lanes (prot) 2 EBR lanes 3 NBT lanes NBR pm+overlap 2 SBR lanes (pm+overlap)	C	33.7	D	38.4	F	91.8	F	133.3	2 EBL lanes (prot), 2 EBR lanes 2 WBT lanes 2 NBL lanes 3 NBT lanes 3 SBT lanes NBR pm+overlap 2 SBR lanes (pm+overlap)	D	40.8	D	48.0
7	SR 70/Fulton Ind Blvd & SR 154/166/Campbellton Rd	Traffic Signal	EB	E	63.9	D	39.9	F	125.7	E	65.4	D	42.4	D	37.6	F	107.9	E	60.7	D	49.9	D	38.7		
			WB	D	38.0	D	53.5	D	41.1	F	98.0	D	41.5	D	46.8	D	47.0	F	118.9	D	47.7	E	64.8		
			NB	C	28.7	C	21.6	D	47.7	C	23.7	C	27.5	C	27.9	F	113.2	F	165.9	D	35.8	D	41.6		
			SB	C	24.4	F	108.9	C	27.5	F	164.9	C	20.8	D	39.1	C	29.5	F	152.1	C	29.4	D	49.5		
			Overall	C	28.1	B	17.2	D	49.8	C	21.6	WBR pm+overlap	C	34.5	B	16.3	E	79.6	D	37.0	remove NBL pt+pm WBR pm+overlap	D	46.1	B	15.8
10	Cascade Palmetto Hwy & W Stubbs Rd	Traffic Signal	EB	C	24.0	B	19.0	C	24.8	B	18.6	C	28.9	C	22.2	C	29.4	B	19.0	D	41.8	C	25.6		
			WB	D	41.4	C	26.5	E	59.4	C	31.2	D	43.5	C	22.3	F	95.8	D	38.2	D	53.6	C	25.2		
			NB	C	28.2	B	14.7	E	64.8	B	17.0	D	39.8	B	14.4	F	117.8	C	22.6	E	57.7	B	17.8		
			SB	B	12.2	B	13.7	B	15.0	B	19.0	B	13.2	B	13.7	B	18.9	D	43.0	C	21.0	B	10.5		
			Overall	D	46.4	E	70.2	F	84.3	F	129.3	remove EBL pt+pm in PM remove WBL pt+pm 1 WBR lane (pm+overlap) 1 SBR lane (pm+overlap in AM)	D	43.4	D	36.0	F	90.6	F	161.7	remove EBL pt+pm in PM remove WBL pt+pm 1 WBR lane (pm+overlap) 1 SBR lane (pm+overlap in AM)	D	46.6	D	40.2
11	SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Road	Traffic Signal	EB	E	60.9	D	41.8	F	129.1	E	78.0	D	48.2	C	30.0	F	128.7	E	68.3	D	50.6	C	33.8		
			WB	C	31.7	E	73.7	D	43.0	F	146.8	D	37.7	C	32.1	D	47.9	F	190.4	D	38.1	C	32.2		
			NB	C	33.6	D	52.8	D	44.3	F	88.4	D	43.2	D	35.5	E	72.2	F	89.5	D	54.0	D	41.6		
			SB	C	33.2	F	106.3	D	36.2	F	187.7	C	30.6	D	46.9	D	45.6	F	258.7	C	30.6	D	53.1		
			Overall	C	15.9	C	16.7	D	29.4	E	35.2	1 WBR lane with channelized yield 1 SBR lane with channelized yield	C	24.2	C	16.7	E	45.0	F	54.3	1 WBR lane with channelized yield 1 SBL lane, 1 SB T+R lane	C	21.6	C	19.2
12	W Stubbs Rd & Butner Rd	All-Way Stop Control	EB	C	15.3	B	11.5	C	24.4	B	14.5	D	28.9	B	13.5	D	28.1	C	16.3	D	30.8	C	16.0		
			WB	B	12.1	C	20.9	C	16.5	F	56.1	B	12.9	C	15.9	C	19.4	F	91.6	B	13.7	C	19.0		
			NB	B	12.0	B	13.4	C	15.4	C	19.1	C	16.9	C	16.5	C	17.9	C	24.6	C	18.9	C	24.5		
			SB	C	19.8	B	14.8	E	44.7	C	23.6	D	29.4	C	19.6	F	79.0	E	37.9	C	20.6	C	16.8		

Table B: Queuing Analysis Summary

ID	Intersection	Control	Movement	Storage Length	2023 Existing				2032 No-Build				2032 Build			
					50th %ile		95th %ile		50th %ile		95th %ile		50th %ile		95th %ile	
					AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	SR 70/Fulton Ind Blvd & SR 6/Camp Creek Pkwy	Traffic Signal	EBL	170	207	144	320	221	275	259	317	333	281	282	295	292
			EBT	-	230	249	308	171	1017	211	2328	349	1809	1521	3091	3073
			WBT	-	190	550	112	263	219	1196	649	2348	150	1455	221	2510
			SBR	380	53	47	151	129	86	90	223	203	118	143	266	260
2	SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd	Traffic Signal	EBT	-	115	122	204	201	641	178	1373	381	704	463	1419	1059
			EBR	450	125	65	351	254	462	195	780	517	504	381	775	737
			WBT	-	123	177	216	298	181	458	324	1141	202	654	374	1325
			NBL	440	157	449	263	678	454	603	721	623	594	605	674	605
3	SR 92/Fairburn Rd & Mt Vernon Rd	Traffic Signal	WBL+R	-	168	281	293	470	350	537	883	933	257	789	489	1362
			NBT	-	237	345	114	199	280	295	1768	466	190	302	305	490
			NBR	250	67	43	121	72	74	81	147	253	98	93	175	282
			SBT	-	145	149	250	230	621	251	2433	672	648	587	1980	1725
4	SR 92/Fairburn Rd & Anneewakee Rd	Traffic Signal	EBR	135	210	98	210	194	208	133	216	240	210	144	211	236
			NBL	575	178	575	294	849	183	734	356	833	271	745	439	804
			NBT	-	65	342	131	1063	60	1725	138	2779	79	1829	346	2630
			SBT	-	674	1529	1429	892	2183	2779	3448	2125	2406	2431	3411	3404
5	SR 92/Fairburn Rd & Riverside Pkwy	Traffic Signal	WBL	-	82	71	151	142	400	458	1574	1597	128	179	228	515
			NBR	365	2	0	36	0	40	185	261	592	352	329	743	736
			SBT	-	905	146	2138	635	1225	1966	2538	1114	1030	690	2228	1911
6	SR 92/Fairburn Rd & SR 70/92/154/166/ Old Lower River Rd	Traffic Signal	EBT	-	1067	770	1548	1348	1091	1152	1497	1460	1142	985	1415	1546
			WBL	260	31	81	67	157	37	233	90	496	112	332	297	536
			WBT	-	57	166	109	270	278	1209	968	660	234	912	702	1487
			NBR	165	56	6	240	69	86	26	299	160	135	39	365	198
7	SR 70/Fulton Ind Blvd & SR 154/166/Campbellton Rd	Traffic Signal	EBR	150	12	9	103	87	7	31	76	172	61	130	243	334
			WBL	170	43	138	117	344	92	246	261	434	131	304	276	380
			NBL	265	38	68	76	132	28	117	228	235	325	340	393	340
			NBT	-	148	53	226	112	448	59	249	112	539	793	816	897
			NBR	145	26	5	81	23	104	10	292	37	128	22	311	74
			SBT	-	55	1757	120	3722	59	3357	120	5804	134	4199	229	6621
8	Cascade Palmetto Hwy & Cascading Ln	Side Street Stop Control	EB L+T+R	-									193	453	315	800
			NBL	310									157	216	435	483
			SBR	250									16	42	62	111
9	Cascade Palmetto Hwy & Cochran Rd	Side Street Stop Control	EB L+R	-	14	7	50	29	17	8	59	30	314	456	656	710
			NBL	-	1	0	9	0	39	0	807	0	232	862	1268	2711
10	Cascade Palmetto Hwy & W Stubbs Rd	Traffic Signal	EB L+T+R	-	55	26	102	60	70	30	130	65	81	44	152	88
			WBR	175	35	1	150	25	129	3	285	37	213	44	332	173
			NBT	-	154	52	263	109	352	67	681	136	901	110	1738	183
			SBL	300	45	61	93	112	49	70	90	119	63	82	116	138
			SBT	-	40	92	96	179	40	97	98	182	52	117	116	195
			SBR	290	4	9	15	26	5	9	19	26	7	11	23	28
11	SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Road	Traffic Signal	EBL	190	204	36	337	124	250	77	344	239	256	108	342	278
			WB T+R	-	205	911	389	1639	306	1856	598	2543	883	1967	1869	2410
			NB T+R	-	103	43	188	99	192	62	346	134	473	136	1097	408
			SBL	210	15	140	46	366	24	153	63	385	52	215	160	428
			SB T+R	-	81	1147	156	2289	98	2651	179	4447	171	3860	320	5897
12	W Stubbs Rd & Butner Rd	All-Way Stop Control	WB	-	24	85	52	165	32	223	68	414	43	752	81	1108
			NB	-	36	49	65	84	43	71	74	121	50	83	87	151
			SB	-	67	54	123	85	95	80	180	148	190	114	383	215

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Introduction

The Westwood Mixed-Use Development (DRI #4057) is proposed for construction along Cascade Palmetto Highway in South Fulton, Georgia. The proposed development will consist of 235 single-family detached units, 226 townhomes (single-family attached units), 1,042 multi-family units (mid-rise apartments), 154,100 square feet of general office space, 221,720 square feet of shopping center space, and 44,500 square feet of supermarket space. The development will have six access points consisting of three full-access driveways on Cochran Road, two full-access driveways on Cascade Palmetto Highway (one of which is proposed to align with Cascading Lane), and one right-in/right-out (RIRO) driveway on Cascade Palmetto Highway just north of Cochran Road. This traffic study analyzes the impact of new traffic added to the local roadways upon the occupancy of the mixed-use development. This study includes analysis of the following scenarios:

- 2023 Existing Conditions
- 2032 (Opening Year) No-Build Conditions (including background growth and expected traffic from adjacent/nearby developments)
- 2032 (Opening Year) Build Conditions

The following are the intersections proposed for study:

1. SR 70/Fulton Industrial Boulevard and SR 6/Camp Creek Parkway
2. SR 6/Camp Creek Parkway and SR 154/166/Campbellton Road
3. SR 92/Fairburn Road and Mount Vernon Road
4. SR 92/Fairburn Road and Anneewakee Road
5. SR 92/Fairburn Road and Riverside Parkway
6. SR 92/Fairburn Road and SR 70/92/154/166/Old Lower River Road
7. SR 70/Fulton Industrial Boulevard and SR 154/166/Campbellton Road
8. Cascade Palmetto Highway and Cascading Lane/Site Driveway E
9. Cascade Palmetto Highway and Cochran Road
10. Cascade Palmetto Highway and West Stubbs Road
11. SR 70/154/Cascade Palmetto Highway and SR 92/Campbellton Fairburn Road
12. West Stubbs Road and Butner Road
13. Cochran Road and Site Driveway A
14. Cochran Road and Site Driveway B
15. Cochran Road and Site Driveway C
16. Cascade Palmetto Highway and Site Driveway D
17. Cascade Palmetto Highway and Site Driveway F

The report summarizes background and projected traffic at the study locations, analysis of traffic impacts including level of service (LOS) and queues, and conclusions and recommendations from the analysis.

Figure 1 depicts the site location in South Fulton and the study intersections. The site location aerial is depicted in Figure 2. A copy of the development concept plan is included in Appendix A.

Figure 1. Vicinity Map

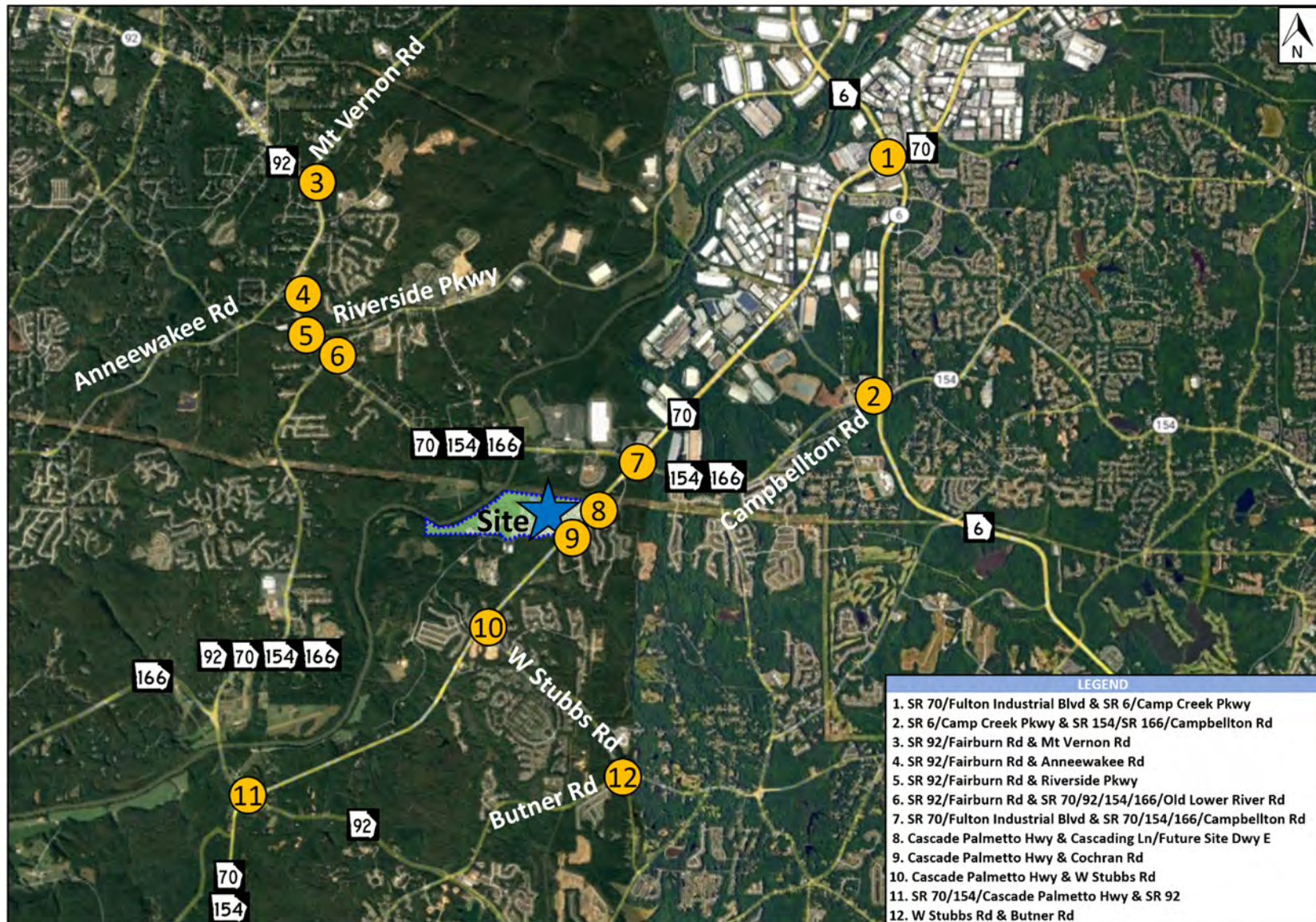


Figure 2. Site Location Aerial



Existing Conditions

A.1. Pedestrian and Multi-Use Facilities

There is existing pedestrian sidewalk infrastructure and path infrastructure presence surrounding the residential developments. Figure 3 shows the existing pedestrian path infrastructure. The City of South Fulton does not plan to expand this infrastructure in future years. Georgia State Bicycle Route 15 runs along SR 92/Fairburn Road within the study area.

A.2. Transit and Bicycle Facilities

Metropolitan Atlanta Rapid Transit Authority (MARTA) Bus Route 73 – Fulton Industrial operates north/south from HE Holmes station to alternate termini on LaGrange Boulevard and Westpark Drive along MLK Jr Drive and Fulton Industrial Boulevard. Points of interest are Adamsville Health Center and Fulton County Housing Authority. However, the existing transit infrastructure in relation to the site location is over 2.5 miles northeast of the proposed site and is not applicable to the subject development.

A.3. Transportation Facilities

Cascade Palmetto Highway is a two-lane undivided Principal Arterial that runs north-south with dedicated left turn lanes and right turn lanes to side streets. Cascade Palmetto Highway connects with SR 6 to the north and with SR 92 to the south within the study area. Cochran Road intersects with Cascade Palmetto Highway at the planned development. Cascade Palmetto Highway has a posted speed limit of 55 MPH and provides access to adjacent residential neighborhoods, commercial land uses, and industrial land uses.

Cochran Road is a two-lane undivided local road that runs east-west. Cochran Road connects with Cascade Palmetto Highway to the east, near the planned development, and with Fairburn Campbellton Road in the south/west. Cochran Road has a posted speed limit of 30 MPH east of West Stubbs Road and 35 MPH west of West Stubbs Road. Cochran Road provides access to residential, municipal, agricultural, and institutional land uses.

SR 154 is a two-lane undivided Principal Arterial that runs east-west in the study area with dedicated left turn lanes and right turn lanes to side streets. SR 154 connects with SR 92 to the west (SR 154 continues south and changes to SR 92 going west at Old Lower River Road), where it intersects with Riverside Parkway shortly thereafter, and connects with SR 6 to the east within the study area. SR 154 has a posted speed limit of 55 MPH and provides access to adjacent residential neighborhoods, and commercial/retail land uses.

SR 6 (Camp Creek Parkway) is a four-lane divided Principal Arterial that runs north-south and intersects with SR 70. The roadway also intersects with SR 154 within the study area. It has a posted speed limit of 55 MPH and provides access to Hartsfield-Jackson Atlanta International Airport, commercial/retail, institutional, and some residential land uses.

SR 92/Fairburn Road is a two-lane undivided Principal Arterial east of SR 154 and a four-lane divided Principal Arterial west of SR 154 that runs east-west, connecting SR 154 to the west (SR 92 changes to SR 154 going east at Old Lower River Road and continues to Cascade Palmetto Highway). It has a posted speed limit of 55 MPH and provides access to adjacent residential neighborhoods, and commercial/retail land uses.

West Stubbs Road is a two-lane undivided Minor Collector that runs east-west, connecting Cochran Road to the west with Demooney Road in the east. West Stubbs Road intersects with Cascade Palmetto Highway and Butner Road, and its only land use is residential. West Stubbs Road has a posted speed limit of 25 MPH west of Cascade Palmetto Highway and 45 MPH east of Cascade Palmetto Highway. Trucks are not allowed on West Stubbs Road.

Mount Vernon Road is a two-lane undivided Minor Arterial that runs north-south, connecting SR 92 to the south with SR 6 via Sweetwater Terrace in the north. The land uses along Mount Vernon Road are residential, institutional, and industrial. Mount Vernon Road has a posted speed limit of 40 MPH.

Anneewakee Road is a two-lane undivided Urban Major Collector that runs east-west, connecting SR 5 to the west via Dorsett Shoals Road with SR 92 in the east. The land uses along Anneewakee Road are residential, institutional, and some commercial. Anneewakee Road has a posted speed limit of 45 MPH.

Riverside Parkway is a two-lane undivided Minor Arterial that runs east-west, connecting SR 92 to the west with I-20 in the north/east. The land uses along Riverside Parkway are residential, institutional, and industrial, with some commercial near I-20. Riverside Parkway has a posted speed limit of 45 MPH.

Butner Road is a two-lane undivided Minor Arterial that runs east-west, connecting SR 92 to the west with SR 154/166/Campbellton Road in the east. Butner Road intersects with West Stubbs Road. The land uses along Butner Road are institutional and residential. Butner Road has a posted speed limit of 45 MPH. Trucks are not allowed on Butner Road.

A.4. Traffic Counts

Intersection turning movement counts (TMCs) at the three study intersections were collected on Tuesday, October 24, 2023, while schools were in session. In addition to the turning movement counts, two (2) 24-hour traffic classification counts were taken on Tuesday, October 24, 2023; one along Cochran Road west of Cascade Palmetto Highway, and one along Cascade Palmetto Highway north of Cochran Road. The AM peak hour was determined to be 7:15-8:15AM, and the PM peak hour was determined to be 5:00-6:00PM. The resultant Existing Traffic Volumes are shown in Figure 4.

Figure 3: Existing Pedestrian and Multi-Use Path Infrastructure

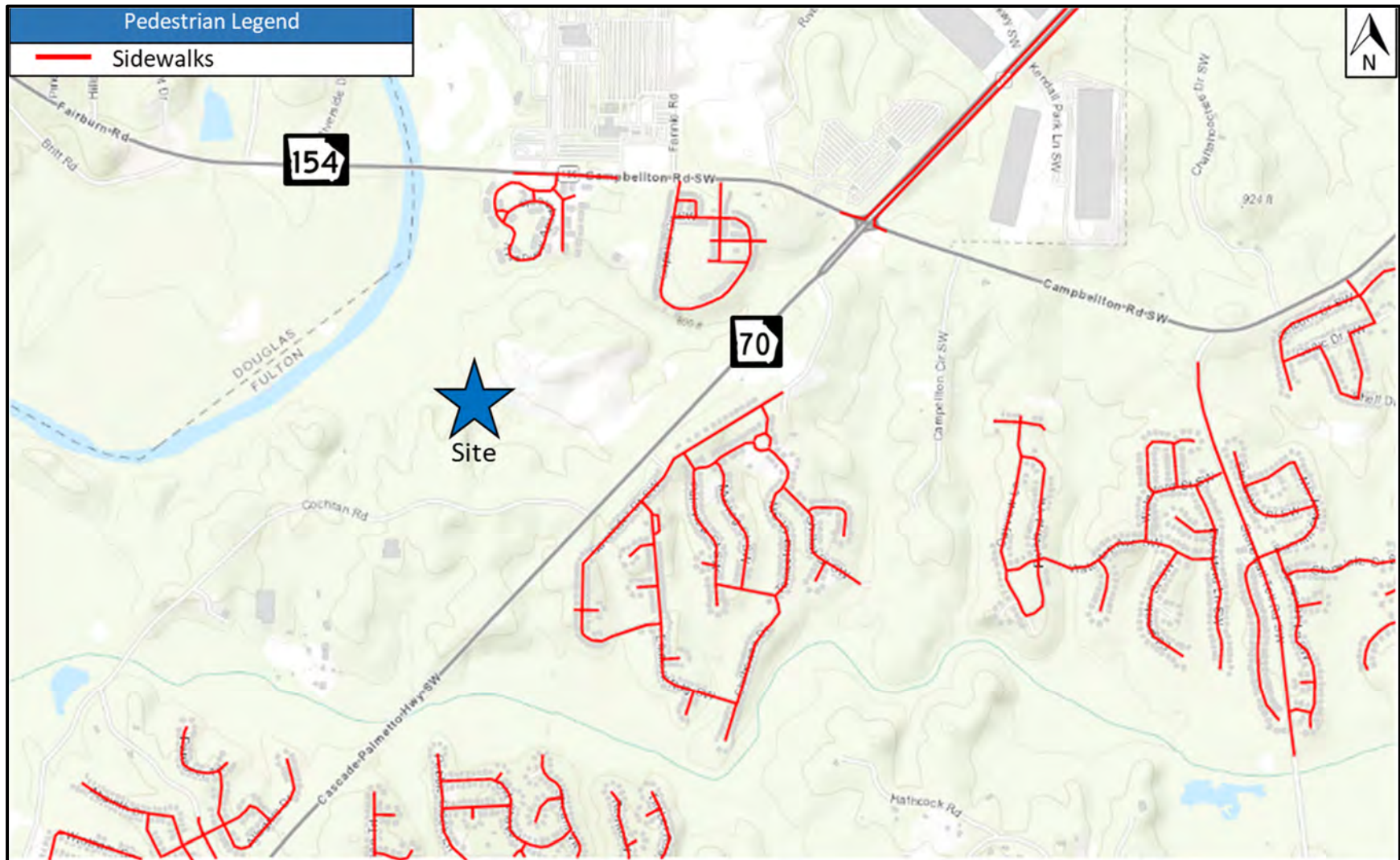
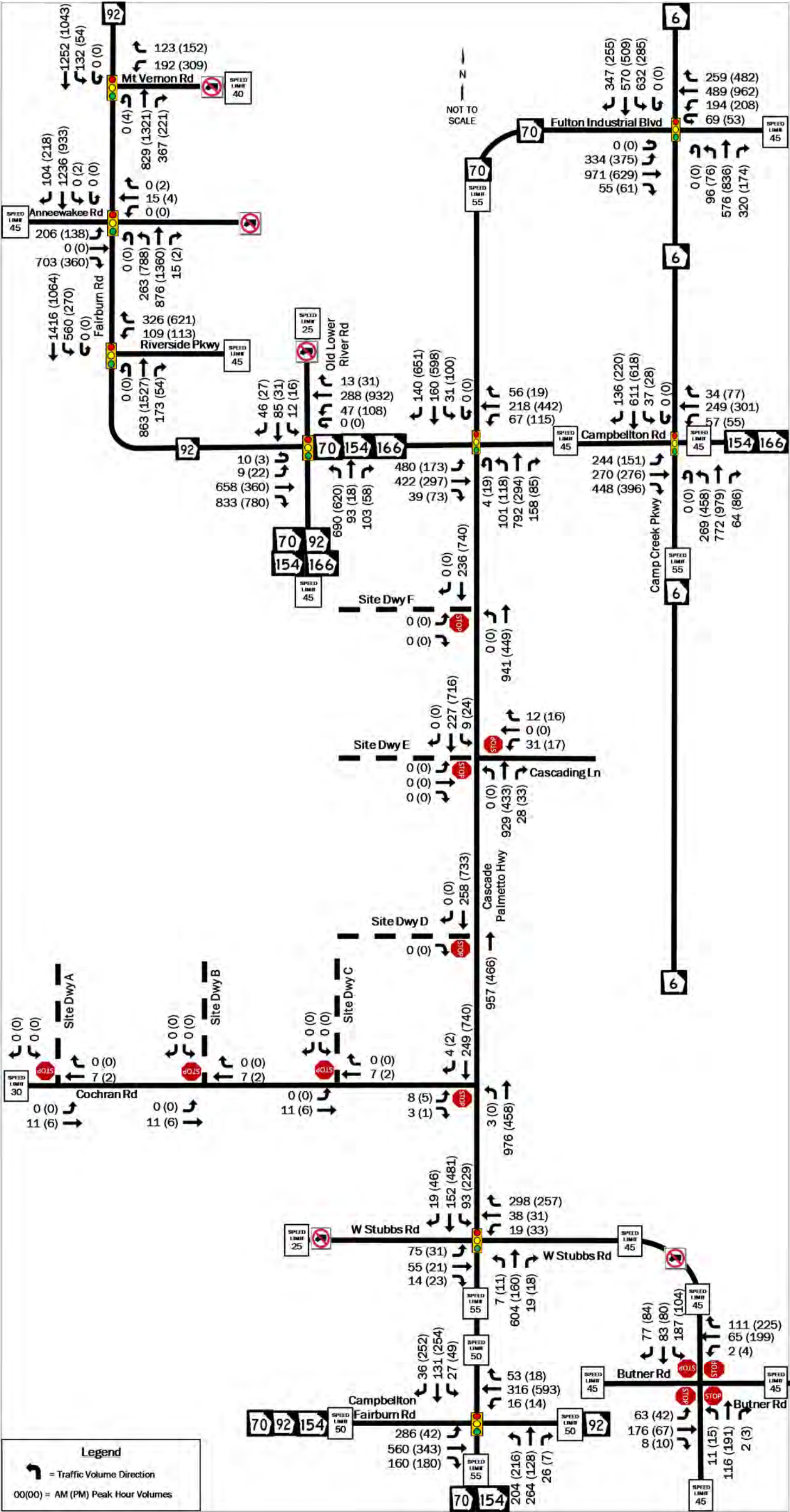


Figure 4: Existing Traffic Volumes



Future Conditions

B.1. Background Data Collection

The study uses a growth rate of 2.0% per year from 2023 to 2032. The growth rate was derived from the counts collected from 2009 to 2023 at the nearest count stations to the project and reported by GDOT's Traffic Analysis and Data Application (TADA). The historical traffic counts collected are contained in Appendix B, and the growth rate calculations are included in Appendix C. Figure 5 depicts the 2032 No-Build volumes with the growth rate applied to the existing volumes seen in Figure 4.

B.2. Programmed Improvements

There are several programmed improvements scheduled by or before the project's anticipated opening year of 2032; however, none of these will impact the proposed project's site area or any of the study intersections. Table 1 shows the programmed improvements within the vicinity of the proposed project site.

Table 1: Programmed Projects

#	Estimated Concluded Date	Project ID	Project Description
1	2023	GDOT P.I. No. 0015593	SR 92 at CR 1374/Butner Road. The proposed project is the construction of a single lane roundabout with a 106 foot x 222 foot inscribed diameter at the intersection of SR 92/Campbellton-Fairburn Road, Butner Road, and Ridge Road.
2	2023	OSI-604	Campbellton at Stonewall Tell Intersection (Signal). The proposed project will improve safety and provide congestion relief at the intersection with the addition of left-and right-turn lanes on all approaches and installation of traffic signals on mast arm signal poles. Additional improvements include curb & gutter.
3	2024	GDOT P.I. No. 0015530	The proposed project will replace the bridge carrying CR 1529 (Cochran Road) over Camp Creek in its current location. The project begins 220 ft. southwest of the existing bridge and ends 200 ft. northeast of the existing bridge. The existing bridge will be demolished and a new bridge constructed on the existing alignment. The proposed mainline will consist of two 11-foot travel lanes with curb and gutter in each direction. Sidewalks will be constructed in each direction for the length of the project. A 2.0-foot stamped concrete buffer will be provided between the sidewalk and curb.
4	2024	GDOT P.I. No. 0017398	SR 92 at CR 515/Jones Road and CR 485/Demooney Road. The proposed project is the construction of two roundabouts along SR 92 / Campbellton Fairburn Road in Fulton County, GA: one at the intersection of Jones Road and the other at the intersection of at Demooney Road. The total length of project is 4040 feet. The construction length at Jones Road is 1842 feet and the construction length at Demooney Road is 1739 feet. Both roundabouts are proposed as multilane hybrid roundabouts. The number of roundabout lanes should be evaluated during design. The roundabout would be expected to reduce or eliminate the angle, head-on, and sideswipe-opposite direction crashes at the two subject intersections which account for 52% of total crashes.
5	2025	Southern Fulton CTP-1571	Roadway Expansion. Widening. SR 154/Cascade Palmetto Highway from SR 92/Campbellton-Fairburn Road to US 29/Roosevelt Highway. Roadway widening from 2 to 4 lanes. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.
6	2025	Southern Fulton CTP-1579	Bicycle & Pedestrian. Sidewalks. SR 92/Campbellton-Fairburn Road from Fairburn-Campbellton Road to Bethlehem Road. Sidewalk installation on both sides of SR 92/Campbellton-Fairburn Road.
7	2025	Southern Fulton CTP-1581	Bicycle & Pedestrian. Sidewalks. Boat Rock Road from SR 70/Fulton Industrial Boulevard to SR 166. Sidewalk on Boat Rock Road from Fulton Industrial Boulevard to SR 166.
8	2025	Southern Fulton CTP-2003	Bicycle & Pedestrian. Sidewalks. Riverside Drive from SR 70/Fulton Industrial Boulevard to SR 154/Campbellton Road. Install sidewalks on both sides of the road providing pedestrian access to Westlake High School.

B.3. Planned Improvements

There are several planned improvements that would take place after the proposed project site has been built out. Table 2 shows the planned improvements within the vicinity of the proposed project site.

Table 2: Planned Improvements

#	Estimated Constructed Date	Project ID	Project Description
9	2035	GDOT P.I. No. 721770	SR 166 from Old Lower River Road/Douglas to SR 70/Fulton. The project begins in Douglas County at Mile Post 19.11 on SR 166 east of the intersection with Old Lower River Road and continues to the Douglas/Fulton County line at Mile Post 20.80. The project then crosses the Chattahoochee River into Fulton County at Mile Post 0.00 and ends just east of the intersection of SR 166 and Fulton Industrial Boulevard at Mile Post 1.37. The total project length is 3.06 miles. The proposed project would widen and reconstruct SR 166 from Old Lower River Road in Douglas County to SR 70 in Fulton County. Proposed Typical Section: Four 12 foot travel lanes in each direction with a 24 foot raised median and 10 foot (6.5 foot paved, 3.5 foot grassed) rural shoulders. Proposed Bridge Configuration: The existing 48 foot bridge will be widened 48 feet to accommodate four 12 foot travel lanes and a 24 foot raised median.
10	Long-Term	Southern Fulton CTP-96	Transit Expansion. High capacity/rapid transit. SR 70/Fulton Industrial Boulevard. Arterial rapid transit.
11	Long-Term	Southern Fulton CTP-256	Roadway Expansion. Widening. SR 70/Fulton Industrial Boulevard from SR 166/Campbellton Road to SR 6/Camp Creek Parkway. Roadway widening from 4 to 6 lanes. All road widening projects should include streetscape improvements as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.
12	Long-Term	Southern Fulton CTP-263	Roadway Expansion. Widening. SR 166/Campbellton Road from SR 70/Fulton Industrial Boulevard to Reynolds Road. Roadway widening from 2 to 4 lanes. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.
13	Long-Term	Southern Fulton CTP-276	Roadway Transportation System Management & Operation. Intersection Improvement. SR 70/Fulton Industrial Boulevard, SR 6/Camp Creek Parkway. Intersection improvement, including pedestrian crossing.
14	Long-Term	Southern Fulton CTP-1078	Roadway Transportation System Management & Operation. Intersection Improvement. SR 92, Butner Road/Ridge Road. Ridge Road at Butner Road at SR 92 intersection improvement.
15	Long-Term	Southern Fulton CTP-1143	Roadway Transportation System Management & Operation. Raised Median. SR 70/Fulton Industrial Boulevard. Install a raised median along corridor for safety.
16	Long-Term	Southern Fulton CTP-1573	Roadway Expansion. Widening. Butner Road from Stonewall Tell Road to SR 6/Camp Creek Parkway. Roadway widening from 2 to 4 lanes. All road widening projects should include streetscape improvements, as well as pedestrian refuge areas, crosswalks, and flashing beacons, where possible.
16	Long Range	ARC FS-011	This project will widen Cascade Palmetto Highway (SR 70) to 4 lanes from SR 92 to SR 154.
17	Long Range	ARC DO-019	This project begins in Douglas County on SR 166 east of the intersection with Old Lower River Road and continues to the Douglas/Fulton County line. The project then crosses the Chattahoochee River into Fulton County and ends just east of the intersection of SR 166 and Fulton Industrial Boulevard. Proposed Typical Section: Four 12-foot travel lanes in each direction with a 24-foot raised median and 10-foot (6.5 foot paved, 3.5 foot grassed) rural shoulders. Proposed Bridge Configuration: The existing 48-foot bridge will be widened 48 feet to accommodate four 12-foot travel lanes and a 24-foot raised median.

B.4. Project Trip Generation

The mixed-use development consists of the following: 235 single-family detached units, 226 townhomes (single-family attached units), 1,042 multi-family units (mid-rise apartments), 154,100 square feet of general office space, 221,720 square feet of shopping center space, and 44,500 square feet of supermarket space. The anticipated trips generated by the development were estimated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021.

The trip generation considers mixed-use internal capture trips. Internal capture trips are excluded from the external vehicle trips since they are not contributing to the ingress and egress of traffic at the site to and from the public road network. A small percentage of 5% during the AM peak hour and 14% during the PM peak hour was established to account for internal capture trips.

The trip generation considers pass-by trips. Pass-by trips are trips that are already part of the existing traffic pattern that are already "passing by" on their way to another destination and utilize the site before continuing their way. The pass-by trip volume was checked to ensure that it did not exceed 15% of the roadway's current traffic volume.

Table 3 summarizes the project trip generation calculated using the ITE Trip Generation rates. The detailed trip generation is included in Appendix D.

Table 3: Project Trip Generation

LAND USE	PERIOD	TOTAL	IN	OUT
Single-Family Detached Housing, LUC 210 235 Dwelling Units	Daily	2,214	1,107	1,107
	AM Peak Hour	162	42	120
	PM Peak Hour	222	140	82
Single-Family Attached Housing, LUC 215 226 Dwelling Units	Daily	1,672	836	836
	AM Peak Hour	112	35	77
	PM Peak Hour	132	75	57
Multifamily Housing (Mid-Rise), LUC 221 1,042 Dwelling Units	Daily	4,924	2,462	2,462
	AM Peak Hour	447	103	344
	PM Peak Hour	407	248	159
General Office Building, LUC 710 154,100 Square Feet	Daily	1,690	845	845
	AM Peak Hour	243	214	29
	PM Peak Hour	238	40	198
Shopping Center (>150k), LUC 820 221,720 Square Feet	Daily	11,652	5,826	5,826
	AM Peak Hour	264	164	100
	PM Peak Hour	1,001	480	521
Supermarket, LUC 850 44,500 Square Feet	Daily	4,250	2,125	2,125
	AM Peak Hour	127	75	52
	PM Peak Hour	402	201	201
Total Gross Trips	Daily	26,402	13,201	13,201
	AM Peak Hour	1,355	633	722
	PM Peak Hour	2,402	1,184	1,218
Pass-By	Daily	-4,442	-2,221	-2,221
	AM Peak Hour	0	0	0
	PM Peak Hour	-390	-189	-201
Internal Capture	Daily	-2,956	-1,478	-1,478
	AM Peak Hour	-64	-32	-32
	PM Peak Hour	-276	-138	-138
Total Net Trips	Daily	19,004	9,502	9,502
	AM Peak Hour	1,291	601	690
	PM Peak Hour	1,736	857	879

B.5. Trip Distribution and Assignment

The trips for the project were distributed based upon travel patterns evidenced in the existing traffic counts and historical GDOT AADT counts in the area, along with adherence to the GRTA 7% table, which determines the impact of site trips based upon a roadway's available capacity. The trip distribution is as follows:

- Approximately 19% of the traffic is expected to travel to/from the east on SR 70/Fulton Industrial Boulevard,
- Approximately 12% of the traffic is expected to travel to/from the north on SR 6/Camp Creek Parkway,
- Approximately 12% of the traffic is expected to travel to/from the south on SR 6/Camp Creek Parkway,
- Approximately 12% of the traffic is expected to travel to/from the north on SR 92/Fairburn Road,
- Approximately 5% of the traffic is expected to travel to/from the south/west on SR 70/92/154/Campbellton Fairburn Road,
- Approximately 5% of the traffic is expected to travel to/from the south/east on SR 92/Campbellton Fairburn Road,
- Approximately 4% of the traffic is expected to travel to/from the north on Mount Vernon Road,
- Approximately 4% of the traffic is expected to travel to/from the north/west on Anneewakee Road,
- Approximately 4% of the traffic is expected to travel to/from the north/east on Riverside Parkway,
- Approximately 4% of the traffic is expected to travel to/from the north/west on SR 70/92/154/166,
- Approximately 4% of the traffic is expected to travel to/from the east on SR 154/166/Campbellton Road,
- Approximately 4% of the traffic is expected to travel to/from the south on SR 70/154/Cascade Palmetto Highway,
- Approximately 4% of the traffic is expected to travel to/from the south/west on West Stubbs Road,
- Approximately 4% of the traffic is expected to travel to/from the south on West Stubbs Road,
- Approximately 3% of the traffic is expected to travel to/from the south/east on Butner Road.

New trip distribution is shown in Figure 6. The new trips expected from the new trip distribution is depicted in Figure 7. Pass-by trip distribution is shown in Figure 8. The pass-by trips expected from the pass-by trip distribution are shown in Figure 9. The net project volumes (New Trips in Figure 7 + Pass-By Trips in Figure 9) are shown in Figure 10. The 2032 Build Volumes (2032 No-Build + Net Project Volumes) are depicted in Figure 11.

Figure 5: 2032 No-Build Traffic Volumes

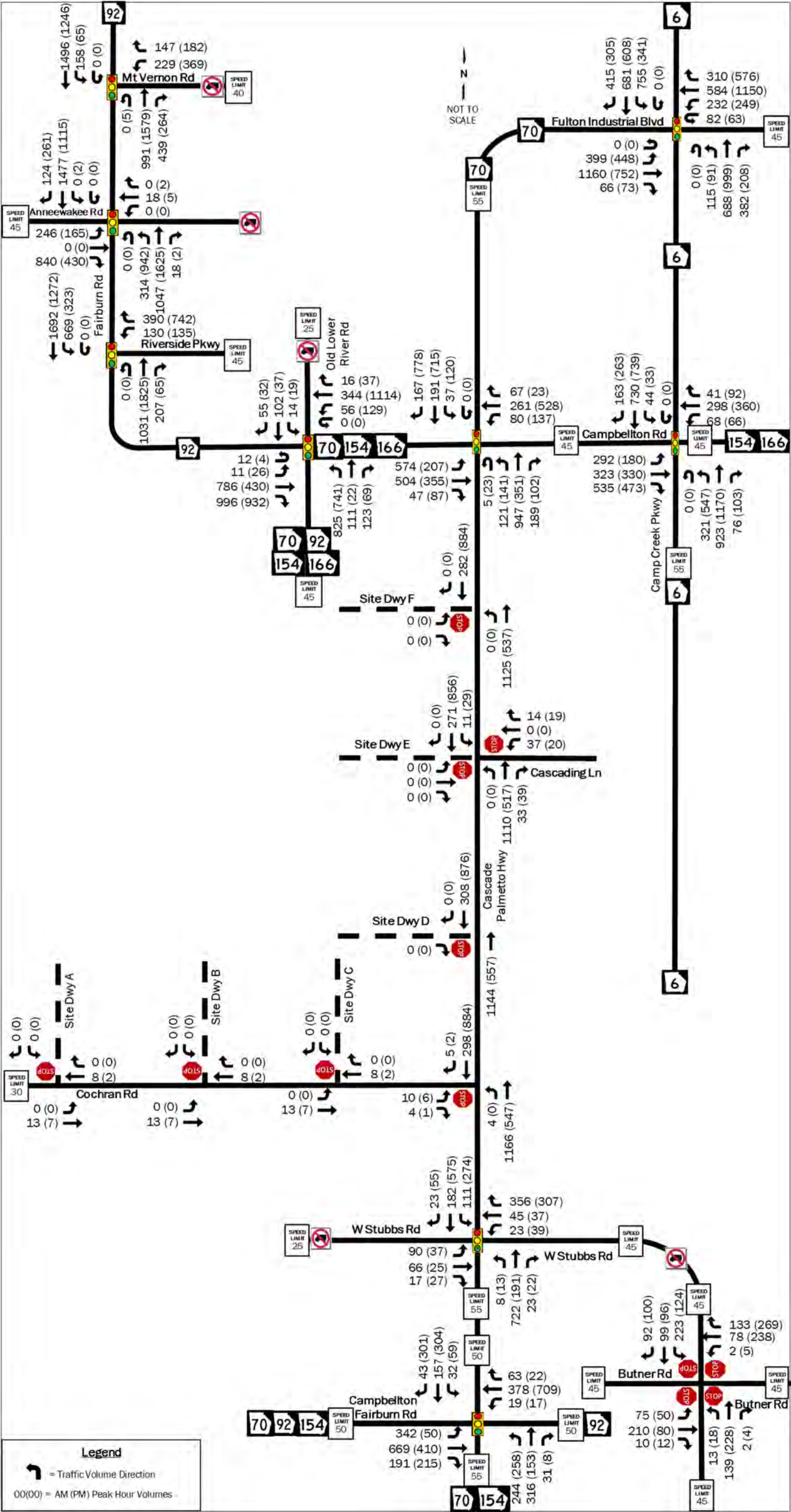


Figure 7: New Project Volumes

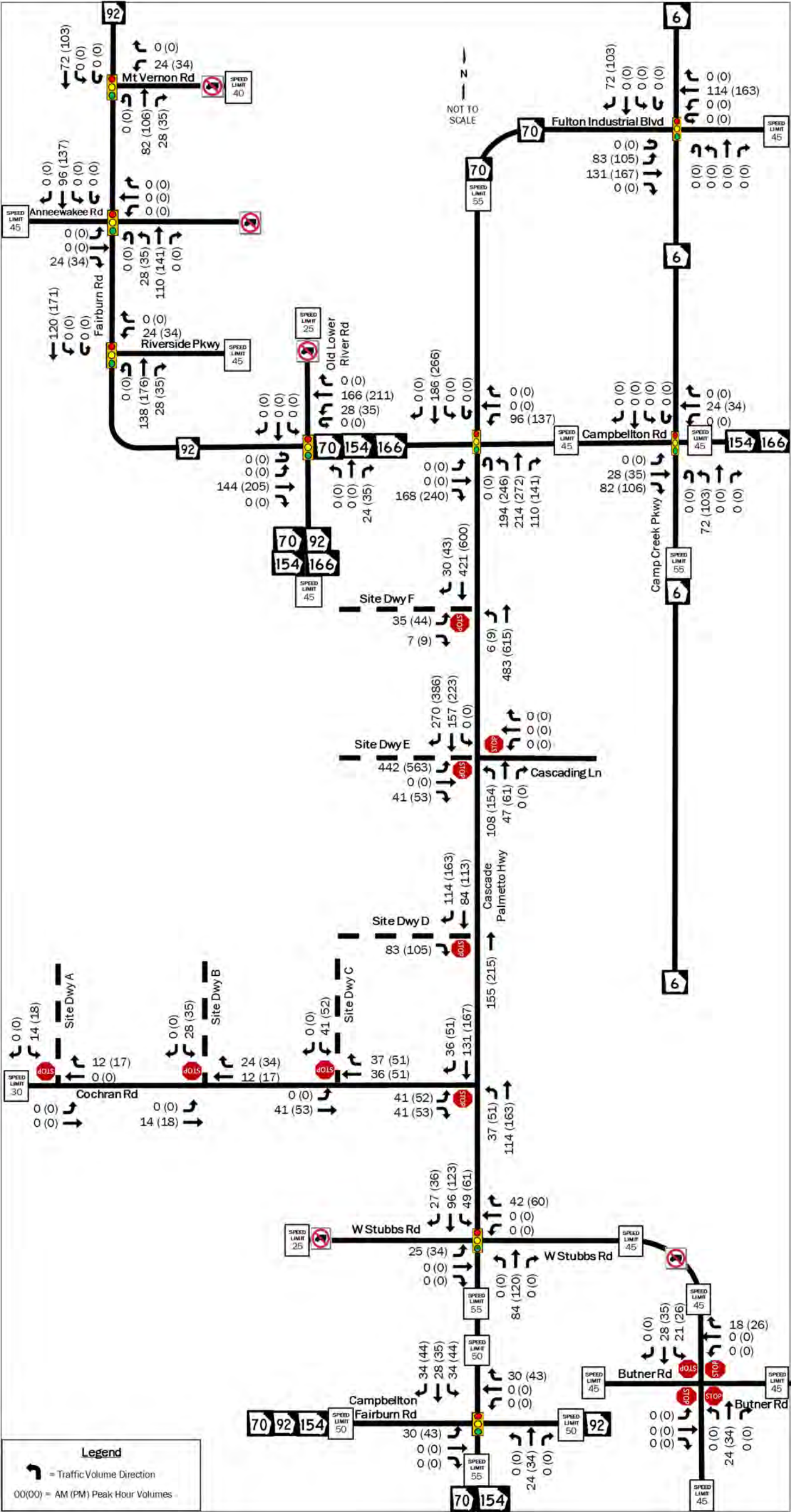


Figure 8: Pass-By Trip Distribution

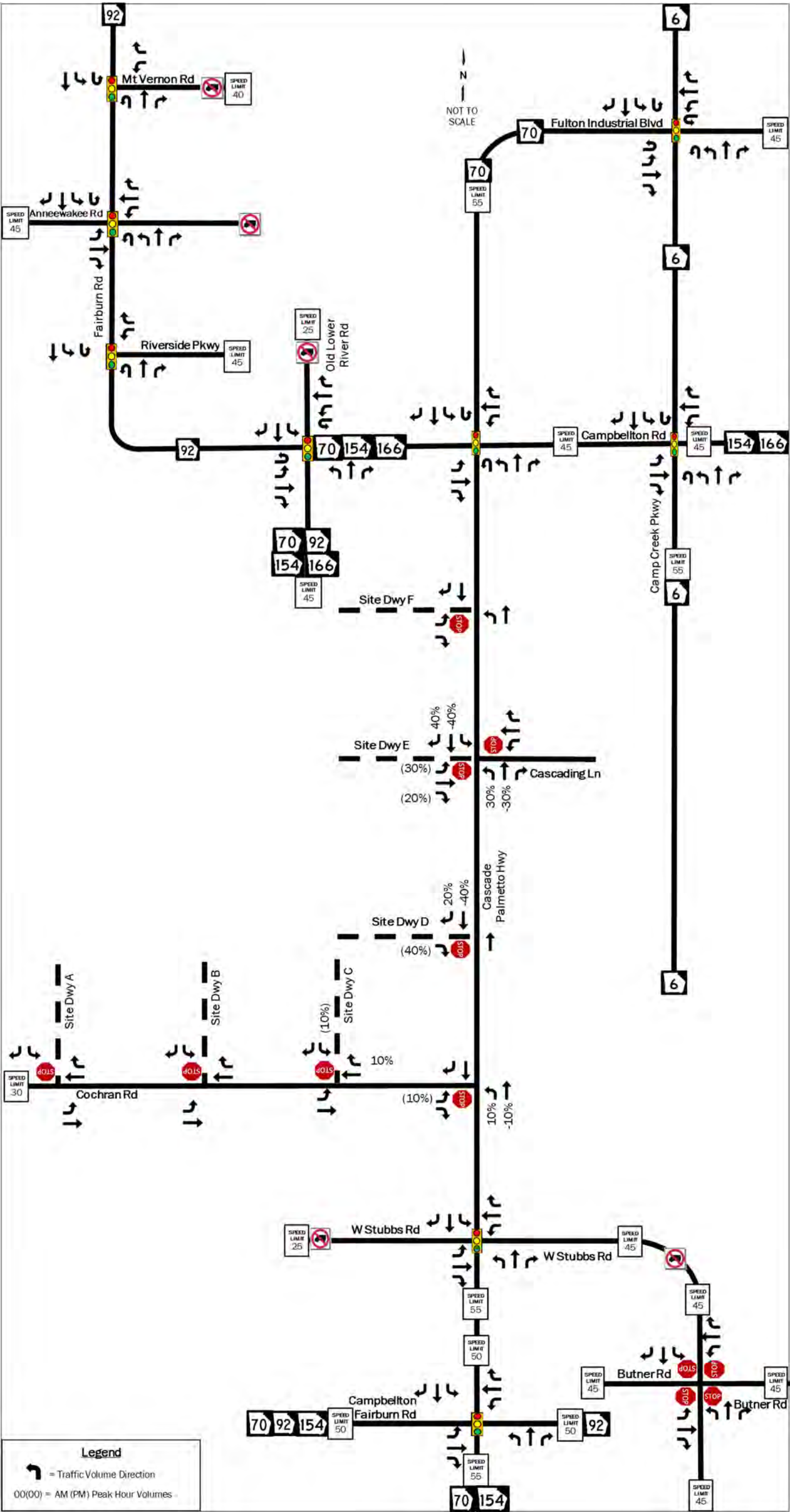


Figure 9: Pass-By Project Volumes

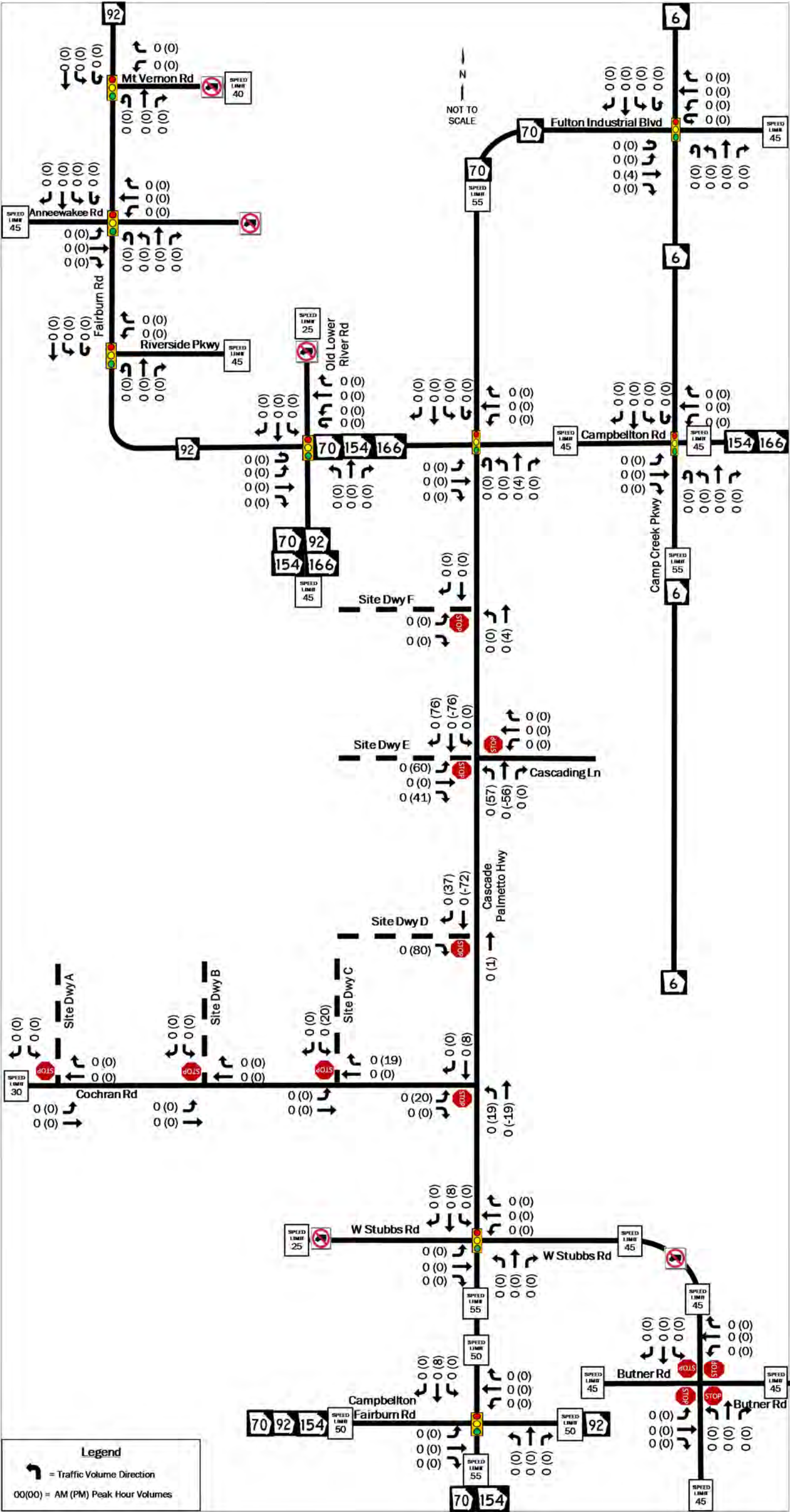


Figure 10: Net Project Volumes

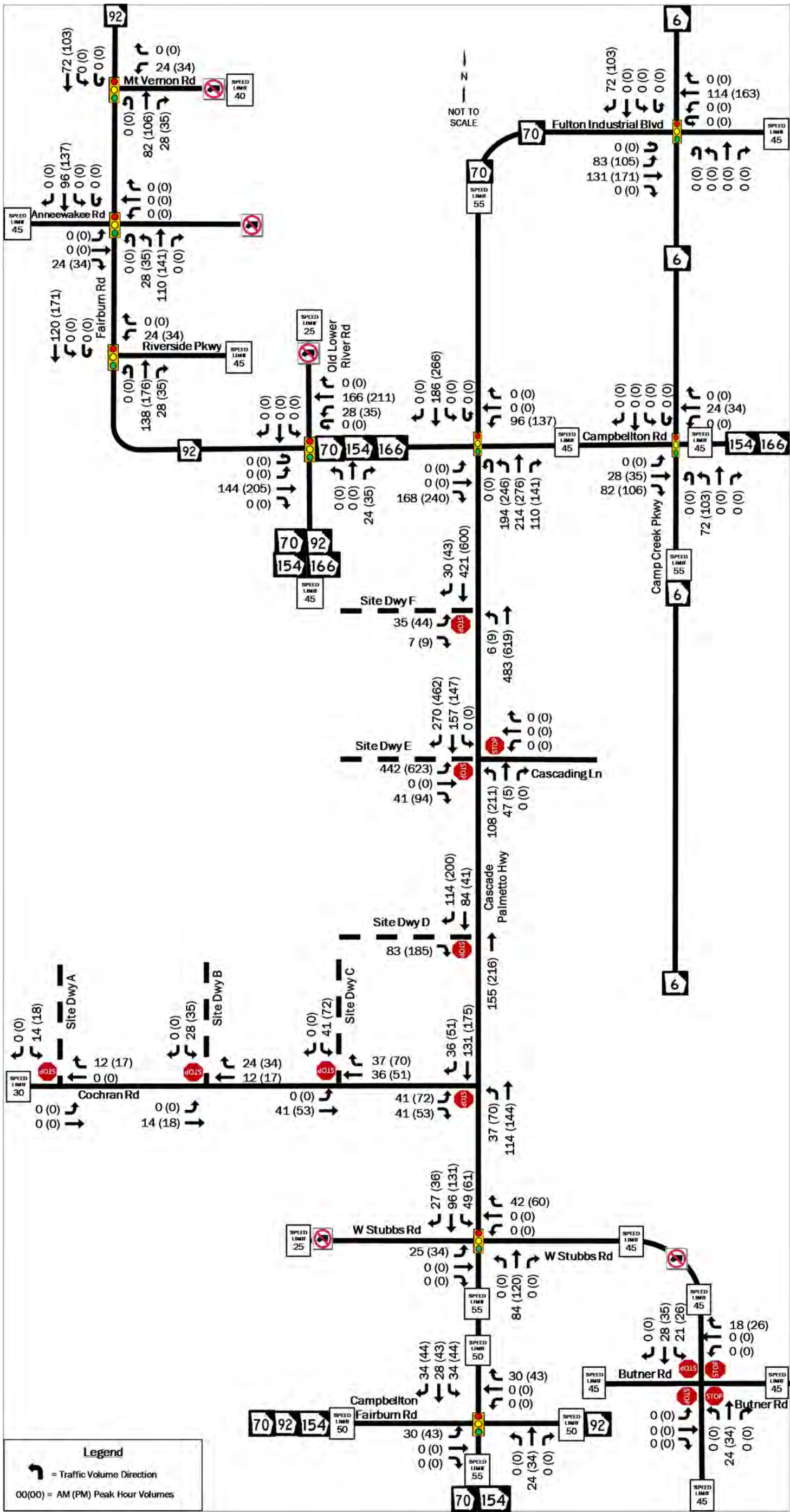
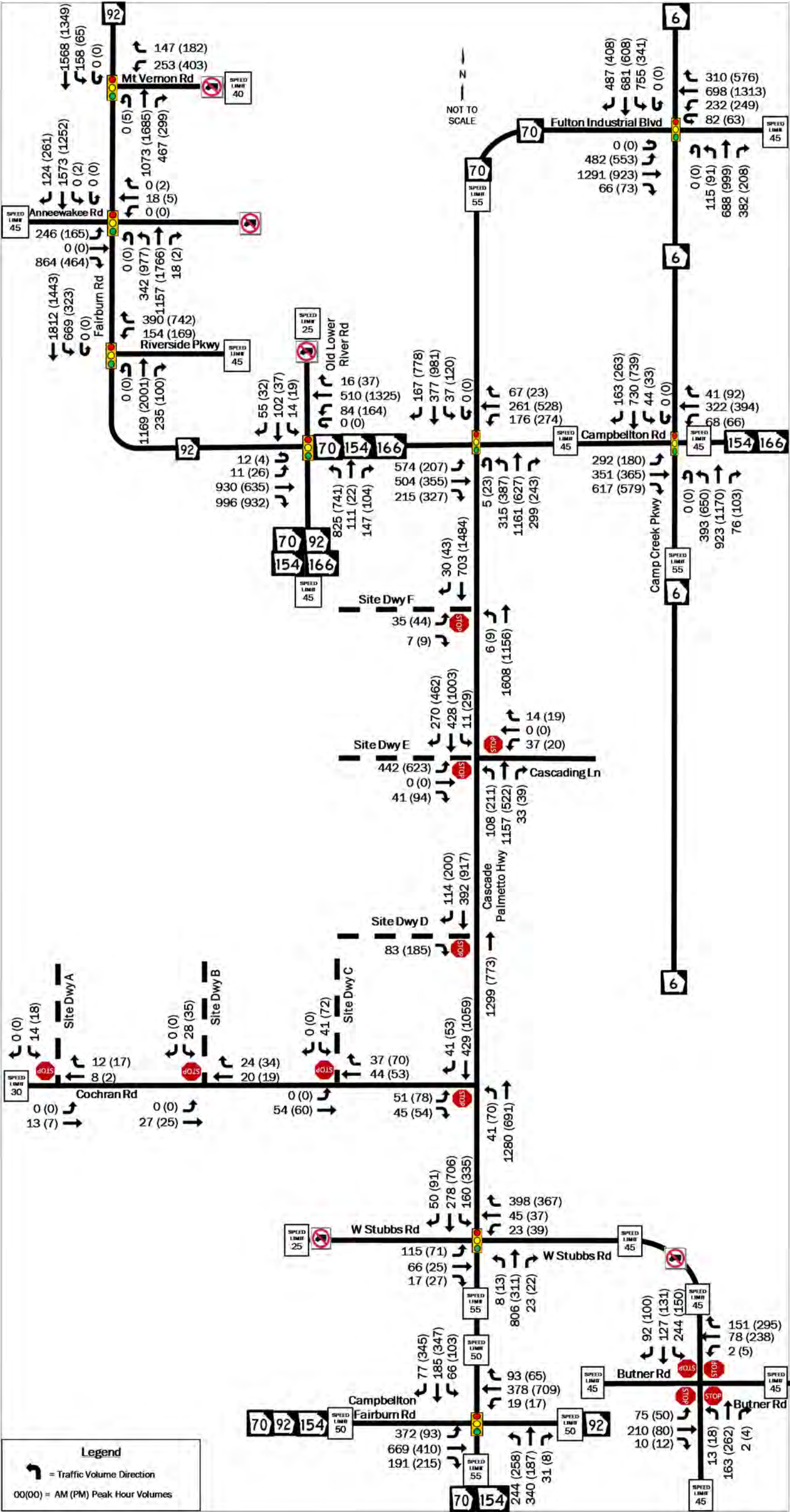


Figure 11: 2032 Build Traffic Volumes



Traffic Impact Analyses

The capacity analysis and queuing analysis was performed using the traffic analysis software Synchro® 12. Average vehicular delays are calculated and reported as Levels of Service (LOS) as defined by the Highway Capacity Manual, 7th Edition (HCM 7), where LOS A is best, and LOS F is worst. For the purposes of this study, LOS D is the acceptable standard, unless a LOS in Existing conditions is F, in which case the acceptable LOS for that movement would be E. The queue lengths are reported as 50th and 95th percentile queues. Signal timings established in Existing conditions prevail throughout all scenarios not involving mitigation. All capacity analysis worksheets are included in Appendix E.

C.1. 2023 Existing Capacity Analysis

The results of the 2023 Existing capacity analyses are shown in Tables 4 and 5 and include the analysis of the volumes shown in Figure 3.

Table 4: 2023 Existing Capacity Analysis (Part 1)

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 70/Fulton Ind Blvd & SR 6/Camp Creek Pkwy	Traffic Signal	Overall	F	100.1	F	105.2
			EB	F	123.2	E	72.3
			WB	D	52.8	F	116.5
			NB	F	131.7	F	143.8
			SB	F	88.3	F	80.8
2	SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd	Traffic Signal	Overall	F	91.9	F	89.8
			EB	F	191.9	F	136.7
			WB	D	37.7	E	64.3
			NB	D	51.6	F	86.0
			SB	D	46.1	E	64.3
3	SR 92/Fairburn Rd & Mt Vernon Rd	Traffic Signal	Overall	C	25.8	D	43.2
			WB	E	67.5	F	85.7
			NB	B	16.7	D	47.4
			SB	C	24.1	B	19.2
4	SR 92/Fairburn Rd & Anneewakee Rd	Traffic Signal	Overall	F	126.8	F	114.2
			EB	F	259.0	F	270.0
			WB	C	24.5	D	37.8
			NB	D	50.6	E	72.5
			SB	F	103.8	F	124.9
5	SR 92/Fairburn Rd & Riverside Pkwy	Traffic Signal	Overall	B	18.3	D	38.4
			WB	C	25.9	D	41.2
			NB	D	35.3	D	53.8
			SB	A	7.6	B	18.6

Table 5: 2023 Existing Capacity Analysis (Part 2)

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
6	SR 92/Fairburn Rd & SR 70/92/154/166/ Old Lower River Rd	Traffic Signal	Overall	F	186.3	E	66.4
			EB	F	310.9	F	90.4
			WB	C	33.6	D	49.1
			NB	D	52.3	D	53.3
			SB	E	56.3	E	62.4
7	SR 70/Fulton Ind Blvd & SR 154/166/Campbellton Rd	Traffic Signal	Overall	D	41.8	E	70.9
			EB	E	63.9	D	39.9
			WB	D	38.0	D	53.5
			NB	C	28.7	C	21.6
			SB	C	24.4	F	108.9
8	Cascade Palmetto Hwy & Cascading Ln	Side Street Stop Control	WB L	D	31.9	D	27.2
			WB R	C	19.2	B	11.2
			SB L	B	10.5	A	8.4
9	Cascade Palmetto Hwy & Cochran Rd	Side Street Stop Control	EB L+R	D	32.5	C	22.9
			NB L	A	7.8	A	0.0
10	Cascade Palmetto Hwy & W Stubbs Rd	Traffic Signal	Overall	C	28.1	B	17.2
			EB	C	24.0	B	19.0
			WB	D	41.4	C	26.5
			NB	C	28.2	B	14.7
			SB	B	12.2	B	13.7
11	SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Road	Traffic Signal	Overall	D	46.4	E	70.2
			EB	E	60.9	D	41.8
			WB	C	31.7	E	73.7
			NB	C	33.6	D	52.8
			SB	C	33.2	F	106.3
12	W Stubbs Rd & Butner Rd	All-Way Stop Control	Overall	C	15.9	C	16.7
			EB	C	15.3	B	11.5
			WB	B	12.1	C	20.9
			NB	B	12.0	B	13.4
			SB	C	19.8	B	14.8

As shown in Tables 4 and 5, there are several instances of inadequate LOS during Existing conditions at the study intersections that are detailed below:

SR 70/Fulton Industrial Boulevard and SR 6/Camp Creek Parkway

- The overall intersection during both peak hours (LOS E)
- The eastbound approach during the AM peak hour (LOS E)
- The westbound approach during the PM peak hour (LOS F)
- The northbound approach during both peak hours (LOS E)

SR 6/Camp Creek Parkway and SR 154/166/Campbellton Road

- The overall intersection during the AM peak hour (LOS E)
- The eastbound approach during both peak hours (LOS F)

SR 92/Fairburn Road and Mount Vernon Road

- The westbound approach during both peak hours (LOS E)

SR 92/Fairburn Road and Anneewakee Road

- The overall intersection during both peak hours (LOS E)
- The eastbound approach during both peak hours (LOS F)

SR 92/Fairburn Road and SR 70/92/154/166/Old Lower River Road

- The overall intersection during both peak hours (LOS F in AM peak hour, LOS E in PM peak hour)
- The eastbound approach during both peak hours (LOS F)

SR 70/Fulton Industrial Boulevard and SR 154/166/Campbellton Road

- The overall intersection during the PM peak hour (LOS E)
- The eastbound approach during the AM peak hour (LOS E)
- The southbound approach during the PM peak hour (LOS F)

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

- The overall intersection during the PM peak hour (LOS E)
- The eastbound approach during the AM peak hour (LOS E)
- The westbound approach during the PM peak hour (LOS E)
- The southbound approach during the PM peak hour (LOS F)

C.2. 2032 No-Build Conditions Capacity Analysis

The results of the 2032 No-Build conditions intersection capacity analysis are shown in Tables 6 and 7 for 2032 No-Build volumes (Figure 5).

Table 6: 2032 No-Build Capacity Analysis (Part 1)

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 70/Fulton Ind Blvd & SR 6/Camp Creek Pkwy	Traffic Signal	Overall	F	100.1	F	105.2
			EB	F	123.2	E	72.3
			WB	D	52.8	F	116.5
			NB	F	131.7	F	143.8
			SB	F	88.3	F	80.8
2	SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd	Traffic Signal	Overall	F	91.9	F	89.8
			EB	F	191.9	F	136.7
			WB	D	37.7	E	64.3
			NB	D	51.6	F	86.0
			SB	D	46.1	E	64.3
3	SR 92/Fairburn Rd & Mt Vernon Rd	Traffic Signal	Overall	C	25.8	D	43.2
			WB	E	67.5	F	85.7
			NB	B	16.7	D	47.4
			SB	C	24.1	B	19.2
4	SR 92/Fairburn Rd & Anneewakee Rd	Traffic Signal	Overall	F	126.8	F	114.2
			EB	F	259.0	F	270.0
			WB	C	24.5	D	37.8
			NB	D	50.6	E	72.5
			SB	F	103.8	F	124.9
5	SR 92/Fairburn Rd & Riverside Pkwy	Traffic Signal	Overall	B	18.3	D	38.4
			WB	C	25.9	D	41.2
			NB	D	35.3	D	53.8
			SB	A	7.6	B	18.6
6	SR 92/Fairburn Rd & SR 70/92/154/166/ Old Lower River Rd	Traffic Signal	Overall	F	248.6	F	118.8
			EB	F	413.3	F	187.4
			WB	C	34.7	F	81.1
			NB	E	79.8	E	68.3
			SB	E	55.1	E	60.5
7	SR 70/Fulton Ind Blvd & SR 154/166/Campbellton Rd	Traffic Signal	Overall	E	71.9	F	110.0
			EB	F	125.7	E	65.4
			WB	D	41.1	F	98.0
			NB	D	47.7	C	23.7
			SB	C	27.5	F	164.9

Table 7: 2032 No-Build Capacity Analysis (Part 2)

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
8	Cascade Palmetto Hwy & Cascading Ln	Side Street Stop Control	WB L	F	52.6	E	39.1
			WB R	C	24.4	B	12.0
			SB L	B	11.6	A	8.7
9	Cascade Palmetto Hwy & Cochran Rd	Side Street Stop Control	EB L+R	E	49.7	D	30.8
			NB L	A	7.9	A	0.0
10	Cascade Palmetto Hwy & W Stubbs Rd	Traffic Signal	Overall	D	49.8	C	21.6
			EB	C	24.8	B	18.6
			WB	E	59.4	C	31.2
			NB	E	64.8	B	17.0
			SB	B	15.0	B	19.0
11	SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Road	Traffic Signal	Overall	F	84.3	F	129.3
			EB	F	129.1	E	78.0
			WB	D	43.0	F	146.8
			NB	D	44.3	F	88.4
			SB	D	36.2	F	187.7
12	W Stubbs Rd & Butner Rd	All-Way Stop Control	Overall	D	29.4	E	35.2
			EB	C	24.4	B	14.5
			WB	C	16.5	F	56.1
			NB	C	15.4	C	19.1
			SB	E	44.7	C	23.6

As shown in Tables 6 and 7, in addition to the same intersections and movements from existing conditions, there are several additional instances of inadequate LOS and degrading LOS during 2032 No-Build conditions at the study intersections that are detailed below:

SR 70/Fulton Industrial Boulevard and SR 6/Camp Creek Parkway

- The overall intersection during both peak hours (LOS E in Existing conditions to LOS F in No-Build conditions)
- The eastbound approach during both peak hours (LOS F in AM peak hour, LOS E in PM peak hour)
- The northbound approach during both peak hours (LOS E in Existing conditions to LOS F in No-Build conditions)
- The southbound approach during both peak hours (LOS F)

SR 6/Camp Creek Parkway and SR 154/166/Campbellton Road

- The overall intersection during both peak hours (LOS E in AM peak hour in Existing conditions to LOS F in No-Build conditions, and LOS F during the PM peak hour)

- The westbound approach during the PM peak hour (LOS E)
- The northbound approach during the PM peak hour (LOS F)
- The southbound approach during the PM peak hour (LOS E)

SR 92/Fairburn Road and Mount Vernon Road

- The westbound approach during the PM peak hour (LOS E in Existing conditions to LOS F in No-Build conditions)

SR 92/Fairburn Road and Anneewakee Road

- The overall intersection during both peak hours (LOS E in Existing conditions to LOS F in No-Build conditions)
- The northbound approach during the PM peak hour
- The southbound approach during the PM peak hour (LOS F in AM peak hour and LOS E in PM peak hour in Existing conditions to LOS F in No-Build conditions)

SR 92/Fairburn Road and SR 70/92/154/166/Old Lower River Road

- The overall intersection during the PM peak hour (LOS E in Existing conditions to LOS F in No-Build conditions)
- The westbound approach during the PM peak hour (LOS F)
- The northbound approach during both peak hours (LOS E)

SR 70/Fulton Industrial Boulevard and SR 154/166/Campbellton Road

- The overall intersection during both peak hours (LOS E in AM peak hour and LOS E in PM peak hour in Existing conditions to LOS F in No-Build conditions)
- The eastbound approach during both peak hours (LOS E in AM peak hour in Existing conditions to LOS F in No-Build conditions and LOS E during the PM peak hour)
- The westbound approach during the PM peak hour

Cascade Palmetto Highway and Cascading Lane

- The eastbound left-turn movement during both peak hours (LOS F in AM peak hour, LOS E in PM peak hour)

Cascade Palmetto Highway and Cochran Road

- The eastbound shared left+right turn movement during the AM peak hour (LOS E)

Cascade Palmetto Highway and West Stubbs Road

- The westbound approach during the AM peak hour (LOS E)
- The northbound approach during the AM peak hour (LOS E)

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

- The overall intersection during both peak hours (LOS E in AM peak hour, and LOS E in PM peak hour in Existing conditions to LOS F in No-Build conditions)
- The eastbound approach during both peak hours (LOS E in AM peak hour in Existing conditions to LOS F in No-Build conditions and LOS E during the PM peak hour)
- The westbound approach during the PM peak hour (LOS E in Existing conditions to LOS F in No-Build conditions)
- The northbound approach during the PM peak hour (LOS F)

West Stubbs Road and Butner Road

- The overall intersection during the PM peak hour (LOS E)
- The westbound approach during the PM peak hour (LOS F)
- The southbound approach during the AM peak hour (LOS E)

C.3. 2032 Build Conditions Capacity Analysis

The results of the 2032 Build conditions intersection capacity analysis are shown in Tables 8 and 9 for 2032 Build volumes (Figure 11).

Table 8: 2032 Build Capacity Analysis (Part 1)

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 70/Fulton Ind Blvd & SR 6/Camp Creek Pkwy	Traffic Signal	Overall	F	119.5	F	126.0
			EB	F	182.4	F	126.7
			WB	D	52.2	F	134.3
			NB	F	131.7	F	143.8
			SB	F	95.3	F	95.1
2	SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd	Traffic Signal	Overall	F	119.0	F	130.1
			EB	F	232.1	F	214.4
			WB	D	40.3	F	85.1
			NB	F	86.1	F	129.1
			SB	D	49.4	E	64.3
3	SR 92/Fairburn Rd & Mt Vernon Rd	Traffic Signal	Overall	C	28.5	E	55.4
			WB	E	70.3	F	105.4
			NB	B	17.7	E	65.7
			SB	C	28.3	C	20.3
4	SR 92/Fairburn Rd & Anneewakee Rd	Traffic Signal	Overall	F	144.0	F	140.5
			EB	F	276.6	F	318.2
			WB	C	24.5	D	37.8
			NB	E	60.4	E	78.3
			SB	F	133.4	F	179.9

Table 9: 2032 Build Capacity Analysis (Part 2)

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
5	SR 92/Fairburn Rd & Riverside Pkwy	Traffic Signal	Overall	C	24.8	E	57.0
			WB	C	28.2	D	42.2
			NB	D	46.8	F	94.5
			SB	B	11.7	C	20.1
6	SR 92/Fairburn Rd & SR 70/92/154/166/ Old Lower River Rd	Traffic Signal	Overall	F	233.7	F	140.4
			EB	F	395.4	F	166.6
			WB	D	37.4	F	159.0
			NB	E	78.8	E	67.1
			SB	E	55.1	E	60.5
7	SR 70/Fulton Ind Blvd & SR 154/166/Campbellton Rd	Traffic Signal	Overall	F	91.8	F	133.3
			EB	F	107.9	E	60.7
			WB	D	47.0	F	118.9
			NB	F	113.2	F	165.9
			SB	C	29.5	F	152.1
8	Cascade Palmetto Hwy & Cascading Ln/Site Dwy E	Traffic Signal	Overall	C	26.2	C	32.5
			EB	D	41.3	D	42.9
			WB	D	44.1	D	46.6
			NB	C	25.7	C	28.0
			SB	B	15.5	C	29.5
9	Cascade Palmetto Hwy & Cochran Rd	Side Street Stop Control	EB L+R	F	>300	F	>300
			NB L	A	8.6	B	11.8
10	Cascade Palmetto Hwy & W Stubbs Rd	Traffic Signal	Overall	E	79.6	D	37.0
			EB	C	29.4	B	19.0
			WB	F	95.8	D	38.2
			NB	F	117.8	C	22.6
			SB	B	18.9	D	43.0
11	SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Road	Traffic Signal	Overall	F	90.6	F	161.7
			EB	F	128.7	E	68.3
			WB	D	47.9	F	190.4
			NB	E	72.2	F	89.5
			SB	D	45.6	F	258.7
12	W Stubbs Rd & Butner Rd	All-Way Stop Control	Overall	E	45.0	F	54.3
			EB	D	28.1	C	16.3
			WB	C	19.4	F	91.6
			NB	C	17.9	C	24.6
			SB	F	79.0	E	37.9
13	Cochran Rd & Site Dwy A	Side Street Stop Control	EB L	A	0.0	A	0.0
			SB L+R	A	8.7	A	8.7
14	Cochran Rd & Site Dwy B	Side Street Stop Control	EB L	A	0.0	A	0.0
			SB L+R	A	9.0	A	9.0
15	Cochran Rd & Site Dwy C	Side Street Stop Control	EB L	A	0.0	A	0.0
			SB L+R	A	9.6	B	10.0
16	Cascade Palmetto Hwy & Site Dwy D	Yield	EB R	B	10.1	C	15.5
17	Cascade Palmetto Hwy & Site Dwy F	Side Street Stop Control	EB L+R	F	62.5	F	>300
			NB L	A	9.4	B	13.9

As shown in Tables 8 and 9, in addition to the same intersections and movements from Existing conditions and No-Build conditions, there are additional instances of inadequate LOS and degrading LOS during 2032 No-Build conditions at the study intersections that are detailed below. The Build analysis considers all appropriate intersection control and lane geometry at each of the proposed site driveways. Discussion on turn lane analysis for all site driveways and signalization of Site Driveway E are discussed in Sections C.6 and C.7, respectively.

SR 70/Fulton Industrial Boulevard and SR 6/Camp Creek Parkway

- The eastbound approach during the PM peak hour (LOS E in No-Build conditions to LOS F in Build conditions)

SR 6/Camp Creek Parkway and SR 154/166/Campbellton Road

- The westbound approach during the PM peak hour (LOS E in No-Build conditions to LOS F in Build conditions)
- The northbound approach during the AM peak hour (LOS F)

SR 92/Fairburn Road and Mount Vernon Road

- The overall intersection during the PM peak hour (LOS E)
- The northbound approach during the PM peak hour (LOS E)

SR 92/Fairburn Road and Anneewakee Road

- The northbound approach during the AM peak hour (LOS E)

SR 92/Fairburn Road and Riverside Parkway

- The overall intersection during the PM peak hour (LOS E)
- The northbound approach during the PM peak hour (LOS F)

SR 70/Fulton Industrial Boulevard and SR 154/166/Campbellton Road

- The northbound approach during both peak hours

Cascade Palmetto Highway and Cochran Road

- The eastbound shared left+right turn movement during both peak hours (LOS E in AM peak hour in No-Build conditions to LOS F in Build conditions, and LOS F during the PM peak hour)

Cascade Palmetto Highway and West Stubbs Road

- The overall intersection during the AM peak hour (LOS E)
- The westbound approach during the AM peak hour (LOS E in No-Build conditions to LOS F in Build conditions)
- The northbound approach during the AM peak hour (LOS E in No-Build conditions to LOS F in Build conditions)

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

- The northbound approach during the AM peak hour (LOS E)

West Stubbs Road and Butner Road

- The overall intersection during both peak hours (LOS E in AM peak hour, LOS E in No-Build conditions during the PM peak hour to LOS F in Build conditions)
- The southbound approach during both peak hours (LOS E in No-Build conditions during the AM peak hour to LOS F in Build conditions, LOS E in PM peak hour)

C.4. Queue Length Analysis

Queue length analysis was conducted for all intersection approaches with failing LOS E or F where the project is adding additional trips to that approach. Queue length analysis results are modeled according to Highway Capacity Manual procedures, using the traffic analysis software Synchro® 12. Queue lengths reported include 50th percentile (average) queues, 95th percentile queues, existing storage lengths, and existing taper lengths to intersection approaches.

Queueing analysis indicates that many of the approaches are already overloaded and that the existing roadway facilities in the study will become worse under future traffic conditions. In No-Build conditions, the traffic expected to be generated by the background growth in the area contributes to the delays and queues at each intersection. In Build conditions, the additional site traffic generated by the proposed development minimally contributes to the delays and queues at each intersection.

In No-Build and Build conditions, the following intersection approaches exceed the associated storage length capacities or have significant queue lengths in shared lane approaches during the AM and/or PM peak hours when compared with their 95th percentile queue lengths:

SR 70/Fulton Industrial Boulevard and SR 6/Camp Creek Parkway

- Eastbound left-turn lane(s) during both peak hours

SR 6/Camp Creek Parkway and SR 154/166/Campbellton Road

- Eastbound right-turn lane during both peak hours
- Northbound left-turn lane during both peak hours

SR 92/Fairburn Road and Mount Vernon Road

- Northbound right-turn lane during the PM peak hour

SR 92/Fairburn Road and Anneewakee Road

- Eastbound right-turn lane during both peak hours
- Northbound left-turn lane during the PM peak hour

SR 92/Fairburn Road and Riverside Parkway

- Northbound right-turn lane during the PM peak hour in No-Build conditions, both peak hours in Build conditions

SR 92/Fairburn Road and SR 70/92/154/166/Old Lower River Road

- Westbound left-turn lane during the PM peak hour in No-Build conditions, and both peak hours in Build conditions

SR 70/Fulton Industrial Boulevard and SR 154/166/Campbellton Road

- Eastbound right-turn lane during the PM peak hour in No-Build conditions, and both peak hours in Build conditions
- Westbound left-turn lane during both peak hours
- Northbound left-turn lane during both peak hours
- Northbound right-turn lane during the AM peak hour

Cascade Palmetto Highway and West Stubbs Road

- Westbound right-turn lane during the AM peak hour

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

- Eastbound left-turn lane during both peak hours
- Southbound left-turn lane during the PM peak hour

Table 10 shows the queue length comparisons across all study scenarios for Existing geometric conditions.

Table 10: 50th and 95th Percentile Queue Length Analysis

ID	Intersection	Control	Movement	Storage Length	2023 Existing				2032 No-Build				2032 Build			
					50th %ile		95th %ile		50th %ile		95th %ile		50th %ile		95th %ile	
					AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	SR 70/Fulton Ind Blvd & SR 6/Camp Creek Pkwy	Traffic Signal	EBL	170	207	144	320	221	275	259	317	333	281	282	295	292
			EBT	-	230	249	308	171	1017	211	2328	349	1809	1521	3091	3073
			WBT	-	190	550	112	263	219	1196	649	2348	150	1455	221	2510
			SBR	380	53	47	151	129	86	90	223	203	118	143	266	260
2	SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd	Traffic Signal	EBT	-	115	122	204	201	641	178	1373	381	704	463	1419	1059
			EBR	450	125	65	351	254	462	195	780	517	504	381	775	737
			WBT	-	123	177	216	298	181	458	324	1141	202	654	374	1325
			NBL	440	157	449	263	678	454	603	721	623	594	605	674	605
3	SR 92/Fairburn Rd & Mt Vernon Rd	Traffic Signal	WBL+R	-	168	281	293	470	350	537	883	933	257	789	489	1362
			NBT	-	237	345	114	199	280	295	1768	466	190	302	305	490
			NBR	250	67	43	121	72	74	81	147	253	98	93	175	282
			SBT	-	145	149	250	230	621	251	2433	672	648	587	1980	1725
4	SR 92/Fairburn Rd & Anneewakee Rd	Traffic Signal	EBR	135	210	98	210	194	208	133	216	240	210	144	211	236
			NBL	575	178	575	294	849	183	734	356	833	271	745	439	804
			NBT	-	65	342	131	1063	60	1725	138	2779	79	1829	346	2630
			SBT	-	674	1529	1429	892	2183	2779	3448	2125	2406	2431	3411	3404
5	SR 92/Fairburn Rd & Riverside Pkwy	Traffic Signal	WBL	-	82	71	151	142	400	458	1574	1597	128	179	228	515
			NBR	365	2	0	36	0	40	185	261	592	352	329	743	736
			SBT	-	905	146	2138	635	1225	1966	2538	1114	1030	690	2228	1911
6	SR 92/Fairburn Rd & SR 70/92/154/166/ Old Lower River Rd	Traffic Signal	EBT	-	1067	770	1548	1348	1091	1152	1497	1460	1142	985	1415	1546
			WBL	260	31	81	67	157	37	233	90	496	112	332	297	536
			WBT	-	57	166	109	270	278	1209	968	660	234	912	702	1487
			NBR	165	56	6	240	69	86	26	299	160	135	39	365	198
7	SR 70/Fulton Ind Blvd & SR 154/166/Campbellton Rd	Traffic Signal	EBR	150	12	9	103	87	7	31	76	172	61	130	243	334
			WBL	170	43	138	117	344	92	246	261	434	131	304	276	380
			NBL	265	38	68	76	132	28	117	228	235	325	340	393	340
			NBT	-	148	53	226	112	448	59	249	112	539	793	816	897
			NBR	145	26	5	81	23	104	10	292	37	128	22	311	74
8	Cascade Palmetto Hwy & Cascading Ln	Side Street Stop Control	EB L+T+R	-									193	453	315	800
			NBL	310									157	216	435	483
			SBR	250									16	42	62	111
9	Cascade Palmetto Hwy & Cochran Rd	Side Street Stop Control	EB L+R	-	14	7	50	29	17	8	59	30	314	456	656	710
			NBL	-	1	0	9	0	39	0	807	0	232	862	1268	2711
10	Cascade Palmetto Hwy & W Stubbs Rd	Traffic Signal	EB L+T+R	-	55	26	102	60	70	30	130	65	81	44	152	88
			WBR	175	35	1	150	25	129	3	285	37	213	44	332	173
			NBT	-	154	52	263	109	352	67	681	136	901	110	1738	183
			SBL	300	45	61	93	112	49	70	90	119	63	82	116	138
			SBT	-	40	92	96	179	40	97	98	182	52	117	116	195
11	SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Road	Traffic Signal	SBR	290	4	9	15	26	5	9	19	26	7	11	23	28
			EBL	190	204	36	337	124	250	77	344	239	256	108	342	278
			WB T+R	-	205	911	389	1639	306	1856	598	2543	883	1967	1869	2410
			NB T+R	-	103	43	188	99	192	62	346	134	473	136	1097	408
			SBL	210	15	140	46	366	24	153	63	385	52	215	160	428
12	W Stubbs Rd & Butner Rd	All-Way Stop Control	SB T+R	-	81	1147	156	2289	98	2651	179	4447	171	3860	320	5897
			WB	-	24	85	52	165	32	223	68	414	43	752	81	1108
			NB	-	36	49	65	84	43	71	74	121	50	83	87	151
			SB	-	67	54	123	85	95	80	180	148	190	114	383	215

C.5. 2032 No-Build and Build Conditions Capacity Analysis – Mitigated

The Existing study intersections were analyzed with possible improvements to determine the feasibility of reducing the inadequate LOS back to acceptable (LOS D) levels or levels seen in Existing conditions for No-Build conditions. The minimum required mitigations to achieve acceptable LOS is portrayed in the Table 11 for each intersection.

As shown in Table 11, with the 2032 No-Build conditions mitigated, all intersections and movements are restored to satisfactory LOS, except for the southbound approach of Old Lower River Road at SR 92/Fairburn Road and SR 70/92/154/166 during the PM peak hour and the eastbound left-turn movement on Cochran Road at Cascade Palmetto Highway.

The Existing study intersections were analyzed with possible improvements to determine the feasibility of reducing the inadequate LOS back to acceptable (LOS D) levels or levels seen in the Existing Conditions, for Build conditions. The minimum required mitigations to achieve acceptable LOS is portrayed in the Table 12 for each intersection. Required mitigation for the Build scenario only is shown in *italics*, while the remainder of the improvements are needed in the No-Build condition as well as the Build condition.

Table 11: 2032 No-Build Conditions Capacity Analysis – Mitigated

ID	Intersection	Control	Mitigation	Movement	AM		PM	
					LOS	Delay	LOS	Delay
1	SR 70/Fulton Ind Blvd & SR 6/Camp Creek Pkwy	Traffic Signal	2 WBR lanes (pm+overlap) 2 SBR lanes (pm+overlap) 2 NBR lanes 3 SBL lanes 3 NBT lanes, 3 SBT lanes <i>Timing Optimization</i>	Overall	D	46.1	E	58.0
				EB	D	45.7	D	52.4
				WB	D	46.8	E	74.2
				NB	D	45.0	D	54.3
				SB	D	46.7	D	42.5
2	SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd	Traffic Signal	2 EBR lanes (pm+overlap) 2 NBL lanes (prot), therefore 2 receiving lanes on west leg <i>2 WBT lanes</i>	Overall	D	38.0	D	42.3
				EB	C	28.3	C	33.2
				WB	C	26.9	C	33.2
				NB	D	44.2	D	46.8
				SB	D	47.4	D	49.2
3	SR 92/Fairburn Rd & Mt Vernon Rd	Traffic Signal	1 WBR lane (pm+overlap)	Overall	B	19.2	C	30.3
				WB	D	53.8	D	53.7
				NB	B	15.1	C	34.5
				SB	B	14.9	B	14.7
4	SR 92/Fairburn Rd & Anneewakee Rd	Traffic Signal	2 EBR lanes (pm+overlap) channelize EBR 2 NBL lanes (prot), therefore 2 receiving lanes on west leg	Overall	C	35.0	C	32.2
				EB	D	53.4	C	27.0
				WB	C	34.8	D	39.9
				NB	B	17.7	C	22.2
				SB	D	38.4	D	52.1
5	SR 92/Fairburn Rd & Riverside Pkwy	Traffic Signal	2 WBL lanes <i>NBR pm+overlap</i>	Overall	C	26.1	D	43.3
				WB	C	26.4	E	57.7
				NB	D	41.0	E	59.6
				SB	B	17.7	B	16.6
6	SR 92/Fairburn Rd & SR 70/92/154/166/ Old Lower River Rd	Traffic Signal	2 EBR lanes (pm+overlap) 2 NBR lanes (pm+overlap) 3 WBT lanes <i>Timing Optimization</i>	Overall	D	54.9	D	39.3
				EB	D	49.0	C	20.9
				WB	D	35.3	D	49.4
				NB	E	77.0	D	53.2
				SB	D	54.9	E	60.5
7	SR 70/Fulton Ind Blvd & SR 154/166/Campbellton Rd	Traffic Signal	2 EBL lanes (prot), 2 EBR lanes <i>2 WBT lanes</i> <i>2 NBL lanes</i> 3 NBT lanes 3 SBT lanes NBR pm+overlap 2 SBR lanes (pm+overlap)	Overall	D	40.8	D	48.0
				EB	D	49.9	D	38.7
				WB	D	47.7	E	64.8
				NB	D	35.8	D	41.6
				SB	C	29.4	D	49.5
9	Cascade Palmetto Hwy & Cochran Rd	Side Street Stop Control	1 EBR lane 1 NBL lane 1 SBR lane	EB L	F	239.2	F	>300
				EB R	B	11.7	C	23.1
				NB L	A	8.6	B	11.8
10	Cascade Palmetto Hwy & W Stubbs Rd	Traffic Signal	<i>remove NBL pt+pm</i> WBR pm+overlap	Overall	D	46.1	B	15.8
				EB	D	41.8	C	25.6
				WB	D	53.6	C	25.2
				NB	E	57.7	B	17.8
				SB	C	21.0	B	10.5
11	SR 70/154/Cascade Palmetto Hwy & SR 92/154	Traffic Signal	remove EBL pt+pm in PM remove WBL pt+pm 1 WBR lane (pm+overlap) 1 SBR lane (pm+overlap in AM)	Overall	D	46.6	D	40.2
				EB	D	50.6	C	33.8
				WB	D	38.1	C	32.2
				NB	D	54.0	D	41.6
				SB	C	30.6	D	53.1
12	W Stubbs Rd & Butner Rd	All-Way Stop Control	1 WBR lane with channelized yield <i>1 SBL lane, 1 SB T+R lane</i>	Overall	C	21.6	C	19.2
				EB	D	30.8	C	16.0
				WB	B	13.7	C	19.0
				NB	C	18.9	C	24.5
				SB	C	20.6	C	16.8

Table 12: 2032 Build Conditions Capacity Analysis - Mitigated

ID	Intersection	Control	Mitigation	Movement	AM		PM	
					LOS	Delay	LOS	Delay
1	SR 70/Fulton Ind Blvd & SR 6/Camp Creek Pkwy	Traffic Signal	2 WBR lanes (pm+overlap) 2 SBR lanes (pm+overlap) 2 NBR lanes 3 SBL lanes 3 NBT lanes, 3 SBT lanes <i>Timing Optimization</i>	Overall	D	46.1	E	58.0
				EB	D	45.7	D	52.4
				WB	D	46.8	E	74.2
				NB	D	45.0	D	54.3
				SB	D	46.7	D	42.5
2	SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd	Traffic Signal	2 EBR lanes (pm+overlap) 2 NBL lanes (prot), therefore 2 receiving lanes on west leg <i>2 WBT lanes</i>	Overall	D	38.0	D	42.3
				EB	C	28.3	C	33.2
				WB	C	26.9	C	33.2
				NB	D	44.2	D	46.8
				SB	D	47.4	D	49.2
3	SR 92/Fairburn Rd & Mt Vernon Rd	Traffic Signal	1 WBR lane (pm+overlap)	Overall	B	19.2	C	30.3
				WB	D	53.8	D	53.7
				NB	B	15.1	C	34.5
				SB	B	14.9	B	14.7
4	SR 92/Fairburn Rd & Anneewakee Rd	Traffic Signal	2 EBR lanes (pm+overlap) channelize EBR 2 NBL lanes (prot), therefore 2 receiving lanes on west leg	Overall	C	35.0	C	32.2
				EB	D	53.4	C	27.0
				WB	C	34.8	D	39.9
				NB	B	17.7	C	22.2
				SB	D	38.4	D	52.1
5	SR 92/Fairburn Rd & Riverside Pkwy	Traffic Signal	<i>2 WBL lanes</i> <i>NBR pm+overlap</i>	Overall	C	26.1	D	43.3
				WB	C	26.4	E	57.7
				NB	D	41.0	E	59.6
				SB	B	17.7	B	16.6
6	SR 92/Fairburn Rd & SR 70/92/154/166/ Old Lower River Rd	Traffic Signal	2 EBR lanes (pm+overlap) 2 NBR lanes (pm+overlap) 3 WBT lanes <i>Timing Optimization</i>	Overall	D	54.9	D	39.3
				EB	D	49.0	C	20.9
				WB	D	35.3	D	49.4
				NB	E	77.0	D	53.2
				SB	D	54.9	E	60.5
7	SR 70/Fulton Ind Blvd & SR 154/166/Campbellton Rd	Traffic Signal	2 EBL lanes (prot), 2 EBR lanes <i>2 WBT lanes</i> <i>2 NBL lanes</i> 3 NBT lanes 3 SBT lanes NBR pm+overlap 2 SBR lanes (pm+overlap)	Overall	D	40.4	D	48.0
				EB	D	49.9	D	38.7
				WB	D	47.7	E	64.8
				NB	D	35.8	D	41.6
				SB	C	27.1	D	49.5
9	Cascade Palmetto Hwy & Cochran Rd	Side Street Stop Control	1 EBR lane 1 NBL lane 1 SBR lane	EB L	F	239.2	F	>300
				EB R	B	11.7	C	23.1
				NB L	A	8.6	B	11.8
10	Cascade Palmetto Hwy & W Stubbs Rd	Traffic Signal	<i>remove NBL pt+pm</i> WBR pm+overlap	Overall	D	46.1	B	15.8
				EB	D	41.8	C	25.6
				WB	D	53.6	C	25.2
				NB	E	57.7	B	17.8
				SB	C	21.0	B	10.5
11	SR 70/154/Cascade Palmetto Hwy & SR 92/154	Traffic Signal	remove EBL pt+pm in PM remove WBL pt+pm 1 WBR lane (pm+overlap) 1 SBR lane (pm+overlap in AM)	Overall	D	46.6	D	40.2
				EB	D	50.6	C	33.8
				WB	D	38.1	C	32.2
				NB	D	54.0	D	41.6
				SB	C	30.6	D	53.1
12	W Stubbs Rd & Butner Rd	All-Way Stop Control	1 WBR lane with channelized yield <i>1 SBL lane, 1 SB T+R lane</i>	Overall	C	21.6	C	19.2
				EB	D	30.8	C	16.0
				WB	B	13.7	C	19.0
				NB	C	18.9	C	24.5
				SB	C	20.6	C	16.8

As shown in Table 12, with the 2032 Build conditions mitigated, all intersections and movements are restored to satisfactory LOS, except for the intersections and movements below.

It is noted that the westbound approach at the intersection of SR 70/Fulton Industrial Boulevard and SR 6/Camp Creek Parkway is LOS E during the PM peak hour; however, this is acceptable as the existing LOS for this movement is LOS F.

It is noted that all inadequate LOS remaining are merely LOS E and not LOS F, except for the eastbound approach at the intersection of Cascade Palmetto Highway and Cochran Road. Improvements at the intersection of Cascade Palmetto Highway and Cochran Road are difficult to justify without an expected consistent flow of traffic on Cochran Road, site-generated or otherwise. Alternative intersection solutions, such as a roundabout or a high-T, are infeasible due to various reasons. For the roundabout, the speed limit of Cascade Palmetto Highway and the high imbalance of mainline traffic on Cascade Palmetto Highway versus the very slight traffic on Cochran Road rule out this alternative. For the high-T, the proximity to Cascading Lane/Site Driveway E presents potential issues with weaving and queuing.

SR 70/Fulton Industrial Boulevard and SR 6/Camp Creek Parkway

- The overall intersection during the PM peak hour

SR 92/Fairburn Road and Riverside Parkway

- The westbound approach during the PM peak hour
- The northbound approach during the PM peak hour

SR 92/Fairburn Road and SR 70/92/154/166/Old Lower River Road

- The northbound approach during the AM peak hour
- The southbound approach during the PM peak hour

Cascade Palmetto Highway and Cochran Road

- The eastbound left-turn movement during both peak hours

Cascade Palmetto Highway and West Stubbs Road

- The northbound approach during the AM peak hour

C.6. Turn Lane Warrant Analysis

Turn lane analysis was conducted for the proposed development driveways along Cascade Palmetto Highway and along Cochran Road using the GDOT Regulations for Driveway and Encroachment Control Manual (Regulations), dated July 25, 2023. The results of the evaluation are summarized in Table 13.

The ADT data collected on Tuesday, October 24, 2023, shows the average weekday traffic to be 14,334 vehicles per day along Cascade Palmetto Highway north of Cochran Road. The ADT data collected on Tuesday, October 24, 2023, shows the average weekday traffic to be 177 vehicles per day along Cochran Road. The speed limit on Cascade Palmetto Highway is 55 miles per hour, and the speed limit on Cochran Road is 30 miles per hour.

The eastbound left-turn traffic on Cochran Road is not expected to exceed the threshold of 300 left-turn vehicles per day for Site Driveway A, Site Driveway B, or Site Driveway C. The westbound right-turn traffic on Cochran Road is expected to exceed the threshold of 200 right-turn vehicles per day for Site Driveway B and Site Driveway C, but not Site Driveway A.

The northbound left-turn traffic on Cascade Palmetto Highway is expected to exceed the threshold of 150 left-turn vehicles per day for Site Driveway E, but not Site Driveway F. The southbound right-turn traffic is expected to exceed the threshold of 50 right-turn vehicles per day for Site Driveway D, Site Driveway E, and Site Driveway F.

Table 13: GDOT Turn Lane Warrants

ID	Intersection	Movement/ Turn Lane	Turn Volume	GDOT Volume Criteria	GDOT Criteria met?
8	Cascade Palmetto Hwy & Cascading Ln/Site Dwy E	SB R	5164 RT/Day	50 RT/Day	YES
		NB L	2377 LT/Day	150 LT/Day	YES
13	Cochran Rd & Site Dwy A	WB R	190 RT/Day	200 RT/Day	NO
		EB L	0 LT/Day	300 LT/Day	NO
14	Cochran Rd & Site Dwy B	WB R		200 RT/Day	YES
		EB L	0 LT/Day	300 LT/Day	NO
15	Cochran Rd & Site Dwy C	WB R		200 RT/Day	YES
		EB L	0 LT/Day	300 LT/Day	NO
16	Cascade Palmetto Hwy & Site Dwy D	SB R	2250 LT/Day	50 RT/Day	YES
17	Cascade Palmetto Hwy & Site Dwy F	SB R	475 LT/Day	50 RT/Day	YES
		NB L	95 LT/Day	150 LT/Day	NO

As shown in Table 13, a right-turn deceleration lane is warranted at Site Driveway B and Site Driveway C along Cochran Road, and at Site Driveway D, Site Driveway E, and Site Driveway F along Cascade Palmetto Highway. A right-turn deceleration lane is not warranted at Site Driveway A along Cochran Road; however, a right-turn deceleration lane is still recommended at this location. Left-turn lanes are not warranted at Site Driveway A, Site Driveway B, Site Driveway C, or Site Driveway F. A left-turn lane is warranted at Site Driveway E along Cascade Palmetto Highway.

Site Driveway B and Site Driveway C along Cochran Road warrant a right-turn deceleration lane, and a right-turn deceleration lane is recommended at Site Driveway A. Based on GDOT criteria for a 30 MPH roadway, the minimum right-turn deceleration lane length is 75 feet with a taper of 50 feet.

All three site driveways along Cascade Palmetto Highway warrant a right-turn deceleration lane. Based on GDOT criteria for a 55 MPH roadway, the minimum right-turn deceleration lane length is 250 feet with a taper of 100 feet.

The proposed Site Driveway East on Cascade Palmetto Highway warrants a left-turn lane. Based on GDOT Regulations criteria for a 55 MPH roadway, the minimum left-turn lane length is 310 feet with 100 feet of taper, with either 330 feet or 6600 feet of approach and departure taper for 6 feet of shift or 12 feet of shift, respectively.

The turn lane evaluations are included in Appendix F.

C.7. Signal Warrant Analysis

The signal warrant analysis was conducted using the 2009 edition of the Manual on Uniform Traffic Control Devices (MUTCD, 2009) for Build conditions with project traffic. The analysis uses the combined volumes on the main street (Cascade Palmetto Highway) and compares it to the minor street with the higher traffic volumes (proposed Site Driveway East) on an hour-by-hour basis. For this analysis, Warrants 1A, 1B, 2, and 3 were considered. All other warrants are not applicable for this intersection location. It is noted that the speed limit on Cascade Palmetto Highway is 55 miles per hour. However, to prepare a conservative analysis, the speed limit was taken to be below 40 miles per hour. The warrant analysis results are shown in Tables 14 and 15. Table 14 includes the right turning vehicles from the proposed driveway (minor street), and Table 15 excludes the right-turning vehicles from the proposed driveway in the analysis.

Table 14: Signal Warrant Analysis Summary - Including Right Turns

Hour Beginning	Cascade Palmetto Hwy	Site Dwy E	WARRANT 1A Major Street Condition Met? Major>600 Minor>150	WARRANT 1B Major Street Condition Met? Major>900 Minor>75	WARRANT 2 Conditions Met?	WARRANT 3A Conditions Met?	WARRANT 3B Conditions Met?
	Combined Volume with Right Turns	Approach Volume with Right Turns					
6:00	1423	319	YES	YES	YES	YES	YES
7:00	1998	483	YES	YES	YES	YES	YES
8:00	1772	399	YES	YES	YES	YES	YES
9:00	1272	334	YES	YES	YES	YES	YES
10:00	949	248	YES	YES	YES	YES	NO
11:00	949	248	YES	YES	YES	YES	NO
12:00	921	242	YES	YES	YES	YES	NO
13:00	1096	287	YES	YES	YES	YES	YES
14:00	1384	365	YES	YES	YES	YES	YES
15:00	1736	458	YES	YES	YES	YES	YES
16:00	2156	567	YES	YES	YES	YES	YES
17:00	2268	717	YES	YES	YES	YES	YES
Number of Hours Needed			8	8	4	1	1
Number of Hours Met			13	13	13	13	10

Table 15: Signal Warrant Analysis Summary - Excluding Right Turns

Hour Beginning	Cascade Palmetto Hwy	Site Dwy E	WARRANT 1A Major Street Condition Met? Major>600 Minor>150	WARRANT 1B Major Street Condition Met? Major>900 Minor>75	WARRANT 2 Conditions Met?	WARRANT 3A Conditions Met?	WARRANT 3B Conditions Met?
	Combined Volume with Right Turns	Approach Volume without Right Turns					
6:00	1210	292	YES	YES	YES	YES	YES
7:00	1699	442	YES	YES	YES	YES	YES
8:00	1495	365	YES	YES	YES	YES	YES
9:00	1041	290	YES	YES	YES	YES	YES
10:00	777	216	YES	YES	YES	YES	NO
11:00	776	216	YES	YES	YES	YES	NO
12:00	751	210	YES	YES	YES	YES	NO
13:00	895	250	YES	YES	YES	YES	NO
14:00	1118	317	YES	YES	YES	YES	YES
15:00	1410	398	YES	YES	YES	YES	YES
16:00	1732	493	YES	YES	YES	YES	YES
17:00	1766	623	YES	YES	YES	YES	YES
Number of Hours Needed			8	8	4	1	1
Number of Hours Met			13	13	13	13	9

A traffic signal is generally considered to be justified if Warrants 1A or 1B volume requirements are met for either (8) or more hours of the day. The study intersection is expected to meet the requirements with and without right-turning vehicles for Warrants 1A, 1B, 2, 3A, and 3B. The signal warrant analysis worksheets are contained in Appendix G.

Conclusions

The Westwood Mixed-Use Development (DRI #4057) is proposed for construction along Cascade Palmetto Highway in South Fulton, Georgia. The proposed development will consist of 235 single-family detached units, 226 townhomes (single-family attached units), 1,042 multi-family units (mid-rise apartments), 154,100 square feet of general office space, 221,720 square feet of shopping center space, and 44,500 square feet of supermarket space. The development will have six access points consisting of three full-access driveways on Cochran Road, two full-access driveways on Cascade Palmetto Highway (one of which is proposed to align with Cascading Lane), and one right-in/right-out (RIRO) driveway on Cascade Palmetto Highway just north of Cochran Road.

Traffic operations at the study intersections are satisfactory at five of the twelve study intersections in the Existing conditions. However, inadequate LOS are present at the remaining seven study intersections, and the conditions are expected to worsen as evidenced in the 2032 No-Build scenario due to the anticipated growth in the study area. In 2032 No-Build conditions, eleven of the twelve study intersections experience inadequate LOS on at least one approach.

The addition of project traffic is expected to have an impact on the traffic operations at the study intersections. For 2032 Build conditions, study intersections are expected to continue to operate at the same overall LOS when compared to 2032 No-Build conditions, with some additional intersection LOS and individual movements becoming inadequate.

Left-turn lanes are not warranted at Site Driveway A, Site Driveway B, Site Driveway C, or Site Driveway F. A left-turn lane is warranted at Site Driveway E along Cascade Palmetto Highway.

Site Driveway B and Site Driveway C along Cochran Road warrant a right-turn deceleration lane. Site Driveway A along Cochran Road does not warrant a right-turn deceleration lane; however, a right-turn deceleration lane is still recommended at this location.

All three site driveways along Cascade Palmetto Highway warrant a right-turn deceleration lane.

Single-lane approaches are sufficient at each of the site driveways, except for the following Site Driveway E.

Site Driveway E along Cascade Palmetto Highway and aligned with Cascading Lane warrants a traffic signal in Build conditions. A left-turn lane and a shared left+through+right lane, along with the corresponding receiving lanes on Cascade Palmetto Highway north of the intersection are expected to be sufficient for Build operations.

Recommendations

All improvements related to site driveways are recommended.

From the analysis, mitigation should be considered at the following existing study intersections:

Cascade Palmetto Highway and Site Driveway E/Cascading Lane

- Install a traffic signal and consider widening Cascade Palmetto Highway along the site frontage.

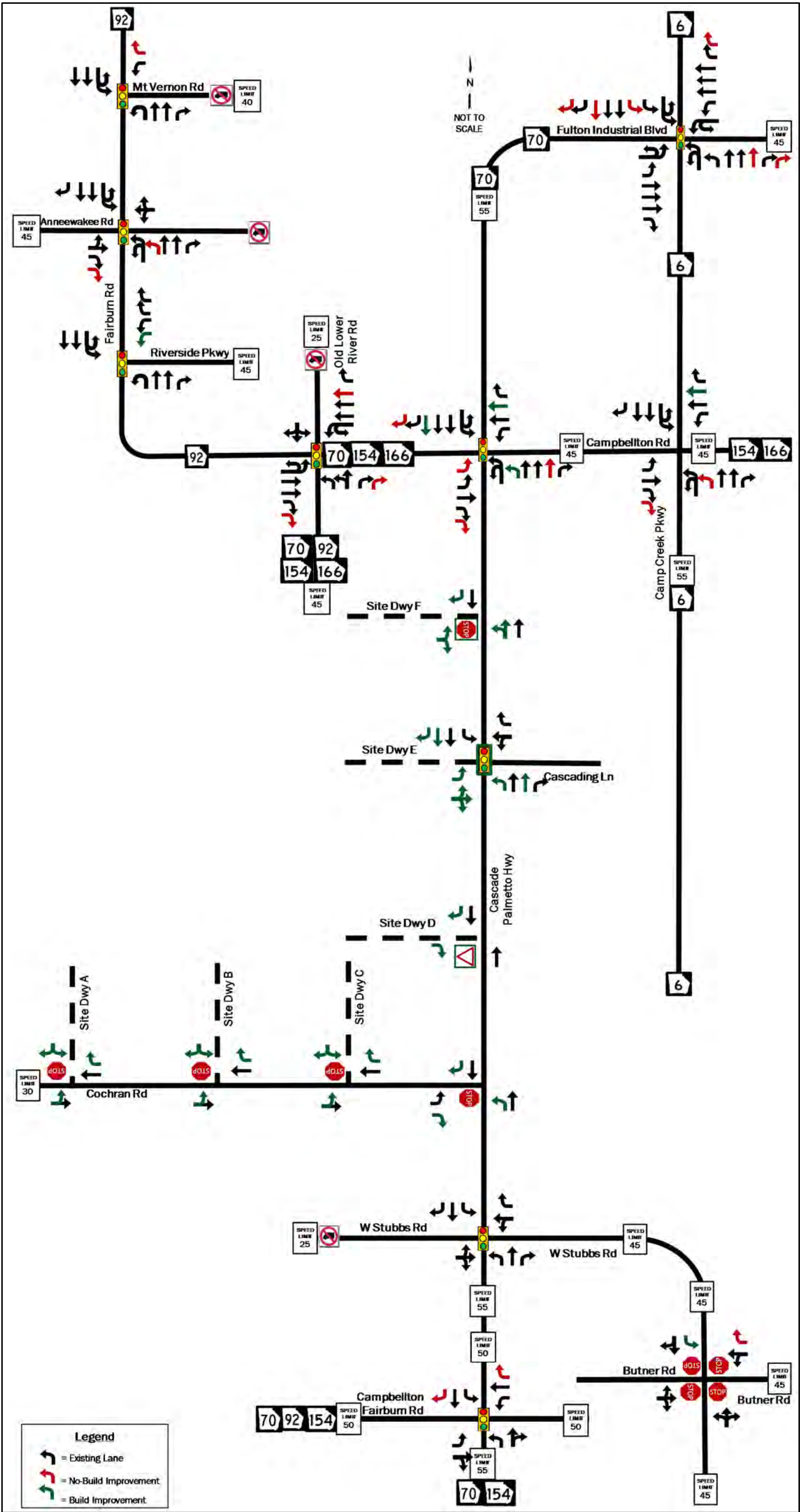
Cascade Palmetto Highway and West Stubbs Road

- Install a westbound permissive+overlap phase for the right-turn movement and consider removing the northbound left-turn protected+permissive phase.

Consideration should be given to a widening of Cascade Palmetto Highway from between Cochran Road at the proposed development to the four-lane median-divided section that begins just south of SR 154/166/Campbellton Road.

Figure 12 below shows existing lane geometry alongside all the required improvements for No-Build and Build conditions to restore adequate LOS on approaches and at overall intersections, with consideration given to practicality and right-of-way impacts at each intersection.

Figure 12: Existing, Required No-Build, and Required Build Improved Lane Geometries



NV5

APPENDIX A: Site Plan



<u>TRAFFIC CONSULTANT</u>	<u>APPLICANT CONSULTANT</u>
JOSH PRUITT	REZA ABREE
NV5 ENGINEERS AND CONSULTANTS, INC	UNITED CONSOLIDATED MASTER, LLC
10745 WESTSIDE WAY, SUITE 300	625 HOLCOMB BRIDGE ROAD
ALPHARETTA, GA 30009	NORCROSS, GA 30071
678-795-3600	678-898-6449

**UNITED
CONSOLIDATED
MASTER, LLC**
625 HOLCOMB BRIDGE ROAD,
NORCROSS, GA 30071
PHONE: 678-898-6449

**WESTWOOD ON THE
CHATTAHOOCHEE**
CASCADE PALMETTO HIGHWAY AND COCHRAN
ROAD, SOUTH FULTON, GA. 30349
LAND LOT 50.51.54, 55.656, 9-C DISTRICT

GSWCC CERT. (LEVEL II)	000007289
DRAWN BY	AG
DESIGNED BY	SPG
REVIEWED BY	JTR
DATE	11/13/23
PROJECT NO.	019097002
TITLE	

DRI SITE PLAN

SHEET NUMBER
DRI.00

Drawing name: K:\ATL_Civil\19097002 - Westwood\CAD\DR\DR1.00 - DRI SITE PLAN.dwg DRI.00 DRI SITE PLAN Nov 13, 2023 3:05pm by: sam.gallard



SITE LEGEND

- PROPERTY LINE
- ROW DEDICATION
- TRAIL
- STREAM BUFFER
- EXISTING FLOODPLAIN
- OFFICE
- RETAIL
- MULTIFAMILY
- TOWNHOUSE OVER RETAIL
- TOWNHOUSE
- PARKING DECK
- MULTIFAMILY OVER RETAIL
- CIVIC

SITE DEVELOPMENT SUMMARY

CURRENT ZONING	R-4A - SINGLE FAMILY DWELLING DISTRICT
PROPOSED ZONING	MX MIXED USE DISTRICT
OVERLAY DISTRICT	CLIFTONDALE
DRI CASE NUMBER	DRI 4057

SITE AREA:

SITE AREA	207 ACRES
ROW DEDICATION	0 ACRES

PARKING SUMMARY

PROPOSED PARKING:	3,580 SPACES (TOTAL)
RETAIL PARKING DECKS	1,249 SPACES
MULTIFAMILY PARKING DECKS	1,633 SPACES
ON STREET PARKING	138 SPACES
PARKING LOTS	533 SPACES

EXACT NUMBER OF PARKING SPACES AND PARKING DISTRIBUTION WILL BE DETERMINED BASED ON RESULTS OF A FUTURE SHARED PARKING STUDY.

LAND USES & DENSITIES

TOTAL RESIDENTIAL: 1,503 UNITS (7.25 UNITS/ACRE)		
MULTI-FAMILY	1,042 UNITS	
SINGLE FAMILY	235 UNITS	
TOWNHOUSE	226 UNITS	

TOTAL NON-RESIDENTIAL:		
LAND USE	AREA	FLOOR AREA RATIO
RETAIL	184,120 SF	0.020
OFFICE	154,100 SF	0.017
CIVIC AREA	82,600 SF	0.009

CONTACTS

TRAFFIC CONSULTANT JOSH PRUITT WVS ENGINEERS AND CONSULTANTS, INC. 10746 WESTSIDE WAY, SUITE 300 ALPHARETTA, GA 30009 678-795-3600	APPLICANT CONSULTANT REZA ABRAE UNITED CONSOLIDATED MASTER, LLC 625 HOLCOMB BRIDGE ROAD NORCROSS, GA 30071 678-888-6449
CIVIL CONSULTANT TYLER ROSSECK, P.E. KIMLEY HORN AND ASSOCIATES 3930 JONES BRIDGE ROAD, SUITE 350 PEACHTREE CORNERS, GEORGIA 30092 770-825-0744	

GEORGIA811
Call before you dig
811

GRAPHIC SCALE IN FEET
0 100 200 400

GSWCC CERT. LEVEL: B 000007289
DRAWN BY: AG
DESIGNED BY: SPG
REVIEWED BY: JTR
DATE: 11/13/23
PROJECT NO: 019097002
TITLE: DRI SITE PLAN

SHEET NUMBER
DRI.00

Kimley»Horn
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WESTWOOD ON THE CHATTAHOOCHEE
CASCADE PALMETTO HIGHWAY AND COCHRAN ROAD, SOUTH-FULTON, GA 30249
LAND LOT 55.5 L&A 0556A, P.C. DISTRICT

PRELIMINARY
NOT FOR CONSTRUCTION

PROJECT: PROJECT NO. 019097002
SHEET NUMBER: DRI.00

APPENDIX B: Traffic Count Data

Bi-Directional Class Count || NB EB 15min

South Fulton, GA



Site 1

GA-70 Cascade Palmetto Hwy,
north of Cochran Rd

Date

Tuesday, October 24, 2023

Weather

Fair
62°F

Lat/Long

33.682844°, -84.622718°

[Click here for Detailed Weather](#)[Click here for Map](#)

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

NB EB 15min

Time	Northbound (Movement 1.1)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	9	0	0	2	1	0	0	1	0	0	0	0	13	35
0015 - 0030	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
0030 - 0045	0	4	0	0	0	0	0	0	1	0	0	0	0	5	
0045 - 0100	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0100 - 0115	0	11	0	0	0	0	0	0	2	0	0	0	0	13	41
0115 - 0130	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0130 - 0145	0	11	0	0	1	0	0	0	1	0	0	0	0	13	
0145 - 0200	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0200 - 0215	0	7	0	0	0	0	0	0	1	0	0	0	0	8	38
0215 - 0230	0	9	0	0	0	0	0	0	2	0	0	0	0	11	
0230 - 0245	0	5	1	0	1	0	0	0	2	0	0	0	0	9	
0245 - 0300	0	9	0	0	0	0	0	0	0	0	1	0	0	10	
0300 - 0315	0	13	0	0	0	0	0	0	0	0	0	0	0	13	59
0315 - 0330	0	12	0	0	1	0	0	0	0	0	0	0	0	13	
0330 - 0345	0	14	1	0	2	1	0	0	1	0	0	0	0	19	
0345 - 0400	0	13	1	0	0	0	0	0	0	0	0	0	0	14	
0400 - 0415	0	14	0	0	1	0	0	0	2	0	0	0	0	17	121
0415 - 0430	0	19	1	0	0	0	0	0	0	0	0	0	0	20	
0430 - 0445	0	33	0	0	0	0	0	0	0	0	0	0	0	33	
0445 - 0500	0	48	2	0	1	0	0	0	0	0	0	0	0	51	
0500 - 0515	0	49	1	0	2	0	0	0	1	0	0	0	0	53	329
0515 - 0530	0	64	2	0	0	1	0	0	0	0	0	0	0	67	
0530 - 0545	0	93	4	0	1	1	0	0	2	0	0	0	0	101	
0545 - 0600	0	98	7	0	1	1	0	0	1	0	0	0	0	108	
0600 - 0615	2	73	6	1	2	2	0	0	1	0	0	0	0	87	660
0615 - 0630	0	143	13	0	2	0	0	0	3	0	0	0	0	161	
0630 - 0645	0	161	25	0	2	4	0	0	0	0	0	0	0	192	
0645 - 0700	0	192	16	3	0	6	0	0	3	0	0	0	0	220	
0700 - 0715	0	143	23	1	5	2	0	0	1	0	0	0	0	175	970
0715 - 0730	0	198	45	0	4	6	0	0	3	0	0	0	0	256	
0730 - 0745	0	222	42	0	7	2	0	0	3	0	0	1	0	277	
0745 - 0800	0	205	45	0	5	0	0	1	6	0	0	0	0	262	
0800 - 0815	0	145	34	0	2	0	0	1	4	0	0	0	0	186	758
0815 - 0830	2	165	29	1	5	6	0	0	4	0	0	0	0	212	
0830 - 0845	1	141	35	0	3	2	0	0	6	0	0	0	0	188	
0845 - 0900	0	123	34	0	5	2	0	1	7	0	0	0	0	172	
0900 - 0915	0	92	23	0	2	3	0	1	6	0	0	0	0	127	441
0915 - 0930	0	81	20	0	3	4	0	2	5	0	0	0	0	115	
0930 - 0945	0	72	26	0	5	6	0	2	5	0	0	0	0	116	
0945 - 1000	0	63	15	0	0	2	0	0	3	0	0	0	0	83	
1000 - 1015	0	70	14	0	0	4	0	3	3	0	0	0	0	94	310
1015 - 1030	0	54	7	0	1	1	0	0	9	1	0	0	0	73	
1030 - 1045	0	41	14	0	1	4	0	1	8	0	0	0	0	69	
1045 - 1100	1	53	13	0	3	0	0	1	3	0	0	0	0	74	
1100 - 1115	0	41	11	1	3	5	0	0	3	0	0	0	0	64	280
1115 - 1130	0	40	6	0	2	3	0	1	0	0	0	0	0	52	
1130 - 1145	0	52	16	2	2	2	0	0	5	0	0	0	0	79	
1145 - 1200	0	57	14	0	5	4	0	0	5	0	0	0	0	85	
1200 - 1215	1	38	13	0	5	6	0	1	1	0	0	0	0	65	251
1215 - 1230	0	41	3	0	3	3	0	0	3	0	0	0	0	53	
1230 - 1245	0	48	14	0	2	3	0	0	2	6	0	0	0	75	
1245 - 1300	0	35	13	1	0	4	0	1	4	0	0	0	0	58	
1300 - 1315	0	48	12	0	2	1	0	3	4	0	0	1	0	71	305
1315 - 1330	0	60	18	0	1	1	0	1	2	0	0	0	0	83	
1330 - 1345	0	37	17	0	0	3	0	0	1	0	0	0	0	58	
1345 - 1400	0	66	11	0	7	0	0	2	7	0	0	0	0	93	
1400 - 1415	1	56	10	1	2	1	0	1	2	0	0	0	0	74	378
1415 - 1430	1	68	13	1	2	3	0	1	3	0	0	0	0	92	
1430 - 1445	1	73	15	2	4	1	0	2	2	0	0	0	0	100	
1445 - 1500	0	84	11	2	5	3	0	4	2	0	0	0	0	112	
1500 - 1515	0	57	8	1	4	4	0	1	4	0	0	0	0	79	421
1515 - 1530	0	83	20	0	4	1	0	4	5	0	0	0	0	117	
1530 - 1545	0	72	14	1	3	5	0	3	4	0	0	0	0	102	
1545 - 1600	0	84	17	0	7	6	0	3	6	0	0	0	0	123	
1600 - 1615	0	81	16	0	4	3	0	2	6	0	0	0	0	112	475
1615 - 1630	0	84	27	0	5	3	0	1	5	0	0	0	0	125	
1630 - 1645	0	100	11	0	6	2	0	0	2	1	0	0	0	122	
1645 - 1700	0	93	8	0	6	4	0	1	4	0	0	0	0	116	
1700 - 1715	1	76	10	1	2	0	0	2	6	0	0	0	0	98	462
1715 - 1730	0	86	15	0	3	2	0	1	5	0	0	0	0	112	
1730 - 1745	0	88	17	0	1	2	0	2	3	0	0	0	0	113	
1745 - 1800	0	111	17	0	2	3	0	2	4	0	0	0	0	139	
1800 - 1815	0	105	12	0	3	1	0	2	6	0	0	0	0	129	434
1815 - 1830	0	86	16	0	2	1	0	4	7	0	0	0	0	116	
1830 - 1845	0	69	17	0	2	3	0	1	2	0	0	0	0	94	
1845 - 1900	0	73	9	0	1	2	0	3	7	0	0	0	0	95	
1900 - 1915	0	78	15	0	3	1	0	2	6	0	0	0	0	105	330
1915 - 1930	0	70	3	0	1	3	0	1	3	0	0	0	0	81	
1930 - 1945	0	59	1	0	1	1	0	0	6	0	0	0	0	68	
1945 - 2000	0	66	0	0	1	2	0	1	6	0	0	0	0	76	
2000 - 2015	0	42	0	0	1	1	0	0	6	0	0	0	0	50	208
2015 - 2030	0	40	0	0	0	1	0	1	4	0	0	0	0	46	
2030 - 2045	0	61	0	0	2	1	0	0	4	0	0	0	0	68	
2045 - 2100	0	43	0	0	0	0	0	0	1	0	0	0	0	44	
2100 - 2115	0	32	0	0	0	0	0	1	1	0	0	0	0	34	134
2115 - 2130	0	31	0	0	1	0	0	0	1	0	0	0	0	33	
2130 - 2145	0	33	0	0	0	0	0	0	0	0	0	0	0	33	
2145 - 2200	0	31	0	0	0	1	0	0	2	0	0	0	0	34	
2200 - 2215	0	29	0	0	0	1	0	0	1	0	0	0	0	31	111
2215 - 2230	0	30	0	0	0	1	0	0	1	0	0	0	0	32	
2230 - 2245	0	22	1	0	0	0	0	0	1	0	0	0	0	24	
2245 - 2300	0	23	0	0	0	0	0	0	1	0	0	0	0	24	
2300 - 2315	0	11	0	0	0	0	0	0	1	0	0	0	0	12	47
2315 - 2330	0	13	0	0	0	0	0	0	3	0	0	0	0	16	
2330 - 2345	0	7	0	0	1	0	0	0	0	0	0	0	0	8	
2345 - 0000	0	10	0	0	0	0	0	0	1	0	0	0	0	11	

Session Total	11	5927	950	19	181	159	0	70	276	2	1	2	0	7598
Session Average	0.11	61.74	9.90	0.20	1.89	1.66	0.00	0.73	2.88	0.02	0.01	0.02	0.00	79.15
Session Percentage	0.14	78.01	12.50	0.25	2.38	2.09	0.00	0.92	3.63	0.03	0.01	0.03	0.00	
AM Peak Hour	0745 - 0845	0715 - 0815	0715 - 0815	0600 - 0700	0700 - 0800	0630 - 0730	-	0915 - 1015	0830 - 0930	0930 - 1030	-	0645 - 0745	-	0715 - 0815
AM Peak Volume	3	770	166	4	21	18	0	7	24	1	0	1	0	981
Noon Peak Hour	1345 - 1445	1430 - 1530	1245 - 1345	1400 - 1500	1430 - 1530	1145 - 1245	-	1445 - 1545	1200 - 1100	1000 - 1100	-	1215 - 1315	-	1445 - 1545
Noon Peak Volume	3	297	60	6	17	16	0	12	23	1	0	1	0	410
PM Peak Hour	1615 - 1715	1715 - 1815	1530 - 1630	1500 - 1600	1545 - 1645	1530 - 1630	-	1515 - 1615	1800 - 1900	1545 - 1645	-	-	-	1730 - 1830
PM Peak Volume	1	390	74	2	22	17	0	12	22	1	0	0	0	997

Bi-Directional Class Count || SB WB 15min

South Fulton, GA



Site 1

GA-70 Cascade Palmetto Hwy,
north of Cochran Rd

Date

Tuesday, October 24, 2023

Weather

Fair
62°F

Lat/Long

33.682844°, -84.622718°

[Click here for Detailed Weather](#)[Click here for Map](#)

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

SB WB 15min

Time	Southbound (Movement 1,2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	19	1	0	0	0	0	0	1	0	0	0	0	21	
0015 - 0030	0	14	1	0	0	1	0	0	0	0	0	0	0	16	
0030 - 0045	0	22	0	0	0	0	0	0	0	0	0	0	0	22	
0045 - 0100	0	12	0	0	0	0	0	0	0	0	0	0	0	12	71
0100 - 0115	0	11	1	0	0	0	0	0	1	0	0	0	0	13	
0115 - 0130	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
0130 - 0145	0	11	1	0	0	1	0	0	0	0	0	0	0	13	
0145 - 0200	0	4	0	0	0	0	0	0	0	0	0	0	0	4	44
0200 - 0215	0	8	0	0	0	0	0	0	2	0	0	0	0	10	
0215 - 0230	0	11	0	0	0	0	0	0	0	0	0	0	1	11	
0230 - 0245	0	8	0	0	0	0	0	0	1	0	0	0	0	9	
0245 - 0300	0	9	1	0	0	0	0	1	1	0	0	0	0	12	42
0300 - 0315	0	6	0	0	0	0	0	0	1	0	0	1	0	8	
0315 - 0330	0	7	0	0	0	0	0	0	1	0	0	0	0	8	
0330 - 0345	0	6	0	0	0	3	0	0	2	0	0	0	0	11	
0345 - 0400	0	9	0	0	0	1	0	0	0	0	0	0	0	10	37
0400 - 0415	0	10	0	0	0	1	0	0	4	0	0	0	0	15	
0415 - 0430	0	10	0	1	0	0	0	0	2	0	0	0	1	14	
0430 - 0445	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
0445 - 0500	0	9	1	0	1	1	1	0	4	0	0	0	0	17	58
0500 - 0515	0	9	0	0	1	0	0	0	1	0	0	0	0	11	
0515 - 0530	0	12	1	0	1	0	0	0	3	0	0	0	0	17	
0530 - 0545	0	16	0	0	1	0	0	0	3	0	0	0	0	20	
0545 - 0600	0	20	2	0	2	3	0	0	3	0	0	0	0	30	78
0600 - 0615	0	25	1	0	0	3	0	0	1	0	0	0	0	30	
0615 - 0630	0	29	1	0	1	4	0	1	0	0	0	0	0	36	
0630 - 0645	0	36	2	1	2	2	0	0	1	0	0	0	0	44	
0645 - 0700	0	46	3	1	1	4	0	0	3	0	0	0	0	58	168
0700 - 0715	0	53	2	4	2	0	0	0	4	0	0	0	0	65	
0715 - 0730	0	60	7	0	1	2	0	1	1	0	0	0	0	72	
0730 - 0745	0	51	7	0	4	1	0	1	3	0	0	0	0	67	
0745 - 0800	0	39	7	0	1	2	0	0	4	0	0	0	0	53	257
0800 - 0815	0	43	10	0	0	1	0	2	6	0	0	0	0	62	
0815 - 0830	0	59	11	0	2	1	0	2	4	0	0	0	0	79	
0830 - 0845	0	36	13	0	1	3	0	4	7	0	0	0	0	64	
0845 - 0900	0	40	9	1	3	1	0	2	3	0	0	0	0	59	264
0900 - 0915	0	43	16	0	1	2	0	2	7	0	0	0	0	71	
0915 - 0930	0	38	10	0	4	4	0	0	7	0	0	0	0	63	
0930 - 0945	0	38	21	0	6	2	0	1	4	0	0	0	0	72	
0945 - 1000	1	40	11	0	9	5	0	3	13	1	0	0	0	83	289
1000 - 1015	0	35	14	0	4	1	0	3	6	1	0	0	0	64	
1015 - 1030	0	37	8	1	2	1	1	2	5	4	0	0	0	61	
1030 - 1045	0	39	15	0	3	1	0	0	6	0	0	0	0	64	
1045 - 1100	0	34	10	2	2	3	0	1	11	0	0	0	0	63	252
1100 - 1115	0	49	6	0	3	3	0	1	4	0	0	0	0	66	
1115 - 1130	0	36	14	0	6	2	0	0	9	0	0	0	0	67	
1130 - 1145	0	41	10	0	3	1	0	2	9	0	0	0	0	66	
1145 - 1200	0	41	9	0	1	3	0	3	6	0	0	0	0	63	262
1200 - 1215	0	43	17	0	0	3	1	3	7	0	0	0	0	74	
1215 - 1230	0	44	21	1	3	8	0	0	4	0	0	0	0	81	
1230 - 1245	0	30	11	0	1	3	0	3	5	0	0	0	0	53	
1245 - 1300	0	41	14	0	2	6	0	0	4	0	0	0	0	67	275
1300 - 1315	0	53	7	0	2	2	0	0	2	0	0	0	0	66	
1315 - 1330	0	61	14	0	3	1	0	0	8	0	0	0	0	87	
1330 - 1345	0	62	17	0	3	0	0	0	3	0	0	0	0	85	
1345 - 1400	0	65	10	0	1	0	0	0	4	0	0	0	0	80	318
1400 - 1415	0	68	16	0	2	2	0	1	6	0	0	0	0	95	
1415 - 1430	0	79	11	1	3	5	0	0	7	0	0	0	0	106	
1430 - 1445	0	74	18	1	1	4	0	1	5	0	0	0	0	104	
1445 - 1500	0	72	25	2	4	8	0	1	9	0	0	0	0	121	426
1500 - 1515	0	90	33	1	4	10	0	0	7	0	0	0	0	145	
1515 - 1530	2	97	20	0	0	1	0	0	4	0	0	0	0	124	
1530 - 1545	0	94	27	0	3	3	0	3	8	0	0	0	0	138	
1545 - 1600	1	117	26	0	2	3	0	0	3	0	0	0	0	152	559
1600 - 1615	0	132	25	0	3	4	0	1	7	0	0	0	0	172	
1615 - 1630	0	156	35	0	1	0	0	1	3	0	0	0	0	196	
1630 - 1645	1	145	40	1	5	0	0	1	5	0	0	0	0	198	
1645 - 1700	0	151	32	0	3	5	0	0	1	5	0	0	0	195	761
1700 - 1715	0	166	36	0	1	2	0	0	4	2	0	0	0	211	
1715 - 1730	1	148	43	0	2	3	0	0	8	0	0	1	0	206	
1730 - 1745	0	141	21	0	1	0	0	0	2	0	0	0	0	165	
1745 - 1800	0	127	23	0	3	2	0	0	4	0	0	0	0	159	741
1800 - 1815	0	133	26	0	0	1	0	0	0	1	0	0	0	161	
1815 - 1830	1	129	22	0	1	1	0	2	3	1	0	0	0	160	
1830 - 1845	1	130	21	0	2	2	0	0	2	0	0	0	0	158	
1845 - 1900	0	119	19	0	1	0	0	0	1	0	0	0	0	140	619
1900 - 1915	0	94	12	0	1	1	0	0	1	0	0	0	0	109	
1915 - 1930	0	98	6	0	2	1	0	0	1	0	0	0	0	108	
1930 - 1945	0	77	2	0	0	0	0	0	2	0	0	0	0	81	
1945 - 2000	0	86	1	0	2	0	0	0	0	0	0	0	0	89	387
2000 - 2015	0	90	1	0	1	1	0	0	1	0	0	0	0	94	
2015 - 2030	0	60	0	0	2	2	0	0	1	0	0	0	0	65	
2030 - 2045	0	90	3	0	0	0	0	0	1	0	0	0	0	94	
2045 - 2100	0	69	0	0	0	0	0	0	1	0	0	0	0	70	323
2100 - 2115	0	70	1	0	2	1	0	0	0	0	0	0	0	74	
2115 - 2130	0	71	1	0	1	0	0	0	0	0	0	0	0	73	
2130 - 2145	0	47	1	0	0	0	0	0	0	0	0	0	0	48	
2145 - 2200	0	49	1	0	0	0	0	0	0	0	0	0	0	50	245
2200 - 2215	0	34	0	0	0	1	0	0	1	0	0	0	0	36	
2215 - 2230	0	31	1	0	1	0	0	0	1	0	0	0	0	34	
2230 - 2245	0	34	1	0	0	1	0	0	2	0	0	0	0	38	
2245 - 2300	0	32	0	0	0	0	0	0	3	0	0	0	0	35	143
2300 - 2315	0	42	0	0	0	0	0	0	2	0	0	0	0	44	
2315 - 2330	0	21	0	0	1	1	0	0	0	0	0	0	0	23	
2330 - 2345	0	26	0	0	1	1	0	0	2	0	0	0	0	30	
2345 - 0000	0	19	0	0	1	0	0	0	0	0	0	0	0	20	117

Session Total	8	5163	888	18	143	147	3	50	303	10	0	3	0	6736
Session Average	0.08	53.78	9.25	0.19	1.49	1.53	0.03	0.52	3.16	0.10	0.00	0.03	0.00	70.17
Session Percentage	0.12	76.65	13.18	0.27	2.12	2.18	0.04	0.74	4.50	0.15	0.00	0.04	0.00	
AM Peak Hour	0900 - 1000	0645 - 0745	0900 - 1000	0615 - 0715	0915 - 1015	0600 - 0700	0930 - 1030	0800 - 0900	0900 - 1000	0930 - 1030	-	-	-	0900 - 1000
AM Peak Volume	1	210	58	6	23	13	1	10	31	6	0	0	0	289
Noon Peak Hour	1430 - 1530	1445 - 1545	1445 - 1545	1415 - 1515	1030 - 1130	1415 - 1515	1000 - 1100	1145 - 1245	1045 - 1145	1000 - 1100	-	-	-	1445 - 1545
Noon Peak Volume	2	353	105	5	14	27	1	9	33	5	0	0	0	528
PM Peak Hour	1500 - 1600	1615 - 1715	1630 - 1730	1600 - 1700	1600 - 1700	1500 - 1600	-	1530 - 1630	1500 - 1600	1615 - 1715	-	1630 - 1730	-	1630 - 1730
PM Peak Volume	3	618	351	2	14	17	0	5	22	2	0	1	0	810

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

South Fulton, GA



Site 1
GA-70 Cascade Palmetto Hwy,
north of Cochran Rd

Date
Tuesday, October 24, 2023

Lat/Long
33.682844°, -84.622718°

Weather
Fair
62°F

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0000 - 2400 (Weekday 24h Session) (10-24-2023)
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	28	1	0	2	1	0	0	2	0	0	0	0	34	106
0015 - 0030	0	24	1	0	0	1	0	0	0	0	0	0	0	26	
0030 - 0045	0	26	0	0	0	0	0	0	1	0	0	0	0	27	
0045 - 0100	0	19	0	0	0	0	0	0	0	0	0	0	0	19	
0100 - 0115	0	22	1	0	0	0	0	0	3	0	0	0	0	26	85
0115 - 0130	0	22	0	0	0	0	0	0	0	0	0	0	0	22	
0130 - 0145	0	22	1	0	1	1	0	0	1	0	0	0	0	26	
0145 - 0200	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
0200 - 0215	0	15	0	0	0	0	0	0	3	0	0	0	0	18	80
0215 - 0230	0	20	0	0	0	0	0	0	0	0	0	0	0	22	
0230 - 0245	0	13	1	0	1	0	0	0	3	0	0	0	0	18	
0245 - 0300	0	18	1	0	0	0	0	1	1	0	1	0	0	22	
0300 - 0315	0	19	0	0	0	0	0	0	1	0	0	1	0	21	96
0315 - 0330	0	19	0	0	1	0	0	0	1	0	0	0	0	21	
0330 - 0345	0	20	1	0	2	4	0	0	3	0	0	0	0	30	
0345 - 0400	0	22	1	0	0	1	0	0	0	0	0	0	0	24	
0400 - 0415	0	24	0	0	1	1	0	0	6	0	0	0	0	32	179
0415 - 0430	0	29	1	0	1	0	0	0	2	0	0	0	0	34	
0430 - 0445	0	44	1	0	0	0	0	0	0	0	0	0	0	45	
0445 - 0500	0	57	3	0	2	1	1	0	4	0	0	0	0	68	
0500 - 0515	0	58	1	0	3	0	0	0	2	0	0	0	0	64	407
0515 - 0530	0	76	3	0	1	1	0	0	3	0	0	0	0	84	
0530 - 0545	0	109	4	0	2	1	0	0	5	0	0	0	0	121	
0545 - 0600	0	118	9	0	3	4	0	0	4	0	0	0	0	138	
0600 - 0615	2	98	7	1	2	5	0	0	2	0	0	0	0	117	828
0615 - 0630	0	172	14	0	3	4	0	0	3	0	0	0	0	197	
0630 - 0645	0	197	27	1	4	6	0	0	1	0	0	0	0	236	
0645 - 0700	0	238	19	4	1	10	0	0	6	0	0	0	0	278	
0700 - 0715	0	196	25	5	7	2	0	0	5	0	0	0	0	240	1227
0715 - 0730	0	258	52	0	5	8	0	1	4	0	0	0	0	328	
0730 - 0745	0	273	49	0	11	3	0	1	6	0	0	1	0	344	
0745 - 0800	0	244	52	0	6	2	0	1	10	0	0	0	0	315	
0800 - 0815	0	188	44	0	2	1	0	3	10	0	0	0	0	248	1022
0815 - 0830	2	224	40	1	7	7	0	2	8	0	0	0	0	291	
0830 - 0845	1	177	48	0	4	5	0	4	13	0	0	0	0	252	
0845 - 0900	0	163	43	1	8	3	0	3	10	0	0	0	0	231	
0900 - 0915	0	135	39	0	3	5	0	3	13	0	0	0	0	198	730
0915 - 0930	0	119	30	0	7	8	0	2	12	0	0	0	0	178	
0930 - 0945	0	110	47	0	11	8	0	3	9	0	0	0	0	188	
0945 - 1000	1	103	26	0	9	7	0	3	16	1	0	0	0	166	
1000 - 1015	0	105	28	0	4	5	0	6	9	1	0	0	0	158	562
1015 - 1030	0	91	15	1	3	2	1	2	14	5	0	0	0	134	
1030 - 1045	0	80	29	0	4	5	0	1	14	0	0	0	0	133	
1045 - 1100	1	87	23	2	5	3	0	2	14	0	0	0	0	137	
1100 - 1115	0	90	17	1	6	8	0	1	7	0	0	0	0	130	542
1115 - 1130	0	76	20	0	8	5	0	1	9	0	0	0	0	119	
1130 - 1145	0	93	26	2	5	3	0	2	14	0	0	0	0	145	
1145 - 1200	0	98	23	0	6	7	0	3	11	0	0	0	0	148	
1200 - 1215	1	81	30	0	5	9	1	4	8	0	0	0	0	139	526
1215 - 1230	0	85	24	1	6	11	0	0	7	0	0	0	0	134	
1230 - 1245	0	78	25	0	3	6	0	5	11	0	0	0	0	128	
1245 - 1300	0	76	27	1	2	10	0	1	8	0	0	0	0	125	
1300 - 1315	0	101	19	0	4	3	0	3	6	0	0	1	0	137	623
1315 - 1330	0	121	32	0	4	2	0	1	10	0	0	0	0	170	
1330 - 1345	0	99	34	0	3	3	0	0	4	0	0	0	0	143	
1345 - 1400	0	131	21	0	8	0	0	2	11	0	0	0	0	173	
1400 - 1415	1	124	26	1	4	3	0	2	8	0	0	0	0	169	804
1415 - 1430	1	147	24	2	5	8	0	1	10	0	0	0	0	198	
1430 - 1445	1	147	33	3	5	5	0	3	7	0	0	0	0	204	
1445 - 1500	0	156	36	4	9	11	0	5	12	0	0	0	0	233	
1500 - 1515	0	147	41	2	8	14	0	1	11	0	0	0	0	224	980
1515 - 1530	2	180	40	0	4	2	0	4	9	0	0	0	0	241	
1530 - 1545	0	166	41	1	6	8	0	6	12	0	0	0	0	240	
1545 - 1600	1	201	43	0	9	9	0	3	9	0	0	0	0	275	
1600 - 1615	0	213	41	0	7	7	0	3	13	0	0	0	0	284	1236
1615 - 1630	0	240	62	0	6	3	0	2	8	0	0	0	0	321	
1630 - 1645	1	245	51	1	11	2	0	1	7	1	0	0	0	320	
1645 - 1700	0	244	40	1	11	4	2	0	2	0	0	0	0	311	
1700 - 1715	1	242	46	1	3	2	0	2	10	2	0	0	0	309	1203
1715 - 1730	1	234	58	0	5	5	0	1	13	0	0	1	0	318	
1730 - 1745	0	229	38	0	2	2	0	2	5	0	0	0	0	278	
1745 - 1800	0	238	40	0	5	5	0	2	8	0	0	0	0	298	
1800 - 1815	0	238	38	0	3	2	0	2	6	1	0	0	0	290	1053
1815 - 1830	1	215	38	0	3	2	0	6	10	1	0	0	0	276	
1830 - 1845	1	199	38	0	4	5	0	1	4	0	0	0	0	252	
1845 - 1900	0	192	28	0	2	2	0	3	8	0	0	0	0	235	
1900 - 1915	0	172	27	0	4	2	0	2	7	0	0	0	0	214	717
1915 - 1930	0	168	9	0	3	4	0	1	4	0	0	0	0	189	
1930 - 1945	0	136	3	0	1	1	0	0	8	0	0	0	0	149	
1945 - 2000	0	152	1	0	3	2	0	1	6	0	0	0	0	165	
2000 - 2015	0	132	1	0	2	2	0	0	7	0	0	0	0	144	531
2015 - 2030	0	100	0	0	2	3	0	1	5	0	0	0	0	111	
2030 - 2045	0	151	3	0	2	1	0	0	5	0	0	0	0	162	
2045 - 2100	0	112	0	0	0	0	0	0	2	0	0	0	0	114	
2100 - 2115	0	102	1	0	2	1	0	1	1	0	0	0	0	108	379
2115 - 2130	0	102	1	0	2	0	0	0	1	0	0	0	0	106	
2130 - 2145	0	80	1	0	0	0	0	0	0	0	0	0	0	81	
2145 - 2200	0	80	1	0	0	1	0	0	2	0	0	0	0	84	
2200 - 2215	0	63	0	0	0	2	0	0	2	0	0	0	0	67	254
2215 - 2230	0	61	1	0	1	1	0	0	2	0	0	0	0	66	
2230 - 2245	0	56	2	0	0	1	0	0	3	0	0	0	0	62	
2245 - 2300	0	55	0	0	0	0	0	0	4	0	0	0	0	59	
2300 - 2315	0	53	0	0	0	0	0	0	3	0	0	0	0	56	164
2315 - 2330	0	34	0	0	1	1	0	0	3	0	0	0	0	39	
2330 - 2345	0	33	0	0	2	1	0	0	2	0	0	0	0	38	
2345 - 0000	0	29	0	0	1	0	0	0	1	0	0	0	0	31	

Session Total	19	11090	1838	37	324	306	3	120	579	12	1	5	0	14334
Session Average	0.20	115.52	19.15	0.39	3.38	3.19	0.03	1.25	6.03	0.13	0.01	0.05	0.00	149.31
Session Percentage	0.13	77.37	12.82	0.26	2.26	2.13	0.02	0.84	4.04	0.08	0.01	0.03	0.00	
AM Peak Hour	0745 - 0845	0700 - 0800	0715 - 0815	0615 - 0715	0915 - 1015	0900 - 1000	0930 - 1030	0915 - 1015	0945 - 1045	0930 - 1030	7	-	0645 - 0745	0715 - 0815
AM Peak Volume	3	971	197	10	31	28	1	14	53	7	0	1	0	1235
Noon Peak Hour	1345 - 1445	1445 - 1545	1445 - 1545	1415 - 1515	1415 - 1515	1415 - 1515	1000 - 1100	1445 - 1545	1000 - 1100	1000 - 1100	-	1215 - 1315	-	1445 - 1545
Noon Peak Volume	3	649	158	15	11	27	38	1	16	51	6	0	1	938
PM Peak Hour	1500 - 1600	1615 - 1715	1615 - 1715	1500 - 1600	1600 - 1700	1500 - 1600	-	1515 - 1615	1615 - 1715	1615 - 1715	-	1630 - 1730	-	1615 - 1715
PM Peak Volume	3	971	197	3	35	33	0	16	43	3	0	1	0	1261

Bi-Directional Class Count || Volume Summary 15min

South Fulton, GA



Site 1

GA-70 Cascade Palmetto Hwy,
north of Cochran Rd

Date

Tuesday, October 24, 2023

Weather

Fair
62°F

Lat/Long

33.682844°, -84.622718°

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

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
0000 - 0015	13	21	34	106
0015 - 0030	10	16	26	
0030 - 0045	5	22	27	
0045 - 0100	7	12	19	
0100 - 0115	13	13	26	85
0115 - 0130	8	14	22	
0130 - 0145	13	13	26	
0145 - 0200	7	4	11	
0200 - 0215	8	10	18	80
0215 - 0230	11	11	22	
0230 - 0245	9	9	18	
0245 - 0300	10	12	22	
0300 - 0315	13	8	21	96
0315 - 0330	13	8	21	
0330 - 0345	19	11	30	
0345 - 0400	14	10	24	
0400 - 0415	17	15	32	179
0415 - 0430	20	14	34	
0430 - 0445	33	12	45	
0445 - 0500	51	17	68	
0500 - 0515	53	11	64	407
0515 - 0530	67	17	84	
0530 - 0545	101	20	121	
0545 - 0600	108	30	138	
0600 - 0615	87	30	117	828
0615 - 0630	161	36	197	
0630 - 0645	192	44	236	
0645 - 0700	220	58	278	
0700 - 0715	175	65	240	1227
0715 - 0730	256	72	328	
0730 - 0745	277	67	344	
0745 - 0800	262	53	315	
0800 - 0815	186	62	248	1022
0815 - 0830	212	79	291	
0830 - 0845	188	64	252	
0845 - 0900	172	59	231	
0900 - 0915	127	71	198	730
0915 - 0930	115	63	178	
0930 - 0945	116	72	188	
0945 - 1000	83	83	166	
1000 - 1015	94	64	158	562
1015 - 1030	73	61	134	
1030 - 1045	69	64	133	
1045 - 1100	74	63	137	
1100 - 1115	64	66	130	542
1115 - 1130	52	67	119	
1130 - 1145	79	66	145	
1145 - 1200	85	63	148	

Time	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
1200 - 1215	65	74	139	526
1215 - 1230	53	81	134	
1230 - 1245	75	53	128	
1245 - 1300	58	67	125	
1300 - 1315	71	66	137	623
1315 - 1330	83	87	170	
1330 - 1345	58	85	143	
1345 - 1400	93	80	173	
1400 - 1415	74	95	169	804
1415 - 1430	92	106	198	
1430 - 1445	100	104	204	
1445 - 1500	112	121	233	
1500 - 1515	79	145	224	980
1515 - 1530	117	124	241	
1530 - 1545	102	138	240	
1545 - 1600	123	152	275	
1600 - 1615	112	172	284	1236
1615 - 1630	125	196	321	
1630 - 1645	122	198	320	
1645 - 1700	116	195	311	
1700 - 1715	98	211	309	1203
1715 - 1730	112	206	318	
1730 - 1745	113	165	278	
1745 - 1800	139	159	298	
1800 - 1815	129	161	290	1053
1815 - 1830	116	160	276	
1830 - 1845	94	158	252	
1845 - 1900	95	140	235	
1900 - 1915	105	109	214	717
1915 - 1930	81	108	189	
1930 - 1945	68	81	149	
1945 - 2000	76	89	165	
2000 - 2015	50	94	144	531
2015 - 2030	46	65	111	
2030 - 2045	68	94	162	
2045 - 2100	44	70	114	
2100 - 2115	34	74	108	379
2115 - 2130	33	73	106	
2130 - 2145	33	48	81	
2145 - 2200	34	50	84	
2200 - 2215	31	36	67	254
2215 - 2230	32	34	66	
2230 - 2245	24	38	62	
2245 - 2300	24	35	59	
2300 - 2315	12	44	56	164
2315 - 2330	16	23	39	
2330 - 2345	8	30	38	
2345 - 0000	11	20	31	

Session Total	7598	6736	14334
Session Average	79.15	70.17	149.31
Session Percentage	53.01	46.99	

Bi-Directional Class Count || NB EB 60min

South Fulton, GA



Site 1

GA-70 Cascade Palmetto Hwy,
north of Cochran Rd

Date

Tuesday, October 24, 2023

Weather

Fair
62°F

Lat/Long

33.682844°, -84.622718°

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

NB EB 60min

Northbound (Movement 1.1)														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	30	0	0	2	1	0	0	2	0	0	0	0	35
0100 - 0200	0	37	0	0	1	0	0	0	3	0	0	0	0	41
0200 - 0300	0	30	1	0	1	0	0	0	5	0	1	0	0	38
0300 - 0400	0	52	2	0	3	1	0	0	1	0	0	0	0	59
0400 - 0500	0	114	3	0	2	0	0	0	2	0	0	0	0	121
0500 - 0600	0	304	14	0	4	3	0	0	4	0	0	0	0	329
0600 - 0700	2	569	60	4	6	12	0	0	7	0	0	0	0	660
0700 - 0800	0	768	155	1	21	10	0	1	13	0	0	1	0	970
0800 - 0900	3	574	132	1	15	10	0	2	21	0	0	0	0	758
0900 - 1000	0	308	84	0	10	15	0	5	19	0	0	0	0	441
1000 - 1100	1	218	48	0	5	9	0	5	23	1	0	0	0	310
1100 - 1200	0	190	47	3	12	14	0	1	13	0	0	0	0	280
1200 - 1300	1	162	43	1	10	16	0	4	14	0	0	0	0	251
1300 - 1400	0	211	58	0	10	5	0	6	14	0	0	1	0	305
1400 - 1500	3	281	49	6	13	8	0	8	10	0	0	0	0	378
1500 - 1600	0	296	59	2	18	16	0	11	19	0	0	0	0	421
1600 - 1700	0	358	62	0	21	12	0	4	17	1	0	0	0	475
1700 - 1800	1	361	59	1	8	7	0	7	18	0	0	0	0	462
1800 - 1900	0	333	54	0	8	7	0	10	22	0	0	0	0	434
1900 - 2000	0	273	19	0	6	7	0	4	21	0	0	0	0	330
2000 - 2100	0	186	0	0	3	3	0	1	15	0	0	0	0	208
2100 - 2200	0	127	0	0	1	1	0	1	4	0	0	0	0	134
2200 - 2300	0	104	1	0	0	2	0	0	4	0	0	0	0	111
2300 - 2400	0	41	0	0	1	0	0	0	5	0	0	0	0	47

Session Total	11	5927	950	19	181	159	0	70	276	2	1	2	0	7598
Session Average	0.46	246.96	39.58	0.79	7.54	6.63	0.00	2.92	11.50	0.08	0.04	0.08	0.00	316.58
Session Percentage	0.14	78.01	12.50	0.25	2.38	2.09	0.00	0.92	3.63	0.03	0.01	0.03	0.00	

AM Peak Hour	0800 - 0900	0700 - 0800	0700 - 0800	0600 - 0700	0700 - 0800	0900 - 1000	-	0900 - 1000	0800 - 0900	-	-	0700 - 0800	-	0700 - 0800
AM Peak Volume	3	768	155	4	21	15	0	5	21	0	0	1	0	970

Noon Peak Hour	1400 - 1500	1400 - 1500	1300 - 1400	1400 - 1500	1400 - 1500	1200 - 1300	-	1400 - 1500	1000 - 1100	1000 - 1100	-	1300 - 1400	-	1400 - 1500
Noon Peak Volume	3	281	58	6	13	16	0	8	23	1	0	1	0	378

PM Peak Hour	1700 - 1800	1700 - 1800	1600 - 1700	1500 - 1600	1600 - 1700	1500 - 1600	-	1500 - 1600	1800 - 1900	1600 - 1700	-	-	-	1600 - 1700
PM Peak Volume	1	361	62	2	21	16	0	11	22	1	0	0	0	475

Bi-Directional Class Count || SB WB 60min

South Fulton, GA



Site 1

GA-70 Cascade Palmetto Hwy,
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Date

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Fair
62°F

Lat/Long

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

SB WB 60min

Southbound (Movement 1.2)														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	67	2	0	0	1	0	0	1	0	0	0	0	71
0100 - 0200	0	40	2	0	0	1	0	0	1	0	0	0	0	44
0200 - 0300	0	36	1	0	0	0	0	1	4	0	0	0	0	42
0300 - 0400	0	28	0	0	0	4	0	0	4	0	0	1	0	37
0400 - 0500	0	40	2	0	2	2	1	0	10	0	0	1	0	58
0500 - 0600	0	57	3	0	5	3	0	0	10	0	0	0	0	78
0600 - 0700	0	136	7	2	4	13	0	1	5	0	0	0	0	168
0700 - 0800	0	203	23	4	8	5	0	2	12	0	0	0	0	257
0800 - 0900	0	178	43	1	6	6	0	10	20	0	0	0	0	264
0900 - 1000	1	159	58	0	20	13	0	6	31	1	0	0	0	289
1000 - 1100	0	145	47	3	11	6	1	6	28	5	0	0	0	252
1100 - 1200	0	167	39	0	13	9	0	6	28	0	0	0	0	262
1200 - 1300	0	158	63	1	6	20	1	6	20	0	0	0	0	275
1300 - 1400	0	241	48	0	9	3	0	0	17	0	0	0	0	318
1400 - 1500	0	293	70	4	10	19	0	3	27	0	0	0	0	426
1500 - 1600	3	398	106	1	9	17	0	3	22	0	0	0	0	559
1600 - 1700	1	584	132	2	14	4	0	4	20	0	0	0	0	761
1700 - 1800	1	582	123	0	7	7	0	0	18	2	0	1	0	741
1800 - 1900	2	511	88	0	4	4	0	2	6	2	0	0	0	619
1900 - 2000	0	355	21	0	5	2	0	0	4	0	0	0	0	387
2000 - 2100	0	309	4	0	3	3	0	0	4	0	0	0	0	323
2100 - 2200	0	237	4	0	3	1	0	0	0	0	0	0	0	245
2200 - 2300	0	131	2	0	1	2	0	0	7	0	0	0	0	143
2300 - 2400	0	108	0	0	3	2	0	0	4	0	0	0	0	117

Session Total	8	5163	888	18	143	147	3	50	303	10	0	3	0	6736
Session Average	0.33	215.13	37.00	0.75	5.96	6.13	0.13	2.08	12.63	0.42	0.00	0.13	0.00	280.67
Session Percentage	0.12	76.65	13.18	0.27	2.12	2.18	0.04	0.74	4.50	0.15	0.00	0.04	0.00	

AM Peak Hour	0900 - 1000	0700 - 0800	0900 - 1000	0700 - 0800	0900 - 1000	0600 - 0700	-	0800 - 0900	0900 - 1000	0900 - 1000	-	-	-	0900 - 1000
AM Peak Volume	1	203	58	4	20	13	0	10	31	1	0	0	0	289

Noon Peak Hour	-	1400 - 1500	1400 - 1500	1400 - 1500	1100 - 1200	1200 - 1300	1000 - 1100	1000 - 1100	1000 - 1100	1000 - 1100	-	-	-	1400 - 1500
Noon Peak Volume	0	293	70	4	13	20	1	6	28	5	0	0	0	426

PM Peak Hour	1500 - 1600	1600 - 1700	1600 - 1700	1600 - 1700	1600 - 1700	1500 - 1600	-	1600 - 1700	1500 - 1600	1700 - 1800	-	1700 - 1800	-	1600 - 1700
PM Peak Volume	3	584	132	2	14	17	0	4	22	2	0	1	0	761

Bi-Directional Class Count || Bi-Directional 60min

South Fulton, GA



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

Bi-Directional 60min

Bi-Directional 60min														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	97	2	0	2	2	0	0	3	0	0	0	0	106
0100 - 0200	0	77	2	0	1	1	0	0	4	0	0	0	0	85
0200 - 0300	0	66	2	0	1	0	0	1	9	0	1	0	0	80
0300 - 0400	0	80	2	0	3	5	0	0	5	0	0	1	0	96
0400 - 0500	0	154	5	0	4	2	1	0	12	0	0	1	0	179
0500 - 0600	0	361	17	0	9	6	0	0	14	0	0	0	0	407
0600 - 0700	2	705	67	6	10	25	0	1	12	0	0	0	0	828
0700 - 0800	0	971	178	5	29	15	0	3	25	0	0	1	0	1227
0800 - 0900	3	752	175	2	21	16	0	12	41	0	0	0	0	1022
0900 - 1000	1	467	142	0	30	28	0	11	50	1	0	0	0	730
1000 - 1100	1	363	95	3	16	15	1	11	51	6	0	0	0	562
1100 - 1200	0	357	86	3	25	23	0	7	41	0	0	0	0	542
1200 - 1300	1	320	106	2	16	36	1	10	34	0	0	0	0	526
1300 - 1400	0	452	106	0	19	8	0	6	31	0	0	1	0	623
1400 - 1500	3	574	119	10	23	27	0	11	37	0	0	0	0	804
1500 - 1600	3	694	165	3	27	33	0	14	41	0	0	0	0	980
1600 - 1700	1	942	194	2	35	16	0	8	37	1	0	0	0	1236
1700 - 1800	2	943	182	1	15	14	0	7	36	2	0	1	0	1203
1800 - 1900	2	844	142	0	12	11	0	12	28	2	0	0	0	1053
1900 - 2000	0	628	40	0	11	9	0	4	25	0	0	0	0	717
2000 - 2100	0	495	4	0	6	6	0	1	19	0	0	0	0	531
2100 - 2200	0	364	4	0	4	2	0	1	4	0	0	0	0	379
2200 - 2300	0	235	3	0	1	4	0	0	11	0	0	0	0	254
2300 - 2400	0	149	0	0	4	2	0	0	9	0	0	0	0	164

Session Total	19	11090	1838	37	324	306	3	120	579	12	1	5	0	14334
Session Average	0.79	462.08	76.58	1.54	13.50	12.75	0.13	5.00	24.13	0.50	0.04	0.21	0.00	597.25
Session Percentage	0.13	77.37	12.82	0.26	2.26	2.13	0.02	0.84	4.04	0.08	0.01	0.03	0.00	

AM Peak Hour	0800 - 0900	0700 - 0800	0700 - 0800	0600 - 0700	0900 - 1000	0900 - 1000	-	0800 - 0900	0900 - 1000	0900 - 1000	-	0700 - 0800	-	0700 - 0800
AM Peak Volume	3	971	178	6	30	28	0	12	50	1	0	1	0	1227

Noon Peak Hour	1400 - 1500	1400 - 1500	1400 - 1500	1400 - 1500	1100 - 1200	1200 - 1300	1000 - 1100	1000 - 1100	1000 - 1100	1000 - 1100	-	1300 - 1400	-	1400 - 1500
Noon Peak Volume	3	574	119	10	25	36	1	11	51	6	0	1	0	804

PM Peak Hour	1500 - 1600	1700 - 1800	1600 - 1700	1500 - 1600	1600 - 1700	1500 - 1600	-	1500 - 1600	1500 - 1600	1700 - 1800	-	1700 - 1800	-	1600 - 1700
PM Peak Volume	3	943	194	3	35	33	0	14	41	2	0	1	0	1236

Bi-Directional Class Count || Volume Summary 60min

South Fulton, GA



Site 1
GA-70 Cascade Palmetto Hwy,
north of Cochran Rd

Date
Tuesday, October 24, 2023

Weather
Fair
62°F

Lat/Long
33.682844°, -84.622718°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (10-24-2023)
Volume Summary 60min

Volume Summary 60min			
TIME	NB	SB	Total
0000 - 0100	35	71	106
0100 - 0200	41	44	85
0200 - 0300	38	42	80
0300 - 0400	59	37	96
0400 - 0500	121	58	179
0500 - 0600	329	78	407
0600 - 0700	660	168	828
0700 - 0800	970	257	1227
0800 - 0900	758	264	1022
0900 - 1000	441	289	730
1000 - 1100	310	252	562
1100 - 1200	280	262	542

Volume Summary 60min			
Time	NB	SB	Total
1200 - 1300	251	275	526
1300 - 1400	305	318	623
1400 - 1500	378	426	804
1500 - 1600	421	559	980
1600 - 1700	475	761	1236
1700 - 1800	462	741	1203
1800 - 1900	434	619	1053
1900 - 2000	330	387	717
2000 - 2100	208	323	531
2100 - 2200	134	245	379
2200 - 2300	111	143	254
2300 - 2400	47	117	164

Session Total	7598	6736	14334
Session Average	316.58	280.67	597.25
Session Percentage	53.01	46.99	

Bi-Directional Class Count | | Graphical Analysis NB EB

South Fulton, GA



Site 1

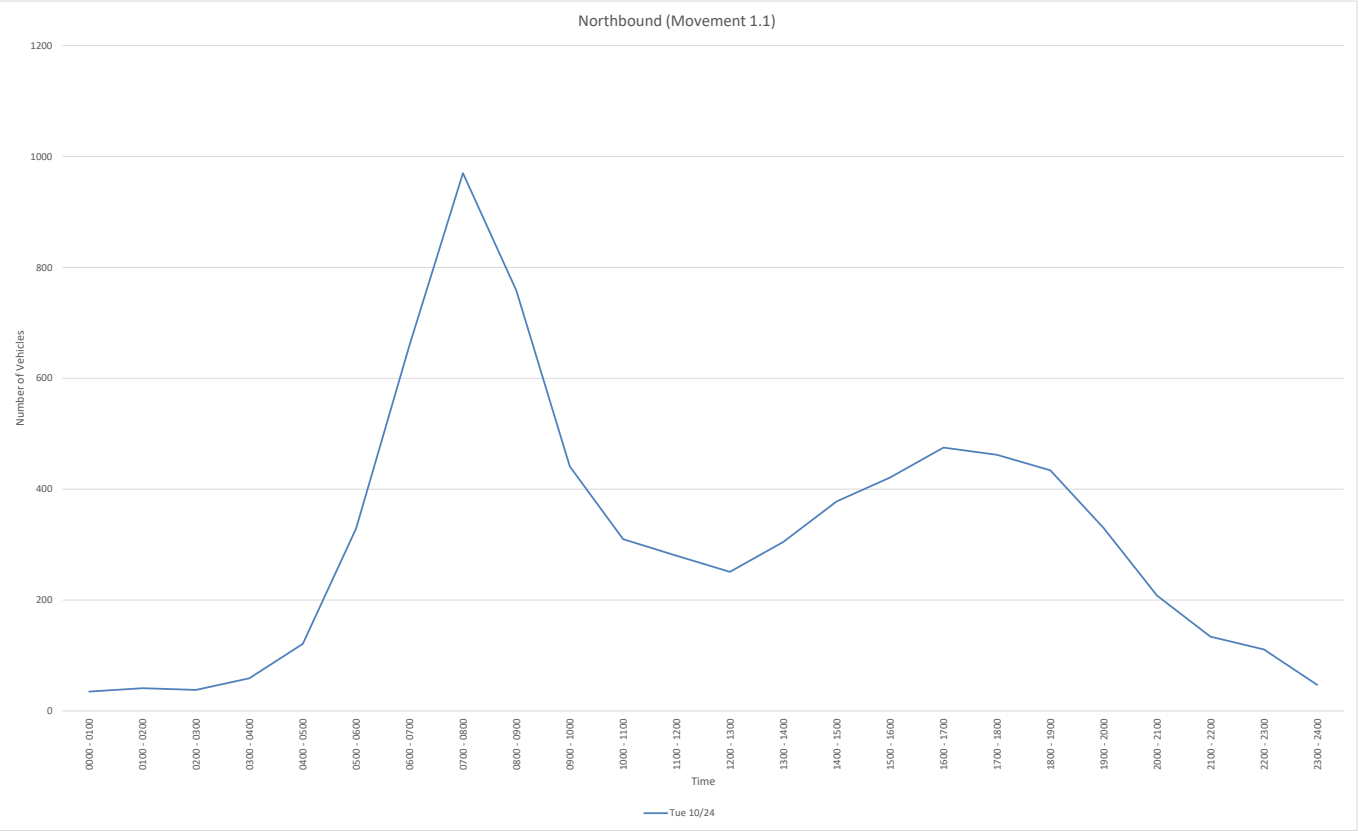
GA-70 Cascade Palmetto Hwy,
north of Cochran Rd

Lat/Long

33.682844°, -84.622718°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Bi-Directional Class Count | | Graphical Analysis SB WB

South Fulton, GA



Site 1

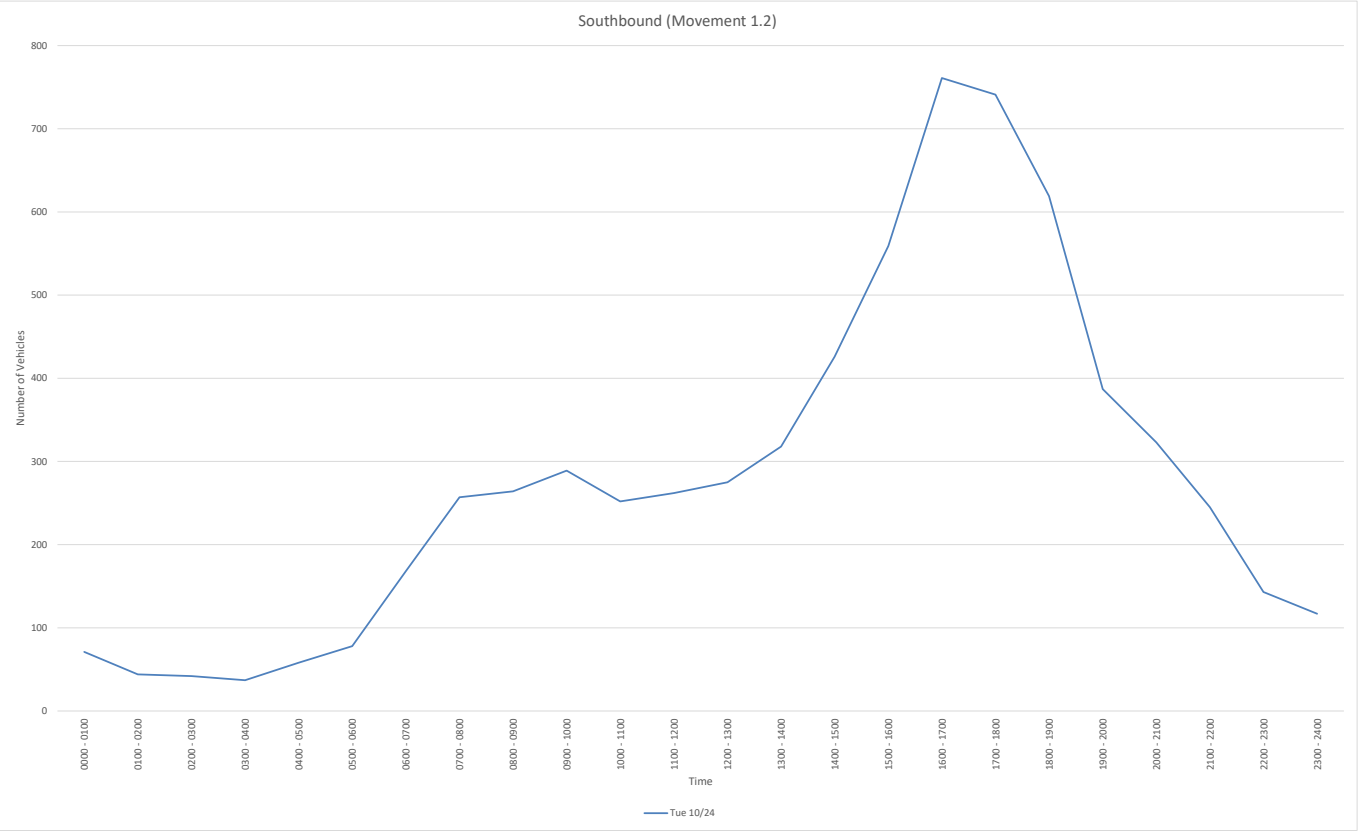
GA-70 Cascade Palmetto Hwy,
north of Cochran Rd

Lat/Long

33.682844°, -84.622718°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



Bi-Directional Class Count || Graphical Analysis BiDir

South Fulton, GA



Site 1

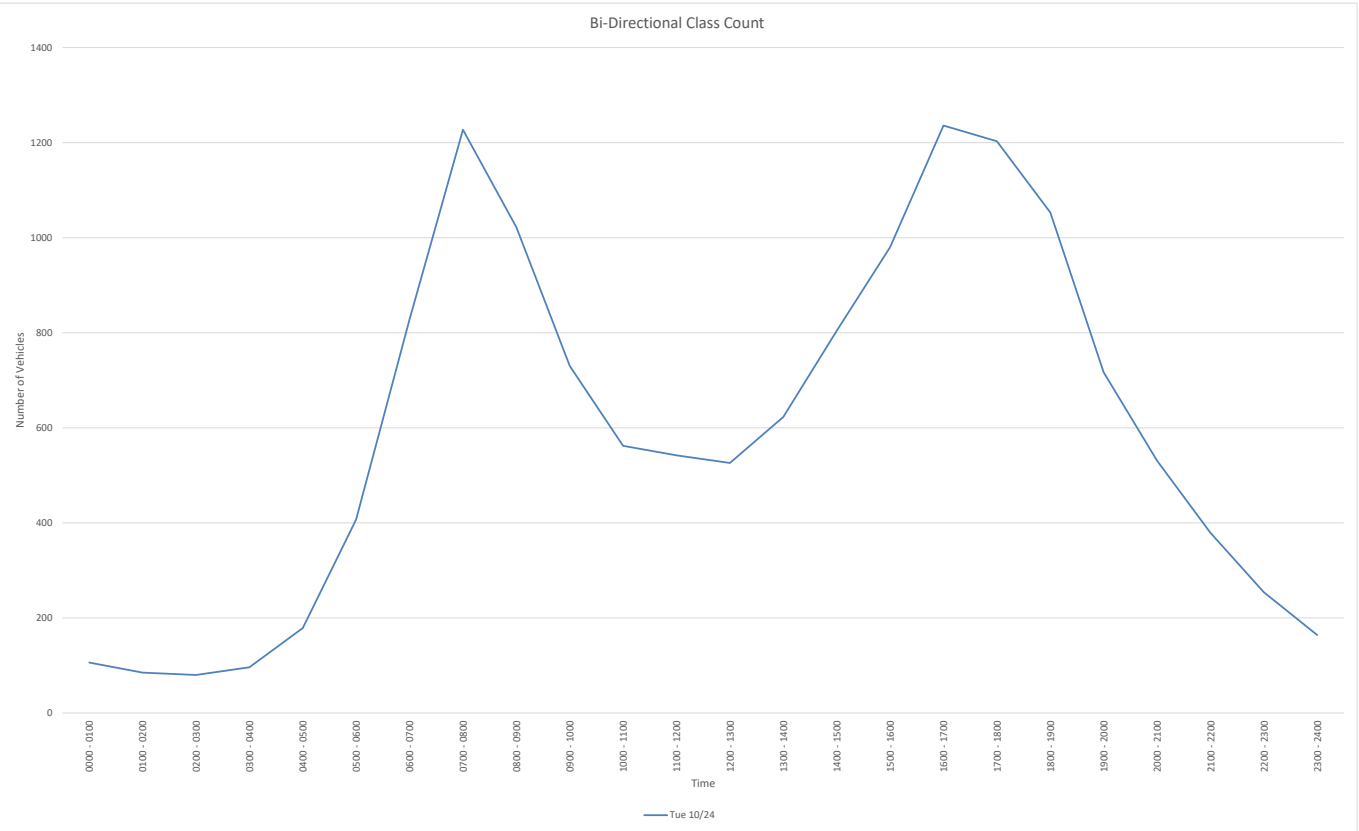
GA-70 Cascade Palmetto Hwy,
north of Cochran Rd

Lat/Long

33.682844°, -84.622718°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis BiDir



NB

File Name:

Start Date: 10/24/2023

Start Time: 0

Site Code: 1

Station ID: 1

Location 1: GA-70 Cascade Palmetto Hwy, north of Cochran Rd

Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
10/24/2023	12:00 AM	0	9	0	0	2	1	0	0	1	0	0	0	0
10/24/2023	12:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	12:30 AM	0	4	0	0	0	0	0	0	1	0	0	0	0
10/24/2023	12:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	1:00 AM	0	11	0	0	0	0	0	0	2	0	0	0	0
10/24/2023	1:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	1:30 AM	0	11	0	0	1	0	0	0	1	0	0	0	0
10/24/2023	1:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	2:00 AM	0	7	0	0	0	0	0	0	1	0	0	0	0
10/24/2023	2:15 AM	0	9	0	0	0	0	0	0	2	0	0	0	0
10/24/2023	2:30 AM	0	5	1	0	1	0	0	0	2	0	0	0	0
10/24/2023	2:45 AM	0	9	0	0	0	0	0	0	0	0	1	0	0
10/24/2023	3:00 AM	0	13	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	3:15 AM	0	12	0	0	1	0	0	0	0	0	0	0	0
10/24/2023	3:30 AM	0	14	1	0	2	1	0	0	1	0	0	0	0
10/24/2023	3:45 AM	0	13	1	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:00 AM	0	14	0	0	1	0	0	0	2	0	0	0	0
10/24/2023	4:15 AM	0	19	1	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:30 AM	0	33	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:45 AM	0	48	2	0	1	0	0	0	0	0	0	0	0
10/24/2023	5:00 AM	0	49	1	0	2	0	0	0	1	0	0	0	0
10/24/2023	5:15 AM	0	64	2	0	0	1	0	0	0	0	0	0	0
10/24/2023	5:30 AM	0	93	4	0	1	1	0	0	2	0	0	0	0
10/24/2023	5:45 AM	0	98	7	0	1	1	0	0	1	0	0	0	0
10/24/2023	6:00 AM	2	73	6	1	2	2	0	0	1	0	0	0	0
10/24/2023	6:15 AM	0	143	13	0	2	0	0	0	3	0	0	0	0
10/24/2023	6:30 AM	0	161	25	0	2	4	0	0	0	0	0	0	0
10/24/2023	6:45 AM	0	192	16	3	0	6	0	0	3	0	0	0	0
10/24/2023	7:00 AM	0	143	23	1	5	2	0	0	1	0	0	0	0
10/24/2023	7:15 AM	0	198	45	0	4	6	0	0	3	0	0	0	0
10/24/2023	7:30 AM	0	222	42	0	7	2	0	0	3	0	0	1	0
10/24/2023	7:45 AM	0	205	45	0	5	0	0	1	6	0	0	0	0
10/24/2023	8:00 AM	0	145	34	0	2	0	0	1	4	0	0	0	0
10/24/2023	8:15 AM	2	165	29	1	5	6	0	0	4	0	0	0	0
10/24/2023	8:30 AM	1	141	35	0	3	2	0	0	6	0	0	0	0
10/24/2023	8:45 AM	0	123	34	0	5	2	0	1	7	0	0	0	0
10/24/2023	9:00 AM	0	92	23	0	2	3	0	1	6	0	0	0	0
10/24/2023	9:15 AM	0	81	20	0	3	4	0	2	5	0	0	0	0
10/24/2023	9:30 AM	0	72	26	0	5	6	0	2	5	0	0	0	0
10/24/2023	9:45 AM	0	63	15	0	0	2	0	0	3	0	0	0	0
10/24/2023	10:00 AM	0	70	14	0	0	4	0	3	3	0	0	0	0
10/24/2023	10:15 AM	0	54	7	0	1	1	0	0	9	1	0	0	0
10/24/2023	10:30 AM	0	41	14	0	1	4	0	1	8	0	0	0	0
10/24/2023	10:45 AM	1	53	13	0	3	0	0	1	3	0	0	0	0
10/24/2023	11:00 AM	0	41	11	1	3	5	0	0	3	0	0	0	0
10/24/2023	11:15 AM	0	40	6	0	2	3	0	1	0	0	0	0	0
10/24/2023	11:30 AM	0	52	16	2	2	2	0	0	5	0	0	0	0
10/24/2023	11:45 AM	0	57	14	0	5	4	0	0	5	0	0	0	0
10/24/2023	12:00 PM	1	38	13	0	5	6	0	1	1	0	0	0	0
10/24/2023	12:15 PM	0	41	3	0	3	3	0	0	3	0	0	0	0
10/24/2023	12:30 PM	0	48	14	0	2	3	0	2	6	0	0	0	0
10/24/2023	12:45 PM	0	35	13	1	0	4	0	1	4	0	0	0	0
10/24/2023	1:00 PM	0	48	12	0	2	1	0	3	4	0	0	1	0
10/24/2023	1:15 PM	0	60	18	0	1	1	0	1	2	0	0	0	0
10/24/2023	1:30 PM	0	37	17	0	0	3	0	0	1	0	0	0	0
10/24/2023	1:45 PM	0	66	11	0	7	0	0	2	7	0	0	0	0
10/24/2023	2:00 PM	1	56	10	1	2	1	0	1	2	0	0	0	0
10/24/2023	2:15 PM	1	68	13	1	2	3	0	1	3	0	0	0	0
10/24/2023	2:30 PM	1	73	15	2	4	1	0	2	2	0	0	0	0
10/24/2023	2:45 PM	0	84	11	2	5	3	0	4	3	0	0	0	0
10/24/2023	3:00 PM	0	57	8	1	4	4	0	1	4	0	0	0	0
10/24/2023	3:15 PM	0	83	20	0	4	1	0	4	5	0	0	0	0
10/24/2023	3:30 PM	0	72	14	1	3	5	0	3	4	0	0	0	0
10/24/2023	3:45 PM	0	84	17	0	7	6	0	3	6	0	0	0	0
10/24/2023	4:00 PM	0	81	16	0	4	3	0	2	6	0	0	0	0
10/24/2023	4:15 PM	0	84	27	0	5	3	0	1	5	0	0	0	0
10/24/2023	4:30 PM	0	100	11	0	6	2	0	0	2	1	0	0	0
10/24/2023	4:45 PM	0	93	8	0	6	4	0	1	4	0	0	0	0
10/24/2023	5:00 PM	1	76	10	1	2	0	0	2	6	0	0	0	0
10/24/2023	5:15 PM	0	86	15	0	3	2	0	1	5	0	0	0	0
10/24/2023	5:30 PM	0	88	17	0	1	2	0	2	3	0	0	0	0
10/24/2023	5:45 PM	0	111	17	0	2	3	0	2	4	0	0	0	0
10/24/2023	6:00 PM	0	105	12	0	3	1	0	2	6	0	0	0	0
10/24/2023	6:15 PM	0	86	16	0	2	1	0	4	7	0	0	0	0
10/24/2023	6:30 PM	0	69	17	0	2	3	0	1	2	0	0	0	0
10/24/2023	6:45 PM	0	73	9	0	1	2	0	3	7	0	0	0	0
10/24/2023	7:00 PM	0	78	15	0	3	1	0	2	6	0	0	0	0
10/24/2023	7:15 PM	0	70	3	0	1	3	0	1	3	0	0	0	0
10/24/2023	7:30 PM	0	59	1	0	1	1	0	0	6	0	0	0	0
10/24/2023	7:45 PM	0	66	0	0	1	2	0	1	6	0	0	0	0
10/24/2023	8:00 PM	0	42	0	0	1	1	0	0	6	0	0	0	0
10/24/2023	8:15 PM	0	40	0	0	0	1	0	1	4	0	0	0	0
10/24/2023	8:30 PM	0	61	0	0	2	1	0	0	4	0	0	0	0
10/24/2023	8:45 PM	0	43	0	0	0	0	0	0	1	0	0	0	0
10/24/2023	9:00 PM	0	32	0	0	0	0	0	1	1	0	0	0	0
10/24/2023	9:15 PM	0	31	0	0	1	0	0	0	1	0	0	0	0
10/24/2023	9:30 PM	0	33	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	9:45 PM	0	31	0	0	0	1	0	0	2	0	0	0	0
10/24/2023	10:00 PM	0	29	0	0	0	1	0	0	1	0	0	0	0
10/24/2023	10:15 PM	0	30	0	0	0	1	0	0	1	0	0	0	0
10/24/2023	10:30 PM	0	22	1	0	0	0	0	0	1	0	0	0	0
10/24/2023	10:45 PM	0	23	0	0	0	0	0	0	1	0	0	0	0
10/24/2023	11:00 PM	0	11	0	0	0	0	0	0	1	0	0	0	0
10/24/2023	11:15 PM	0	13	0	0	0	0	0	0	3	0	0	0	0
10/24/2023	11:30 PM	0	7	0	0	1	0	0	0	0	0	0	0	0
10/24/2023	11:45 PM	0	10	0	0	0	0	0	0	1	0	0	0	0

SB

File Name:

Start Date: 10/24/2023

Start Time: 0

Site Code: 1

Station ID: 1

Location 1: GA-70 Cascade Palmetto Hwy, north of Cochran Rd

Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
10/24/2023	12:00 AM	0	19	1	0	0	0	0	0	1	0	0	0	0
10/24/2023	12:15 AM	0	14	1	0	0	1	0	0	0	0	0	0	0
10/24/2023	12:30 AM	0	22	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	12:45 AM	0	12	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	1:00 AM	0	11	1	0	0	0	0	0	1	0	0	0	0
10/24/2023	1:15 AM	0	14	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	1:30 AM	0	11	1	0	0	1	0	0	0	0	0	0	0
10/24/2023	1:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	2:00 AM	0	8	0	0	0	0	0	0	2	0	0	0	0
10/24/2023	2:15 AM	0	11	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	2:30 AM	0	8	0	0	0	0	0	0	1	0	0	0	0
10/24/2023	2:45 AM	0	9	1	0	0	0	0	1	1	0	0	0	0
10/24/2023	3:00 AM	0	6	0	0	0	0	0	0	1	0	0	1	0
10/24/2023	3:15 AM	0	7	0	0	0	0	0	0	1	0	0	0	0
10/24/2023	3:30 AM	0	6	0	0	0	3	0	0	2	0	0	0	0
10/24/2023	3:45 AM	0	9	0	0	0	1	0	0	0	0	0	0	0
10/24/2023	4:00 AM	0	10	0	0	0	1	0	0	4	0	0	0	0
10/24/2023	4:15 AM	0	10	0	0	1	0	0	0	2	0	0	1	0
10/24/2023	4:30 AM	0	11	1	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:45 AM	0	9	1	0	1	1	1	0	4	0	0	0	0
10/24/2023	5:00 AM	0	9	0	0	1	0	0	0	1	0	0	0	0
10/24/2023	5:15 AM	0	12	1	0	1	0	0	0	3	0	0	0	0
10/24/2023	5:30 AM	0	16	0	0	1	0	0	0	3	0	0	0	0
10/24/2023	5:45 AM	0	20	2	0	2	3	0	0	3	0	0	0	0
10/24/2023	6:00 AM	0	25	1	0	0	3	0	0	1	0	0	0	0
10/24/2023	6:15 AM	0	29	1	0	1	4	0	1	0	0	0	0	0
10/24/2023	6:30 AM	0	36	2	1	2	2	0	0	1	0	0	0	0
10/24/2023	6:45 AM	0	46	3	1	1	4	0	0	3	0	0	0	0
10/24/2023	7:00 AM	0	53	2	4	2	0	0	0	4	0	0	0	0
10/24/2023	7:15 AM	0	60	7	0	1	2	0	1	1	0	0	0	0
10/24/2023	7:30 AM	0	51	7	0	4	1	0	1	3	0	0	0	0
10/24/2023	7:45 AM	0	39	7	0	1	2	0	0	4	0	0	0	0
10/24/2023	8:00 AM	0	43	10	0	0	1	0	2	6	0	0	0	0
10/24/2023	8:15 AM	0	59	11	0	2	1	0	2	4	0	0	0	0
10/24/2023	8:30 AM	0	36	13	0	1	3	0	4	7	0	0	0	0
10/24/2023	8:45 AM	0	40	9	1	3	1	0	2	3	0	0	0	0
10/24/2023	9:00 AM	0	43	16	0	1	2	0	2	7	0	0	0	0
10/24/2023	9:15 AM	0	38	10	0	4	4	0	0	7	0	0	0	0
10/24/2023	9:30 AM	0	38	21	0	6	2	0	1	4	0	0	0	0
10/24/2023	9:45 AM	1	40	11	0	9	5	0	3	13	1	0	0	0
10/24/2023	10:00 AM	0	35	14	0	4	1	0	3	6	1	0	0	0
10/24/2023	10:15 AM	0	37	8	1	2	1	1	2	5	4	0	0	0
10/24/2023	10:30 AM	0	39	15	0	3	1	0	0	6	0	0	0	0
10/24/2023	10:45 AM	0	34	10	2	2	3	0	1	11	0	0	0	0
10/24/2023	11:00 AM	0	49	6	0	3	3	0	1	4	0	0	0	0
10/24/2023	11:15 AM	0	36	14	0	6	2	0	0	9	0	0	0	0
10/24/2023	11:30 AM	0	41	10	0	3	1	0	2	9	0	0	0	0
10/24/2023	11:45 AM	0	41	9	0	1	3	0	3	6	0	0	0	0
10/24/2023	12:00 PM	0	43	17	0	0	3	1	3	7	0	0	0	0
10/24/2023	12:15 PM	0	44	21	1	3	8	0	0	4	0	0	0	0
10/24/2023	12:30 PM	0	30	11	0	1	3	0	3	5	0	0	0	0
10/24/2023	12:45 PM	0	41	14	0	2	6	0	0	4	0	0	0	0
10/24/2023	1:00 PM	0	53	7	0	2	2	0	0	2	0	0	0	0
10/24/2023	1:15 PM	0	61	14	0	3	1	0	0	8	0	0	0	0
10/24/2023	1:30 PM	0	62	17	0	3	0	0	0	3	0	0	0	0
10/24/2023	1:45 PM	0	65	10	0	1	0	0	0	4	0	0	0	0
10/24/2023	2:00 PM	0	68	16	0	2	2	0	1	6	0	0	0	0
10/24/2023	2:15 PM	0	79	11	1	3	5	0	0	7	0	0	0	0
10/24/2023	2:30 PM	0	74	18	1	1	4	0	1	5	0	0	0	0
10/24/2023	2:45 PM	0	72	25	2	4	8	0	1	9	0	0	0	0
10/24/2023	3:00 PM	0	90	33	1	4	10	0	0	7	0	0	0	0
10/24/2023	3:15 PM	2	97	20	0	0	1	0	0	4	0	0	0	0
10/24/2023	3:30 PM	0	94	27	0	3	3	0	3	8	0	0	0	0
10/24/2023	3:45 PM	1	117	26	0	2	3	0	0	3	0	0	0	0
10/24/2023	4:00 PM	0	132	25	0	3	4	0	1	7	0	0	0	0
10/24/2023	4:15 PM	0	156	35	0	1	0	0	1	3	0	0	0	0
10/24/2023	4:30 PM	1	145	40	1	5	0	0	1	5	0	0	0	0
10/24/2023	4:45 PM	0	151	32	1	5	0	0	1	5	0	0	0	0
10/24/2023	5:00 PM	0	166	36	0	1	2	0	0	4	2	0	0	0
10/24/2023	5:15 PM	1	148	43	0	2	3	0	0	8	0	0	1	0
10/24/2023	5:30 PM	0	141	21	0	1	0	0	0	2	0	0	0	0
10/24/2023	5:45 PM	0	127	23	0	3	2	0	0	4	0	0	0	0
10/24/2023	6:00 PM	0	133	26	0	0	1	0	0	0	1	0	0	0
10/24/2023	6:15 PM	1	129	22	0	1	1	0	2	3	1	0	0	0
10/24/2023	6:30 PM	1	130	21	0	2	2	0	0	2	0	0	0	0
10/24/2023	6:45 PM	0	119	19	0	1	0	0	0	1	0	0	0	0
10/24/2023	7:00 PM	0	94	12	0	1	1	0	0	1	0	0	0	0
10/24/2023	7:15 PM	0	98	6	0	2	1	0	0	1	0	0	0	0
10/24/2023	7:30 PM	0	77	2	0	0	0	0	0	2	0	0	0	0
10/24/2023	7:45 PM	0	86	1	0	2	0	0	0	0	0	0	0	0
10/24/2023	8:00 PM	0	90	1	0	1	1	0	0	1	0	0	0	0
10/24/2023	8:15 PM	0	60	0	0	2	2	0	0	1	0	0	0	0
10/24/2023	8:30 PM	0	90	3	0	0	0	0	0	1	0	0	0	0
10/24/2023	8:45 PM	0	69	0	0	0	0	0	0	1	0	0	0	0
10/24/2023	9:00 PM	0	70	1	0	2	1	0	0	0	0	0	0	0
10/24/2023	9:15 PM	0	71	1	0	1	0	0	0	0	0	0	0	0
10/24/2023	9:30 PM	0	47	1	0	0	0	0	0	0	0	0	0	0
10/24/2023	9:45 PM	0	49	1	0	0	0	0	0	0	0	0	0	0
10/24/2023	10:00 PM	0	34	0	0	0	1	0	0	1	0	0	0	0
10/24/2023	10:15 PM	0	31	1	0	1	0	0	0	1	0	0	0	0
10/24/2023	10:30 PM	0	34	1	0	0	1	0	0	2	0	0	0	0
10/24/2023	10:45 PM	0	32	0	0	0	0	0	0	3	0	0	0	0
10/24/2023	11:00 PM	0	42	0	0	0	0	0	0	2	0	0	0	0
10/24/2023	11:15 PM	0	21	0	0	1	1	0	0	0	0	0	0	0
10/24/2023	11:30 PM	0	26	0	0	1	1	0	0	2	0	0	0	0
10/24/2023	11:45 PM	0	19	0	0	1	0	0	0	0	0	0	0	0

NB

File Name:

Start Date: 10/24/2023

Start Time: 0

Site Code: 1

Station ID: 1

Location 1: GA-70 Cascade Palmetto Hwy, north of Cochran Rd

Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
10/24/2023	12:00 AM	0	30	0	0	2	1	0	0	2	0	0	0	0
10/24/2023	12:15 AM	0	32	0	0	0	0	0	0	3	0	0	0	0
10/24/2023	12:30 AM	0	30	0	0	0	0	0	0	3	0	0	0	0
10/24/2023	12:45 AM	0	37	0	0	1	0	0	0	3	0	0	0	0
10/24/2023	1:00 AM	0	37	0	0	1	0	0	0	3	0	0	0	0
10/24/2023	1:15 AM	0	33	0	0	1	0	0	0	2	0	0	0	0
10/24/2023	1:30 AM	0	34	0	0	1	0	0	0	4	0	0	0	0
10/24/2023	1:45 AM	0	28	1	0	1	0	0	0	5	0	0	0	0
10/24/2023	2:00 AM	0	30	1	0	1	0	0	0	5	0	1	0	0
10/24/2023	2:15 AM	0	36	1	0	1	0	0	0	4	0	1	0	0
10/24/2023	2:30 AM	0	39	1	0	2	0	0	0	2	0	1	0	0
10/24/2023	2:45 AM	0	48	1	0	3	1	0	0	1	0	1	0	0
10/24/2023	3:00 AM	0	52	2	0	3	1	0	0	1	0	0	0	0
10/24/2023	3:15 AM	0	53	2	0	4	1	0	0	3	0	0	0	0
10/24/2023	3:30 AM	0	60	3	0	3	1	0	0	3	0	0	0	0
10/24/2023	3:45 AM	0	79	2	0	1	0	0	0	2	0	0	0	0
10/24/2023	4:00 AM	0	114	3	0	2	0	0	0	2	0	0	0	0
10/24/2023	4:15 AM	0	149	4	0	3	0	0	0	1	0	0	0	0
10/24/2023	4:30 AM	0	194	5	0	3	1	0	0	1	0	0	0	0
10/24/2023	4:45 AM	0	254	9	0	4	2	0	0	3	0	0	0	0
10/24/2023	5:00 AM	0	304	14	0	4	3	0	0	4	0	0	0	0
10/24/2023	5:15 AM	2	328	19	1	4	5	0	0	4	0	0	0	0
10/24/2023	5:30 AM	2	407	30	1	6	4	0	0	7	0	0	0	0
10/24/2023	5:45 AM	2	475	51	1	7	7	0	0	5	0	0	0	0
10/24/2023	6:00 AM	2	569	60	4	6	12	0	0	7	0	0	0	0
10/24/2023	6:15 AM	0	639	77	4	9	12	0	0	7	0	0	0	0
10/24/2023	6:30 AM	0	694	109	4	11	18	0	0	7	0	0	0	0
10/24/2023	6:45 AM	0	755	126	4	16	16	0	0	10	0	0	1	0
10/24/2023	7:00 AM	0	768	155	1	21	10	0	1	13	0	0	1	0
10/24/2023	7:15 AM	0	770	166	0	18	8	0	2	16	0	0	1	0
10/24/2023	7:30 AM	2	737	150	1	19	8	0	2	17	0	0	1	0
10/24/2023	7:45 AM	3	656	143	1	15	8	0	2	20	0	0	0	0
10/24/2023	8:00 AM	3	574	132	1	15	10	0	2	21	0	0	0	0
10/24/2023	8:15 AM	3	521	121	1	15	13	0	2	23	0	0	0	0
10/24/2023	8:30 AM	1	437	112	0	13	11	0	4	24	0	0	0	0
10/24/2023	8:45 AM	0	368	103	0	15	15	0	6	23	0	0	0	0
10/24/2023	9:00 AM	0	308	84	0	10	15	0	5	19	0	0	0	0
10/24/2023	9:15 AM	0	286	75	0	8	16	0	7	16	0	0	0	0
10/24/2023	9:30 AM	0	259	62	0	6	13	0	5	20	1	0	0	0
10/24/2023	9:45 AM	0	228	50	0	2	11	0	4	23	1	0	0	0
10/24/2023	10:00 AM	1	218	48	0	5	9	0	5	23	1	0	0	0
10/24/2023	10:15 AM	1	189	45	1	8	10	0	2	23	1	0	0	0
10/24/2023	10:30 AM	1	175	44	1	9	12	0	3	14	0	0	0	0
10/24/2023	10:45 AM	1	186	46	3	10	10	0	2	11	0	0	0	0
10/24/2023	11:00 AM	0	190	47	3	12	14	0	1	13	0	0	0	0
10/24/2023	11:15 AM	1	187	49	2	14	15	0	2	11	0	0	0	0
10/24/2023	11:30 AM	1	188	46	2	15	15	0	1	14	0	0	0	0
10/24/2023	11:45 AM	1	184	44	0	15	16	0	3	15	0	0	0	0
10/24/2023	12:00 PM	1	162	43	1	10	16	0	4	14	0	0	0	0
10/24/2023	12:15 PM	0	172	42	1	7	11	0	6	17	0	0	1	0
10/24/2023	12:30 PM	0	191	57	1	5	9	0	7	16	0	0	1	0
10/24/2023	12:45 PM	0	180	60	1	3	9	0	5	11	0	0	1	0
10/24/2023	1:00 PM	0	211	58	0	10	5	0	6	14	0	0	1	0
10/24/2023	1:15 PM	1	219	56	1	10	5	0	4	12	0	0	0	0
10/24/2023	1:30 PM	2	227	51	2	11	7	0	4	13	0	0	0	0
10/24/2023	1:45 PM	3	263	49	4	15	5	0	6	14	0	0	0	0
10/24/2023	2:00 PM	3	281	49	6	13	8	0	8	10	0	0	0	0
10/24/2023	2:15 PM	2	282	47	6	15	11	0	8	12	0	0	0	0
10/24/2023	2:30 PM	1	297	54	5	17	9	0	11	14	0	0	0	0
10/24/2023	2:45 PM	0	296	53	4	16	13	0	12	16	0	0	0	0
10/24/2023	3:00 PM	0	296	59	2	18	16	0	11	19	0	0	0	0
10/24/2023	3:15 PM	0	320	67	1	18	15	0	12	21	0	0	0	0
10/24/2023	3:30 PM	0	321	74	1	19	17	0	9	21	0	0	0	0
10/24/2023	3:45 PM	0	349	71	0	22	14	0	6	19	1	0	0	0
10/24/2023	4:00 PM	0	358	62	0	21	12	0	4	17	1	0	0	0
10/24/2023	4:15 PM	1	353	56	1	19	9	0	4	17	1	0	0	0
10/24/2023	4:30 PM	1	355	44	1	17	8	0	4	17	1	0	0	0
10/24/2023	4:45 PM	1	343	50	1	12	8	0	6	18	0	0	0	0
10/24/2023	5:00 PM	1	361	59	1	8	7	0	7	18	0	0	0	0
10/24/2023	5:15 PM	0	390	61	0	9	8	0	7	18	0	0	0	0
10/24/2023	5:30 PM	0	390	62	0	8	7	0	10	20	0	0	0	0
10/24/2023	5:45 PM	0	371	62	0	9	8	0	9	19	0	0	0	0
10/24/2023	6:00 PM	0	333	54	0	8	7	0	10	22	0	0	0	0
10/24/2023	6:15 PM	0	306	57	0	8	7	0	10	22	0	0	0	0
10/24/2023	6:30 PM	0	290	44	0	7	9	0	7	18	0	0	0	0
10/24/2023	6:45 PM	0	280	28	0	6	7	0	6	22	0	0	0	0
10/24/2023	7:00 PM	0	273	19	0	6	7	0	4	21	0	0	0	0
10/24/2023	7:15 PM	0	237	4	0	4	7	0	2	21	0	0	0	0
10/24/2023	7:30 PM	0	207	1	0	3	5	0	2	22	0	0	0	0
10/24/2023	7:45 PM	0	209	0	0	4	5	0	2	20	0	0	0	0
10/24/2023	8:00 PM	0	186	0	0	3	3	0	1	15	0	0	0	0
10/24/2023	8:15 PM	0	176	0	0	2	2	0	2	10	0	0	0	0
10/24/2023	8:30 PM	0	167	0	0	3	1	0	1	7	0	0	0	0
10/24/2023	8:45 PM	0	139	0	0	1	0	0	1	3	0	0	0	0
10/24/2023	9:00 PM	0	127	0	0	1	1	0	1	4	0	0	0	0
10/24/2023	9:15 PM	0	124	0	0	1	2	0	0	4	0	0	0	0
10/24/2023	9:30 PM	0	123	0	0	0	3	0	0	4	0	0	0	0
10/24/2023	9:45 PM	0	112	1	0	0	3	0	0	5	0	0	0	0
10/24/2023	10:00 PM	0	104	1	0	0	2	0	0	4	0	0	0	0
10/24/2023	10:15 PM	0	86	1	0	0	1	0	0	4	0	0	0	0
10/24/2023	10:30 PM	0	69	1	0	0	0	0	0	6	0	0	0	0
10/24/2023	10:45 PM	0	54	0	0	1	0	0	0	5	0	0	0	0
10/24/2023	11:00 PM	0	41	0	0	1	0	0	0	5	0	0	0	0
10/24/2023	11:15 PM	0	30	0	0	1	0	0	0	4	0	0	0	0
10/24/2023	11:30 PM	0	17	0	0	1	0	0	0	1	0	0	0	0
10/24/2023	11:45 PM	0	10	0	0	0	0	0	0	1	0	0	0	0

SB

File Name:

Start Date: 10/24/2023

Start Time: 0

Site Code: 1

Station ID: 1

Location 1: GA-70 Cascade Palmetto Hwy, north of Cochran Rd

Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
10/24/2023	12:00 AM	0	67	2	0	0	1	0	0	1	0	0	0	0
10/24/2023	12:15 AM	0	59	2	0	0	1	0	0	1	0	0	0	0
10/24/2023	12:30 AM	0	59	1	0	0	0	0	0	1	0	0	0	0
10/24/2023	12:45 AM	0	48	2	0	0	1	0	0	1	0	0	0	0
10/24/2023	1:00 AM	0	40	2	0	0	1	0	0	1	0	0	0	0
10/24/2023	1:15 AM	0	37	1	0	0	1	0	0	2	0	0	0	0
10/24/2023	1:30 AM	0	34	1	0	0	1	0	0	2	0	0	0	0
10/24/2023	1:45 AM	0	31	0	0	0	0	0	0	3	0	0	0	0
10/24/2023	2:00 AM	0	36	1	0	0	0	0	1	4	0	0	0	0
10/24/2023	2:15 AM	0	34	1	0	0	0	0	1	3	0	0	1	0
10/24/2023	2:30 AM	0	30	1	0	0	0	0	1	4	0	0	1	0
10/24/2023	2:45 AM	0	28	1	0	0	3	0	1	5	0	0	1	0
10/24/2023	3:00 AM	0	28	0	0	0	4	0	0	4	0	0	1	0
10/24/2023	3:15 AM	0	32	0	0	0	5	0	0	7	0	0	0	0
10/24/2023	3:30 AM	0	35	0	0	1	5	0	0	8	0	0	1	0
10/24/2023	3:45 AM	0	40	1	0	1	2	0	0	6	0	0	1	0
10/24/2023	4:00 AM	0	40	2	0	2	2	1	0	10	0	0	1	0
10/24/2023	4:15 AM	0	39	2	0	3	1	1	0	7	0	0	1	0
10/24/2023	4:30 AM	0	41	3	0	3	1	1	0	8	0	0	0	0
10/24/2023	4:45 AM	0	46	2	0	4	1	1	0	11	0	0	0	0
10/24/2023	5:00 AM	0	57	3	0	5	3	0	0	10	0	0	0	0
10/24/2023	5:15 AM	0	73	4	0	4	6	0	0	10	0	0	0	0
10/24/2023	5:30 AM	0	90	4	0	4	10	0	1	7	0	0	0	0
10/24/2023	5:45 AM	0	110	6	1	5	12	0	1	5	0	0	0	0
10/24/2023	6:00 AM	0	136	7	2	4	13	0	1	5	0	0	0	0
10/24/2023	6:15 AM	0	164	8	6	6	10	0	1	8	0	0	0	0
10/24/2023	6:30 AM	0	195	14	6	6	8	0	1	9	0	0	0	0
10/24/2023	6:45 AM	0	210	19	5	8	7	0	2	11	0	0	0	0
10/24/2023	7:00 AM	0	203	23	4	8	5	0	2	12	0	0	0	0
10/24/2023	7:15 AM	0	193	31	0	6	6	0	4	14	0	0	0	0
10/24/2023	7:30 AM	0	192	35	0	7	5	0	5	17	0	0	0	0
10/24/2023	7:45 AM	0	177	41	0	4	7	0	8	21	0	0	0	0
10/24/2023	8:00 AM	0	178	43	1	6	6	0	10	20	0	0	0	0
10/24/2023	8:15 AM	0	178	49	1	7	7	0	10	21	0	0	0	0
10/24/2023	8:30 AM	0	157	48	1	9	10	0	8	24	0	0	0	0
10/24/2023	8:45 AM	0	159	56	1	14	9	0	5	21	0	0	0	0
10/24/2023	9:00 AM	1	159	58	0	20	13	0	6	31	1	0	0	0
10/24/2023	9:15 AM	1	151	56	0	23	12	0	7	30	2	0	0	0
10/24/2023	9:30 AM	1	150	54	1	21	9	1	9	28	6	0	0	0
10/24/2023	9:45 AM	1	151	48	1	18	8	1	8	30	6	0	0	0
10/24/2023	10:00 AM	0	145	47	3	11	6	1	6	28	5	0	0	0
10/24/2023	10:15 AM	0	159	39	3	10	8	1	4	26	4	0	0	0
10/24/2023	10:30 AM	0	158	45	2	14	9	0	2	30	0	0	0	0
10/24/2023	10:45 AM	0	160	40	2	14	9	0	4	33	0	0	0	0
10/24/2023	11:00 AM	0	167	39	0	13	9	0	6	28	0	0	0	0
10/24/2023	11:15 AM	0	161	50	0	10	9	1	8	31	0	0	0	0
10/24/2023	11:30 AM	0	169	57	1	7	15	1	8	26	0	0	0	0
10/24/2023	11:45 AM	0	158	58	1	5	17	1	9	22	0	0	0	0
10/24/2023	12:00 PM	0	158	63	1	6	20	1	6	20	0	0	0	0
10/24/2023	12:15 PM	0	168	53	1	8	19	0	3	15	0	0	0	0
10/24/2023	12:30 PM	0	185	46	0	8	12	0	3	19	0	0	0	0
10/24/2023	12:45 PM	0	217	52	0	10	9	0	0	17	0	0	0	0
10/24/2023	1:00 PM	0	241	48	0	9	3	0	0	17	0	0	0	0
10/24/2023	1:15 PM	0	256	57	0	9	3	0	1	21	0	0	0	0
10/24/2023	1:30 PM	0	274	54	1	9	7	0	1	20	0	0	0	0
10/24/2023	1:45 PM	0	286	55	2	7	11	0	2	22	0	0	0	0
10/24/2023	2:00 PM	0	293	70	4	10	19	0	3	27	0	0	0	0
10/24/2023	2:15 PM	0	315	87	5	12	27	0	2	28	0	0	0	0
10/24/2023	2:30 PM	2	333	96	4	9	23	0	2	25	0	0	0	0
10/24/2023	2:45 PM	2	353	105	3	11	22	0	4	28	0	0	0	0
10/24/2023	3:00 PM	3	398	106	1	9	17	0	3	22	0	0	0	0
10/24/2023	3:15 PM	3	440	98	0	8	11	0	4	22	0	0	0	0
10/24/2023	3:30 PM	1	499	113	0	9	10	0	5	21	0	0	0	0
10/24/2023	3:45 PM	2	550	126	1	11	7	0	3	18	0	0	0	0
10/24/2023	4:00 PM	1	584	132	2	14	4	0	4	20	0	0	0	0
10/24/2023	4:15 PM	1	618	143	2	12	2	0	3	17	2	0	0	0
10/24/2023	4:30 PM	2	610	151	2	13	5	0	2	22	2	0	1	0
10/24/2023	4:45 PM	1	606	132	1	9	5	0	1	19	2	0	1	0
10/24/2023	5:00 PM	1	582	123	0	7	7	0	0	18	2	0	1	0
10/24/2023	5:15 PM	1	549	113	0	6	6	0	0	14	1	0	1	0
10/24/2023	5:30 PM	1	530	92	0	5	4	0	2	9	2	0	0	0
10/24/2023	5:45 PM	2	519	92	0	6	6	0	2	9	2	0	0	0
10/24/2023	6:00 PM	2	511	88	0	4	4	0	2	6	2	0	0	0
10/24/2023	6:15 PM	2	472	74	0	5	4	0	2	7	1	0	0	0
10/24/2023	6:30 PM	1	441	58	0	6	4	0	0	5	0	0	0	0
10/24/2023	6:45 PM	0	388	39	0	4	2	0	0	5	0	0	0	0
10/24/2023	7:00 PM	0	355	21	0	5	2	0	0	4	0	0	0	0
10/24/2023	7:15 PM	0	351	10	0	5	2	0	0	4	0	0	0	0
10/24/2023	7:30 PM	0	313	4	0	5	3	0	0	4	0	0	0	0
10/24/2023	7:45 PM	0	326	5	0	5	3	0	0	3	0	0	0	0
10/24/2023	8:00 PM	0	309	4	0	3	3	0	0	4	0	0	0	0
10/24/2023	8:15 PM	0	289	4	0	4	3	0	0	3	0	0	0	0
10/24/2023	8:30 PM	0	300	5	0	3	1	0	0	2	0	0	0	0
10/24/2023	8:45 PM	0	257	3	0	3	1	0	0	1	0	0	0	0
10/24/2023	9:00 PM	0	237	4	0	3	1	0	0	0	0	0	0	0
10/24/2023	9:15 PM	0	201	3	0	1	1	0	0	1	0	0	0	0
10/24/2023	9:30 PM	0	161	3	0	1	1	0	0	2	0	0	0	0
10/24/2023	9:45 PM	0	148	3	0	1	2	0	0	4	0	0	0	0
10/24/2023	10:00 PM	0	131	2	0	1	2	0	0	7	0	0	0	0
10/24/2023	10:15 PM	0	139	2	0	1	1	0	0	8	0	0	0	0
10/24/2023	10:30 PM	0	129	1	0	1	2	0	0	7	0	0	0	0
10/24/2023	10:45 PM	0	121	0	0	2	2	0	0	7	0	0	0	0
10/24/2023	11:00 PM	0	108	0	0	3	2	0	0	4	0	0	0	0
10/24/2023	11:15 PM	0	66	0	0	3	2	0	0	2	0	0	0	0
10/24/2023	11:30 PM	0	45	0	0	2	1	0	0	2	0	0	0	0
10/24/2023	11:45 PM	0	19	0	0	1	0	0	0	0	0	0	0	0

Marr Traffic
CONSTRUCTION

www.marrtraffic.com

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Session Total	0	65	610	2	6	3	0	1	2	2	0	0	0	91
Session Average	0.00	0.68	10.10	0.02	0.06	0.03	0.00	0.01	0.02	0.02	0.00	0.00	0.00	0.95
Session Percentage	0.00	71.43	10.99	2.20	6.59	3.30	0.00	1.10	2.20	2.20	0.00	0.00	0.00	
AM Peak Hour	-	0600 - 0700	0745 - 0845	-	0700 - 0800	0645 - 0745	-	0700 - 0800	0530 - 0630	0500 - 0600	-	-	-	0715 - 0815
AM Peak Volume	0	5	2	0	3	2	0	1	1	1	0	0	0	11
Noon Peak Hour	-	1445 - 1545	1445 - 1545	1000 - 1100	-	-	-	-	1215 - 1315	1000 - 1100	-	-	-	1445 - 1545
Noon Peak Volume	0	14	2	0	0	0	0	0	1	1	0	0	0	16
PM Peak Hour	-	1500 - 1600	1530 - 1630	-	-	1500 - 1600	-	-	-	-	-	-	-	1530 - 1630
PM Peak Volume	0	17	4	0	0	1	0	0	0	0	0	0	0	22

Marr Traffic
CONSTRUCTION

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Time	Westbound (Movement 2,2)														15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total	
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
0530 - 0545	0	1	0	0	0	0	0	0	0	1	0	0	0	2		
0545 - 0600	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
0615 - 0630	0	1	3	0	0	1	0	0	0	0	0	0	0	5		
0630 - 0645	0	5	2	0	0	0	0	0	0	0	0	0	0	7		
0645 - 0700	0	6	1	0	0	0	0	0	0	0	0	0	0	7		
0700 - 0715	0	3	1	0	0	0	0	0	0	0	0	0	0	4	19	
0715 - 0730	0	1	1	0	0	0	0	0	0	0	0	0	0	2		
0730 - 0745	0	4	0	0	0	0	0	0	0	0	0	0	0	4		
0745 - 0800	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0830 - 0845	0	2	0	0	2	0	0	0	0	0	0	0	0	4		
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0900 - 0915	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4	
0915 - 0930	0	0	0	0	1											

[illegible]

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

South Fulton, GA



Site 2

Cochran Rd,
west of GA-70 Cascade Palmetto Hwy

Date

Tuesday, October 24, 2023

Weather

Fair
62°F

Lat/Long

33.682389°, -84.625048°

[Click here for Detailed Weather](#)

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

Bi-Directional 15min

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

Session Total	0	119	28	4	11	5	0	2	3	5	0	0	0	0	177
Session Average	0.00	1.24	0.29	0.04	0.11	0.05	0.00	0.02	0.03	0.05	0.00	0.00	0.00	0.00	1.84
Session Percentage	0.00	67.23	15.82	2.26	6.21	2.82	0.00	1.13	1.69	2.82	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0630 - 0730	0615 - 0715	-	0745 - 0845	0645 - 0745	-	0700 - 0800	0530 - 0630	0500 - 0600	-	-	-	-	0615 - 0715
AM Peak Volume	0	18	7	0	4	2	0	1	1	3	0	0	0	0	26
Noon Peak Hour	-	1445 - 1545	1445 - 1545	1000 - 1100	1000 - 1100	1400 - 1500	-	1400 - 1500	1215 - 1315	1000 - 1100	-	-	-	-	1445 - 1545
Noon Peak Volume	0	15	4	4	1	0	0	1	2	1	0	0	0	0	22
PM Peak Hour	-	1530 - 1630	1530 - 1630	-	-	1500 - 1600	-	-	-	-	-	-	-	-	1530 - 1630
PM Peak Volume	0	18	5	0	0	1	0	0	0	0	0	0	0	0	24

Bi-Directional Class Count || Volume Summary 15min

South Fulton, GA



Site 2

Cochran Rd,
west of GA-70 Cascade Palmetto Hwy

Date

Tuesday, October 24, 2023

Weather

Fair
62°F

Lat/Long

33.682389°, -84.625048°

[Click here for Detailed Weather](#)

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

Volume Summary 15min

TIME	Volume Summary 15min		15min Total	60min Total
	EB	WB		
0000 - 0015	0	0	0	1
0015 - 0030	0	0	0	
0030 - 0045	0	1	1	
0045 - 0100	0	0	0	
0100 - 0115	0	0	0	0
0115 - 0130	0	0	0	
0130 - 0145	0	0	0	
0145 - 0200	0	0	0	
0200 - 0215	0	0	0	
0215 - 0230	0	0	0	0
0230 - 0245	0	0	0	
0245 - 0300	0	0	0	
0300 - 0315	0	0	0	
0315 - 0330	0	0	0	0
0330 - 0345	0	0	0	
0345 - 0400	0	0	0	
0400 - 0415	0	0	0	
0415 - 0430	0	0	0	0
0430 - 0445	0	0	0	
0445 - 0500	0	0	0	
0500 - 0515	0	0	0	
0515 - 0530	0	1	1	5
0530 - 0545	0	2	2	
0545 - 0600	1	1	2	
0600 - 0615	3	0	3	
0615 - 0630	1	5	6	25
0630 - 0645	1	7	8	
0645 - 0700	1	7	8	
0700 - 0715	0	4	4	
0715 - 0730	2	2	4	21
0730 - 0745	3	4	7	
0745 - 0800	5	1	6	
0800 - 0815	1	0	1	
0815 - 0830	0	0	0	8
0830 - 0845	1	4	5	
0845 - 0900	2	0	2	
0900 - 0915	1	1	2	
0915 - 0930	1	1	2	12
0930 - 0945	1	2	3	
0945 - 1000	2	3	5	
1000 - 1015	0	0	0	
1015 - 1030	2	1	3	11
1030 - 1045	2	2	4	
1045 - 1100	2	2	4	
1100 - 1115	1	2	3	
1115 - 1130	0	1	1	6
1130 - 1145	0	1	1	
1145 - 1200	1	0	1	

Time	Volume Summary 15min		15min Total	60min Total
	EB	WB		
1200 - 1215	0	0	0	8
1215 - 1230	1	2	3	
1230 - 1245	2	1	3	
1245 - 1300	1	1	2	
1300 - 1315	1	1	2	7
1315 - 1330	2	2	4	
1330 - 1345	0	0	0	
1345 - 1400	1	0	1	
1400 - 1415	1	0	1	
1415 - 1430	1	2	3	11
1430 - 1445	1	0	1	
1445 - 1500	0	6	6	
1500 - 1515	0	0	0	
1515 - 1530	0	0	0	21
1530 - 1545	16	0	16	
1545 - 1600	4	1	5	
1600 - 1615	1	0	1	
1615 - 1630	1	1	2	17
1630 - 1645	5	2	7	
1645 - 1700	4	3	7	
1700 - 1715	1	0	1	
1715 - 1730	1	0	1	8
1730 - 1745	2	1	3	
1745 - 1800	2	1	3	
1800 - 1815	2	2	4	
1815 - 1830	0	1	1	6
1830 - 1845	0	0	0	
1845 - 1900	0	1	1	
1900 - 1915	1	0	1	
1915 - 1930	2	0	2	4
1930 - 1945	1	0	1	
1945 - 2000	0	0	0	
2000 - 2015	0	0	0	
2015 - 2030	0	1	1	3
2030 - 2045	1	1	2	
2045 - 2100	0	0	0	
2100 - 2115	0	0	0	
2115 - 2130	0	0	0	1
2130 - 2145	1	0	1	
2145 - 2200	0	0	0	
2200 - 2215	0	0	0	
2215 - 2230	0	0	0	1
2230 - 2245	0	1	1	
2245 - 2300	0	0	0	
2300 - 2315	1	0	1	
2315 - 2330	0	0	0	1
2330 - 2345	0	0	0	
2345 - 0000	0	0	0	

Session Total	91	86	177
Session Average	0.95	0.90	1.84
Session Percentage	51.41	48.59	

Bi-Directional Class Count || NB EB 60min

South Fulton, GA



Site 2

Cochran Rd,
west of GA-70 Cascade Palmetto Hwy

Date

Tuesday, October 24, 2023

Weather

Fair
62°F

Lat/Long

33.682389°, -84.625048°

[Click here for Detailed Weather](#)

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

NB EB 60min

Eastbound (Movement 2.1)														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0600 - 0700	0	5	0	0	0	0	0	0	1	0	0	0	0	6
0700 - 0800	0	3	1	0	3	2	0	1	0	0	0	0	0	10
0800 - 0900	0	2	1	0	1	0	0	0	0	0	0	0	0	4
0900 - 1000	0	2	1	0	2	0	0	0	0	0	0	0	0	5
1000 - 1100	0	3	0	2	0	0	0	0	0	1	0	0	0	6
1100 - 1200	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1200 - 1300	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1300 - 1400	0	2	1	0	0	0	0	0	1	0	0	0	0	4
1400 - 1500	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1500 - 1600	0	17	2	0	0	1	0	0	0	0	0	0	0	20
1600 - 1700	0	9	2	0	0	0	0	0	0	0	0	0	0	11
1700 - 1800	0	4	2	0	0	0	0	0	0	0	0	0	0	6
1800 - 1900	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1900 - 2000	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2000 - 2100	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2100 - 2200	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2400	0	1	0	0	0	0	0	0	0	0	0	0	0	1

Session Total	0	65	10	2	6	3	0	1	2	2	0	0	0	91
Session Average	0.00	2.71	0.42	0.08	0.25	0.13	0.00	0.04	0.08	0.08	0.00	0.00	0.00	3.79
Session Percentage	0.00	71.43	10.99	2.20	6.59	3.30	0.00	1.10	2.20	2.20	0.00	0.00	0.00	

AM Peak Hour	-	0600 - 0700	0700 - 0800	-	0700 - 0800	0700 - 0800	-	0700 - 0800	0600 - 0700	0500 - 0600	-	-	-	0700 - 0800
AM Peak Volume	0	5	1	0	3	2	0	1	1	1	0	0	0	10

Noon Peak Hour	-	1200 - 1300	1300 - 1400	1000 - 1100	-	-	-	-	1300 - 1400	1000 - 1100	-	-	-	1000 - 1100
Noon Peak Volume	0	4	1	2	0	0	0	0	1	1	0	0	0	6

PM Peak Hour	-	1500 - 1600	1500 - 1600	-	-	1500 - 1600	-	-	-	-	-	-	-	1500 - 1600
PM Peak Volume	0	17	2	0	0	1	0	0	0	0	0	0	0	20

Marr Traffic
DATA COLLECTION
www.marrtraffic.com

South Fulton, GA

Site 2

Cochran Rd,
west of GA-70 Cascade Palmetto Hwy

Date _____

Tuesday, October 24, 2023

Weather

Fair
62°F

[Click here for Detailed Weather](#)

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

SB WB 60min

[illegible]

Session Total	0	54	18	2	5	2	0	1	1	3	0	0	0	86
Session Average	0.00	2.25	0.75	0.08	0.21	0.08	0.00	0.04	0.04	0.13	0.00	0.00	0.00	3.58
Session Percentage	0.00	62.79	20.93	2.33	5.81	2.33	0.00	1.16	1.16	3.49	0.00	0.00	0.00	

AM Peak Hour	-	0600 - 0700	0600 - 0700	-	0800 - 0900	0600 - 0700	-	-	-	0500 - 0600	-	-	-	0600 - 0700
AM Peak Volume	0	12	6	0	2	1	0	0	0	2	0	0	0	19

Noon Peak Hour	-	1200 - 1300	1100 - 1200	1000 - 1100	1000 - 1100	1400 - 1500	-	1400 - 1500	1200 - 1300	-	-	-	-	1400 - 1500
Noon Peak Volume	0	3	2	2	1	1	0	1	1	0	0	0	0	8

[illegible]

Bi-Directional Class Count || Bi-Directional 60min

South Fulton, GA



Site 2

Cochran Rd,
west of GA-70 Cascade Palmetto Hwy

Date

Tuesday, October 24, 2023

Weather

Fair
62°F

Lat/Long

33.682389°, -84.625048°

[Click here for Detailed Weather](#)

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

Bi-Directional 60min

Bi-Directional 60min														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0600	0	2	0	0	0	0	0	0	0	3	0	0	0	5
0600 - 0700	0	17	6	0	0	1	0	0	1	0	0	0	0	25
0700 - 0800	0	12	3	0	3	2	0	1	0	0	0	0	0	21
0800 - 0900	0	4	1	0	3	0	0	0	0	0	0	0	0	8
0900 - 1000	0	6	2	0	3	0	0	0	0	1	0	0	0	12
1000 - 1100	0	4	1	4	1	0	0	0	0	1	0	0	0	11
1100 - 1200	0	4	2	0	0	0	0	0	0	0	0	0	0	6
1200 - 1300	0	7	0	0	0	0	0	0	1	0	0	0	0	8
1300 - 1400	0	4	2	0	0	0	0	0	1	0	0	0	0	7
1400 - 1500	0	6	2	0	1	1	0	1	0	0	0	0	0	11
1500 - 1600	0	17	3	0	0	1	0	0	0	0	0	0	0	21
1600 - 1700	0	15	2	0	0	0	0	0	0	0	0	0	0	17
1700 - 1800	0	5	3	0	0	0	0	0	0	0	0	0	0	8
1800 - 1900	0	5	1	0	0	0	0	0	0	0	0	0	0	6
1900 - 2000	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2000 - 2100	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2100 - 2200	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2200 - 2300	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2300 - 2400	0	1	0	0	0	0	0	0	0	0	0	0	0	1

Session Total	0	119	28	4	11	5	0	2	3	5	0	0	0	177
Session Average	0.00	4.96	1.17	0.17	0.46	0.21	0.00	0.08	0.13	0.21	0.00	0.00	0.00	7.38
Session Percentage	0.00	67.23	15.82	2.26	6.21	2.82	0.00	1.13	1.69	2.82	0.00	0.00	0.00	

AM Peak Hour	-	0600 - 0700	0600 - 0700	-	0700 - 0800	0700 - 0800	-	0700 - 0800	0600 - 0700	0500 - 0600	-	-	-	0600 - 0700
AM Peak Volume	0	17	6	0	3	2	0	1	1	3	0	0	0	25

Noon Peak Hour	-	1200 - 1300	1100 - 1200	1000 - 1100	1000 - 1100	1400 - 1500	-	1400 - 1500	1200 - 1300	1000 - 1100	-	-	-	1000 - 1100
Noon Peak Volume	0	7	2	4	1	1	0	1	1	1	0	0	0	11

PM Peak Hour	-	1500 - 1600	1500 - 1600	-	-	1500 - 1600	-	-	-	-	-	-	-	1500 - 1600
PM Peak Volume	0	17	3	0	0	1	0	0	0	0	0	0	0	21

Bi-Directional Class Count || Volume Summary 60min

South Fulton, GA



Site 2

Cochran Rd,
west of GA-70 Cascade Palmetto Hwy

Date

Tuesday, October 24, 2023

Weather

Fair
62°F

Lat/Long

33.682389°, -84.625048°

[Click here for Detailed Weather](#)

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

Volume Summary 60min

Volume Summary 60min			
TIME	EB	WB	Total
0000 - 0100	0	1	1
0100 - 0200	0	0	0
0200 - 0300	0	0	0
0300 - 0400	0	0	0
0400 - 0500	0	0	0
0500 - 0600	1	4	5
0600 - 0700	6	19	25
0700 - 0800	10	11	21
0800 - 0900	4	4	8
0900 - 1000	5	7	12
1000 - 1100	6	5	11
1100 - 1200	2	4	6

Session Total	91	86	177
Session Average	3.79	3.58	7.38
Session Percentage	51.41	48.59	

Volume Summary 60min			
Time	EB	WB	Total
1200 - 1300	4	4	8
1300 - 1400	4	3	7
1400 - 1500	3	8	11
1500 - 1600	20	1	21
1600 - 1700	11	6	17
1700 - 1800	6	2	8
1800 - 1900	2	4	6
1900 - 2000	4	0	4
2000 - 2100	1	2	3
2100 - 2200	1	0	1
2200 - 2300	0	1	1
2300 - 2400	1	0	1

Bi-Directional Class Count | Graphical Analysis NB EB

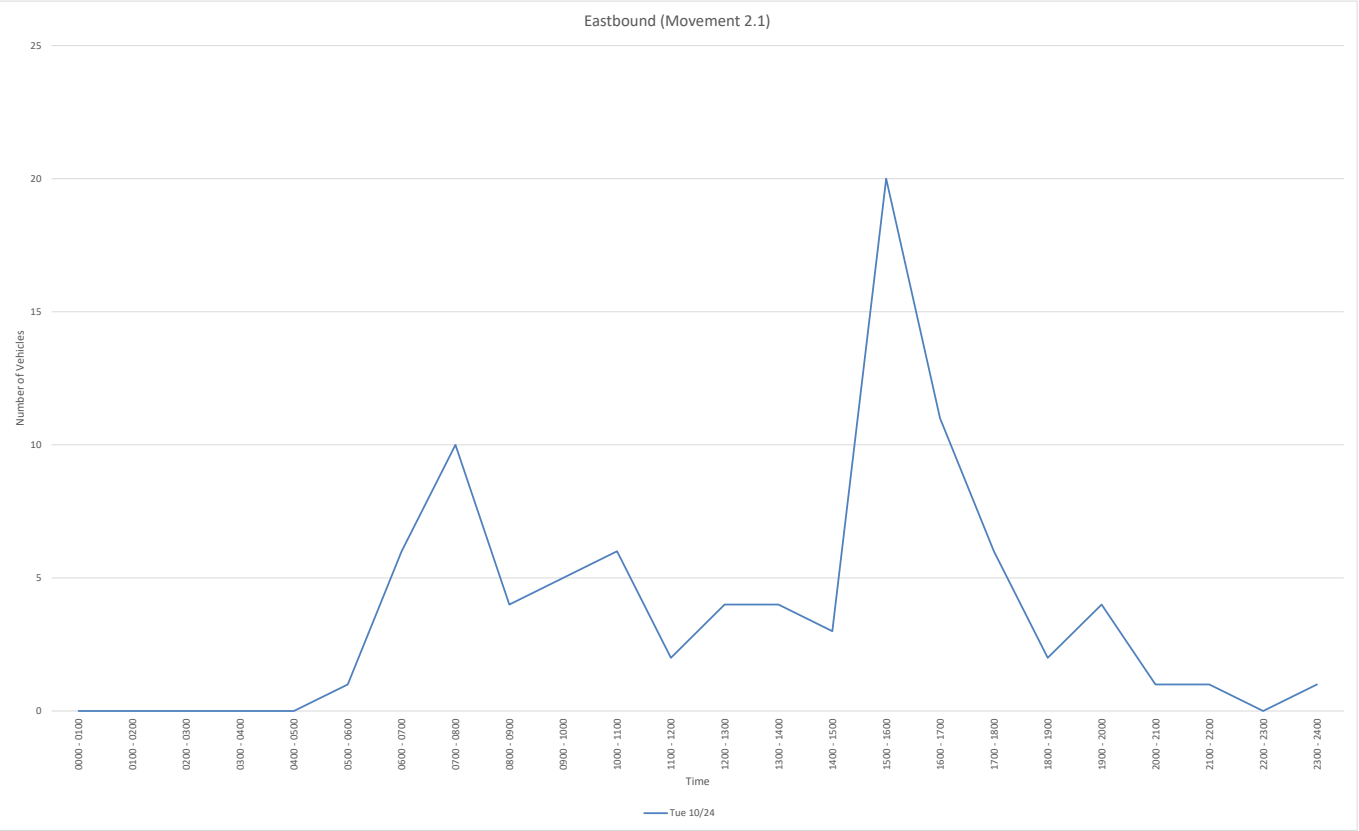
South Fulton, GA



Site 2
Cochran Rd,
west of GA-70 Cascade Palmetto Hwy

Lat/Long
33.682389°, -84.625048°

0000 - 2400 (Weekday 24h Session)
Graphical Analysis NB EB



Bi-Directional Class Count | | Graphical Analysis SB WB

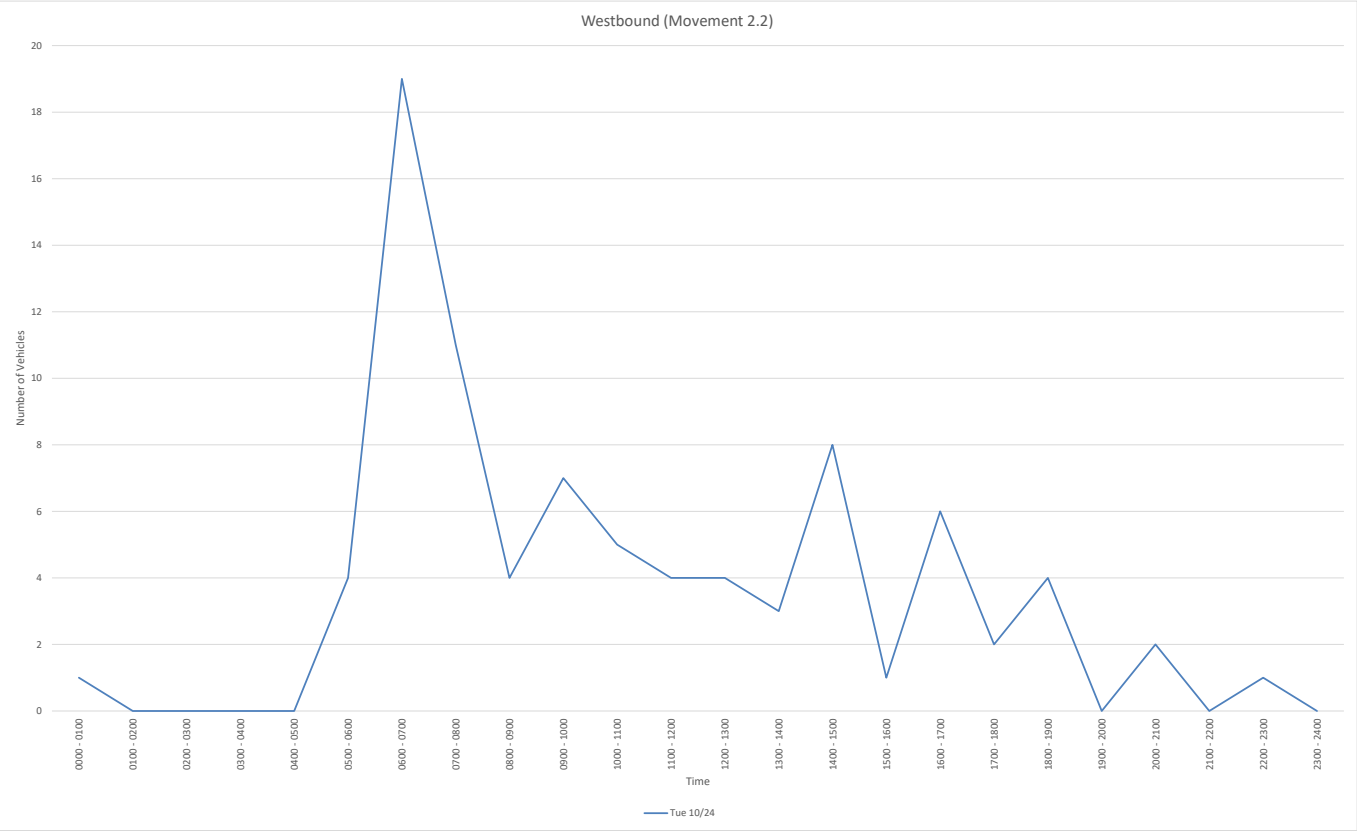
South Fulton, GA



Site 2
Cochran Rd,
west of GA-70 Cascade Palmetto Hwy

Lat/Long
33.682389°, -84.625048°

0000 - 2400 (Weekday 24h Session)
Graphical Analysis SB WB



Bi-Directional Class Count || Graphical Analysis BiDir

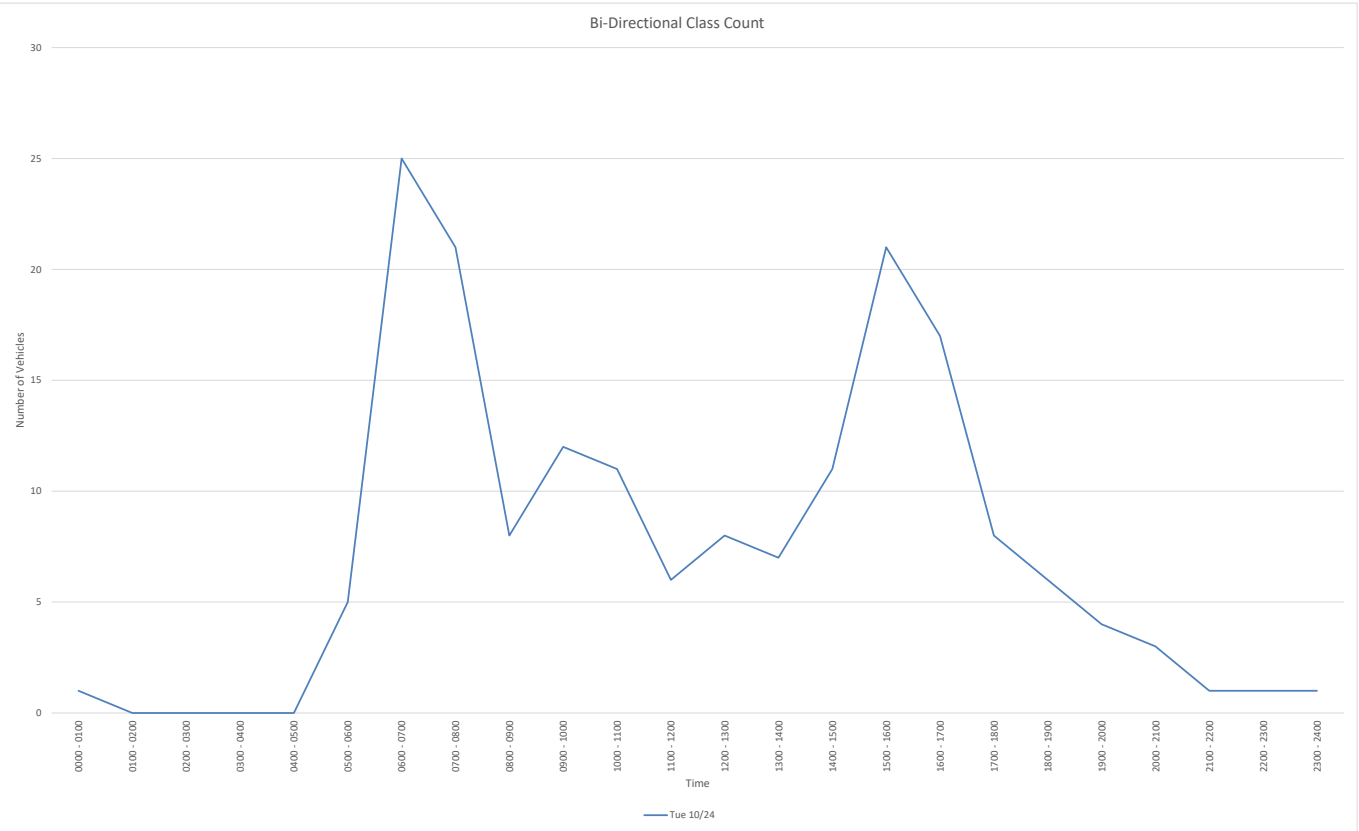
South Fulton, GA



Site 2
Cochran Rd,
west of GA-70 Cascade Palmetto Hwy

Lat/Long
33.682389°, -84.625048°

0000 - 2400 (Weekday 24h Session)
Graphical Analysis BiDir



File Name:

File Name:
Start Date: 10/24/2023

Start Time: 0

Site Code: 2

Station ID: 1

Location 1: Cochran Rd, west of GA-70 Cascade Palmetto Hwy

Location 1:
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
10/24/2023	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	5:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0
10/24/2023	6:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	6:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0
10/24/2023	6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	7:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0
10/24/2023	7:30 AM	0	1	0	0	1	1	0	0	0	0	0	0	0
10/24/2023	7:45 AM	0	1	1	0	2	0	0	1	0	0	0	0	0
10/24/2023	8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
10/24/2023	8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0
10/24/2023	9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	9:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
10/24/2023	9:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	0
10/24/2023	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	10:15 AM	0	1	0	0	0	0	0	0	0	1	0	0	0
10/24/2023	10:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	10:45 AM	0	0	0	2	0	0	0	0	0	0	0	0	0
10/24/2023	11:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	11:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	12:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	1:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0
10/24/2023	1:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0
10/24/2023	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	1:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	2:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	2:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	3:30 PM	0	14	2	0	0	0	0	0	0	0	0	0	0
10/24/2023	3:45 PM	0	3	0	0	0	1	0	0	0	0	0	0	0
10/24/2023	4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0
10/24/2023	5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	5:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0
10/24/2023	6:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	7:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	7:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name:

File Name:
Start Date: 10/24/2023

Start Date: 1
Start Time: 0

Site Code: 2

Site Code: 2
Station ID: 1

Location 1: Cochran Rd, west of GA-70 Cascade Palmetto Hwy

Location 1:
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
10/24/2023	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	5:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0
10/24/2023	5:30 AM	0	1	0	0	0	0	0	0	0	1	0	0	0
10/24/2023	5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	6:15 AM	0	1	3	0	0	1	0	0	0	0	0	0	0
10/24/2023	6:30 AM	0	5	2	0	0	0	0	0	0	0	0	0	0
10/24/2023	6:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
10/24/2023	7:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
10/24/2023	7:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
10/24/2023	7:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	8:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0
10/24/2023	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	9:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0
10/24/2023	9:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
10/24/2023	9:45 AM	0	2	0	0	0	0	0	0	0	1	0	0	0
10/24/2023	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	10:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0
10/24/2023	10:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
10/24/2023	10:45 AM	0	0	0	2	0	0	0	0	0	0	0	0	0
10/24/2023	11:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	11:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
10/24/2023	11:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
10/24/2023	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	12:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	12:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0
10/24/2023	1:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0
10/24/2023	1:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	2:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	2:45 PM	0	1	2	0	1	1	0	1	0	0	0	0	0
10/24/2023	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	3:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0
10/24/2023	6:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0
10/24/2023	6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	8:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name:
Start Date: 10/24/2023

Site Code: 2

Location 1: C

Location 2.

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
10/24/2023	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	5:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0
10/24/2023	5:15 AM	0	3	0	0	0	0	0	0	0	1	0	0	0
10/24/2023	5:30 AM	0	3	0	0	0	0	0	0	1	1	0	0	0
10/24/2023	5:45 AM	0	4	0	0	0	0	0	0	1	1	0	0	0
10/24/2023	6:00 AM	0	5	0	0	0	0	0	0	1	0	0	0	0
10/24/2023	6:15 AM	0	2	0	0	0	0	0	0	1	0	0	0	0
10/24/2023	6:30 AM	0	3	0	0	0	1	0	0	0	0	0	0	0
10/24/2023	6:45 AM	0	3	0	0	1	2	0	0	0	0	0	0	0
10/24/2023	7:00 AM	0	3	1	0	3	2	0	1	0	0	0	0	0
10/24/2023	7:15 AM	0	4	1	0	3	2	0	1	0	0	0	0	0
10/24/2023	7:30 AM	0	3	1	0	3	1	0	1	0	0	0	0	0
10/24/2023	7:45 AM	0	2	2	0	2	0	0	1	0	0	0	0	0
10/24/2023	8:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0
10/24/2023	8:15 AM	0	2	1	0	1	0	0	0	0	0	0	0	0
10/24/2023	8:30 AM	0	3	1	0	1	0	0	0	0	0	0	0	0
10/24/2023	8:45 AM	0	3	1	0	1	0	0	0	0	0	0	0	0
10/24/2023	9:00 AM	0	2	1	0	2	0	0	0	0	0	0	0	0
10/24/2023	9:15 AM	0	1	1	0	2	0	0	0	0	0	0	0	0
10/24/2023	9:30 AM	0	1	1	0	2	0	0	0	0	1	0	0	0
10/24/2023	9:45 AM	0	3	0	0	2	0	0	0	0	1	0	0	0
10/24/2023	10:00 AM	0	3	0	2	0	0	0	0	0	1	0	0	0
10/24/2023	10:15 AM	0	4	0	2	0	0	0	0	0	1	0	0	0
10/24/2023	10:30 AM	0	3	0	2	0	0	0	0	0	0	0	0	0
10/24/2023	10:45 AM	0	1	0	2	0	0	0	0	0	0	0	0	0
10/24/2023	11:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	11:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	11:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	12:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	12:15 PM	0	4	0	0	0	0	0	0	1	0	0	0	0
10/24/2023	12:30 PM	0	4	1	0	0	0	0	0	1	0	0	0	0
10/24/2023	12:45 PM	0	2	1	0	0	0	0	0	1	0	0	0	0
10/24/2023	1:00 PM	0	2	1	0	0	0	0	0	1	0	0	0	0
10/24/2023	1:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0
10/24/2023	1:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	1:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	2:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	2:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	2:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	2:45 PM	0	14	2	0	0	0	0	0	0	0	0	0	0
10/24/2023	3:00 PM	0	17	2	0	0	1	0	0	0	0	0	0	0
10/24/2023	3:15 PM	0	17	3	0	0	1	0	0	0	0	0	0	0
10/24/2023	3:30 PM	0	17	4	0	0	1	0	0	0	0	0	0	0
10/24/2023	3:45 PM	0	8	2	0	0	1	0	0	0	0	0	0	0
10/24/2023	4:00 PM	0	9	2	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:15 PM	0	10	1	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:30 PM	0	10	1	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0
10/24/2023	5:00 PM	0	4	2	0	0	0	0	0	0	0	0	0	0
10/24/2023	5:15 PM	0	5	2	0	0	0	0	0	0	0	0	0	0
10/24/2023	5:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0
10/24/2023	5:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0
10/24/2023	6:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	6:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	6:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	7:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	7:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	7:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	8:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name:

Start Time: 0

Station ID:

Location 2:

Date _____

10/24/2023	12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
10/24/2023	4:45 AM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0
10/24/2023	5:00 AM	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0
10/24/2023	5:15 AM	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0
10/24/2023	5:30 AM	0	3	3	0	0	1	0	0	0	0	1	0	0	0	0
10/24/2023	5:45 AM	0	7	5	0	0	1	0	0	0	0	0	0	0	0	0
10/24/2023	6:00 AM	0	12	6	0	0	1	0	0	0	0	0	0	0	0	0
10/24/2023	6:15 AM	0	15	7	0	0	1	0	0	0	0	0	0	0	0	0
10/24/2023	6:30 AM	0	15	5	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	6:45 AM	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	7:00 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	7:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	7:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	7:45 AM	0	3	0	0	2	0	0	0	0	0	0	0	0	0	0
10/24/2023	8:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
10/24/2023	8:15 AM	0	3	0	0	2	0	0	0	0	0	0	0	0	0	0
10/24/2023	8:30 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
10/24/2023	8:45 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0
10/24/2023	9:00 AM	0	4	1	0	1	0	0	0	0	0	1	0	0	0	0
10/24/2023	9:15 AM	0	3	1	0	1	0	0	0	0	0	1	0	0	0	0
10/24/2023	9:30 AM	0	3	1	0	1	0	0	0	0	0	1	0	0	0	0
10/24/2023	9:45 AM	0	3	1	0	1	0	0	0	0	0	1	0	0	0	0
10/24/2023	10:00 AM	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0
10/24/2023	10:15 AM	0	3	1	2	1	0	0	0	0	0	0	0	0	0	0
10/24/2023	10:30 AM	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	10:45 AM	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	11:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	11:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	11:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	11:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	12:00 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0
10/24/2023	12:15 PM	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0
10/24/2023	12:30 PM	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0
10/24/2023	12:45 PM	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0
10/24/2023	1:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	1:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	1:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	1:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	2:00 PM	0	3	2	0	1	1	0	1	0	0	0	0	0	0	0
10/24/2023	2:15 PM	0	3	2	0	1	1	0	1	0	0	0	0	0	0	0
10/24/2023	2:30 PM	0	1	2	0	1	1	0	1	0	0	0	0	0	0	0
10/24/2023	2:45 PM	0	1	2	0	1	1	0	1	0	0	0	0	0	0	0
10/24/2023	3:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	3:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	3:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	3:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	4:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	5:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	5:15 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	5:30 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	5:45 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	6:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	6:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	7:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	8:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	8:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2023	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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Peak Hour Turning Movement Count

South Fulton, GA



www.marrtraffic.com



Tuesday, October 24, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



A-1 Vehicles	Northbound																			Southbound					Eastbound					Westbound					Int Total
	GA-6 Camp Creek Pkwy (South)										GA-6 Camp Creek Pkwy (North)					GA-70 Fulton Industrial Blvd SW (West)					GA-70 Fulton Industrial Blvd SW (East)														
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4		App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8		App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12		App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16		App Total											
0715 - 0730	16	133	72	-	0	221	176	134	51	-	0	361	76	247	14	-	0	337	42	95	66	-	15	218	1137										
0730 - 0745	22	141	101	-	0	264	166	156	84	-	0	406	76	250	9	-	0	335	49	104	67	-	19	239	1244										
0745 - 0800	26	174	63	-	0	263	149	132	101	-	0	382	92	255	16	-	0	363	42	147	61	-	15	265	1273										
0800 - 0815	32	128	84	-	1	245	141	148	111	-	0	400	90	219	16	-	0	325	61	143	65	-	20	289	1259										
Total	96	576	320	0	1	993	632	570	347	0	0	1549	334	971	55	0	0	1360	194	489	259	0	69	1011	4913										
Approach %	9.67	58.01	32.23	0.00	0.10	-	40.80	36.80	22.40	0.00	0.00	-	24.56	71.40	4.04	0.00	0.00	-	19.19	48.37	25.62	0.00	6.82	-											
PHF	0.75	0.83	0.79	0.00	0.25	0.94	0.90	0.91	0.78	0.00	0.00	0.95	0.91	0.95	0.86	0.00	0.00	0.94	0.80	0.83	0.97	0.00	0.86	0.87	0.96										

Time	Northbound					Southbound					Eastbound					Westbound					Int Total				
	GA-6 Camp Creek Pkwy (South)					GA-6 Camp Creek Pkwy (North)					GA-70 Fulton Industrial Blvd SW (West)					GA-70 Fulton Industrial Blvd SW (East)									
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total					
0715 - 0730	6	114	66	-	0	186	169	115	47	-	0	331	57	224	6	-	0	287	35	74	56	-	9	174	978
0730 - 0745	11	124	91	-	0	226	160	137	80	-	0	377	57	230	3	-	0	290	39	92	55	-	15	201	1094
0745 - 0800	16	152	59	-	0	227	138	105	89	-	0	332	67	229	8	-	0	304	35	121	47	-	14	217	1080
0800 - 0815	25	106	78	-	1	210	130	124	93	-	0	347	75	200	9	-	0	284	52	127	68	-	19	258	1099
Total	58	496	294	0	1	849	597	481	309	0	0	1387	256	883	26	0	0	1165	161	414	218	0	57	850	4251
Approach %	6.83	58.42	34.63	0.00	0.12	-	43.04	34.68	22.28	0.00	0.00	-	21.97	75.79	2.23	0.00	0.00	-	18.94	48.71	25.65	0.00	6.71	-	-
PHF	0.58	0.82	0.81	0.00	0.25	0.94	0.88	0.88	0.83	0.00	0.00	0.92	0.85	0.96	0.72	0.00	0.00	0.96	0.77	0.81	0.91	0.00	0.75	0.82	0.97

Time	Northbound					Southbound					Eastbound					Westbound					Int Total				
	GA-6 Camp Creek Pkwy (South)					GA-6 Camp Creek Pkwy (North)					GA-70 Fulton Industrial Blvd SW (West)					GA-70 Fulton Industrial Blvd SW (East)									
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total					
0715 - 0730	4	8	4	-	0	16	4	6	0	-	0	10	10	12	1	-	0	23	5	11	1	-	6	23	72
0730 - 0745	3	6	2	-	0	11	4	10	1	-	0	15	10	13	1	-	0	24	8	7	8	-	3	26	76
0745 - 0800	2	9	1	-	0	12	5	8	4	-	0	17	14	14	4	-	0	32	4	12	7	-	1	24	85
0800 - 0815	0	3	2	-	0	5	1	9	4	-	0	14	4	10	1	-	0	15	7	8	3	-	0	18	52
Total	9	26	9	0	0	44	14	33	9	0	0	56	38	49	7	0	0	94	24	38	19	0	10	91	285
Approach %	20.45	59.09	20.45	0.00	0.00	-	25.00	58.93	16.07	0.00	0.00	-	40.43	52.13	7.45	0.00	0.00	-	26.37	41.76	20.88	0.00	10.99	-	
PHF	0.56	0.72	0.56	0.00	0.00	0.69	0.70	0.83	0.56	0.00	0.00	0.82	0.68	0.88	0.44	0.00	0.00	0.73	0.75	0.79	0.59	0.00	0.42	0.88	0.84

Time	Northbound					Southbound					Eastbound					Westbound					Int Total				
	GA-6 Camp Creek Pkwy (South)					GA-6 Camp Creek Pkwy (North)					GA-70 Fulton Industrial Blvd SW (West)					GA-70 Fulton Industrial Blvd SW (East)									
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total					
0715 - 0730	6	11	2	-	0	19	3	13	4	-	0	20	9	11	7	-	0	27	2	10	9	-	0	21	87
0730 - 0745	8	11	8	-	0	27	2	9	3	-	0	14	9	7	5	-	0	21	2	5	4	-	1	12	74
0745 - 0800	8	13	3	-	0	24	6	19	8	-	0	33	11	12	4	-	0	27	3	14	7	-	0	24	108
0800 - 0815	7	19	4	-	0	30	10	15	14	-	0	39	11	9	6	-	0	26	2	8	2	-	1	13	108
Total	29	54	17	0	0	100	21	56	29	0	0	106	40	39	22	0	0	101	9	37	22	0	2	70	377
Approach %	29.00	54.00	17.00	0.00	0.00	-	19.81	52.83	27.36	0.00	0.00	-	39.60	38.61	21.78	0.00	0.00	-	12.86	52.86	31.43	0.00	2.86	-	-
PHF	0.91	0.71	0.53	0.00	0.00	0.83	0.53	0.74	0.52	0.00	0.00	0.68	0.91	0.81	0.79	0.00	0.00	0.94	0.75	0.66	0.61	0.00	0.50	0.73	0.87

	Northbound						Southbound					Eastbound					Westbound									
	GA-6 Camp Creek Pkwy (South)						GA-6 Camp Creek Pkwy (North)					GA-70 Fulton Industrial Blvd SW (West)					GA-70 Fulton Industrial Blvd SW (East)									
Time	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total		
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	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	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	0.00



[Click here for Map](#)

Peak Hour Turning Movement Count

South Fulton, GA



www.marrtraffic.com



Tuesday, October 24, 2023	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

GA-6 Camp Creek Pkwy (North)

Southbound

204	458	260	2	924	1538	(1-3)
8	13	13	0	34	55	(4-7)
43	38	12	0	93	102	(8-13)

255	509	285	2	1051	1695	Total
↩	↓	↪	↻	↓	↑	



Session Parameters

(Drop Down Menu)

1700 - 1800

Volume

GA-70 Fulton Industrial Blvd SW (West)

(1-3)	(4-7)	(8-13)	Total
1151	39	104	1294
938	33	95	1066

1	0	0	1
324	13	38	375
572	16	41	629
41	4	16	61

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	4417	151	340	4908
PHF				0.9331

482	16	15	451
962	37	21	904
208	17	2	189
53	0	2	51

1705	70	40	1595
1141	63	38	1040

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

GA-70 Fulton Industrial Blvd SW (East)

4	0
↓	↑

778	1086

71	82	0	24	48	10
19	44	0	10	27	7
688	960	0	42	761	157

Northbound

GA-6 Camp Creek Pkwy (South)

Time	Northbound						Southbound					Eastbound					Westbound					Int Total			
	GA-6 Camp Creek Pkwy (South)						GA-6 Camp Creek Pkwy (North)					GA-70 Fulton Industrial Blvd SW (West)					GA-70 Fulton Industrial Blvd SW (East)								
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total					
1615 - 1630	14	210	63	-	0	287	83	132	55	-	0	270	106	184	9	-	0	299	63	207	112	-	28	410	1266
1630 - 1645	35	202	54	-	0	291	85	114	94	-	0	293	121	188	11	-	0	320	74	212	160	-	17	463	1367
1645 - 1700	23	191	49	-	0	263	81	134	65	-	0	280	118	186	13	-	1	318	51	204	124	-	27	406	1267
1700 - 1715	22	217	53	-	0	292	63	112	55	-	1	231	126	201	15	-	0	342	52	231	152	-	15	450	1315
Total	94	820	219	0	0	1133	312	492	269	0	1	1074	471	759	48	0	1	1279	240	854	548	0	87	1729	5215
Approach %	8.30	72.37	19.33	0.00	0.00	-	29.05	45.81	25.05	0.00	0.09	-	36.83	59.34	3.75	0.00	0.08	-	13.88	49.39	31.69	0.00	5.03	-	
PHF	0.67	0.94	0.87	0.00	0.00	0.97	0.92	0.92	0.72	0.00	0.25	0.92	0.93	0.94	0.80	0.00	0.25	0.93	0.81	0.92	0.86	0.00	0.78	0.93	0.95

Time	Northbound					Southbound					Eastbound					Westbound					Int Total				
	GA-6 Camp Creek Pkwy (South)					GA-6 Camp Creek Pkwy (North)					GA-70 Fulton Industrial Blvd SW (West)					GA-70 Fulton Industrial Blvd SW (East)									
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total					
1615 - 1630	4	191	53	-	0	248	74	102	45	-	0	221	86	167	6	-	0	259	56	193	102	-	26	377	1105
1630 - 1645	26	181	47	-	0	254	74	93	80	-	0	247	113	172	5	-	0	290	71	196	153	-	16	436	1227
1645 - 1700	11	161	38	-	0	210	73	115	55	-	0	243	104	163	9	-	1	277	46	184	115	-	25	370	1100
1700 - 1715	10	202	48	-	0	260	54	104	40	-	1	199	113	179	11	-	0	303	47	221	142	-	15	425	1187
Total	51	735	186	0	0	972	275	414	220	0	1	910	416	681	31	0	1	1129	220	794	512	0	82	1608	4619
Approach %	5.25	75.62	19.14	0.00	0.00	-	30.22	45.49	24.18	0.00	0.11	-	36.85	60.32	2.75	0.00	0.09	-	13.68	49.38	31.84	0.00	5.10	-	-
PHF	0.49	0.91	0.88	0.00	0.00	0.93	0.93	0.90	0.69	0.00	0.25	0.92	0.92	0.95	0.70	0.00	0.25	0.93	0.77	0.90	0.84	0.00	0.79	0.92	0.94

Single Unit Trucks (47)	Northbound					Southbound					Eastbound					Westbound					Int Total				
	GA-6 Camp Creek Pkwy (South)					GA-6 Camp Creek Pkwy (North)					GA-70 Fulton Industrial Blvd SW (West)					GA-70 Fulton Industrial Blvd SW (East)									
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total					
1615 - 1630	1	8	5	-	0	14	1	13	3	-	0	17	9	8	2	-	0	19	3	7	5	-	1	16	66
1630 - 1645	1	6	3	-	0	10	4	5	8	-	0	17	5	5	1	-	0	11	0	7	3	-	0	10	48
1645 - 1700	1	15	3	-	0	19	2	4	2	-	0	8	2	12	0	-	0	14	2	13	3	-	1	19	60
1700 - 1715	3	4	1	-	0	8	6	3	2	-	0	11	3	6	0	-	0	9	1	7	6	-	0	14	42
Total	6	33	12	0	0	51	13	25	15	0	0	53	19	31	3	0	0	53	6	34	17	0	2	59	216
Approach %	11.76	64.71	23.53	0.00	0.00	-	24.53	47.17	28.30	0.00	0.00	-	35.85	58.49	5.66	0.00	0.00	-	10.17	57.63	28.81	0.00	3.39	-	-
PHF	0.50	0.55	0.60	0.00	0.00	0.67	0.54	0.48	0.47	0.00	0.00	0.78	0.53	0.65	0.38	0.00	0.00	0.70	0.50	0.65	0.71	0.00	0.50	0.78	0.82

Time	Northbound					Southbound					Eastbound					Westbound					Int Total				
	GA-6 Camp Creek Pkwy (South)					GA-6 Camp Creek Pkwy (North)					GA-70 Fulton Industrial Blvd SW (West)					GA-70 Fulton Industrial Blvd SW (East)									
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total					
1615 - 1630	9	11	5	-	0	25	8	17	7	-	0	32	11	9	1	-	0	21	4	7	5	-	1	17	95
1630 - 1645	8	15	4	-	0	27	7	16	6	-	0	29	3	11	5	-	0	19	3	9	4	-	1	17	92
1645 - 1700	11	15	8	-	0	34	6	15	8	-	0	29	12	11	4	-	0	27	3	7	6	-	1	17	107
1700 - 1715	9	11	4	-	0	24	3	5	13	-	0	21	10	16	4	-	0	30	4	3	4	-	0	11	86
Total	37	52	21	0	0	110	24	53	34	0	0	111	36	47	14	0	0	97	14	26	19	0	3	62	380
Approach %	33.64	47.27	19.09	0.00	0.00	-	21.62	47.75	30.63	0.00	0.00	-	37.11	48.45	14.43	0.00	0.00	-	22.58	41.94	30.65	0.00	4.84	-	-
PHF	0.84	0.87	0.66	0.00	0.00	0.81	0.75	0.78	0.65	0.00	0.00	0.87	0.75	0.73	0.70	0.00	0.00	0.81	0.88	0.72	0.79	0.00	0.75	0.91	0.89

[illegible]

Classified Turn Movement Count || All vehicles

South Fulton, GA



Site 1

GA-6 Camp Creek Pkwy (South)
GA-6 Camp Creek Pkwy (North)
GA-70 Fulton Industrial Blvd SW (West)
GA-70 Fulton Industrial Blvd SW (East)



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

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Lat/Long

33.729009°, -84.575013°
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0700 - 0900 (Weekday 2h Session) (10-24-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int
	GA-6 Camp Creek Pkwy (South)					GA-6 Camp Creek Pkwy (North)					GA-70 Fulton Industrial Blvd SW (West)					GA-70 Fulton Industrial Blvd SW (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	
0700 - 0715	27	116	67	0	210	151	140	90	0	381	88	232	18	0	338	37	104	63	14	218	1147
0715 - 0730	16	133	72	0	221	176	134	51	0	361	76	247	14	0	337	42	95	66	15	218	1137
0730 - 0745	22	141	101	0	264	166	156	84	0	406	76	250	9	0	335	49	104	67	19	239	1244
0745 - 0800	26	174	63	0	263	149	132	101	0	382	92	255	16	0	363	42	147	61	15	265	1273
Hourly Total	91	564	303	0	958	642	562	326	0	1530	332	984	57	0	1373	170	450	257	63	940	4801
0800 - 0815	32	128	84	1	245	141	148	111	0	400	90	219	16	0	325	61	143	65	20	289	1259
0815 - 0830	20	117	94	0	231	154	118	75	0	347	75	196	17	0	288	69	113	43	30	255	1121
0830 - 0845	33	130	79	1	243	140	126	73	0	339	82	200	12	0	294	49	126	57	32	264	1140
0845 - 0900	32	99	80	0	211	129	149	74	0	352	70	203	11	0	284	52	161	53	22	288	1135
Hourly Total	117	474	337	2	930	564	541	333	0	1438	317	818	56	0	1191	231	543	218	104	1096	4655
Grand Total	208	1038	640	2	1888	1206	1103	659	0	2968	649	1802	113	0	2564	401	993	475	167	2036	9456
Approach %	11.02	54.98	33.90	0.11	-	40.63	37.16	22.20	0.00	-	25.31	70.28	4.41	0.00	-	19.70	48.77	23.33	6.51	-	-
Intersection %	2.20	10.98	6.77	0.02	19.97	12.75	11.66	6.97	0.00	31.39	6.86	19.06	1.20	0.00	27.12	4.24	10.50	5.02	1.77	21.53	-
Heavy Vehicle %	37	14	8	0	15	7	19	14	-	13	22	10	52	-	15	16	15	16	14	15	14
PHF	0.75	0.83	0.79	0.25	0.94	0.90	0.91	0.78	0.00	0.95	0.91	0.95	0.86	0.00	0.94	0.80	0.83	0.97	0.86	0.87	0.96

1600 - 1800 (Weekday 2h Session) (10-24-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-6 Camp Creek Pkwy (South)					GA-6 Camp Creek Pkwy (North)					GA-70 Fulton Industrial Blvd SW (West)					GA-70 Fulton Industrial Blvd SW (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	27	215	58	0	300	80	111	57	0	248	105	161	17	0	283	51	178	143	25	397	1228
1615 - 1630	14	210	63	0	287	83	132	55	0	270	106	184	9	0	299	63	207	112	28	410	1266
1630 - 1645	35	202	54	0	291	85	114	94	0	293	121	188	11	0	320	74	212	160	17	463	1367
1645 - 1700	23	191	49	0	263	81	134	65	0	280	118	186	13	1	318	51	204	124	27	406	1267
Hourly Total	99	818	224	0	1141	329	491	271	0	1091	450	719	50	1	1220	239	801	539	97	1676	5128
1700 - 1715	22	217	53	0	292	63	112	55	1	231	126	201	15	0	342	52	231	152	15	450	1315
1715 - 1730	19	186	34	0	239	82	124	55	1	262	90	130	18	1	239	45	245	133	11	434	1174
1730 - 1745	16	227	46	0	289	72	147	71	0	290	87	149	16	0	252	64	234	100	13	411	1242
1745 - 1800	19	206	41	0	266	68	126	74	0	268	72	149	12	0	233	47	252	97	14	410	1177
Hourly Total	76	836	174	0	1086	285	509	255	2	1051	375	629	61	1	1066	208	962	482	53	1705	4908
Grand Total	175	1654	398	0	2227	614	1000	526	2	2142	825	1348	111	2	2286	447	1763	1021	150	3381	10036
Approach %	7.86	74.27	17.87	0.00	-	28.66	46.69	24.56	0.09	-	36.09	58.97	4.86	0.09	-	13.22	52.14	30.20	4.44	-	-
Intersection %	1.74	16.48	3.97	0.00	22.19	6.12	9.96	5.24	0.02	21.34	8.22	13.43	1.11	0.02	22.78	4.45	17.57	10.17	1.49	33.69	-
Heavy Vehicle %	42	10	14	-	14	11	14	19	0	14	13	9	36	0	12	9	7	6	7	7	11
PHF	0.67	0.94	0.87	0.00	0.97	0.92	0.92	0.72	0.25	0.92	0.93	0.94	0.80	0.25	0.93	0.81	0.92	0.86	0.78	0.93	0.95

Classified Turn Movement Count || Passenger Vehicles (1-3)

South Fulton, GA



Site 1

GA-6 Camp Creek Pkwy (South)
GA-6 Camp Creek Pkwy (North)
GA-70 Fulton Industrial Blvd SW (West)
GA-70 Fulton Industrial Blvd SW (East)



Date

Tuesday, October 24, 2023

Weather

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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-6 Camp Creek Pkwy (South)					GA-6 Camp Creek Pkwy (North)					GA-70 Fulton Industrial Blvd SW (West)					GA-70 Fulton Industrial Blvd SW (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	24	99	65	0	188	144	116	82	0	342	74	207	12	0	293	33	88	55	12	188	1011
0715 - 0730	6	114	66	0	186	169	115	47	0	331	57	224	6	0	287	35	74	56	9	174	978
0730 - 0745	11	124	91	0	226	160	137	80	0	377	57	230	3	0	290	39	92	55	15	201	1094
0745 - 0800	16	152	59	0	227	138	105	89	0	332	67	229	8	0	304	35	121	47	14	217	1080
Hourly Total	57	489	281	0	827	611	473	298	0	1382	255	890	29	0	1174	142	375	213	50	780	4163
0800 - 0815	25	106	78	1	210	130	124	93	0	347	75	200	9	0	284	52	127	60	19	258	1099
0815 - 0830	12	99	86	0	197	141	86	59	0	286	54	177	9	0	240	55	100	34	26	215	938
0830 - 0845	17	109	69	1	196	127	95	61	0	283	67	180	4	0	251	43	105	45	28	221	951
0845 - 0900	20	85	72	0	177	110	114	57	0	281	52	176	3	0	231	45	134	47	21	247	936
Hourly Total	74	399	305	2	780	508	419	270	0	1197	248	733	25	0	1006	195	466	186	94	941	3924
Grand Total	131	888	586	2	1607	1119	892	568	0	2579	503	1623	54	0	2180	337	841	399	144	1721	8087
Approach %	8.15	55.26	36.47	0.12	-	43.39	34.59	22.02	0.00	-	23.07	74.45	2.48	0.00	-	19.58	48.87	23.18	6.61	-	-
Intersection %	1.62	10.98	7.25	0.02	19.87	13.84	11.03	7.02	0.00	31.89	6.22	20.07	0.67	0.00	26.96	4.17	10.40	4.93	1.78	21.28	-

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound									
	GA-6 Camp Creek Pkwy (South)					GA-6 Camp Creek Pkwy (North)					GA-70 Fulton Industrial Blvd SW (West)					GA-70 Fulton Industrial Blvd SW (East)									
TIME	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1600 - 1615	19	188	46		0	253	68	93	44		0	205	89	146	10		0	245	45	157	134		22	358	1061
1615 - 1630	4	191	53		0	248	74	102	45		0	221	86	167	6		0	259	56	193	102		26	377	1105
1630 - 1645	26	181	47		0	254	74	93	80		0	247	113	172	5		0	290	71	196	153		16	436	1227
1645 - 1700	11	161	38		0	210	73	115	55		0	243	104	163	9		1	277	46	184	115		25	370	1100
Hourly Total	60	721	184		0	965	289	403	224		0	916	392	648	30		1	1071	218	730	504		89	1541	4493
1700 - 1715	10	202	48		0	260	54	104	40		1	199	113	179	11		0	303	47	221	142		15	425	1187
1715 - 1730	8	161	31		0	200	79	111	43		1	234	77	116	13		1	207	42	226	124		11	403	1044
1730 - 1745	13	210	41		0	264	63	135	60		0	258	75	139	10		0	224	60	221	91		12	384	1130
1745 - 1800	11	188	37		0	236	64	108	61		0	233	59	138	7		0	204	40	236	94		13	383	1056
Hourly Total	42	761	157		0	960	260	458	204		2	924	324	572	41		1	938	189	904	451		51	1595	4417
Grand Total	102	1482	341		0	1925	549	861	428		2	1840	716	1220	71		2	2009	407	1634	955		140	3136	8910
Approach %	5.30	76.99	17.71		0.00	-	29.84	46.79	23.26		0.11	-	35.64	60.73	3.53		0.10	-	12.98	52.10	30.45		4.46	-	
Intersection %	1.14	16.63	3.83		0.00	21.60	6.16	9.66	4.80		0.02	20.65	8.04	13.69	0.80		0.02	22.55	4.57	18.34	10.72		1.57	35.20	

Classified Turn Movement Count || Single Unit Trucks (4-7)

South Fulton, GA



Site 1

GA-6 Camp Creek Pkwy (South)
GA-6 Camp Creek Pkwy (North)
GA-70 Fulton Industrial Blvd SW (West)
GA-70 Fulton Industrial Blvd SW (East)



Date

Tuesday, October 24, 2023

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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-6 Camp Creek Pkwy (South)					GA-6 Camp Creek Pkwy (North)					GA-70 Fulton Industrial Blvd SW (West)					GA-70 Fulton Industrial Blvd SW (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4		App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10		Right 1.11	U-Turn 1.12	App Total	Left 1.13		Thru 1.14
0700 - 0715	1	6	1	0	8	5	5	4	0	14	10	19	1	0	30	2	5	5	2	14	66
0715 - 0730	4	8	4	0	16	4	6	0	0	10	10	12	1	0	23	5	11	1	6	23	72
0730 - 0745	3	6	2	0	11	4	10	1	0	15	10	13	1	0	24	8	7	8	3	26	76
0745 - 0800	2	9	1	0	12	5	8	4	0	17	14	14	4	0	32	4	12	7	1	24	85
Hourly Total	10	29	8	0	47	18	29	9	0	56	44	58	7	0	109	19	35	21	12	87	299
0800 - 0815	0	3	2	0	5	1	9	4	0	14	4	10	1	0	15	7	8	3	0	18	52
0815 - 0830	2	3	3	0	8	8	7	8	0	23	13	9	5	0	27	4	5	4	4	17	75
0830 - 0845	3	6	5	0	14	5	9	6	0	20	7	8	0	0	15	3	5	7	2	17	66
0845 - 0900	4	4	2	0	10	5	6	5	0	16	8	13	3	0	24	3	15	4	1	23	73
Hourly Total	9	16	12	0	37	19	31	23	0	73	32	40	9	0	81	17	33	18	7	75	266
Grand Total	19	45	20	0	84	37	60	32	0	129	76	98	16	0	190	36	68	39	19	162	565
Approach %	22.62	53.57	23.81	0.00	-	28.68	46.51	24.81	0.00	-	40.00	51.58	8.42	0.00	-	22.22	41.98	24.07	10.00	-	
Intersection %	3.36	7.96	3.54	0.00	14.87	6.55	10.62	5.66	0.00	22.83	13.45	17.35	2.83	0.00	33.63	6.37	12.04	6.90	3.36	28.67	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-6 Camp Creek Pkwy (South)					GA-6 Camp Creek Pkwy (North)					GA-70 Fulton Industrial Blvd SW (West)					GA-70 Fulton Industrial Blvd SW (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	1	11	8	0	20	7	6	5	0	18	1	9	0	0	10	2	8	6	2	18	66
1615 - 1630	1	8	5	0	14	1	13	3	0	17	9	8	2	0	19	3	7	5	1	16	66
1630 - 1645	1	6	3	0	10	4	5	8	0	17	5	5	1	0	11	0	7	3	0	10	48
1645 - 1700	1	15	3	0	19	2	4	2	0	8	2	12	0	0	14	2	13	3	1	19	60
Hourly Total	4	40	19	0	63	14	28	18	0	60	17	34	3	0	54	7	35	17	4	63	240
1700 - 1715	3	4	1	0	8	6	3	2	0	11	3	6	0	0	9	1	7	6	0	14	42
1715 - 1730	4	12	1	0	17	1	5	3	0	9	2	1	0	0	3	0	6	3	0	9	38
1730 - 1745	1	5	1	0	7	4	2	1	0	7	4	4	2	0	10	0	4	4	1	9	33
1745 - 1800	2	6	4	0	12	2	3	2	0	7	4	5	2	0	11	1	4	2	1	8	38
Hourly Total	10	27	7	0	44	13	13	8	0	34	13	16	4	0	33	2	21	15	2	40	151
Grand Total	14	67	26	0	107	27	41	26	0	94	30	50	7	0	87	9	56	32	6	103	391
Approach %	13.08	62.62	24.30	0.00	-	28.72	43.62	27.66	0.00	-	34.48	57.47	8.05	0.00	-	8.74	54.37	31.07	5.83	-	-
Intersection %	3.58	17.14	6.65	0.00	27.37	6.91	10.49	6.65	0.00	24.04	7.67	12.79	1.79	0.00	22.25	2.30	14.32	8.18	1.53	26.34	-

Classified Turn Movement Count || Combination Trucks (8-13)

South Fulton, GA



Site 1

GA-6 Camp Creek Pkwy (South)
GA-6 Camp Creek Pkwy (North)
GA-70 Fulton Industrial Blvd SW (West)
GA-70 Fulton Industrial Blvd SW (East)



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

Lat/Long

33.729009°, -84.575013°
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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-6 Camp Creek Pkwy (South)					GA-6 Camp Creek Pkwy (North)					GA-70 Fulton Industrial Blvd SW (West)					GA-70 Fulton Industrial Blvd SW (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
TIME	2	11	1	0	14	2	19	4	0	25	4	6	5	0	15	2	11	3	0	16	70
0700 - 0715	6	11	2	0	19	3	13	4	0	20	9	11	7	0	27	2	10	9	0	21	87
0715 - 0730	8	11	8	0	27	2	9	3	0	14	9	7	5	0	21	2	5	4	1	12	74
0730 - 0745	8	13	3	0	24	6	19	8	0	33	11	12	4	0	27	3	14	7	0	24	108
0745 - 0800	24	46	14	0	84	13	60	19	0	92	33	36	21	0	90	9	40	23	1	73	339
Hourly Total	7	19	4	0	30	10	15	14	0	39	11	9	6	0	26	2	8	2	1	13	108
0800 - 0815	6	15	5	0	26	5	25	8	0	38	8	10	3	0	21	10	8	5	0	23	108
0815 - 0830	13	15	5	0	33	8	22	6	0	36	8	12	8	0	28	3	16	5	2	26	123
0830 - 0845	8	10	6	0	24	14	29	12	0	55	10	14	5	0	29	4	12	2	0	18	126
0845 - 0900	34	59	20	0	113	37	91	40	0	168	37	45	22	0	104	19	44	14	3	80	465
Hourly Total																					
Grand Total	58	105	34	0	197	50	151	59	0	260	70	81	43	0	194	28	84	37	4	153	804
Approach %	29.44	53.30	17.26	0.00	-	19.23	58.08	22.69	0.00	-	36.08	41.75	22.16	0.00	-	18.30	54.90	24.18	2.06	-	
Intersection %	7.21	13.06	4.23	0.00	24.50	6.22	18.78	7.34	0.00	32.34	8.71	10.07	5.35	0.00	24.13	3.48	10.45	4.60	0.50	19.03	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-6 Camp Creek Pkwy (South)					GA-6 Camp Creek Pkwy (North)					GA-70 Fulton Industrial Blvd SW (West)					GA-70 Fulton Industrial Blvd SW (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	7	16	4	0	27	5	12	8	0	25	15	6	7	0	28	4	13	3	1	21	101
1615 - 1630	9	11	5	0	25	8	17	7	0	32	11	9	1	0	21	4	7	5	1	17	95
1630 - 1645	8	15	4	0	27	7	16	6	0	29	3	11	5	0	19	3	9	4	1	17	92
1645 - 1700	11	15	8	0	34	6	15	8	0	29	12	11	4	0	27	3	7	6	1	17	107
Hourly Total	35	57	21	0	113	26	60	29	0	115	41	37	17	0	95	14	36	18	4	72	395
1700 - 1715	9	11	4	0	24	3	5	13	0	21	10	16	4	0	30	4	3	4	0	11	86
1715 - 1730	7	13	2	0	22	2	8	9	0	19	11	13	5	0	29	3	13	6	0	22	92
1730 - 1745	2	12	4	0	18	5	10	10	0	25	8	6	4	0	18	4	9	5	0	18	79
1745 - 1800	6	12	0	0	18	2	15	11	0	28	9	6	3	0	18	6	12	1	0	19	83
Hourly Total	24	48	10	0	82	12	38	43	0	93	38	41	16	0	95	17	37	16	0	70	340
Grand Total	59	105	31	0	195	38	98	72	0	208	79	78	33	0	190	31	73	34	4	142	735
Approach %	30.26	53.85	15.90	0.00	-	18.27	47.12	34.62	0.00	-	41.58	41.05	17.37	0.00	-	21.83	51.41	23.94	2.82	-	
Intersection %	8.03	14.29	4.22	0.00	26.53	5.17	13.33	9.80	0.00	28.30	10.75	10.61	4.49	0.00	25.85	4.22	9.93	4.63	0.54	19.32	

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	Northbound						Southbound						Eastbound						Westbound						
	GA-6 Camp Creek Pkwy (South)						GA-6 Camp Creek Pkwy (North)						GA-70 Fulton Industrial Blvd SW (West)						GA-70 Fulton Industrial Blvd SW (East)						
	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Int Total
TIME	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	
1600 - 1615	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
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
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1715 - 1730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1730 - 1745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1745 - 1800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Grand 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	-	
Intersection %	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 Trucks (4-13)

South Fulton, GA



Site 1

GA-6 Camp Creek Pkwy (South)
GA-6 Camp Creek Pkwy (North)
GA-70 Fulton Industrial Blvd SW (West)
GA-70 Fulton Industrial Blvd SW (East)



Date

Tuesday, October 24, 2023

Weather

Fair
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0700 - 0900 (Weekday 2h Session) (10-24-2023)

All Trucks (4-13)

TIME	Northbound						Southbound						Eastbound						Westbound					
	GA-6 Camp Creek Pkwy (South)						GA-6 Camp Creek Pkwy (North)						GA-70 Fulton Industrial Blvd SW (West)						GA-70 Fulton Industrial Blvd SW (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	Int
0700 - 0715	3	17	2	0	22	22	7	24	8	0	39	39	14	25	6	0	45	45	4	16	8	2	30	136
0715 - 0730	10	19	6	0	35	35	7	19	4	0	30	30	19	23	8	0	50	50	7	21	10	6	44	159
0730 - 0745	11	17	10	0	38	38	6	19	4	0	29	29	19	20	6	0	45	45	10	12	12	4	38	150
0745 - 0800	10	22	4	0	36	36	11	27	12	0	50	50	25	26	8	0	59	59	7	26	14	1	48	193
Hourly Total	34	75	22	0	131	131	31	89	28	0	148	148	77	94	28	0	199	199	28	75	44	13	160	638
0800 - 0815	7	22	6	0	35	35	11	24	18	0	53	53	15	19	7	0	41	41	9	16	5	1	31	160
0815 - 0830	8	18	8	0	34	34	13	32	16	0	61	61	21	19	8	0	48	48	14	13	9	4	40	183
0830 - 0845	16	21	10	0	47	47	13	31	12	0	56	56	15	20	8	0	43	43	6	21	12	4	43	189
0845 - 0900	12	14	8	0	34	34	19	35	17	0	71	71	18	27	8	0	53	53	7	27	6	1	41	199
Hourly Total	43	75	32	0	150	150	56	122	63	0	241	241	69	85	31	0	185	185	36	77	32	10	155	731
Grand Total	77	150	54	0	281	281	87	211	91	0	389	389	146	179	59	0	384	384	64	152	76	23	315	1369
Approach %	27.40	53.38	19.22	0.00	-	-	22.37	54.24	23.39	0.00	-	-	38.02	46.61	15.36	0.00	-	-	20.32	48.25	24.13	5.99	-	-
Intersection %	5.62	10.96	3.94	0.00	20.53	20.53	6.36	15.41	6.65	0.00	28.41	28.41	10.66	13.08	4.31	0.00	28.05	28.05	4.67	11.10	5.55	1.68	23.01	-

1600 - 1800 (Weekday 2h Session) (10-24-2023)

All Trucks (4-13)

TIME	Northbound						Southbound						Eastbound						Westbound					
	GA-6 Camp Creek Pkwy (South)						GA-6 Camp Creek Pkwy (North)						GA-70 Fulton Industrial Blvd SW (West)						GA-70 Fulton Industrial Blvd SW (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	Int
1600 - 1615	8	27	12	0	47	47	12	18	13	0	43	43	16	15	7	0	38	38	6	21	9	3	39	167
1615 - 1630	10	19	10	0	39	39	9	30	10	0	49	49	20	17	3	0	40	40	7	14	10	2	33	161
1630 - 1645	9	21	7	0	37	37	11	21	14	0	46	46	8	16	6	0	30	30	3	16	7	1	27	140
1645 - 1700	12	30	11	0	53	53	8	19	10	0	37	37	14	23	4	0	41	41	5	20	9	2	36	167
Hourly Total	39	97	40	0	176	176	40	88	47	0	175	175	58	71	20	0	149	149	21	71	35	8	135	635
1700 - 1715	12	15	5	0	32	32	9	8	15	0	32	32	13	22	4	0	39	39	5	10	10	0	25	128
1715 - 1730	11	25	3	0	39	39	3	13	12	0	28	28	13	14	5	0	32	32	3	19	9	0	31	130
1730 - 1745	3	17	5	0	25	25	9	12	11	0	32	32	12	10	6	0	28	28	4	13	9	1	27	112
1745 - 1800	8	18	4	0	30	30	4	18	13	0	35	35	13	11	5	0	29	29	7	16	3	1	27	121
Hourly Total	34	75	17	0	126	126	25	51	51	0	127	127	51	57	20	0	128	128	19	58	31	2	110	491
Grand Total	73	172	57	0	302	302	65	139	98	0	302	302	109	128	40	0	277	277	40	129	66	10	245	1126
Approach %	24.17	56.95	18.87	0.00	-	-	21.52	46.03	32.45	0.00	-	-	39.35	46.21	14.44	0.00	-	-	16.33	52.65	26.94	4.08	-	-
Intersection %	6.48	15.28	5.06	0.00	26.82	26.82	5.77	12.34	8.70	0.00	26.82	26.82	9.68	11.37	3.55	0.00	24.60	24.60	3.55	11.46	5.86	0.89	21.76	-

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South Fulton, GA

Site 1

GA-6 Camp Creek Pkwy (South)
GA-6 Camp Creek Pkwy (North)
GA-70 Fulton Industrial Blvd SW (West)
GA-70 Fulton Industrial Blvd SW (East)

Date _____

Tuesday, October 24, 2023

Weather

Fair
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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total
	GA-6 Camp Creek Pkwy (South)		App Total	GA-6 Camp Creek Pkwy (North)		App Total	GA-70 Fulton Industrial Blvd SW (West)		App Total	GA-70 Fulton Industrial Blvd SW (East)		App Total	
	EB 1a	WB 1b		EB 1c	WB 1d		NB 1e	SB 1f		NB 1g	SB 1h		
0700 - 0715	0	0	0	1	0	1	0	0	0	0	1	2	
0715 - 0730	0	0	0	1	0	1	0	0	0	0	0	1	
0730 - 0745	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	
Hourly Total	0	0	0	2	0	2	0	0	0	0	1	3	
0800 - 0815	0	0	0	1	0	1	0	0	0	0	0	1	
0815 - 0830	0	0	0	1	0	1	2	0	0	2	0	3	
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	2	2	0	0	0	0	0	2	
Hourly Total	0	0	0	2	2	4	2	0	0	2	0	6	
Grand Total	0	0	0	4	2	6	2	0	0	2	0	1	9
Approach %	0.00	0.00	-	66.67	33.33	-	100.00	0.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	44.44	22.22	66.67	22.22	0.00	22.22	0.00	11.11	11.11	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

	1988	1998
Pedestrians	1,000	1,000

	Northbound				Southbound				Eastbound				Westbound				
	GA-6 Camp Creek Pkwy (South)			GA-6 Camp Creek Pkwy (North)			GA-70 Fulton Industrial Blvd SW (West)			GA-70 Fulton Industrial Blvd SW (East)							
TIME	EB 1a	WB 1b		App Total	EB 1c	WB 1d		App Total	NB 1e	SB 1f		App Total	NB 1g	SB 1h		App Total	Int Total
1600 - 1615	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
1630 - 1645	0	0		0	0	1		1	0	0		0	0	0		0	1
1645 - 1700	1	1		2	0	1		1	0	0		0	0	0		0	3
Hourly Total	1	1		2	0	2		2	0	0		0	0	0		0	4
1700 - 1715	0	0		0	0	0		0	0	0		0	0	0		0	0
1715 - 1730	4	0		4	1	0		1	0	0		0	0	0		0	5
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	4	0		4	1	0		1	0	0		0	0	0		0	5
Grand Total	5	1		6	1	2		3	0	0		0	0	0		0	9
Approach %	83.33	16.67		-	33.33	66.67		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	55.56	11.11		66.67	11.11	22.22		33.33	0.00	0.00		0.00	0.00	0.00		0.00	

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South Fulton, GA

Site 1

GA-6 Camp Creek Pkwy (South)
GA-6 Camp Creek Pkwy (North)
GA-70 Fulton Industrial Blvd SW (West)
GA-70 Fulton Industrial Blvd SW (East)

Date

Tuesday, October 24, 2023

Weather

Fair
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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Bikes

	Northbound				Southbound				Eastbound				Westbound				
	GA-6 Camp Creek Pkwy (South)			GA-6 Camp Creek Pkwy (North)			GA-70 Fulton Industrial Blvd SW (West)			GA-70 Fulton Industrial Blvd SW (East)							
	EB 1a	WB 1b		App Total	EB 1c	WB 1d		App Total	NB 1e	SB 1f		App Total	NB 1g	SB 1h		App Total	Int Total
TIME	1	0		1	0	0		0	0	0		0	0	0		0	1
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
Hourly Total	1	0		1	0	0		0	0	0		0	0	0		0	1
0800 - 0815	0	0		0	0	0		0	0	0		0	0	0		0	0
0815 - 0830	0	0		0	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	1	0		1	0	0		0	0	0		0	0	0		0	1
Approach %	100.00	0.00		-	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	100.00	0.00		100.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Bikes

	Northbound				Southbound				Eastbound				Westbound				
	GA-6 Camp Creek Pkwy (South)				GA-6 Camp Creek Pkwy (North)				GA-70 Fulton Industrial Blvd SW (West)				GA-70 Fulton Industrial Blvd SW (East)				
TIME	EB 1a	WB 1b		App Total	EB 1c	WB 1d		App Total	NB 1e	SB 1f		App Total	NB 1g	SB 1h		App Total	Int Total
1600 - 1615	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
1630 - 1645	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
Hourly Total	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
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

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[illegible]

	Northbound			Southbound			Eastbound			Westbound							
	GA-6 Camp Creek Pkwy (South)			GA-6 Camp Creek Pkwy (North)			GA-70 Fulton Industrial Blvd SW (West)			GA-70 Fulton Industrial Blvd SW (East)							
	EB 1a	WB 1b		App Total	EB 1c	WB 1d		App Total	NB 1e	SB 1f		App Total	NB 1g	SB 1h		App Total	Int Total
TIME																	
1600 - 1615	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
1630 - 1645	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
Hourly Total	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
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

Start Date: 10/24/2023		A-70 Fulton Industrial Blvd SW (Westbound)			A-70 Fulton Industrial Blvd SW (Eastbound)			GA-6 Camp Creek Pkwy (Southbound)			GA-6 Camp Creek Pkwy (Northbound)			
Time		Eastbound			Westbound			Northbound			Southbound			Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
15 Minute Totals														
12:00 AM - 12:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM		88	232	18	37	104	63	27	116	67	151	140	90	1150
07:15 AM - 07:30 AM		76	247	14	42	95	66	16	133	72	176	134	51	1138
07:30 AM - 07:45 AM		76	250	9	49	104	67	22	141	101	166	156	84	1244
07:45 AM - 08:00 AM		92	255	16	42	147	61	26	174	63	149	132	111	1273
08:00 AM - 08:15 AM		90	219	16	61	143	65	32	128	84	141	148	101	1260
08:15 AM - 08:30 AM		75	196	17	69	113	43	20	117	94	154	118	75	1124
08:30 AM - 08:45 AM		82	200	12	49	126	57	33	130	79	140	126	73	1140
08:45 AM - 09:00 AM		70	203	11	52	161	53	32	99	80	129	149	74	1137
09:00 AM - 09:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM		105	161	17	51	178	143	27	215	58	80	111	57	1228
04:15 PM - 04:30 PM		106	184	9	63	207	112	14	210	63	83	132	55	1266
04:30 PM - 04:45 PM		121	188	11	74	212	160	35	202	54	85	114	94	1368
04:45 PM - 05:00 PM		118	186	13	51	204	124	23	191	49	81	134	65	1270
05:00 PM - 05:15 PM		126	201	15	52	231	152	22	217	53	63	112	55	1315
05:15 PM - 05:30 PM		90	130	18	45	245	133	19	186	34	82	124	55	1179
05:30 PM - 05:45 PM		87	149	16	64	234	100	16	227	46	72	147	71	1242
05:45 PM - 06:00 PM		72	149	12	47	252	97	19	206	41	68	126	74	1177
06:00 PM - 06:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0



[Click here for Map](#)

Peak Hour Turning Movement Count

South Fulton, GA



www.marrtraffic.com



Tuesday, October 24, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

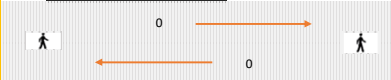
* the Peak Hour Diagram does not include Bikes

GA-6 Camp Creek Pkwy (North)

Southbound

133	478	28	0	639	918	(1-3)
3	50	4	0	57	40	(4-7)
0	83	5	0	88	92	(8-13)

136	611	37	0	784	1050	Total
↓	↓	↓	↓	↓	↓	



Session Parameters

(Drop Down Menu)

0715 - 0815

Volume

GA-154 Campbellton RD SW (West)

(1-3)	(4-7)	(8-13)	Total
616	23	15	654
916	28	18	962
0	0	0	0
241	2	1	244
261	8	1	270
414	18	16	448

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	2832	147	212	3191
PHF				0.943

34	6	2	26
249	0	10	239
57	0	1	56
0	0	0	0
340	6	13	321
371	6	15	350
Total	(8-13)	(4-7)	(1-3)

GA-154 Campbellton RD SW (East)

Diagram illustrating a crosswalk with pedestrian movement directions and associated counts.

Top Row (Pedestrian Movement):

- Left: Pedestrian icon walking left.
- Center: 0
- Right: Pedestrian icon walking right.

Second Row (Movement Directions):

- Left: Downward arrow.
- Right: Upward arrow.

Third Row (Movement Directions):

- Left: Left turn arrow.
- Center-Left: Right turn arrow.
- Center-Right: Straight-ahead arrow.
- Right: Right turn arrow.

Count Data:

	Downward Arrow	Upward Arrow	Left Turn	Right Turn	Straight Ahead	Right Turn
Total	1116	1105	0	269	772	64

Northbound

GA-6 Camp Creek Pkwy (South)

A-1 Vehicles	Northbound											Southbound					Eastbound					Westbound					Int Total
	GA-6 Camp Creek Pkwy (South)						GA-6 Camp Creek Pkwy (North)					GA-154 Campbellton RD SW (West)					GA-154 Campbellton RD SW (East)										
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total							
0730 - 0745	6.0	22.0	16	-	0	296	8	163	29	-	0	200	57	59	110	-	0	226	16	70	10	-	0	96	818		
0745 - 0800	72	197	15	-	0	284	5	136	36	-	0	177	75	66	108	-	0	249	15	60	11	-	0	86	796		
0800 - 0815	71	186	16	-	0	273	10	149	46	-	0	205	60	91	118	-	0	269	9	84	6	-	0	99	846		
0815 - 0830	75	183	35	-	0	293	4	136	52	-	0	192	68	95	96	-	0	259	10	59	5	-	0	74	818		
Total	278	786	82	0	0	1146	27	584	163	0	0	774	260	311	432	0	0	1003	50	273	32	0	0	355	3278		
Approach %	24.26	68.59	7.16	0.00	0.00	-	3.49	75.45	21.06	0.00	0.00	-	25.92	31.01	43.07	0.00	0.00	-	14.08	76.90	9.01	0.00	0.00	-			
PHF	0.93	0.89	0.59	0.00	0.00	0.97	0.68	0.90	0.78	0.00	0.00	0.94	0.87	0.82	0.92	0.00	0.00	0.93	0.78	0.81	0.73	0.00	0.00	0.90	0.97		

Time	Northbound					Southbound					Eastbound					Westbound					Int Total				
	GA-6 Camp Creek Pkwy (South)					GA-6 Camp Creek Pkwy (North)					GA-154 Campbellton RD SW (West)					GA-154 Campbellton RD SW (East)									
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total					
0730 - 0745	55	187	15	-	0	257	7	130	29	-	0	166	56	59	105	-	0	220	16	67	10	-	0	93	736
0745 - 0800	66	166	15	-	0	247	3	98	36	-	0	137	74	64	95	-	0	233	15	57	9	-	0	81	698
0800 - 0815	62	163	15	-	0	240	8	117	44	-	0	169	60	85	109	-	0	254	9	83	2	-	0	94	757
0815 - 0830	70	144	32	-	0	246	4	92	46	-	0	142	67	92	89	-	0	248	10	58	4	-	0	72	708
Total	253	660	77	0	0	990	22	437	155	0	0	614	257	300	398	0	0	955	50	265	25	0	0	340	2899
Approach %	25.56	66.67	7.78	0.00	0.00	-	3.58	71.17	25.24	0.00	0.00	-	26.91	31.41	41.68	0.00	0.00	-	14.71	77.94	7.35	0.00	0.00	-	-
PHF	0.90	0.88	0.60	0.00	0.00	0.96	0.69	0.84	0.84	0.00	0.00	0.91	0.87	0.82	0.91	0.00	0.00	0.94	0.78	0.80	0.63	0.00	0.00	0.90	0.96

Time	Northbound					Southbound					Eastbound					Westbound					Int Total				
	GA-6 Camp Creek Pkwy (South)					GA-6 Camp Creek Pkwy (North)					GA-154 Campbellton RD SW (West)					GA-154 Campbellton RD SW (East)									
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total					
0730 - 0745	2	12	1	-	0	15	1	16	0	-	0	17	1	0	4	-	0	5	0	3	0	-	0	3	40
0745 - 0800	2	10	0	-	0	12	2	14	0	-	0	16	0	1	7	-	0	8	0	3	1	-	0	4	40
0800 - 0815	5	4	1	-	0	10	1	10	2	-	0	13	0	6	2	-	0	8	0	1	0	-	0	1	32
0815 - 0830	3	8	3	-	0	14	0	11	5	-	0	16	1	3	5	-	0	9	0	1	0	-	0	1	40
Total	12	34	5	0	0	51	4	51	7	0	0	62	2	10	18	0	0	30	0	8	1	0	0	9	152
Approach %	23.53	66.67	9.80	0.00	0.00	-	6.45	82.26	11.29	0.00	0.00	-	6.67	33.33	60.00	0.00	0.00	-	0.00	88.89	11.11	0.00	0.00	-	-
PHF	0.60	0.71	0.42	0.00	0.00	0.85	0.50	0.80	0.35	0.00	0.00	0.91	0.50	0.42	0.64	0.00	0.00	0.83	0.00	0.67	0.25	0.00	0.00	0.56	0.95

Time	Northbound					Southbound					Eastbound					Westbound					Int Total				
	GA-6 Camp Creek Pkwy (South)					GA-6 Camp Creek Pkwy (North)					GA-154 Campbellton RD SW (West)					GA-154 Campbellton RD SW (East)									
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total					
0730 - 0745	3	21	0	-	0	24	0	17	0	-	0	17	0	0	1	0	1	0	0	-	0	0	42		
0745 - 0800	4	21	0	-	0	25	0	24	0	-	0	24	1	1	6	-	0	0	1	-	0	1	58		
0800 - 0815	4	19	0	-	0	23	1	22	0	-	0	23	0	0	7	-	0	7	0	4	-	0	4	57	
0815 - 0830	2	31	0	-	0	33	0	33	1	-	0	34	0	0	2	-	0	2	0	0	1	-	0	1	70
Total	13	92	0	0	0	105	1	96	1	0	0	98	1	1	16	0	0	18	0	0	6	0	6	227	
Approach %	12.38	87.62	0.00	0.00	0.00	-	1.02	97.96	1.02	0.00	0.00	-	5.56	5.56	88.89	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.81	0.74	0.00	0.00	0.00	0.80	0.25	0.73	0.25	0.00	0.00	0.72	0.25	0.25	0.57	0.00	0.00	0.56	0.00	0.00	0.38	0.00	0.00	0.81	

	Northbound						Southbound						Eastbound						Westbound						
	GA-6 Camp Creek Pkwy (South)						GA-6 Camp Creek Pkwy (North)						GA-154 Campbellton RD SW (West)						GA-154 Campbellton RD SW (East)						
Time	Left 2.1	Thru 2.2	Right 2.3	- 0	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	- 0	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	- 0	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	- 0	U-Turn 2.16	App Total	Int Total
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
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	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	0.00	0.00	0.00



[Click here for Map](#)

Peak Hour Turning Movement Count

South Fulton, GA



www.marrtraffic.com



Tuesday, October 24, 2023	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

GA-6 Camp Creek Pkwy (North)

Southbound

218	529	27	1	775	1080	(1-3)
0	20	1	0	21	46	(4-7)
2	69	0	0	71	82	(8-13)

220	618	28	1	867	1208	Total
↓	↓	↓	↓	↓	↓	



Session Parameters

(Drop Down Menu)

1700 - 1800

Volume

GA-154 Campbellton RD SW (West)

(1-3)	(4-7)	(8-13)	Total
945	18	16	979
797	15	11	823
0	0	0	0
147	4	0	151
274	1	1	276
376	10	10	396

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	3369	99	178	3646
PHF				0.9292

77	3	2	72
301	6	3	292
55	0	1	54
0	0	0	0
433	9	6	418
390	1	4	385
Total	(8-13)	(4-7)	(1-3)

GA-154 Campbellton RD SW (East)

						
						
Total	1069	1523	0	458	979	86
(8-13)	79	87	0	8	79	0
(4-7)	31	57	0	15	40	2
(1-3)	959	1379	0	435	860	84

Northbound

GA-6 Camp Creek Pkwy (South)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total				
	GA-6 Camp Creek Pkwy (South)					GA-6 Camp Creek Pkwy (North)					GA-154 Campbellton RD SW (West)					GA-154 Campbellton RD SW (East)									
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total					
1645 - 1700	120	216	13	-	1	350	13	130	37	-	0	180	38	70	115	-	0	223	30	103	16	-	0	149	902
1700 - 1715	100	242	12	-	0	354	8	177	56	-	0	241	36	62	102	-	0	200	17	68	20	-	0	105	900
1715 - 1730	114	246	27	-	0	387	3	120	43	-	1	167	39	69	104	-	0	212	15	71	20	-	0	106	872
1730 - 1745	119	269	35	-	0	423	14	144	59	-	0	217	39	79	96	-	0	214	15	93	19	-	0	127	981
Total	453	973	87	0	1	1514	38	571	195	0	1	805	152	280	417	0	0	849	77	335	75	0	0	487	3655
Approach %	29.92	64.27	5.75	0.00	0.07	-	4.72	70.93	24.22	0.00	0.12	-	17.90	32.98	49.12	0.00	0.00	-	15.81	68.79	15.40	0.00	0.00	-	-
PHF	0.94	0.90	0.62	0.00	0.25	0.89	0.68	0.81	0.83	0.00	0.25	0.84	0.97	0.89	0.91	0.00	0.00	0.95	0.64	0.81	0.94	0.00	0.00	0.82	0.93

Time	Northbound					Southbound					Eastbound					Westbound					Int Total				
	GA-6 Camp Creek Pkwy (South)					GA-6 Camp Creek Pkwy (North)					GA-154 Campbellton RD SW (West)					GA-154 Campbellton RD SW (East)									
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total					
1645 - 1700	114	180	13	-	1 308	12	105	37	-	0 154	35	69	110	-	0 214	28	98	14	-	0 140	816				
1700 - 1715	96	208	11	-	0 315	7	152	56	-	0 215	36	61	97	-	0 194	17	61	18	-	0 96	820				
1715 - 1730	108	211	27	-	0 346	3	103	43	-	1 150	38	69	100	-	0 207	14	71	18	-	0 103	806				
1730 - 1745	112	245	34	-	0 391	14	124	57	-	0 195	38	79	91	-	0 208	15	91	18	-	0 124	918				
Total	430	844	85	0	1 1360	36	484	193	0	1 714	147	278	398	0	0 823	74	321	68	0	0 463	3360				
Approach %	31.62	62.06	6.25	0.00	0.07	-	5.04	67.79	27.03	0.00	0.14	-	17.86	33.78	48.36	0.00	0.00	-	15.98	69.33	14.69	0.00	0.00	-	
PHF	0.94	0.86	0.63	0.00	0.25	0.87	0.64	0.80	0.85	0.00	0.25	0.83	0.97	0.88	0.90	0.00	0.00	0.96	0.66	0.82	0.94	0.00	0.00	0.83	0.92

Time		Northbound					Southbound					Eastbound					Westbound					Int Total				
		GA-6 Camp Creek Pkwy (South)					GA-6 Camp Creek Pkwy (North)					GA-154 Campbellton RD SW (West)					GA-154 Campbellton RD SW (East)									
		Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total					
1645 - 1700		4	12	0	-	0	16	0	3	0	-	0	3	1	1	2	-	0	4	2	3	1	-	0	6	29
1700 - 1715		2	10	1	-	0	13	1	5	0	-	0	6	0	1	3	-	0	4	0	2	0	-	0	2	25
1715 - 1730		3	13	0	-	0	16	0	5	0	-	0	5	1	0	4	-	0	5	1	0	2	-	0	3	29
1730 - 1745		6	10	1	-	0	17	0	5	0	-	0	5	1	0	1	-	0	2	0	1	0	-	0	1	25
Total		15	45	2	0	0	62	1	18	0	0	0	19	3	2	10	0	0	15	3	6	3	0	0	12	108
Approach %		24.19	72.58	3.23	0.00	0.00	-	5.26	94.74	0.00	0.00	0.00	-	20.00	13.33	66.67	0.00	0.00	-	25.00	50.00	25.00	0.00	0.00	-	-
PHF		0.63	0.87	0.50	0.00	0.00	0.91	0.25	0.90	0.00	0.00	0.00	0.79	0.75	0.50	0.63	0.00	0.00	0.75	0.38	0.50	0.38	0.00	0.00	0.50	0.93

Time	Northbound					Southbound					Eastbound					Westbound					Int Total				
	GA-6 Camp Creek Pkwy (South)					GA-6 Camp Creek Pkwy (North)					GA-154 Campbellton RD SW (West)					GA-154 Campbellton RD SW (East)									
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total					
1645 - 1700	2	24	0	-	0	26	1	22	0	-	0	23	2	0	3	-	0	5	0	2	1	-	0	3	57
1700 - 1715	2	24	0	-	0	26	0	20	0	-	0	20	0	0	2	-	0	2	0	5	2	-	0	7	55
1715 - 1730	3	22	0	-	0	25	0	12	0	-	0	12	0	0	0	-	0	0	0	0	0	-	0	0	37
1730 - 1745	1	14	0	-	0	15	0	15	2	-	0	17	0	0	4	-	0	4	0	1	1	-	0	2	38
Total	8	84	0	0	0	92	1	69	2	0	0	72	2	0	9	0	0	11	0	8	4	0	0	12	187
Approach %	8.70	91.30	0.00	0.00	0.00	-	1.39	95.83	2.78	0.00	0.00	-	18.18	0.00	81.82	0.00	0.00	-	0.00	66.67	33.33	0.00	0.00	-	-
PHF	0.67	0.88	0.00	0.00	0.00	0.88	0.25	0.78	0.25	0.00	0.00	0.78	0.25	0.00	0.56	0.00	0.00	0.55	0.00	0.40	0.50	0.00	0.00	0.43	0.82

[illegible]

Classified Turn Movement Count || All vehicles

South Fulton, GA



Site 2

GA-6 Camp Creek Pkwy (South)
GA-6 Camp Creek Pkwy (North)
GA-154 Campbellton RD SW (West)
GA-154 Campbellton RD SW (East)



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

[Click here for Detailed Weather](#)

Lat/Long

33.699312°, -84.576860°
[Click here for Map](#)

0700 - 0900 (Weekday 2h Session) (10-24-2023)

All vehicles

TIME	Northbound						Southbound						Eastbound						Westbound						
	GA-6 Camp Creek Pkwy (South)						GA-6 Camp Creek Pkwy (North)						GA-154 Campbellton RD SW (West)						GA-154 Campbellton RD SW (East)						
	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Int
0700 - 0715	43	148	20	0	211	6	155	23	1	185	42	58	124	0	224	18	27	12	0	57	677				
0715 - 0730	66	169	17	0	252	14	163	25	0	202	52	54	112	0	218	17	35	7	0	59	731				
0730 - 0745	60	220	16	0	296	8	163	29	0	200	57	59	110	0	226	16	70	10	0	96	818				
0745 - 0800	72	197	15	0	284	5	136	36	0	177	75	66	108	0	249	15	60	11	0	86	796				
Hourly Total	241	734	68	0	1043	33	617	113	1	764	226	237	454	0	917	66	192	40	0	298	3022				
0800 - 0815	71	186	16	0	273	10	149	46	0	205	60	91	118	0	269	9	84	6	0	99	846				
0815 - 0830	75	183	35	0	293	4	136	52	0	192	68	95	96	0	259	10	59	5	0	74	818				
0830 - 0845	61	189	38	0	288	10	149	25	0	184	51	85	84	0	220	23	73	21	1	118	810				
0845 - 0900	62	138	23	0	223	8	158	25	0	191	43	66	111	0	220	33	69	11	0	113	747				
Hourly Total	269	696	112	0	1077	32	592	148	0	772	222	337	409	0	968	75	285	43	1	404	3221				
Grand Total	510	1430	180	0	2120	65	1209	261	1	1536	448	574	863	0	1885	141	477	83	1	702	6243				
Approach %	24.06	67.45	8.49	0.00	-	4.23	78.71	16.99	0.07	-	23.77	30.45	45.78	0.00	-	20.09	67.95	11.82	0.05	-					
Intersection %	8.17	22.91	2.88	0.00	33.96	1.04	19.37	4.18	0.02	24.60	7.18	9.19	13.82	0.00	30.19	2.26	7.64	1.33	0.02	11.24					
Heavy Vehicle %	9	18	7	-	15	26	25	4	0	22	2	4	10	-	6	7	4	19	0	7	13				
PHF	0.93	0.89	0.59	0.00	0.97	0.68	0.90	0.78	0.00	0.94	0.87	0.82	0.92	0.00	0.93	0.78	0.81	0.73	0.00	0.90	0.97				

1600 - 1800 (Weekday 2h Session) (10-24-2023)

All vehicles

TIME	Northbound						Southbound						Eastbound						Westbound					
	GA-6 Camp Creek Pkwy (South)						GA-6 Camp Creek Pkwy (North)						GA-154 Campbellton RD SW (West)						GA-154 Campbellton RD SW (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total		Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total		Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total		Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1600 - 1615	120	231	21	0	372		13	141	44	1	199		38	76	103	0	217		11	72	11	0	94	882
1615 - 1630	125	245	16	0	386		14	141	40	0	195		33	64	109	0	206		35	81	8	0	124	911
1630 - 1645	100	236	22	0	358		7	127	52	0	186		45	71	112	0	228		30	97	24	0	151	923
1645 - 1700	120	216	13	1	350		13	130	37	0	180		38	70	115	0	223		30	103	16	0	149	902
Hourly Total	465	928	72	1	1466		47	539	173	1	760		154	281	439	0	874		106	353	59	0	518	3618
1700 - 1715	100	242	12	0	354		8	177	56	0	241		36	62	102	0	200		17	68	20	0	105	900
1715 - 1730	114	246	27	0	387		3	120	43	1	167		39	69	104	0	212		15	71	20	0	106	872
1730 - 1745	119	269	35	0	423		14	144	59	0	217		39	79	96	0	214		15	93	19	0	127	981
1745 - 1800	125	222	12	0	359		3	177	62	0	242		37	66	94	0	197		8	69	18	0	95	893
Hourly Total	458	979	86	0	1523		28	618	220	1	867		151	276	396	0	823		55	301	77	0	433	3646
Grand Total	923	1907	158	1	2989		75	1157	393	2	1627		305	557	835	0	1697		161	654	136	0	951	7264
Approach %	30.88	63.80	5.29	0.03	-		4.61	71.11	24.15	0.12	-		17.97	32.82	49.20	0.00	-		16.93	68.77	14.30	0.00	-	
Intersection %	12.71	26.25	2.18	0.01	41.15		1.03	15.93	5.41	0.03	22.40		4.20	7.67	11.50	0.00	23.36		2.22	9.00	1.87	0.00	13.09	
Heavy Vehicle %	5	15	6	0	11		8	18	1	0	14		4	2	6	-	4		6	4	10	-	5	9
PHF	0.94	0.90	0.62	0.25	0.89		0.68	0.81	0.83	0.25	0.84		0.97	0.89	0.91	0.00	0.95		0.64	0.81	0.94	0.00	0.82	0.93

Classified Turn Movement Count || Passenger Vehicles (1-3)

South Fulton, GA



Site 2

GA-6 Camp Creek Pkwy (South)
GA-6 Camp Creek Pkwy (North)
GA-154 Campbellton RD SW (West)
GA-154 Campbellton RD SW (East)



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

[Click here for Detailed Weather](#)

Lat/Long

33.699312°, -84.576860°

[Click here for Map](#)

0700 - 0900 (Weekday 2h Session) (10-24-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-6 Camp Creek Pkwy (South)					GA-6 Camp Creek Pkwy (North)					GA-154 Campbellton RD SW (West)					GA-154 Campbellton RD SW (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
0700 - 0715	39	127	20	0	186	5	123	21	1	150	39	57	114	0	210	18	26	9	0	53	599
0715 - 0730	61	135	16	0	212	10	133	24	0	167	51	53	105	0	209	16	32	5	0	53	641
0730 - 0745	55	187	15	0	257	7	130	29	0	166	56	59	105	0	220	16	67	10	0	93	736
0745 - 0800	66	166	15	0	247	3	98	36	0	137	74	64	95	0	233	15	57	9	0	81	698
Hourly Total	221	615	66	0	902	25	484	110	1	620	220	233	419	0	872	65	182	33	0	280	2674
0800 - 0815	62	163	15	0	240	8	117	44	0	169	60	85	109	0	254	9	83	2	0	94	757
0815 - 0830	70	144	32	0	246	4	92	46	0	142	67	92	89	0	248	10	58	4	0	72	708
0830 - 0845	57	147	32	0	236	7	100	25	0	132	50	73	73	0	196	20	68	19	1	108	672
0845 - 0900	56	103	23	0	182	4	112	25	0	141	42	66	91	0	199	27	65	9	0	101	623
Hourly Total	245	557	102	0	904	23	421	140	0	584	219	316	362	0	897	66	274	34	1	375	2760
Grand Total	466	1172	168	0	1806	48	905	250	1	1204	439	549	781	0	1769	131	456	67	1	655	5434
Approach %	25.80	64.89	9.30	0.00	-	3.99	75.17	20.76	0.08	-	24.82	31.03	44.15	0.00	-	20.00	69.62	10.23	0.06	-	-
Intersection %	8.58	21.57	3.09	0.00	33.24	0.88	16.65	4.60	0.02	22.16	8.08	10.10	14.37	0.00	32.55	2.41	8.39	1.23	0.02	12.05	-

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-6 Camp Creek Pkwy (South)					GA-6 Camp Creek Pkwy (North)					GA-154 Campbellton RD SW (West)					GA-154 Campbellton RD SW (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1600 - 1615	116	186	17	0	319	13	110	42	1	166	36	73	94	0	203	10	67	11	0	88	776
1615 - 1630	121	203	13	0	337	11	110	39	0	160	33	60	100	0	193	33	79	8	0	120	810
1630 - 1645	95	199	21	0	315	6	93	52	0	151	43	71	106	0	220	27	94	17	0	138	824
1645 - 1700	114	180	13	1	308	12	105	37	0	154	35	69	110	0	214	28	98	14	0	140	816
Hourly Total	446	768	64	1	1279	42	418	170	1	631	147	273	410	0	830	98	338	50	0	486	3226
1700 - 1715	96	208	11	0	315	7	152	56	0	215	36	61	97	0	194	17	61	18	0	96	820
1715 - 1730	108	211	27	0	346	3	103	43	1	150	38	69	100	0	207	14	71	18	0	103	806
1730 - 1745	112	245	34	0	391	14	124	57	0	195	38	79	91	0	208	15	91	18	0	124	918
1745 - 1800	119	196	12	0	327	3	150	62	0	215	35	65	88	0	188	8	69	18	0	95	825
Hourly Total	435	860	84	0	1379	27	529	218	1	775	147	274	376	0	797	54	292	72	0	418	3369
Grand Total	881	1628	148	1	2658	69	947	388	2	1406	294	547	786	0	1627	152	630	122	0	904	6595
Approach %	33.15	61.25	5.57	0.04	-	4.91	67.35	27.60	0.14	-	18.07	33.62	48.31	0.00	-	16.81	69.69	13.50	0.00	-	
Intersection %	13.36	24.69	2.24	0.02	40.30	1.05	14.36	5.88	0.03	21.32	4.46	8.29	11.92	0.00	24.67	2.30	9.55	1.85	0.00	13.71	

Classified Turn Movement Count || Single Unit Trucks (4-7)

South Fulton, GA



Site 2

GA-6 Camp Creek Pkwy (South)
GA-6 Camp Creek Pkwy (North)
GA-154 Campbellton RD SW (West)
GA-154 Campbellton RD SW (East)



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

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Lat/Long

33.699312°, -84.576860°

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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-6 Camp Creek Pkwy (South)					GA-6 Camp Creek Pkwy (North)					GA-154 Campbellton RD SW (West)					GA-154 Campbellton RD SW (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
TIME	3	8	0	0	11	1	8	1	0	10	1	0	6	0	7	0	1	3	0	4	32
0700 - 0715	1	10	1	0	12	0	10	1	0	11	1	1	5	0	7	1	3	1	0	5	35
0715 - 0730	2	12	1	0	15	1	16	0	0	17	1	0	4	0	5	0	3	0	0	3	40
0730 - 0745	2	10	0	0	12	2	14	0	0	16	0	1	7	0	8	0	3	1	0	4	40
0745 - 0800	8	40	2	0	50	4	48	2	0	54	3	2	22	0	27	1	10	5	0	16	147
Hourly Total	5	4	1	0	10	1	10	2	0	13	0	6	2	0	8	0	1	0	0	1	32
0800 - 0815	3	8	3	0	14	0	11	5	0	16	1	3	5	0	9	0	1	0	0	1	40
0815 - 0830	1	14	6	0	21	2	13	0	0	15	0	10	4	0	14	3	4	2	0	9	59
0830 - 0845	2	7	0	0	9	2	10	0	0	12	1	0	6	0	7	6	4	1	0	11	39
0845 - 0900	11	33	10	0	54	5	44	7	0	56	2	19	17	0	38	9	10	3	0	22	170
Hourly Total																					
Grand Total	19	73	12	0	104	9	92	9	0	110	5	21	39	0	65	10	20	8	0	38	317
Approach %	18.27	70.19	11.54	0.00	-	8.18	83.64	8.18	0.00	-	7.69	32.31	60.00	0.00	-	26.32	52.63	21.05	0.00	-	
Intersection %	5.99	23.03	3.79	0.00	32.81	2.84	29.02	2.84	0.00	34.70	1.58	6.62	12.30	0.00	20.50	3.15	6.31	2.52	0.00	11.99	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	GA-6 Camp Creek Pkwy (South)					GA-6 Camp Creek Pkwy (North)					GA-154 Campbellton RD SW (West)					GA-154 Campbellton RD SW (East)					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1600 - 1615	2	19	4	0	25	0	9	1	0	10	1	2	6	0	9	1	4	0	0	5	49
1615 - 1630	1	16	3	0	20	3	9	1	0	13	0	3	5	0	8	2	2	0	0	4	45
1630 - 1645	1	11	0	0	12	0	12	0	0	12	2	0	3	0	5	3	3	0	0	6	35
1645 - 1700	4	12	0	0	16	0	3	0	0	3	1	1	2	0	4	2	3	1	0	6	29
Hourly Total	8	58	7	0	73	3	33	2	0	38	4	6	16	0	26	8	12	1	0	21	158
1700 - 1715	2	10	1	0	13	1	5	0	0	6	0	1	3	0	4	0	2	0	0	2	25
1715 - 1730	3	13	0	0	16	0	5	0	0	5	1	0	4	0	5	1	0	2	0	3	29
1730 - 1745	6	10	1	0	17	0	5	0	0	5	1	0	1	0	2	0	1	0	0	1	25
1745 - 1800	4	7	0	0	11	0	5	0	0	5	2	0	2	0	4	0	0	0	0	0	20
Hourly Total	15	40	2	0	57	1	20	0	0	21	4	1	10	0	15	1	3	2	0	6	99
Grand Total	23	98	9	0	130	4	53	2	0	59	8	7	26	0	41	9	15	3	0	27	257
Approach %	17.69	75.38	6.92	0.00	-	6.78	89.83	3.39	0.00	-	19.51	17.07	63.41	0.00	-	33.33	55.56	11.11	0.00	-	
Intersection %	8.95	38.13	3.50	0.00	50.58	1.56	20.62	0.78	0.00	22.96	3.11	2.72	10.12	0.00	15.95	3.50	5.84	1.17	0.00	10.51	

Classified Turn Movement Count || Combination Trucks (8-13)

South Fulton, GA



Site 2

GA-6 Camp Creek Pkwy (South)
GA-6 Camp Creek Pkwy (North)
GA-154 Campbellton RD SW (West)
GA-154 Campbellton RD SW (East)



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

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33.699312°, -84.576860°

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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-6 Camp Creek Pkwy (South)					GA-6 Camp Creek Pkwy (North)					GA-154 Campbellton RD SW (West)					GA-154 Campbellton RD SW (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
TIME	1	13	0	0	14	4	24	1	0	25	2	1	4	0	7	0	0	0	0	0	46
0700 - 0715	4	24	0	0	28	4	20	0	0	24	0	0	2	0	2	0	0	1	0	1	55
0715 - 0730	3	21	0	0	24	0	17	0	0	17	0	0	1	0	1	0	0	0	0	0	42
0730 - 0745	4	21	0	0	25	0	24	0	0	24	1	1	6	0	8	0	0	1	0	1	58
0745 - 0800	12	79	0	0	91	4	85	1	0	90	3	2	13	0	18	0	0	2	0	2	201
Hourly Total	4	19	0	0	23	1	22	0	0	23	0	0	7	0	7	0	0	4	0	4	57
0800 - 0815	2	31	0	0	33	0	33	1	0	34	0	0	2	0	2	0	0	1	0	1	70
0815 - 0830	3	28	0	0	31	1	36	0	0	37	1	2	7	0	10	0	1	0	0	1	79
0830 - 0845	4	28	0	0	32	2	36	0	0	38	0	0	14	0	14	0	0	1	0	1	85
0845 - 0900	13	106	0	0	119	4	127	1	0	132	1	2	30	0	33	0	1	6	0	7	291
Hourly Total																					
Grand Total	25	185	0	0	210	8	212	2	0	222	4	4	43	0	51	0	1	8	0	9	492
Approach %	11.90	88.10	0.00	0.00	-	3.60	95.50	0.90	0.00	-	7.84	7.84	84.31	0.00	-	0.00	11.11	88.89	0.00	-	
Intersection %	5.08	37.60	0.00	0.00	42.68	1.63	43.09	0.41	0.00	45.12	0.81	0.81	8.74	0.00	10.37	0.00	0.20	1.63	0.00	1.83	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-6 Camp Creek Pkwy (South)					GA-6 Camp Creek Pkwy (North)					GA-154 Campbellton RD SW (West)					GA-154 Campbellton RD SW (East)					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1600 - 1615	2	26	0	0	28	0	22	1	0	23	1	1	3	0	5	0	1	0	0	1	57
1615 - 1630	3	26	0	0	29	0	22	0	0	22	0	1	4	0	5	0	0	0	0	0	56
1630 - 1645	4	26	1	0	31	1	22	0	0	23	0	0	3	0	3	0	0	7	0	7	64
1645 - 1700	2	24	0	0	26	1	22	0	0	23	2	0	3	0	5	0	2	1	0	3	57
Hourly Total	11	102	1	0	114	2	88	1	0	91	3	2	13	0	18	0	3	8	0	11	234
1700 - 1715	2	24	0	0	26	0	20	0	0	20	0	0	2	0	2	0	5	2	0	7	55
1715 - 1730	3	22	0	0	25	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	37
1730 - 1745	1	14	0	0	15	0	15	2	0	17	0	0	4	0	4	0	1	1	0	2	38
1745 - 1800	2	19	0	0	21	0	22	0	0	22	0	1	4	0	5	0	0	0	0	0	48
Hourly Total	8	79	0	0	87	0	69	2	0	71	0	1	10	0	11	0	6	3	0	9	178
Grand Total	19	181	1	0	201	2	157	3	0	162	3	3	23	0	29	0	9	11	0	20	412
Approach %	9.45	90.05	0.50	0.00	-	1.23	96.91	1.85	0.00	-	10.34	10.34	79.31	0.00	-	0.00	45.00	55.00	0.00	-	
Intersection %	4.61	43.93	0.24	0.00	48.79	0.49	38.11	0.73	0.00	39.32	0.73	0.73	5.58	0.00	7.04	0.00	2.18	2.67	0.00	4.85	

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South Fulton, GA

Site 2

GA-6 Camp Creek Pkwy (South)
GA-6 Camp Creek Pkwy (North)
GA-154 Campbellton RD SW (West)
GA-154 Campbellton RD SW (East)



Date _____

Tuesday, October 24, 2023

Weather

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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Bikes

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-6 Camp Creek Pkwy (South)						GA-6 Camp Creek Pkwy (North)						GA-154 Campbellton RD SW (West)						GA-154 Campbellton RD SW (East)						
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total		Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total		Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total		Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total		
0700 - 0715	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0
0715 - 0730	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0
0730 - 0745	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0
0745 - 0800	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0
Hourly Total	0	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	0
0815 - 0830	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0
0830 - 0845	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0
0845 - 0900	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0
Hourly Total	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0
Grand 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	-	
Intersection %	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	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

1000
Bikes

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-6 Camp Creek Pkwy (South)						GA-6 Camp Creek Pkwy (North)						GA-154 Campbellton RD SW (West)						GA-154 Campbellton RD SW (East)						
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total		Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total		Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total		Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total		
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
Hourly Total	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0
1700 - 1715	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0
1715 - 1730	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0
1730 - 1745	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0
1745 - 1800	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0
Hourly Total	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0
Grand 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	-	
Intersection %	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 Trucks (4-13)

South Fulton, GA



Site 2

GA-6 Camp Creek Pkwy (South)
GA-6 Camp Creek Pkwy (North)
GA-154 Campbellton RD SW (West)
GA-154 Campbellton RD SW (East)



Date

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0700 - 0900 (Weekday 2h Session) (10-24-2023)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-6 Camp Creek Pkwy (South)					GA-6 Camp Creek Pkwy (North)					GA-154 Campbellton RD SW (West)					GA-154 Campbellton RD SW (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
TIME	4	21	0	0	25	1	32	2	0	35	3	1	10	0	14	0	1	3	0	4	78
0700 - 0715	5	34	1	0	40	4	30	1	0	35	1	1	7	0	9	1	3	2	0	6	90
0715 - 0730	5	33	1	0	39	1	33	0	0	34	1	0	5	0	6	0	3	0	0	3	82
0730 - 0745	6	31	0	0	37	2	38	0	0	40	1	2	13	0	16	0	3	2	0	5	98
0745 - 0800	20	119	2	0	141	8	133	3	0	144	6	4	35	0	45	1	10	7	0	18	348
Hourly Total	9	23	1	0	33	2	32	2	0	36	0	6	9	0	15	0	1	4	0	5	89
0800 - 0815	5	39	3	0	47	0	44	6	0	50	1	3	7	0	11	0	1	1	0	2	110
0815 - 0830	4	42	6	0	52	3	49	0	0	52	1	12	11	0	24	3	5	2	0	10	138
0830 - 0845	6	35	0	0	41	4	46	0	0	50	1	0	20	0	21	6	4	2	0	12	124
0845 - 0900	24	139	10	0	173	9	171	8	0	188	3	21	47	0	71	9	11	9	0	29	461
Hourly Total																					
Grand Total	44	258	12	0	314	17	304	11	0	332	9	25	82	0	116	10	21	16	0	47	809
Approach %	14.01	82.17	3.82	0.00	-	5.12	91.57	3.31	0.00	-	7.76	21.55	70.69	0.00	-	21.28	44.68	34.04	0.00	-	
Intersection %	5.44	31.89	1.48	0.00	38.81	2.10	37.58	1.36	0.00	41.04	1.11	3.09	10.14	0.00	14.34	1.24	2.60	1.98	0.00	5.81	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-6 Camp Creek Pkwy (South)					GA-6 Camp Creek Pkwy (North)					GA-154 Campbellton RD SW (West)					GA-154 Campbellton RD SW (East)					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1600 - 1615	4	45	4	0	53	0	31	2	0	33	2	3	9	0	14	1	5	0	0	6	106
1615 - 1630	4	42	3	0	49	3	31	1	0	35	0	4	9	0	13	2	2	0	0	4	101
1630 - 1645	5	37	1	0	43	1	34	0	0	35	2	0	6	0	8	3	3	7	0	13	99
1645 - 1700	6	36	0	0	42	1	25	0	0	26	3	1	5	0	9	2	5	2	0	9	86
Hourly Total	19	160	8	0	187	5	121	3	0	129	7	8	29	0	44	8	15	9	0	32	392
1700 - 1715	4	34	1	0	39	1	25	0	0	26	0	1	5	0	6	0	7	2	0	9	80
1715 - 1730	6	35	0	0	41	0	17	0	0	17	1	0	4	0	5	1	0	2	0	3	66
1730 - 1745	7	24	1	0	32	0	20	2	0	22	1	0	5	0	6	0	2	1	0	3	63
1745 - 1800	6	26	0	0	32	0	27	0	0	27	2	1	6	0	9	0	0	0	0	0	68
Hourly Total	23	119	2	0	144	1	89	2	0	92	4	2	20	0	26	1	9	5	0	15	277
Grand Total	42	279	10	0	331	6	210	5	0	221	11	10	49	0	70	9	24	14	0	47	669
Approach %	12.69	84.29	3.02	0.00	-	2.71	95.02	2.26	0.00	-	15.71	14.29	70.00	0.00	-	19.15	51.06	29.79	0.00	-	
Intersection %	6.28	41.70	1.49	0.00	49.48	0.90	31.39	0.75	0.00	33.03	1.64	1.49	7.32	0.00	10.46	1.35	3.59	2.09	0.00	7.03	

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DATA COLLECTION
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South Fulton, GA

Site 2

GA-6 Camp Creek Pkwy (South)
GA-6 Camp Creek Pkwy (North)
GA-154 Campbellton RD SW (West)
GA-154 Campbellton RD SW (East)

Date

Tuesday, October 24, 2023

Weather

Fair
62°F

[Click here for Detailed Weather](#)

Lat/Long
33.699312°, -84.576860°

[Click here for Map](#)



0700 - 0900 (Weekday 2h Session) (10-24-2023)

Pedestrians

	Northbound				Southbound				Eastbound				Westbound				
	GA-6 Camp Creek Pkwy (South)			App Total	GA-6 Camp Creek Pkwy (North)			App Total	GA-154 Campbellton RD SW (West)			App Total	GA-154 Campbellton RD SW (East)			App Total	Int Total
TIME	EB 2a	WB 2b		2c	WB 2d		2e	SB 2f		2g	SB 2h		2i		2j		2k
0700 - 0715	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
0730 - 0745	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
Hourly Total	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
0815 - 0830	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0		0	0	2	2	0	0	0	0	0	0	0	0	0	2
0845 - 0900	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0		0	0	2	2	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0		0	0	2	2	0	0	0	0	0	0	0	0	0	2
Approach %	0.00	0.00		-	0.00	100.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00		0.00	0.00	100.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

	1988	1998
Pedestrians	1,000	1,000

	Northbound				Southbound				Eastbound				Westbound				
	GA-6 Camp Creek Pkwy (South)			GA-6 Camp Creek Pkwy (North)			GA-154 Campbellton RD SW (West)			GA-154 Campbellton RD SW (East)							
TIME	EB 2a	WB 2b		App Total	EB 2c	WB 2d		App Total	NB 2e	SB 2f		App Total	NB 2g	SB 2h		App Total	Int Total
1600 - 1615	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
1630 - 1645	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
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1700 - 1715	0	0		0	1	0		1	0	0		0	0	0		0	1
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	1	0		1	0	0		0	0	0		0	1
Grand Total	0	0		0	1	0		1	0	0		0	0	0		0	1
Approach %	0.00	0.00		-	100.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	100.00	0.00		100.00	0.00	0.00		0.00	0.00	0.00		0.00	

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South Fulton, GA

Site 2

GA-6 Camp Creek Pkwy (South)
GA-6 Camp Creek Pkwy (North)
GA-154 Campbellton RD SW (West)
GA-154 Campbellton RD SW (East)

Date

Tuesday, October 24, 2023

Weather

Fair
62°F

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Lat/Long

33.699312°, -84.576860°

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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Bikes

TIME	Northbound				Southbound				Eastbound				Westbound				
	GA-6 Camp Creek Pkwy (South)			GA-6 Camp Creek Pkwy (North)			GA-154 Campbellton RD SW (West)			GA-154 Campbellton RD SW (East)			Int				
	EB 2a	WB 2b		App Total	EB 2c		WB 2d	App Total		NB 2e	SB 2f			App Total	NB 2g	SB 2h	
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
Hourly Total	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
0815 - 0830	0	0		0	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Bikes

	Northbound				Southbound				Eastbound				Westbound				
	GA-6 Camp Creek Pkwy (South)			GA-6 Camp Creek Pkwy (North)			GA-154 Campbellton RD SW (West)			GA-154 Campbellton RD SW (East)							
TIME	EB 2a	WB 2b		App Total	EB 2c	WB 2d		App Total	NB 2e	SB 2f		App Total	NB 2g	SB 2h		App Total	Int Total
1600 - 1615	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
1630 - 1645	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
Hourly Total	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
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

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South Fulton, GA

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GA-154 Campbellton RD SW (West)
GA-154 Campbellton RD SW (East)

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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Motorized Vehicles

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total
	GA-6 Camp Creek Pkwy (South)		App Total	GA-6 Camp Creek Pkwy (North)		App Total	GA-154 Campbellton RD SW (West)		App Total	GA-154 Campbellton RD SW (East)		App Total	
	EB 2a	WB 2b		EB 2c	WB 2d		NB 2e	SB 2f		NB 2g	SB 2h		
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
Hourly Total	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
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	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	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Motorized Vehicles

	Northbound				Southbound				Eastbound				Westbound				
	GA-6 Camp Creek Pkwy (South)				GA-6 Camp Creek Pkwy (North)				GA-154 Campbellton RD SW (West)				GA-154 Campbellton RD SW (East)				
TIME	EB 2a	WB 2b		App Total	EB 2c	WB 2d		App Total	NB 2e	SB 2f		App Total	NB 2g	SB 2h		App Total	Int Total
1600 - 1615	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
1630 - 1645	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
Hourly Total	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
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

Start Date: 10/24/2023		SA-154 Campbellton RD SW (Westbound)			GA-154 Campbellton RD SW (Eastbound)			GA-6 Camp Creek Pkwy (Southbound)			GA-6 Camp Creek Pkwy (Northbound)			
Time	Eastbound			Westbound			Northbound			Southbound			Total	
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
15 Minute Totals														
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00 AM - 07:15 AM	42	58	124	18	27	12	43	148	20	6	155	23	677	
07:15 AM - 07:30 AM	52	54	112	17	35	7	66	169	17	14	163	25	731	
07:30 AM - 07:45 AM	57	59	110	16	70	10	60	220	16	8	163	29	818	
07:45 AM - 08:00 AM	75	66	108	15	60	11	72	197	15	5	136	36	796	
08:00 AM - 08:15 AM	60	91	118	9	84	6	71	186	16	10	149	46	846	
08:15 AM - 08:30 AM	68	95	96	10	59	5	75	183	35	4	136	52	818	
08:30 AM - 08:45 AM	51	85	84	23	73	21	61	189	38	10	149	25	812	
08:45 AM - 09:00 AM	43	66	111	33	69	11	62	138	23	8	158	25	747	
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00 PM - 04:15 PM	38	76	103	11	72	11	120	231	21	13	141	44	882	
04:15 PM - 04:30 PM	33	64	109	35	81	8	125	245	16	14	141	40	911	
04:30 PM - 04:45 PM	45	71	112	30	97	24	100	236	22	7	127	52	923	
04:45 PM - 05:00 PM	38	70	115	30	103	16	120	216	13	13	130	37	902	
05:00 PM - 05:15 PM	36	62	102	17	68	20	100	242	12	8	177	56	901	
05:15 PM - 05:30 PM	39	69	104	15	71	20	114	246	27	3	120	43	872	
05:30 PM - 05:45 PM	39	79	96	15	93	19	119	269	35	14	144	59	981	
05:45 PM - 06:00 PM	37	66	94	8	69	18	125	222	12	3	177	62	893	
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	



[Click here for Map](#)

Peak Hour Turning Movement Count

South Fulton, GA

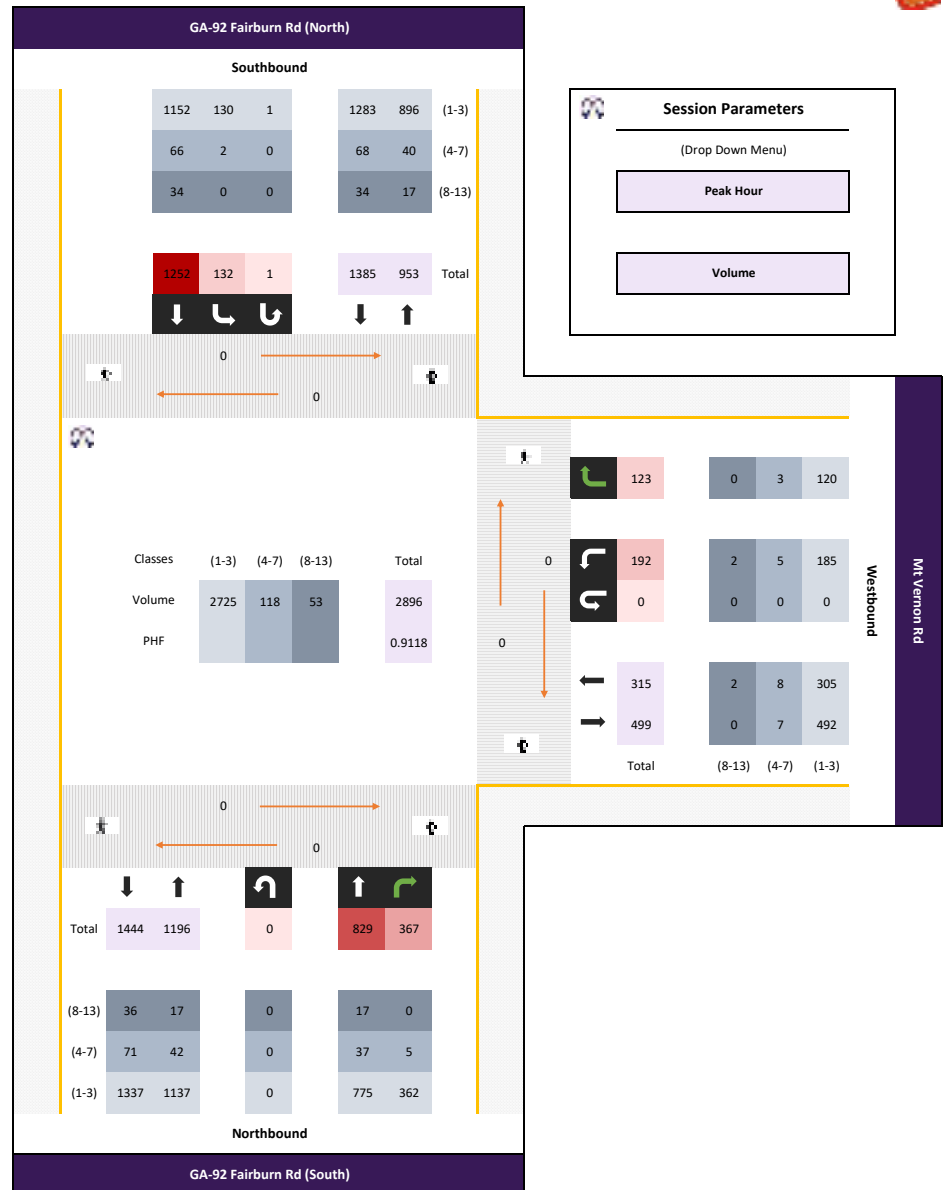


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Tuesday, October 24, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes



Time	Northbound						Southbound						Westbound						Int Total					
	GA-92 Fairburn Rd (South)						GA-92 Fairburn Rd (North)						Mt Vernon Rd											
	Thru 3.1	Right 3.2		U-Turn 3.3	App Total	Left 3.4	Thru 3.5		U-Turn 3.6	App Total					App Total	Left 3.7	Right 3.8	U-Turn 3.9		App Total				
0715 - 0730	-	189	100	-	0	289	45	287	-	-	0	332	-	-	-	-	0	36	-	38	-	0	74	695
0730 - 0745	-	211	112	-	0	323	51	316	-	-	0	367	-	-	-	-	0	61	-	43	-	0	104	794
0745 - 0800	-	225	97	-	0	322	22	339	-	-	0	361	-	-	-	-	0	53	-	26	-	0	79	762
0800 - 0815	-	204	58	-	0	262	14	310	-	-	1	325	-	-	-	-	0	42	-	16	-	0	58	645
Total	0	829	367	0	0	1196	132	1252	0	0	1	1385	0	0	0	0	0	192	0	123	0	0	315	2896
Approach %	0.00	69.31	30.69	0.00	0.00	-	9.53	90.40	0.00	0.00	0.07	-	0.00	0.00	0.00	0.00	0.00	60.95	0.00	39.05	0.00	0.00	-	-
PHF	0.00	0.92	0.82	0.00	0.00	0.93	0.65	0.92	0.00	0.00	0.25	0.94	0.00	0.00	0.00	0.00	0.00	0.79	0.00	0.72	0.00	0.00	0.76	0.91

Time	Northbound						Southbound						Westbound						Int Total					
	GA-92 Fairburn Rd (South)						GA-92 Fairburn Rd (North)						Mt Vernon Rd											
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total												
0715 - 0730	-	177	99	-	0	276	44	267	-	-	0	311	-	-	-	-	0	36	-	37	-	0	73	660
0730 - 0745	-	205	110	-	0	315	51	287	-	-	0	338	-	-	-	-	0	59	-	42	-	0	101	754
0745 - 0800	-	209	97	-	0	306	21	314	-	-	0	335	-	-	-	-	0	52	-	25	-	0	77	718
0800 - 0815	-	184	56	-	0	240	14	284	-	-	1	299	-	-	-	-	0	38	-	16	-	0	54	593
Total	0	775	362	0	0	1137	130	1152	0	0	1	1283	0	0	0	0	0	185	0	120	0	0	305	2725
Approach %	0.00	68.16	31.84	0.00	0.00	-	10.13	89.79	0.00	0.00	0.08	-	0.00	0.00	0.00	0.00	-	60.66	0.00	39.34	0.00	0.00	-	-
PHF	0.00	0.93	0.82	0.00	0.00	0.90	0.64	0.92	0.00	0.00	0.25	0.95	0.00	0.00	0.00	0.00	0.00	0.78	0.00	0.71	0.00	0.00	0.75	0.90

Time	Northbound					Southbound					Westbound					Int Total								
	GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)					Mt Vernon Rd													
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total												
0715 - 0730	-	9	1	-	0	10	1	11	-	-	0	12	-	-	-	-	0	-	1	-	0	1	23	
0730 - 0745	-	4	2	-	0	6	0	21	-	-	0	21	-	-	-	-	0	2	-	1	-	0	3	30
0745 - 0800	-	10	0	-	0	10	1	16	-	-	0	17	-	-	-	-	0	1	-	1	-	0	2	29
0800 - 0815	-	14	2	-	0	16	0	18	-	-	0	18	-	-	-	-	0	2	-	0	-	0	2	36
Total	0	37	5	0	0	42	2	66	0	0	0	68	0	0	0	0	0	5	0	3	0	0	8	118
Approach %	0.00	88.10	11.90	0.00	0.00	-	2.94	97.06	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	62.50	0.00	37.50	0.00	0.00	-	-
PHF	0.00	0.66	0.63	0.00	0.00	0.66	0.50	0.79	0.00	0.00	0.00	0.81	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.75	0.00	0.00	0.67	0.82

Time	Northbound					Southbound					Westbound					Int Total						
	GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)					Mt Vernon Rd											
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total				App Total	Left 3.7	Right 3.8	U-Turn 3.9		App Total					
0715 - 0730	-	3	0	-	0	3	0	9	-	0	9	-	-	-	-	0	0	-	0	0	12	
0730 - 0745	-	2	0	-	0	2	0	8	-	0	8	-	-	-	-	0	0	-	0	0	10	
0745 - 0800	-	6	0	-	0	6	0	9	-	0	9	-	-	-	-	0	0	-	0	0	15	
0800 - 0815	-	6	0	-	0	6	0	8	-	0	8	-	-	-	-	0	2	-	0	2	16	
Total	0	17	0	0	0	17	0	34	0	0	0	34	0	0	0	0	0	0	0	2	53	
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-
PHF	0.00	0.71	0.00	0.00	0.00	0.71	0.00	0.94	0.00	0.00	0.00	0.94	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.83

[illegible]



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Peak Hour Turning Movement Count

South Fulton, GA

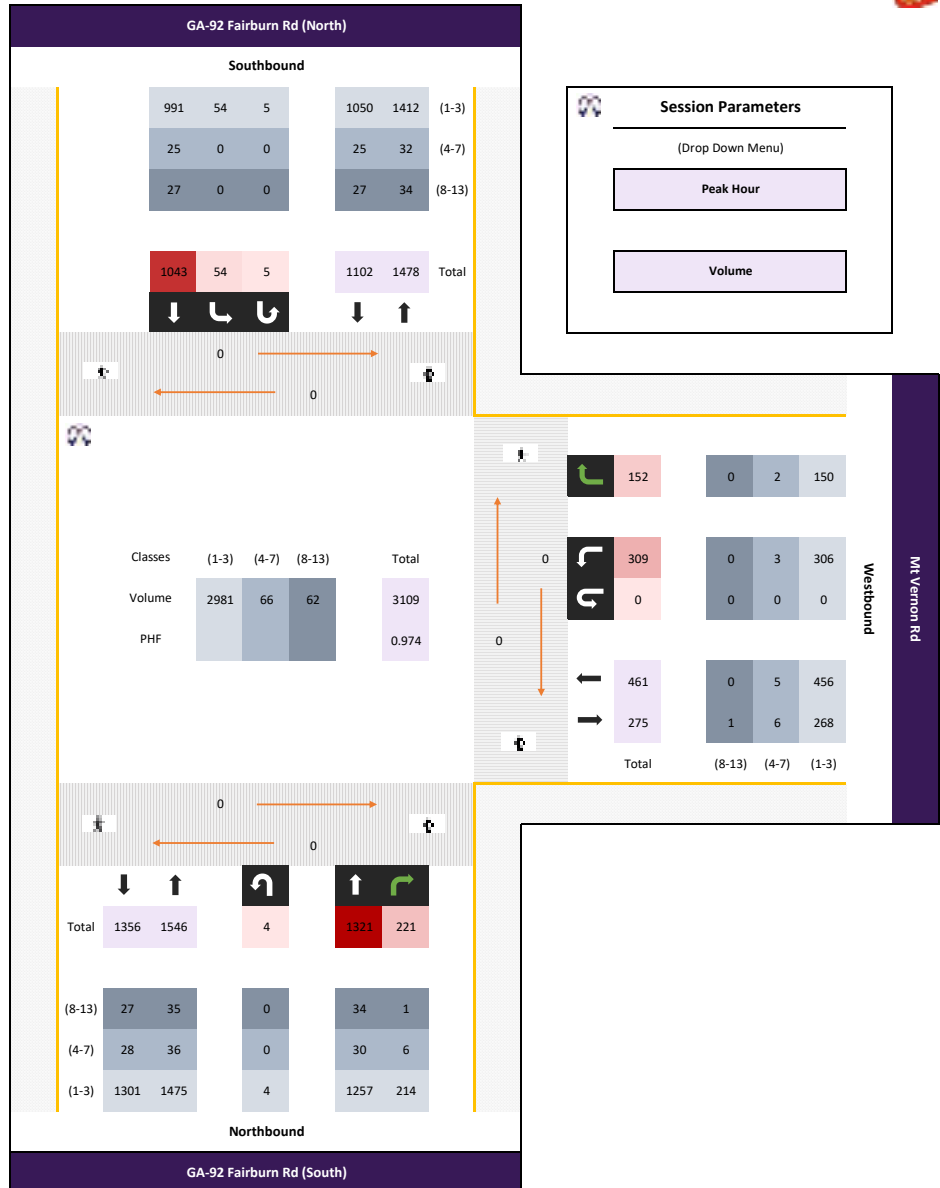


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Tuesday, October 24, 2023	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes



Time	Northbound					Southbound					Westbound					Int Total								
	GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)					Mt Vernon Rd													
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total				App Total	Left 3.7	Right 3.8	U-Turn 3.9		App Total							
1700 - 1715	-	344	63	-	1	408	12	236	-	-	1	253	-	-	-	-	0	67	-	38	-	0	105	766
1715 - 1730	-	308	51	-	1	360	12	271	-	-	0	283	-	-	-	-	0	76	-	45	-	0	121	764
1730 - 1745	-	329	51	-	2	382	14	290	-	-	3	307	-	-	-	-	0	79	-	30	-	0	109	798
1745 - 1800	-	340	56	-	0	396	12	246	-	-	1	259	-	-	-	-	0	87	-	39	-	0	126	781
Total	0	1321	221	0	4	1546	54	1043	0	0	5	1102	0	0	0	0	0	309	0	152	0	0	461	3109
Approach %	0.00	85.45	14.29	0.00	0.26	-	4.90	94.65	0.00	0.00	0.45	-	0.00	0.00	0.00	0.00	-	67.03	0.00	32.97	0.00	0.00	-	-
PHF	0.00	0.96	0.88	0.00	0.50	0.95	0.84	0.90	0.00	0.00	0.42	0.90	0.00	0.00	0.00	0.00	0.00	0.89	0.00	0.84	0.00	0.00	0.91	0.97

Time	Northbound						Southbound						Westbound						Int Total					
	GA-92 Fairburn Rd (South)						GA-92 Fairburn Rd (North)						Mt Vernon Rd											
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total												
1700 - 1715	-	328	61	-	1	390	16	225	-	-	1	242	-	-	-	-	0	67	-	38	-	0	105	737
1715 - 1730	-	292	50	-	1	343	12	259	-	-	0	271	-	-	-	-	0	75	-	44	-	0	119	733
1730 - 1745	-	310	49	-	2	361	14	274	-	-	3	291	-	-	-	-	0	78	-	30	-	0	108	760
1745 - 1800	-	327	54	-	0	381	12	233	-	-	1	246	-	-	-	-	0	86	-	38	-	0	124	751
Total	0	1257	214	0	4	1475	54	991	0	0	5	1050	0	0	0	0	0	306	0	158	0	0	456	2981
Approach %	0.00	85.22	14.51	0.00	0.27	-	5.14	94.38	0.00	0.00	0.48	-	0.00	0.00	0.00	0.00	-	67.11	0.00	32.89	0.00	0.00	-	-
PHF	0.00	0.96	0.88	0.00	0.50	0.95	0.84	0.90	0.00	0.00	0.42	0.90	0.00	0.00	0.00	0.00	0.00	0.89	0.00	0.85	0.00	0.00	0.92	0.98

Time		Northbound					Southbound					Westbound					Int Total				
		GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)					Mt Vernon Rd									
		Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total					App Total	Left 3.7	Right 3.8		U-Turn 3.9	App Total		
1700 - 1715	-	8	2	-	0	10	0	6	-	0	6	-	-	-	-	0	0	-	0	0	16
1715 - 1730	-	7	1	-	0	8	0	8	-	0	8	-	-	-	-	0	1	-	0	2	18
1730 - 1745	-	9	2	-	0	11	0	7	-	0	7	-	-	-	-	0	1	-	0	1	19
1745 - 1800	-	6	1	-	0	7	0	4	-	0	4	-	-	-	-	0	1	-	0	2	13
Total	0	30	6	0	0	36	0	25	0	0	25	0	0	0	0	0	30	0	0	5	66
Approach %	0.00	83.33	16.67	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	60.00	0.00	40.00	0.00	-
PHF	0.00	0.83	0.75	0.00	0.00	0.82	0.00	0.78	0.00	0.00	0.00	0.78	0.00	0.00	0.00	0.00	0.75	0.00	0.50	0.00	0.63

	Northbound						Southbound						Westbound						
	GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)					Mt Vernon Rd								
Time	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total					App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total	
1700 - 1715	-	8	0	-	0	8	0	5	-	-	-	-	0	0	-	0	0	13	
1715 - 1730	-	9	0	-	0	9	0	4	-	-	-	-	0	0	-	0	0	13	
1730 - 1745	-	10	0	-	0	10	0	9	-	-	-	-	0	0	-	0	0	19	
1745 - 1800	-	7	1	-	0	8	0	9	-	-	-	-	0	0	-	0	0	17	
Total	0	34	1	0	0	35	0	27	0	0	0	0	0	0	0	0	0	62	
Approach %	0.00	97.14	2.86	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.85	0.25	0.00	0.00	0.88	0.00	0.75	0.00	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.82	

[illegible]

Classified Turn Movement Count || All vehicles

South Fulton, GA



Site 3

GA-92 Fairburn Rd (South)
GA-92 Fairburn Rd (North)



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

[Click here for Detailed Weather](#)

Lat/Long

33.725656°, -84.660971°
[Click here for Map](#)

Mt Vernon Rd



0700 - 0900 (Weekday 2h Session) (10-24-2023)

All vehicles

TIME	Northbound					Southbound				
	GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)				
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total		
0700 - 0715	147	76	0	223	28	269	0	297		
0715 - 0730	189	100	0	289	45	287	0	332		
0730 - 0745	211	112	0	323	51	316	0	367		
0745 - 0800	225	97	0	322	22	339	0	361		
Hourly Total	772	385	0	1157	146	1211	0	1357		
0800 - 0815	204	58	0	262	14	310	1	325		
0815 - 0830	198	68	2	268	9	320	0	329		
0830 - 0845	223	54	2	279	20	352	1	373		
0845 - 0900	191	57	2	250	10	368	1	379		
Hourly Total	816	237	6	1059	53	1350	3	1406		
Grand Total	1588	622	6	2216	199	2561	3	2763		
Approach %	71.66	28.07	0.27	-	7.20	92.69	0.11	-		
Intersection %	29.02	11.37	0.11	40.50	3.64	46.80	0.05	50.49		
Heavy Vehicle %	8	2	0	6	2	10	0	9		
PHF	0.92	0.82	0.00	0.93	0.65	0.92	0.25	0.94		

Westbound					
Mt Vernon Rd					
Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total	
29	22	0	51	571	
36	38	0	74	695	
61	43	0	104	794	
53	26	0	79	762	
179	129	0	308	2822	
42	16	0	58	645	
39	7	0	46	643	
39	10	0	49	701	
25	7	0	32	661	
145	40	0	185	2650	
324	169	0	493	5472	
65.72	34.28	0.00	-		
5.92	3.09	0.00	9.01		
4	7	-	5	8	
0.79	0.72	0.00	0.76	0.91	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

All vehicles

TIME	Northbound					Southbound				
	GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)				
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total		
1600 - 1615	324	68	2	394	9	216	1	226		
1615 - 1630	407	65	0	472	13	245	1	259		
1630 - 1645	326	62	1	389	10	221	0	231		
1645 - 1700	307	61	0	368	24	209	1	234		
Hourly Total	1364	256	3	1623	56	891	3	950		
1700 - 1715	344	63	1	408	16	236	1	253		
1715 - 1730	308	51	1	360	12	271	0	283		
1730 - 1745	329	51	2	382	14	290	3	307		
1745 - 1800	340	56	0	396	12	246	1	259		
Hourly Total	1321	221	4	1546	54	1043	5	1102		
Grand Total	2685	477	7	3169	110	1934	8	2052		
Approach %	84.73	15.05	0.22	-	5.36	94.25	0.39	-		
Intersection %	44.29	7.87	0.12	52.28	1.81	31.90	0.13	33.85		
Heavy Vehicle %	5	3	14	5	2	6	0	6		
PHF	0.96	0.88	0.50	0.95	0.84	0.90	0.42	0.90		

Westbound					
Mt Vernon Rd					
Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total	
69	37	0	106	726	
55	19	0	74	805	
66	21	0	87	707	
78	35	0	113	715	
268	112	0	380	2953	
67	38	0	105	766	
76	45	0	121	764	
79	30	0	109	798	
87	39	0	126	781	
309	152	0	461	3109	
577	264	0	841	6062	
68.61	31.39	0.00	-		
9.52	4.35	0.00	13.87		
2	2	-	2	5	
0.89	0.84	0.00	0.91	0.97	

Classified Turn Movement Count || Passenger Vehicles (1-3)

South Fulton, GA



Site 3

GA-92 Fairburn Rd (South)
GA-92 Fairburn Rd (North)



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

[Click here for Detailed Weather](#)

Lat/Long

33.725656°, -84.660971°
[Click here for Map](#)

Mt Vernon Rd



0700 - 0900 (Weekday 2h Session) (10-24-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound				
	GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)				
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total		
0700 - 0715	132	74	0	206	28	250	0	278		
0715 - 0730	177	99	0	276	44	267	0	311		
0730 - 0745	205	110	0	315	51	287	0	338		
0745 - 0800	209	97	0	306	21	314	0	335		
Hourly Total	723	380	0	1103	144	1118	0	1262		
0800 - 0815	184	56	0	240	14	284	1	299		
0815 - 0830	183	67	2	252	9	279	0	288		
0830 - 0845	200	53	2	255	19	305	1	325		
0845 - 0900	164	56	2	222	10	324	1	335		
Hourly Total	731	232	6	969	52	1192	3	1247		
Grand Total	1454	612	6	2072	196	2310	3	2509		
Approach %	70.17	29.54	0.29	-	7.81	92.07	0.12	-		
Intersection %	28.79	12.12	0.12	41.03	3.88	45.74	0.06	49.68		

Westbound					
Mt Vernon Rd					
Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total	
27	17	0	44	528	
36	37	0	73	660	
59	42	0	101	754	
52	25	0	77	718	
174	121	0	295	2660	
38	16	0	54	593	
38	7	0	45	585	
36	10	0	46	626	
25	4	0	29	586	
137	37	0	174	2390	
311	158	0	469	5050	
66.31	33.69	0.00	-		
6.16	3.13	0.00	9.29		

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound				
	GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)				
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total		
1600 - 1615	302	65	1	368	9	202	1	212		
1615 - 1630	381	61	0	442	12	228	1	241		
1630 - 1645	311	61	1	373	10	204	0	214		
1645 - 1700	293	60	0	353	23	191	1	215		
Hourly Total	1287	247	2	1536	54	825	3	882		
1700 - 1715	328	61	1	390	16	225	1	242		
1715 - 1730	292	50	1	343	12	259	0	271		
1730 - 1745	310	49	2	361	14	274	3	291		
1745 - 1800	327	54	0	381	12	233	1	246		
Hourly Total	1257	214	4	1475	54	991	5	1050		
Grand Total	2544	461	6	3011	108	1816	8	1932		
Approach %	84.49	15.31	0.20	-	5.59	94.00	0.41	-		
Intersection %	44.11	7.99	0.10	52.20	1.87	31.48	0.14	33.50		

Westbound					
Mt Vernon Rd					
Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total	
66	37	0	103	683	
55	18	0	73	756	
62	20	0	82	669	
76	35	0	111	679	
259	110	0	369	2787	
67	38	0	105	737	
75	44	0	119	733	
78	30	0	108	760	
86	38	0	124	751	
306	150	0	456	2981	
565	260	0	825	5768	
68.48	31.52	0.00	-		
9.80	4.51	0.00	14.30		

Classified Turn Movement Count || Single Unit Trucks (4-7)

South Fulton, GA



Site 3

GA-92 Fairburn Rd (South)
GA-92 Fairburn Rd (North)



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

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Lat/Long

33.725656°, -84.660971°
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Mt Vernon Rd



0700 - 0900 (Weekday 2h Session) (10-24-2023)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound			
	GA-92 Fairburn Rd (South)				GA-92 Fairburn Rd (North)			
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total
0700 - 0715	9	2	0	11	0	9	0	9
0715 - 0730	9	1	0	10	1	11	0	12
0730 - 0745	4	2	0	6	0	21	0	21
0745 - 0800	10	0	0	10	1	16	0	17
Hourly Total	32	5	0	37	2	57	0	59
0800 - 0815	14	2	0	16	0	18	0	18
0815 - 0830	7	1	0	8	0	21	0	21
0830 - 0845	16	1	0	17	1	22	0	23
0845 - 0900	18	0	0	18	0	21	0	21
Hourly Total	55	4	0	59	1	82	0	83
Grand Total	87	9	0	96	3	139	0	142
Approach %	90.63	9.38	0.00	-	2.11	97.89	0.00	-
Intersection %	33.46	3.46	0.00	36.92	1.15	53.46	0.00	54.62

Westbound				
Mt Vernon Rd				
Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
2	5	0	7	27
0	1	0	1	23
2	1	0	3	30
1	1	0	2	29
5	8	0	13	109
2	0	0	2	36
1	0	0	1	30
3	0	0	3	43
0	3	0	3	42
6	3	0	9	151
11	11	0	22	260
50.00	50.00	0.00	-	
4.23	4.23	0.00	8.46	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound			
	GA-92 Fairburn Rd (South)				GA-92 Fairburn Rd (North)			
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total
1600 - 1615	16	3	1	20	0	6	0	6
1615 - 1630	15	3	0	18	0	5	0	5
1630 - 1645	5	1	0	6	0	7	0	7
1645 - 1700	6	1	0	7	1	6	0	7
Hourly Total	42	8	1	51	1	24	0	25
1700 - 1715	8	2	0	10	0	6	0	6
1715 - 1730	7	1	0	8	0	8	0	8
1730 - 1745	9	2	0	11	0	7	0	7
1745 - 1800	6	1	0	7	0	4	0	4
Hourly Total	30	6	0	36	0	25	0	25
Grand Total	72	14	1	87	1	49	0	50
Approach %	82.76	16.09	1.15	-	2.00	98.00	0.00	-
Intersection %	47.06	9.15	0.65	56.86	0.65	32.03	0.00	32.68

Westbound				
Mt Vernon Rd				
Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
3	0	0	3	29
0	1	0	1	24
4	1	0	5	18
2	0	0	2	16
9	2	0	11	87
0	0	0	0	16
1	1	0	2	18
1	0	0	1	19
1	1	0	2	13
3	2	0	5	66
12	4	0	16	153
75.00	25.00	0.00	-	
7.84	2.61	0.00	10.46	

Classified Turn Movement Count || Combination Trucks (8-13)

South Fulton, GA



Site 3

GA-92 Fairburn Rd (South)
GA-92 Fairburn Rd (North)



Date

Tuesday, October 24, 2023

Weather

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Mt Vernon Rd



0700 - 0900 (Weekday 2h Session) (10-24-2023)

Combination Trucks (8-13)

TIME	Northbound				Southbound			
	GA-92 Fairburn Rd (South)				GA-92 Fairburn Rd (North)			
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total
0700 - 0715	6	0	0	6	0	10	0	10
0715 - 0730	3	0	0	3	0	9	0	9
0730 - 0745	2	0	0	2	0	8	0	8
0745 - 0800	6	0	0	6	0	9	0	9
Hourly Total	17	0	0	17	0	36	0	36
0800 - 0815	6	0	0	6	0	8	0	8
0815 - 0830	8	0	0	8	0	20	0	20
0830 - 0845	7	0	0	7	0	25	0	25
0845 - 0900	9	1	0	10	0	23	0	23
Hourly Total	30	1	0	31	0	76	0	76
Grand Total	47	1	0	48	0	112	0	112
Approach %	97.92	2.08	0.00	-	0.00	100.00	0.00	-
Intersection %	29.01	0.62	0.00	29.63	0.00	69.14	0.00	69.14

Westbound				
Mt Vernon Rd				
Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0	0	0	0	16
0	0	0	0	12
0	0	0	0	10
0	0	0	0	15
0	0	0	0	53
2	0	0	2	16
0	0	0	0	28
0	0	0	0	32
0	0	0	0	33
2	0	0	2	109
2	0	0	2	162
100.00	0.00	0.00	-	
1.23	0.00	0.00	1.23	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Combination Trucks (8-13)

TIME	Northbound				Southbound			
	GA-92 Fairburn Rd (South)				GA-92 Fairburn Rd (North)			
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total
1600 - 1615	6	0	0	6	0	8	0	8
1615 - 1630	11	1	0	12	1	12	0	13
1630 - 1645	10	0	0	10	0	10	0	10
1645 - 1700	8	0	0	8	0	12	0	12
Hourly Total	35	1	0	36	1	42	0	43
1700 - 1715	8	0	0	8	0	5	0	5
1715 - 1730	9	0	0	9	0	4	0	4
1730 - 1745	10	0	0	10	0	9	0	9
1745 - 1800	7	1	0	8	0	9	0	9
Hourly Total	34	1	0	35	0	27	0	27
Grand Total	69	2	0	71	1	69	0	70
Approach %	97.18	2.82	0.00	-	1.43	98.57	0.00	-
Intersection %	48.94	1.42	0.00	50.35	0.71	48.94	0.00	49.65

Westbound				
Mt Vernon Rd				
Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0	0	0	0	14
0	0	0	0	25
0	0	0	0	20
0	0	0	0	20
0	0	0	0	79
0	0	0	0	13
0	0	0	0	13
0	0	0	0	19
0	0	0	0	17
0	0	0	0	62
0	0	0	0	141
0.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	

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South Fulton, GA

Site 3

GA-92 Fairburn Rd (South)
GA-92 Fairburn Rd (North)



Date _____

Tuesday, October 24, 2023

Weather

Fair
62°F

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Lat/Long

33.725656°, -84.660971°

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Mt Vernon Rd



0700 - 0900 (Weekday 2h Session) (10-24-2023)

Bikes

	Northbound						Southbound					
	GA-92 Fairburn Rd (South)						GA-92 Fairburn Rd (North)					
TIME	Thru 3.1	Right 3.2			U-Turn 3.3	App Total	Left 3.4	Thru 3.5			U-Turn 3.6	App Total
0700 - 0715	0	0			0	0	0	0			0	0
0715 - 0730	0	0			0	0	0	0			0	0
0730 - 0745	0	0			0	0	0	0			0	0
0745 - 0800	0	0			0	0	0	0			0	0
Hourly Total	0	0			0	0	0	0			0	0
0800 - 0815	0	0			0	0	0	0			0	0
0815 - 0830	0	0			0	0	0	0			0	0
0830 - 0845	0	0			0	0	0	0			0	0
0845 - 0900	0	0			0	0	0	0			0	0
Hourly Total	0	0			0	0	0	0			0	0
Grand Total	0	0			0	0	0	0			0	0
Approach %	0.00	0.00			0.00	-	0.00	0.00			0.00	-
Intersection %	0.00	0.00			0.00	0.00	0.00	0.00			0.00	0.00

Westbound					
Mt Vernon Rd					
Left	Right	U-Turn	App Total	Int Total	
3.7	3.8	3.9			
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0.00	0.00	0.00	-		
0.00	0.00	0.00	0.00		

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Bikes

TIME	Northbound					Southbound				
	GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)				
	Thru 3.1	Right 3.2		U-Turn 3.3	App Total	Left 3.4	Thru 3.5		U-Turn 3.6	App Total
1600 - 1615	0	0		0	0	0	0		0	0
1615 - 1630	0	0		0	0	0	0		0	0
1630 - 1645	0	0		0	0	0	0		0	0
1645 - 1700	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
1700 - 1715	0	0		0	0	0	0		0	0
1715 - 1730	0	0		0	0	0	0		0	0
1730 - 1745	0	0		0	0	0	0		0	0
1745 - 1800	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
Grand Total	0	0		0	0	0	0		0	0
Approach %	0.00	0.00		0.00	-	0.00	0.00		0.00	-
Intersection %	0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00

Westbound					
Mt Vernon Rd					
Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0.00	0.00	0.00	-		
0.00	0.00	0.00	0.00		

Classified Turn Movement Count || All Trucks (4-13)

South Fulton, GA



Site 3

GA-92 Fairburn Rd (South)
GA-92 Fairburn Rd (North)



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

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Mt Vernon Rd



0700 - 0900 (Weekday 2h Session) (10-24-2023)

All Trucks (4-13)

TIME	Northbound				Southbound			
	GA-92 Fairburn Rd (South)				GA-92 Fairburn Rd (North)			
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total
0700 - 0715	15	2	0	17	0	19	0	19
0715 - 0730	12	1	0	13	1	20	0	21
0730 - 0745	6	2	0	8	0	29	0	29
0745 - 0800	16	0	0	16	1	25	0	26
Hourly Total	49	5	0	54	2	93	0	95
0800 - 0815	20	2	0	22	0	26	0	26
0815 - 0830	15	1	0	16	0	41	0	41
0830 - 0845	23	1	0	24	1	47	0	48
0845 - 0900	27	1	0	28	0	44	0	44
Hourly Total	85	5	0	90	1	158	0	159
Grand Total	134	10	0	144	3	251	0	254
Approach %	93.06	6.94	0.00	-	1.18	98.82	0.00	-
Intersection %	31.75	2.37	0.00	34.12	0.71	59.48	0.00	60.19

Westbound				
Mt Vernon Rd				
Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
2	5	0	7	43
0	1	0	1	35
2	1	0	3	40
1	1	0	2	44
5	8	0	13	162
4	0	0	4	52
1	0	0	1	58
3	0	0	3	75
0	3	0	3	75
8	3	0	11	260
13	11	0	24	422
54.17	45.83	0.00	-	
3.08	2.61	0.00	5.69	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

All Trucks (4-13)

TIME	Northbound				Southbound			
	GA-92 Fairburn Rd (South)				GA-92 Fairburn Rd (North)			
	Thru 3.1	Right 3.2	U-Turn 3.3	App Total	Left 3.4	Thru 3.5	U-Turn 3.6	App Total
1600 - 1615	22	3	1	26	0	14	0	14
1615 - 1630	26	4	0	30	1	17	0	18
1630 - 1645	15	1	0	16	0	17	0	17
1645 - 1700	14	1	0	15	1	18	0	19
Hourly Total	77	9	1	87	2	66	0	68
1700 - 1715	16	2	0	18	0	11	0	11
1715 - 1730	16	1	0	17	0	12	0	12
1730 - 1745	19	2	0	21	0	16	0	16
1745 - 1800	13	2	0	15	0	13	0	13
Hourly Total	64	7	0	71	0	52	0	52
Grand Total	141	16	1	158	2	118	0	120
Approach %	89.24	10.13	0.63	-	1.67	98.33	0.00	-
Intersection %	47.96	5.44	0.34	53.74	0.68	40.14	0.00	40.82

Westbound				
Mt Vernon Rd				
Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
3	0	0	3	43
0	1	0	1	49
4	1	0	5	38
2	0	0	2	36
9	2	0	11	166
0	0	0	0	29
1	1	0	2	31
1	0	0	1	38
1	1	0	2	30
3	2	0	5	128
12	4	0	16	294
75.00	25.00	0.00	-	
4.08	1.36	0.00	5.44	

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Westbound			
Mt Vernon Rd			
NB 3g	SB 3h	App Total	Int Total
0	1	1	1
0	1	1	1
0	0	0	0
0	0	0	0
0	2	2	2
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	2	2	2
0.00	100.00	-	
0.00	100.00	100.00	

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Bikes

TIME	Northbound			Southbound		
	GA-92 Fairburn Rd (South)			GA-92 Fairburn Rd (North)		
	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total
0700 - 0715	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00

[illegible]

Bikes

TIME	Northbound			Southbound		
	GA-92 Fairburn Rd (South)			GA-92 Fairburn Rd (North)		
	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total
1600 - 1615	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00

Westbound			
Mt Vernon Rd			
NB 3g	SB 3h	App Total	Int Total
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0.00	0.00	-	
0.00	0.00	0.00	

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GA-92 Fairburn Rd (North)

Mt Vernon Rd

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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Motorized Vehicles

TIME	Northbound			Southbound		
	GA-92 Fairburn Rd (South)			GA-92 Fairburn Rd (North)		
	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total
0700 - 0715	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00

Westbound			
Mt Vernon Rd			
NB 3g	SB 3h	App Total	Int Total
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0.00	0.00	-	
0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Motorized Vehicles

	Northbound			Southbound		
	GA-92 Fairburn Rd (South)			GA-92 Fairburn Rd (North)		
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total
1600 - 1615	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00

[illegible]

Start Date: 10/24/2023				Eastbound			Mt Vernon Rd Westbound			GA-92 Fairburn Rd (South) Northbound			GA-92 Fairburn Rd (North) Southbound			Total
Time	EBL			EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
15 Minute Totals																
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:00 AM - 07:15 AM	0	0	0	29	0	22	0	147	76	28	269	0	571	0		
07:15 AM - 07:30 AM	0	0	0	36	0	38	0	189	100	45	287	0	695	0		
07:30 AM - 07:45 AM	0	0	0	61	0	43	0	211	112	51	316	0	794	0		
07:45 AM - 08:00 AM	0	0	0	53	0	26	0	225	97	22	339	0	762	0		
08:00 AM - 08:15 AM	0	0	0	42	0	16	0	204	58	14	310	0	645	0		
08:15 AM - 08:30 AM	0	0	0	39	0	7	0	198	68	9	320	0	643	0		
08:30 AM - 08:45 AM	0	0	0	39	0	10	0	223	54	20	352	0	701	0		
08:45 AM - 09:00 AM	0	0	0	25	0	7	0	191	57	10	368	0	661	0		
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:00 PM - 04:15 PM	0	0	0	69	0	37	0	324	68	9	216	0	727	0		
04:15 PM - 04:30 PM	0	0	0	55	0	19	0	407	65	13	245	0	806	0		
04:30 PM - 04:45 PM	0	0	0	66	0	21	0	326	62	10	221	0	707	0		
04:45 PM - 05:00 PM	0	0	0	78	0	35	0	307	61	24	209	0	715	0		
05:00 PM - 05:15 PM	0	0	0	67	0	38	0	344	63	16	236	0	766	0		
05:15 PM - 05:30 PM	0	0	0	76	0	45	0	308	51	12	271	0	764	0		
05:30 PM - 05:45 PM	0	0	0	79	0	30	0	329	51	14	290	0	798	0		
05:45 PM - 06:00 PM	0	0	0	87	0	39	0	340	56	12	246	0	781	0		
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Westbound

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	3231	135	52	3418
PHF				0.9655

Eastbound

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	368	14	0	382
Volume	892	15	2	909
Volume	0	0	0	0
Volume	204	1	1	206
Volume	0	0	0	0
Volume	688	14	1	703

Northbound

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	36	15	0	51
Volume	81	50	0	131
Volume	1822	1089	15	2926

Southbound

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	0	263	876	1139
Volume	0	11	39	50
Volume	0	252	822	1074

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)					Anneawakee Rd (West)					Anneawakee Rd (East)					
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	
0715 - 0730	60	204	2	-	0 266	0	317	14	-	0 331	61	0	172	-	0 233	0	2	0	-	0 2	832
0730 - 0745	78	225	9	-	0 312	0	286	26	-	0 312	56	0	194	-	0 250	0	7	0	-	0 7	881
0745 - 0800	61	233	3	-	0 297	0	325	37	-	0 362	54	0	167	-	0 221	0	5	0	-	0 5	885
0800 - 0815	64	214	1	-	0 279	0	308	27	-	0 335	35	0	170	-	0 205	0	1	0	-	0 1	820
Total	263	876	15	0	0 1154	0	1236	104	0	0 1340	206	0	703	0	0 909	0	15	0	0	0 15	3418
Approach %	22.79	75.91	1.30	0.00	0.00 -	0.00	92.24	7.76	0.00	0.00 -	22.66	0.00	77.34	0.00	0.00 -	0.00	100.00	0.00	0.00	0.00 -	-
PHF	0.84	0.94	0.42	0.00	0.00 0.92	0.00	0.95	0.70	0.00	0.00 0.93	0.84	0.00	0.91	0.00	0.00 0.91	0.00	0.54	0.00	0.00	0.00 0.54	0.97

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)					Anneewakee Rd (West)					Anneewakee Rd (East)					
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	
0715 - 0730	59	193	2	-	0 254	0	293	13	-	0 306	60	0	170	-	0 230	0	2	0	-	0 2	792
0730 - 0745	77	216	9	-	0 302	0	262	25	-	0 287	56	0	188	-	0 244	0	7	0	-	0 7	840
0745 - 0800	57	216	3	-	0 276	0	299	37	-	0 336	54	0	164	-	0 218	0	5	0	-	0 5	835
0800 - 0815	59	197	1	-	0 257	0	280	26	-	0 306	34	0	166	-	0 200	0	1	0	-	0 1	764
Total	252	822	15	0	0 1089	0	1134	101	0	0 1235	204	0	688	0	0 892	0	15	0	0	0 15	3231
Approach %	23.14	75.48	1.38	0.00	0.00 -	0.00	91.82	8.18	0.00	0.00 -	22.87	0.00	77.13	0.00	0.00 -	0.00	100.00	0.00	0.00	0.00 -	-
PHF	0.82	0.95	0.42	0.00	0.00 0.90	0.00	0.95	0.68	0.00	0.00 0.92	0.85	0.00	0.91	0.00	0.00 0.91	0.00	0.54	0.00	0.00	0.00 0.54	0.96

[illegible]

	Northbound						Southbound						Eastbound						Westbound							
	GA-92 Fairburn Rd (South)						GA-92 Fairburn Rd (North)						Anneawakee Rd (West)						Anneawakee Rd (East)							
Time	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total		Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total		Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total		Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total		Int Total	
0715 - 0730	0	3	0	-	0	3	0	10	0	-	0	10	1	0	0	-	0	1	0	0	0	-	0	0	0	14
0730 - 0745	0	2	0	-	0	2	0	9	0	-	0	9	0	0	1	-	0	1	0	0	0	-	0	0	0	12
0745 - 0800	0	5	0	-	0	5	0	7	0	-	0	7	0	0	0	-	0	0	0	0	-	0	0	0	0	12
0800 - 0815	0	5	0	-	0	5	0	9	0	-	0	9	0	0	0	-	0	0	0	0	-	0	0	0	0	14
Total	0	15	0	0	0	15	0	35	0	0	0	35	1	0	1	0	0	2	0	0	0	0	0	0	0	52
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.75	0.00	0.00	0.00	0.75	0.00	0.88	0.00	0.00	0.00	0.88	0.25	0.00	0.25	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.93	

[illegible]

[illegible]

Time	Northbound					Southbound					Eastbound					Westbound					Int Total				
	GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)					Anneawakee Rd (West)					Anneawakee Rd (East)									
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total					
1700 - 1715	198	353	0	-	0	551	1	190	47	-	0	238	32	0	72	-	0	104	0	1	0	-	0	1	894
1715 - 1730	204	303	1	-	0	508	0	242	60	-	0	302	37	0	97	-	0	134	0	1	1	-	0	2	946
1730 - 1745	191	339	0	-	0	530	1	243	53	-	0	297	36	0	94	-	0	130	0	1	1	-	0	2	959
1745 - 1800	195	365	1	-	0	561	0	258	58	-	0	316	33	0	97	-	0	130	0	1	0	-	0	1	1008
Total	788	1360	2	0	0	2150	2	933	218	0	0	1153	138	0	360	0	0	498	0	4	2	0	0	6	3807
Approach %	36.65	63.26	0.09	0.00	0.00	-	0.17	80.92	18.91	0.00	0.00	-	27.71	0.00	72.29	0.00	0.00	-	0.00	66.67	33.33	0.00	0.00	-	-
PHF	0.97	0.93	0.50	0.00	0.00	0.96	0.50	0.90	0.91	0.00	0.00	0.91	0.93	0.00	0.93	0.00	0.00	0.93	0.00	1.00	0.50	0.00	0.00	0.75	0.94

Time	Northbound					Southbound					Eastbound					Westbound					Int Total				
	GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)					Anneewakee Rd (West)					Anneewakee Rd (East)									
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total					
1700 - 1715	196	335	0	-	0	531	1	179	47	-	0	227	30	0	72	-	0	102	0	1	0	-	0	1	861
1715 - 1730	200	287	1	-	0	488	0	230	60	-	0	290	37	0	97	-	0	134	0	1	1	-	0	2	914
1730 - 1745	189	324	0	-	0	513	1	230	53	-	0	284	36	0	94	-	0	130	0	1	1	-	0	2	929
1745 - 1800	194	346	1	-	0	541	0	243	58	-	0	301	33	0	95	-	0	128	0	1	0	-	0	1	971
Total	779	1292	2	0	0	2073	2	882	218	0	0	1102	136	0	358	0	0	494	0	4	2	0	0	6	3675
Approach %	37.58	62.33	0.10	0.00	0.00	-	0.18	80.04	19.78	0.00	0.00	-	27.53	0.00	72.47	0.00	0.00	-	0.00	66.67	33.33	0.00	0.00	-	-
PHF	0.97	0.93	0.50	0.00	0.00	0.96	0.50	0.91	0.91	0.00	0.00	0.92	0.92	0.00	0.92	0.00	0.00	0.92	0.00	1.00	0.50	0.00	0.00	0.75	0.95

[illegible]

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-92 Fairburn Rd (South)						GA-92 Fairburn Rd (North)						Anneawakee Rd (West)						Anneawakee Rd (East)						
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total					
1700 - 1715	0	6	0	-	0	6	0	5	0	-	0	5	1	0	0	-	0	1	0	0	-	0	12		
1715 - 1730	1	9	0	-	0	10	0	6	0	-	0	6	0	0	0	-	0	0	0	0	-	0	16		
1730 - 1745	1	10	0	-	0	11	0	6	0	-	0	6	0	0	0	-	0	0	0	0	-	0	17		
1745 - 1800	0	9	0	-	0	9	0	10	0	-	0	10	0	0	0	-	0	0	0	0	-	0	19		
Total	2	34	0	0	0	36	0	27	0	0	0	27	1	0	0	0	0	1	0	0	0	0	64		
Approach %	5.56	94.44	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-		
PHF	0.50	0.85	0.00	0.00	0.00	0.82	0.00	0.68	0.00	0.00	0.00	0.68	0.25	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.84		

[illegible]

Classified Turn Movement Count || All vehicles

South Fulton, GA



Site 4

GA-92 Fairburn Rd (South)
GA-92 Fairburn Rd (North)
Anneewakee Rd (West)
Anneewakee Rd (East)



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

Lat/Long

33.711973°, -84.663215°
[Click here for Map](#)

[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 2h Session) (10-24-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)					Anneewakee Rd (West)					Anneewakee Rd (East)					
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	47	144	0	0	191	0	271	24	1	296	42	0	149	0	191	0	0	0	0	0	678
0715 - 0730	60	204	2	0	266	0	317	14	0	331	61	0	172	0	233	0	2	0	0	2	832
0730 - 0745	78	225	9	0	312	0	286	26	0	312	56	0	194	0	250	0	7	0	0	7	881
0745 - 0800	61	233	3	0	297	0	325	37	0	362	54	0	167	0	221	0	5	0	0	5	885
Hourly Total	246	806	14	0	1066	0	1199	101	1	1301	213	0	682	0	895	0	14	0	0	14	3276
0800 - 0815	64	214	1	0	279	0	308	27	0	335	35	0	170	0	205	0	1	0	0	1	820
0815 - 0830	73	202	2	0	277	0	305	26	0	331	48	0	146	0	194	0	1	0	0	1	803
0830 - 0845	61	206	0	0	267	1	342	26	1	370	42	0	132	0	174	0	1	0	0	1	812
0845 - 0900	40	188	0	0	228	0	330	15	1	346	48	0	107	0	155	0	0	0	0	0	729
Hourly Total	238	810	3	0	1051	1	1285	94	2	1382	173	0	555	0	728	0	3	0	0	3	3164
Grand Total	484	1616	17	0	2117	1	2484	195	3	2683	386	0	1237	0	1623	0	17	0	0	17	6440
Approach %	22.86	76.33	0.80	0.00	-	0.04	92.58	7.27	0.11	-	23.78	0.00	76.22	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	7.52	25.09	0.26	0.00	32.87	0.02	38.57	3.03	0.05	41.66	5.99	0.00	19.21	0.00	25.20	0.00	0.26	0.00	0.00	0.26	
Heavy Vehicle %	4	8	0	-	7	100	10	5	67	10	3	-	2	-	2	-	0	-	-	0	7
PHF	0.84	0.94	0.42	0.00	0.92	0.00	0.95	0.70	0.00	0.93	0.84	0.00	0.91	0.00	0.91	0.00	0.54	0.00	0.00	0.54	0.97

1600 - 1800 (Weekday 2h Session) (10-24-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)					Anneewakee Rd (West)					Anneewakee Rd (East)					
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	112	354	0	0	466	0	212	41	0	253	36	0	58	0	94	0	0	0	0	0	813
1615 - 1630	153	370	0	0	523	0	195	49	0	244	31	0	79	0	110	0	0	0	0	0	877
1630 - 1645	175	297	0	0	472	0	184	44	2	230	35	0	73	0	108	0	0	0	0	0	810
1645 - 1700	163	357	0	0	520	0	257	59	1	317	31	1	70	0	102	0	1	0	0	1	940
Hourly Total	603	1378	0	0	1981	0	848	193	3	1044	133	1	280	0	414	0	1	0	0	1	3440
1700 - 1715	198	353	0	0	551	1	190	47	0	238	32	0	72	0	104	0	1	0	0	1	894
1715 - 1730	204	303	1	0	508	0	242	60	0	302	37	0	97	0	134	0	1	1	0	2	946
1730 - 1745	191	339	0	0	530	1	243	53	0	297	36	0	94	0	130	0	1	1	0	2	959
1745 - 1800	195	365	1	0	561	0	258	58	0	316	33	0	97	0	130	0	1	0	0	1	1008
Hourly Total	788	1360	2	0	2150	2	933	218	0	1153	138	0	360	0	498	0	4	2	0	6	3807
Grand Total	1391	2738	2	0	4131	2	1781	411	3	2197	271	1	640	0	912	0	5	2	0	7	7247
Approach %	33.67	66.28	0.05	0.00	-	0.09	81.07	18.71	0.14	-	29.71	0.11	70.18	0.00	-	0.00	71.43	28.57	0.00	-	
Intersection %	19.19	37.78	0.03	0.00	57.00	0.03	24.58	5.67	0.04	30.32	3.74	0.01	8.83	0.00	12.58	0.00	0.07	0.03	0.00	0.10	
Heavy Vehicle %	1	5	0	-	4	0	7	1	0	6	3	0	2	-	2	-	0	0	-	0	4
PHF	0.97	0.93	0.50	0.00	0.96	0.50	0.90	0.91	0.00	0.91	0.93	0.00	0.93	0.00	0.93	0.00	1.00	0.50	0.00	0.75	0.94

Classified Turn Movement Count || Passenger Vehicles (1-3)

South Fulton, GA



Site 4

GA-92 Fairburn Rd (South)
GA-92 Fairburn Rd (North)
Anneewakee Rd (West)
Anneewakee Rd (East)



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

Lat/Long

33.711973°, -84.663215°
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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)					Anneewakee Rd (West)					Anneewakee Rd (East)					
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	47	133	0	0	180	0	252	23	1	276	40	0	148	0	188	0	0	0	0	0	644
0715 - 0730	59	193	2	0	254	0	293	13	0	306	60	0	170	0	230	0	2	0	0	2	792
0730 - 0745	77	216	9	0	302	0	262	25	0	287	56	0	188	0	244	0	7	0	0	7	840
0745 - 0800	57	216	3	0	276	0	299	37	0	336	54	0	164	0	218	0	5	0	0	5	835
Hourly Total	240	758	14	0	1012	0	1106	98	1	1205	210	0	670	0	880	0	14	0	0	14	3111
0800 - 0815	59	197	1	0	257	0	280	26	0	306	34	0	166	0	200	0	1	0	0	1	764
0815 - 0830	70	185	2	0	257	0	270	25	0	295	46	0	142	0	188	0	1	0	0	1	741
0830 - 0845	58	188	0	0	246	0	293	24	0	317	39	0	126	0	165	0	1	0	0	1	729
0845 - 0900	37	162	0	0	199	0	287	13	0	300	45	0	107	0	152	0	0	0	0	0	651
Hourly Total	224	732	3	0	959	0	1130	88	0	1218	164	0	541	0	705	0	3	0	0	3	2885
Grand Total	464	1490	17	0	1971	0	2236	186	1	2423	374	0	1211	0	1585	0	17	0	0	17	5996
Approach %	23.54	75.60	0.86	0.00	-	0.00	92.28	7.68	0.04	-	23.60	0.00	76.40	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	7.74	24.85	0.28	0.00	32.87	0.00	37.29	3.10	0.02	40.41	6.24	0.00	20.20	0.00	26.43	0.00	0.28	0.00	0.00	0.28	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)					Anneewakee Rd (West)					Anneewakee Rd (East)					
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	109	326	0	0	435	0	195	38	0	233	36	0	55	0	91	0	0	0	0	0	759
1615 - 1630	152	351	0	0	503	0	181	49	0	230	29	0	77	0	106	0	0	0	0	0	839
1630 - 1645	174	281	0	0	455	0	166	42	2	210	33	0	71	0	104	0	0	0	0	0	769
1645 - 1700	161	340	0	0	501	0	237	59	1	297	30	1	69	0	100	0	1	0	0	1	899
Hourly Total	596	1298	0	0	1894	0	779	188	3	970	128	1	272	0	401	0	1	0	0	1	3266
1700 - 1715	196	335	0	0	531	1	179	47	0	227	30	0	72	0	102	0	1	0	0	1	861
1715 - 1730	200	287	1	0	488	0	230	60	0	290	37	0	97	0	134	0	1	1	0	2	914
1730 - 1745	189	324	0	0	513	1	230	53	0	284	36	0	94	0	130	0	1	1	0	2	929
1745 - 1800	194	346	1	0	541	0	243	58	0	301	33	0	95	0	128	0	1	0	0	1	971
Hourly Total	779	1292	2	0	2073	2	882	218	0	1102	136	0	358	0	494	0	4	2	0	6	3675
Grand Total	1375	2590	2	0	3967	2	1661	406	3	2072	264	1	630	0	895	0	5	2	0	7	6941
Approach %	34.66	65.29	0.05	0.00	-	0.10	80.16	19.59	0.14	-	29.50	0.11	70.39	0.00	-	0.00	71.43	28.57	0.00	-	
Intersection %	19.81	37.31	0.03	0.00	57.15	0.03	23.93	5.85	0.04	29.85	3.80	0.01	9.08	0.00	12.89	0.00	0.07	0.03	0.00	0.10	

Classified Turn Movement Count || Single Unit Trucks (4-7)

South Fulton, GA



Site 4

GA-92 Fairburn Rd (South)
GA-92 Fairburn Rd (North)
Anneewakee Rd (West)
Anneewakee Rd (East)



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

Lat/Long

33.711973°, -84.663215°

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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)					Anneewakee Rd (West)					Anneewakee Rd (East)					
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	
0700 - 0715	0	6	0	0	6	0	10	0	0	10	1	0	1	0	2	0	0	0	0	0	18
0715 - 0730	1	8	0	0	9	0	14	1	0	15	0	0	2	0	2	0	0	0	0	0	26
0730 - 0745	1	7	0	0	8	0	15	1	0	16	0	0	5	0	5	0	0	0	0	0	29
0745 - 0800	4	12	0	0	16	0	19	0	0	19	0	0	3	0	3	0	0	0	0	0	38
Hourly Total	6	33	0	0	39	0	58	2	0	60	1	0	11	0	12	0	0	0	0	0	111
0800 - 0815	5	12	0	0	17	0	19	1	0	20	1	0	4	0	5	0	0	0	0	0	42
0815 - 0830	3	10	0	0	13	0	16	1	0	17	2	0	4	0	6	0	0	0	0	0	36
0830 - 0845	3	11	0	0	14	1	23	2	1	27	3	0	5	0	8	0	0	0	0	0	49
0845 - 0900	3	14	0	0	17	0	20	1	1	22	3	0	0	0	3	0	0	0	0	0	42
Hourly Total	14	47	0	0	61	1	78	5	2	86	9	0	13	0	22	0	0	0	0	0	169
Grand Total	20	80	0	0	100	1	136	7	2	146	10	0	24	0	34	0	0	0	0	0	280
Approach %	20.00	80.00	0.00	0.00	-	0.68	93.15	4.79	1.37	-	29.41	0.00	70.59	0.00	-	0.00	0.00	0.00	0.00	-	-
Intersection %	7.14	28.57	0.00	0.00	35.71	0.36	48.57	2.50	0.71	52.14	3.57	0.00	8.57	0.00	12.14	0.00	0.00	0.00	0.00	0.00	-

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)					Anneewakee Rd (West)					Anneewakee Rd (East)					
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	2	20	0	0	22	0	9	3	0	12	0	0	3	0	3	0	0	0	0	0	37
1615 - 1630	1	8	0	0	9	0	4	0	0	4	1	0	2	0	3	0	0	0	0	0	16
1630 - 1645	1	7	0	0	8	0	7	2	0	9	2	0	2	0	4	0	0	0	0	0	21
1645 - 1700	2	10	0	0	12	0	7	0	0	7	1	0	1	0	2	0	0	0	0	0	21
Hourly Total	6	45	0	0	51	0	27	5	0	32	4	0	8	0	12	0	0	0	0	0	95
1700 - 1715	2	12	0	0	14	0	6	0	0	6	1	0	0	0	1	0	0	0	0	0	21
1715 - 1730	3	7	0	0	10	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	16
1730 - 1745	1	5	0	0	6	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	13
1745 - 1800	1	10	0	0	11	0	5	0	0	5	0	0	2	0	2	0	0	0	0	0	18
Hourly Total	7	34	0	0	41	0	24	0	0	24	1	0	2	0	3	0	0	0	0	0	68
Grand Total	13	79	0	0	92	0	51	5	0	56	5	0	10	0	15	0	0	0	0	0	163
Approach %	14.13	85.87	0.00	0.00	-	0.00	91.07	8.93	0.00	-	33.33	0.00	66.67	0.00	-	0.00	0.00	0.00	0.00	-	-
Intersection %	7.98	48.47	0.00	0.00	56.44	0.00	31.29	3.07	0.00	34.36	3.07	0.00	6.13	0.00	9.20	0.00	0.00	0.00	0.00	0.00	-

Classified Turn Movement Count || Combination Trucks (8-13)

South Fulton, GA



Site 4

GA-92 Fairburn Rd (South)
GA-92 Fairburn Rd (North)
Anneewakee Rd (West)
Anneewakee Rd (East)



Date

Tuesday, October 24, 2023

Weather

Fair
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33.711973°, -84.663215°
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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)					Anneewakee Rd (West)					Anneewakee Rd (East)					
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	0	5	0	0	5	0	9	1	0	10	1	0	0	0	1	0	0	0	0	0	16
0715 - 0730	0	3	0	0	3	0	10	0	0	10	1	0	0	0	1	0	0	0	0	0	14
0730 - 0745	0	2	0	0	2	0	9	0	0	9	0	0	1	0	1	0	0	0	0	0	12
0745 - 0800	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	0	15	0	0	15	0	35	1	0	36	2	0	1	0	3	0	0	0	0	0	54
0800 - 0815	0	5	0	0	5	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	14
0815 - 0830	0	7	0	0	7	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	26
0830 - 0845	0	7	0	0	7	0	26	0	0	26	0	0	1	0	1	0	0	0	0	0	34
0845 - 0900	0	12	0	0	12	0	23	1	0	24	0	0	0	0	0	0	0	0	0	0	36
Hourly Total	0	31	0	0	31	0	77	1	0	78	0	0	1	0	1	0	0	0	0	0	110
Grand Total	0	46	0	0	46	0	112	2	0	114	2	0	2	0	4	0	0	0	0	0	164
Approach %	0.00	100.00	0.00	0.00	-	0.00	98.25	1.75	0.00	-	50.00	0.00	50.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	28.05	0.00	0.00	28.05	0.00	68.29	1.22	0.00	69.51	1.22	0.00	1.22	0.00	2.44	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)					Anneewakee Rd (West)					Anneewakee Rd (East)					
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	
1600 - 1615	1	8	0	0	9	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	17
1615 - 1630	0	11	0	0	11	0	10	0	0	10	1	0	0	0	1	0	0	0	0	0	22
1630 - 1645	0	9	0	0	9	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	20
1645 - 1700	0	7	0	0	7	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	20
Hourly Total	1	35	0	0	36	0	42	0	0	42	1	0	0	0	1	0	0	0	0	0	79
1700 - 1715	0	6	0	0	6	0	5	0	0	5	1	0	0	0	1	0	0	0	0	0	12
1715 - 1730	1	9	0	0	10	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	16
1730 - 1745	1	10	0	0	11	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	17
1745 - 1800	0	9	0	0	9	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	19
Hourly Total	2	34	0	0	36	0	27	0	0	27	1	0	0	0	1	0	0	0	0	0	64
Grand Total	3	69	0	0	72	0	69	0	0	69	2	0	0	0	2	0	0	0	0	0	143
Approach %	4.17	95.83	0.00	0.00	-	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-
Intersection %	2.10	48.25	0.00	0.00	50.35	0.00	48.25	0.00	0.00	48.25	1.40	0.00	0.00	0.00	1.40	0.00	0.00	0.00	0.00	0.00	

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South Fulton, GA

Site 4

GA-92 Fairburn Rd (South)
GA-92 Fairburn Rd (North)
Anneewakee Rd (West)
Anneewakee Rd (East)



Date

Tuesday, October 24, 2023

Weather

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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	GA-92 Fairburn Rd (South)						GA-92 Fairburn Rd (North)						Anneewakee Rd (West)						Anneewakee Rd (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
TIME																									
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
Hourly Total	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
0815 - 0830	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0830 - 0845	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0845 - 0900	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Grand 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	-	
Intersection %	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	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	GA-92 Fairburn Rd (South)						GA-92 Fairburn Rd (North)						Anneewakee Rd (West)						Anneewakee Rd (East)						
	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
TIME																									
1600 - 1615	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
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
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1715 - 1730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1730 - 1745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1745 - 1800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Grand 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	-	
Intersection %	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 Trucks (4-13)

South Fulton, GA



Site 4

GA-92 Fairburn Rd (South)
GA-92 Fairburn Rd (North)
Anneewakee Rd (West)
Anneewakee Rd (East)



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

Lat/Long

33.711973°, -84.663215°
[Click here for Map](#)

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0700 - 0900 (Weekday 2h Session) (10-24-2023)

All Trucks (4-13)

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)					Anneewakee Rd (West)					Anneewakee Rd (East)					
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	0	11	0	0	11	0	19	1	0	20	2	0	1	0	3	0	0	0	0	0	34
0715 - 0730	1	11	0	0	12	0	24	1	0	25	1	0	2	0	3	0	0	0	0	0	40
0730 - 0745	1	9	0	0	10	0	24	1	0	25	0	0	6	0	6	0	0	0	0	0	41
0745 - 0800	4	17	0	0	21	0	26	0	0	26	0	0	3	0	3	0	0	0	0	0	50
Hourly Total	6	48	0	0	54	0	93	3	0	96	3	0	12	0	15	0	0	0	0	0	165
0800 - 0815	5	17	0	0	22	0	28	1	0	29	1	0	4	0	5	0	0	0	0	0	56
0815 - 0830	3	17	0	0	20	0	35	1	0	36	2	0	4	0	6	0	0	0	0	0	62
0830 - 0845	3	18	0	0	21	1	49	2	1	53	3	0	6	0	9	0	0	0	0	0	83
0845 - 0900	3	26	0	0	29	0	43	2	1	46	3	0	0	0	3	0	0	0	0	0	78
Hourly Total	14	78	0	0	92	1	155	6	2	164	9	0	14	0	23	0	0	0	0	0	279
Grand Total	20	126	0	0	146	1	248	9	2	260	12	0	26	0	38	0	0	0	0	0	444
Approach %	13.70	86.30	0.00	0.00	-	0.38	95.38	3.46	0.77	-	31.58	0.00	68.42	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	4.50	28.38	0.00	0.00	32.88	0.23	55.86	2.03	0.45	58.56	2.70	0.00	5.86	0.00	8.56	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)					Anneewakee Rd (West)					Anneewakee Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	3	28	0	0	31	0	17	3	0	20	0	0	3	0	3	0	0	0	0	0	54
1615 - 1630	1	19	0	0	20	0	14	0	0	14	2	0	2	0	4	0	0	0	0	0	38
1630 - 1645	1	16	0	0	17	0	18	2	0	20	2	0	2	0	4	0	0	0	0	0	41
1645 - 1700	2	17	0	0	19	0	20	0	0	20	1	0	1	0	2	0	0	0	0	0	41
Hourly Total	7	80	0	0	87	0	69	5	0	74	5	0	8	0	13	0	0	0	0	0	174
1700 - 1715	2	18	0	0	20	0	11	0	0	11	2	0	0	0	2	0	0	0	0	0	33
1715 - 1730	4	16	0	0	20	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	32
1730 - 1745	2	15	0	0	17	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	30
1745 - 1800	1	19	0	0	20	0	15	0	0	15	0	0	2	0	2	0	0	0	0	0	37
Hourly Total	9	68	0	0	77	0	51	0	0	51	2	0	2	0	4	0	0	0	0	0	132
Grand Total	16	148	0	0	164	0	120	5	0	125	7	0	10	0	17	0	0	0	0	0	306
Approach %	9.76	90.24	0.00	0.00	-	0.00	96.00	4.00	0.00	-	41.18	0.00	58.82	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	5.23	48.37	0.00	0.00	53.59	0.00	39.22	1.63	0.00	40.85	2.29	0.00	3.27	0.00	5.56	0.00	0.00	0.00	0.00	0.00	

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South Fulton, GA

Site 4

GA-92 Fairburn Rd (South)
GA-92 Fairburn Rd (North)
Anneewakee Rd (West)
Anneewakee Rd (East)

Date _____

Tuesday, October 24, 2023

Weather

Fair
62°F

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Lat/Long
33.711973°, -84.663215°



0700 - 0900 (Weekday 2h Session) (10-24-2023)

Pedestrians

	Northbound				Southbound				Eastbound				Westbound				
	GA-92 Fairburn Rd (South)				GA-92 Fairburn Rd (North)				Anneewakee Rd (West)				Anneewakee Rd (East)				
	EB 4a	WB 4b		App Total	EB 4c	WB 4d		App Total	NB 4e	SB 4f		App Total	NB 4g	SB 4h		App Total	Int Total
TIME																	
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
Hourly Total	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
0815 - 0830	0	0		0	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

	1988	1998
Pedestrians	1,000	1,000

	Northbound				Southbound				Eastbound				Westbound				
	GA-92 Fairburn Rd (South)				GA-92 Fairburn Rd (North)				Anneewakee Rd (West)				Anneewakee Rd (East)				
TIME	EB 4a	WB 4b		App Total	EB 4c	WB 4d		App Total	NB 4e	SB 4f		App Total	NB 4g	SB 4h		App Total	Int Total
1600 - 1615	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
1630 - 1645	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
Hourly Total	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
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

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South Fulton, GA

Site 4

GA-92 Fairburn Rd (South)
GA-92 Fairburn Rd (North)
Anneewakee Rd (West)
Anneewakee Rd (East)

Date _____

Tuesday, October 24, 2023

Weather

Fair
62°F

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Lat/Long

33.711973°, -84.663215°

[Click here for Map](#)



0700 - 0900 (Weekday 2h Session) (10-24-2023)

Bikes

	Northbound				Southbound				Eastbound				Westbound				
	GA-92 Fairburn Rd (South)			App Total	GA-92 Fairburn Rd (North)			App Total	Anneewakee Rd (West)			App Total	Anneewakee Rd (East)			App Total	Int Total
TIME	EB 4a	WB 4b			EB 4c	WB 4d			NB 4e	SB 4f			NB 4g	SB 4h			
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
Hourly Total	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
0815 - 0830	0	0		0	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Bikes

[illegible]

Marr Traffic
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South Fulton, GA

Site 4

GA-92 Fairburn Rd (South)
GA-92 Fairburn Rd (North)
Anneewakee Rd (West)
Anneewakee Rd (East)

Date _____

Tuesday, October 24, 2023

Weather

Fair
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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Motorized Vehicles

[illegible]

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Motorized Vehicles

[illegible]

Start Date: 10/24/2023					Anneewakee Rd (West)			Anneewakee Rd (East)			GA-92 Fairburn Rd (South)			GA-92 Fairburn Rd (North)			
Time	Eastbound			Westbound			Northbound			Southbound			Total				
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR					
15 Minute Totals																	
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:00 AM - 07:15 AM	42	0	149	0	0	0	47	144	0	0	271	24	678				
07:15 AM - 07:30 AM	61	0	172	0	2	0	60	204	2	0	317	14	832				
07:30 AM - 07:45 AM	56	0	194	0	7	0	78	225	9	0	286	26	881				
07:45 AM - 08:00 AM	54	0	167	0	5	0	61	233	3	0	325	37	885				
08:00 AM - 08:15 AM	35	0	170	0	1	0	64	214	1	0	308	27	820				
08:15 AM - 08:30 AM	48	0	146	0	1	0	73	202	2	0	305	26	803				
08:30 AM - 08:45 AM	42	0	132	0	1	0	61	206	0	1	342	26	812				
08:45 AM - 09:00 AM	48	0	107	0	0	0	40	188	0	107	330	15	729				
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:00 PM - 04:15 PM	36	0	58	0	0	0	112	354	0	0	212	41	813				
04:15 PM - 04:30 PM	31	0	79	0	0	0	153	370	0	0	195	49	877				
04:30 PM - 04:45 PM	35	0	73	0	0	0	175	297	0	0	184	44	810				
04:45 PM - 05:00 PM	31	1	70	0	1	0	163	357	0	0	257	59	940				
05:00 PM - 05:15 PM	32	0	72	0	1	0	198	353	0	1	190	47	894				
05:15 PM - 05:30 PM	37	0	97	0	1	1	204	303	1	0	242	60	946				
05:30 PM - 05:45 PM	36	0	94	0	1	1	191	339	0	1	243	53	959				
05:45 PM - 06:00 PM	33	0	97	0	1	0	195	365	1	0	258	58	1008				
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		



[Click here for Map](#)

Peak Hour Turning Movement Count

South Fulton, GA

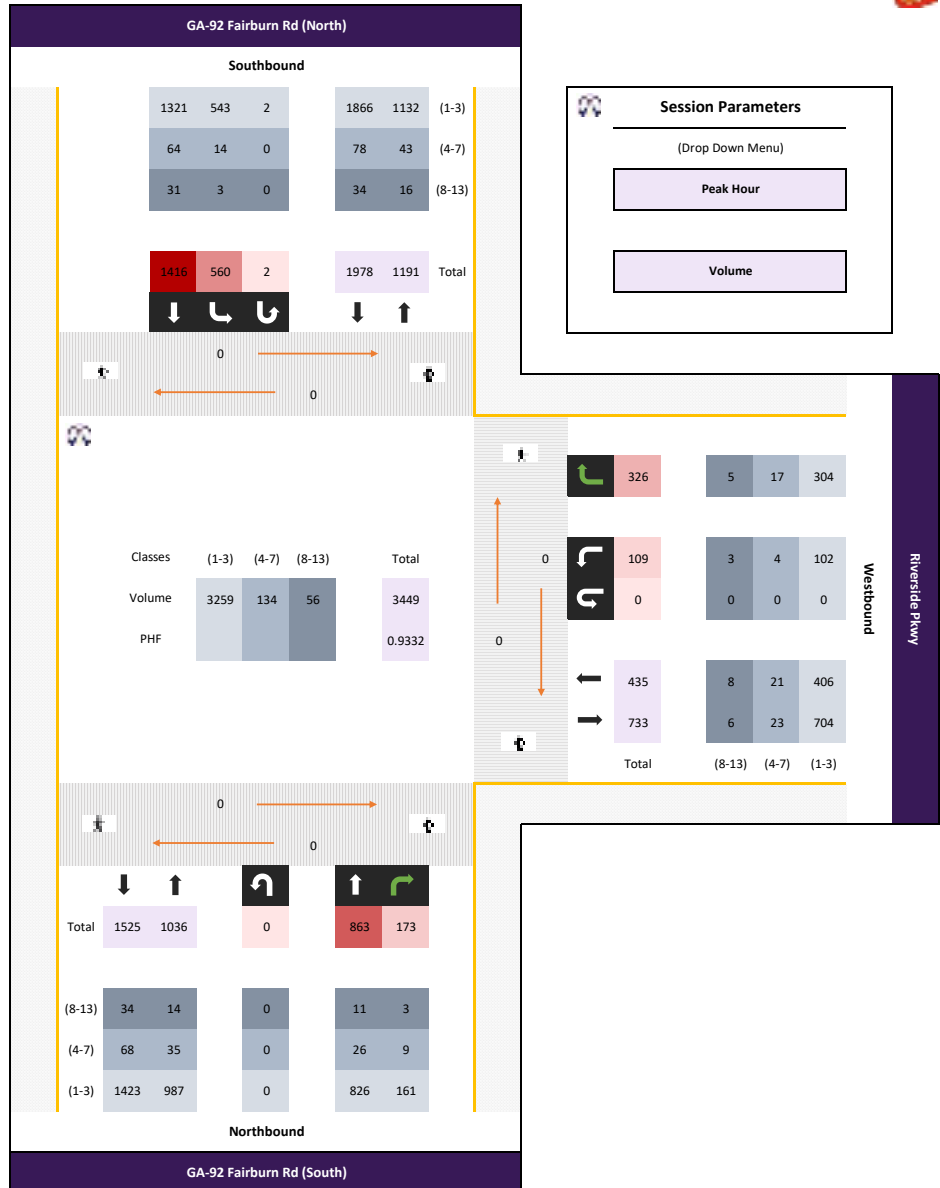


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Tuesday, October 24, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes



Time	Northbound						Southbound						Westbound						Int Total					
	GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)					Riverside Pkwy													
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total	Left 5.7	Right 5.8	U-Turn 5.9	App Total												
0715 - 0730	-	206	34	-	0	240	154	358	-	-	0	512	-	-	-	-	0	16	-	83	-	0	99	851
0730 - 0745	-	233	46	-	0	279	164	285	-	-	0	449	-	-	-	-	0	23	-	88	-	0	111	839
0745 - 0800	-	212	55	-	0	267	141	397	-	-	1	539	-	-	-	-	0	31	-	87	-	0	118	924
0800 - 0815	-	212	38	-	0	250	101	376	-	-	1	478	-	-	-	-	0	39	-	68	-	0	107	835
Total	0	863	173	0	0	1036	560	1416	0	0	2	1978	0	0	0	0	0	109	0	326	0	0	435	3449
Approach %	0.00	83.30	16.70	0.00	0.00	-	28.31	71.59	0.00	0.00	0.10	-	0.00	0.00	0.00	0.00	0.00	25.06	0.00	74.94	0.00	0.00	-	-
PHF	0.00	0.93	0.79	0.00	0.00	0.93	0.85	0.89	0.00	0.00	0.50	0.92	0.00	0.00	0.00	0.00	0.00	0.70	0.00	0.93	0.00	0.00	0.92	0.93

Time	Northbound						Southbound						Westbound						Int Total					
	GA-92 Fairburn Rd (South)						GA-92 Fairburn Rd (North)						Riverside Pkwy											
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total	Left 5.7	Right 5.8	U-Turn 5.9	App Total												
0715 - 0730	-	201	33	-	0	234	151	344	-	-	0	495	-	-	-	-	0	14	-	78	-	0	92	821
0730 - 0745	-	224	43	-	0	267	162	256	-	-	0	418	-	-	-	-	0	20	-	84	-	0	104	789
0745 - 0800	-	200	49	-	0	249	134	372	-	-	1	507	-	-	-	-	0	30	-	82	-	0	112	868
0800 - 0815	-	201	36	-	0	237	96	349	-	-	1	446	-	-	-	-	0	38	-	60	-	0	98	781
Total	0	826	161	0	0	987	543	1321	0	0	2	1866	0	0	0	0	0	102	0	304	0	0	406	3259
Approach %	0.00	83.69	16.31	0.00	0.00	-	29.10	70.79	0.00	0.00	0.11	-	0.00	0.00	0.00	0.00	-	25.12	0.00	74.88	0.00	0.00	-	-
PHF	0.00	0.92	0.82	0.00	0.00	0.92	0.84	0.89	0.00	0.00	0.50	0.92	0.00	0.00	0.00	0.00	0.00	0.67	0.00	0.90	0.00	0.00	0.91	0.94

Time		Northbound					Southbound					Westbound					Int Total								
		GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)					Riverside Pkwy													
		Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total					App Total	Left 5.7	Right 5.8		U-Turn 5.9	App Total						
0715 - 0730	-	4	0	-	0	4	2	10	-	-	0	12	-	-	-	-	0	2	-	4	-	0	6	22	
0730 - 0745	-	7	3	-	0	10	1	17	-	-	0	18	-	-	-	-	0	1	-	3	-	0	4	32	
0745 - 0800	-	8	4	-	0	12	7	18	-	-	0	25	-	-	-	-	0	1	-	4	-	0	5	42	
0800 - 0815	-	7	2	-	0	9	4	19	-	-	0	23	-	-	-	-	0	0	-	6	-	0	6	38	
Total	0	26	9	0	0	35	14	64	0	0	0	78	0	0	0	0	0	0	4	0	17	0	0	21	134
Approach %	0.00	74.29	25.71	0.00	0.00	-	17.95	82.05	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	19.05	0.00	80.95	0.00	0.00	-	-
PHF	0.00	0.81	0.56	0.00	0.00	0.73	0.50	0.84	0.00	0.00	0.00	0.78	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.71	0.00	0.00	0.88	0.80

Time	Northbound					Southbound					Westbound					Int Total								
	GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)					Riverside Pkwy													
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total				App Total	Left 5.7	Right 5.8	U-Turn 5.9		App Total							
0715 - 0730	-	1	1	-	0	2	1	4	-	-	0	5	-	-	-	-	0	0	-	1	-	0	1	8
0730 - 0745	-	2	0	-	0	2	1	12	-	-	0	13	-	-	-	-	0	2	-	1	-	0	3	18
0745 - 0800	-	4	2	-	0	6	0	7	-	-	0	7	-	-	-	-	0	0	-	1	-	0	1	14
0800 - 0815	-	4	0	-	0	4	1	8	-	-	0	9	-	-	-	-	0	1	-	2	-	0	3	16
Total	0	11	3	0	0	14	3	31	0	0	0	34	0	0	0	0	0	3	0	5	0	0	8	56
Approach %	0.00	78.57	21.43	0.00	0.00	-	8.82	91.18	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	37.50	0.00	62.50	0.00	0.00	-	-
PHF	0.00	0.69	0.38	0.00	0.00	0.58	0.75	0.65	0.00	0.00	0.00	0.65	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.63	0.00	0.00	0.67	0.78

[illegible]



[Click here for Map](#)

Peak Hour Turning Movement Count

South Fulton, GA

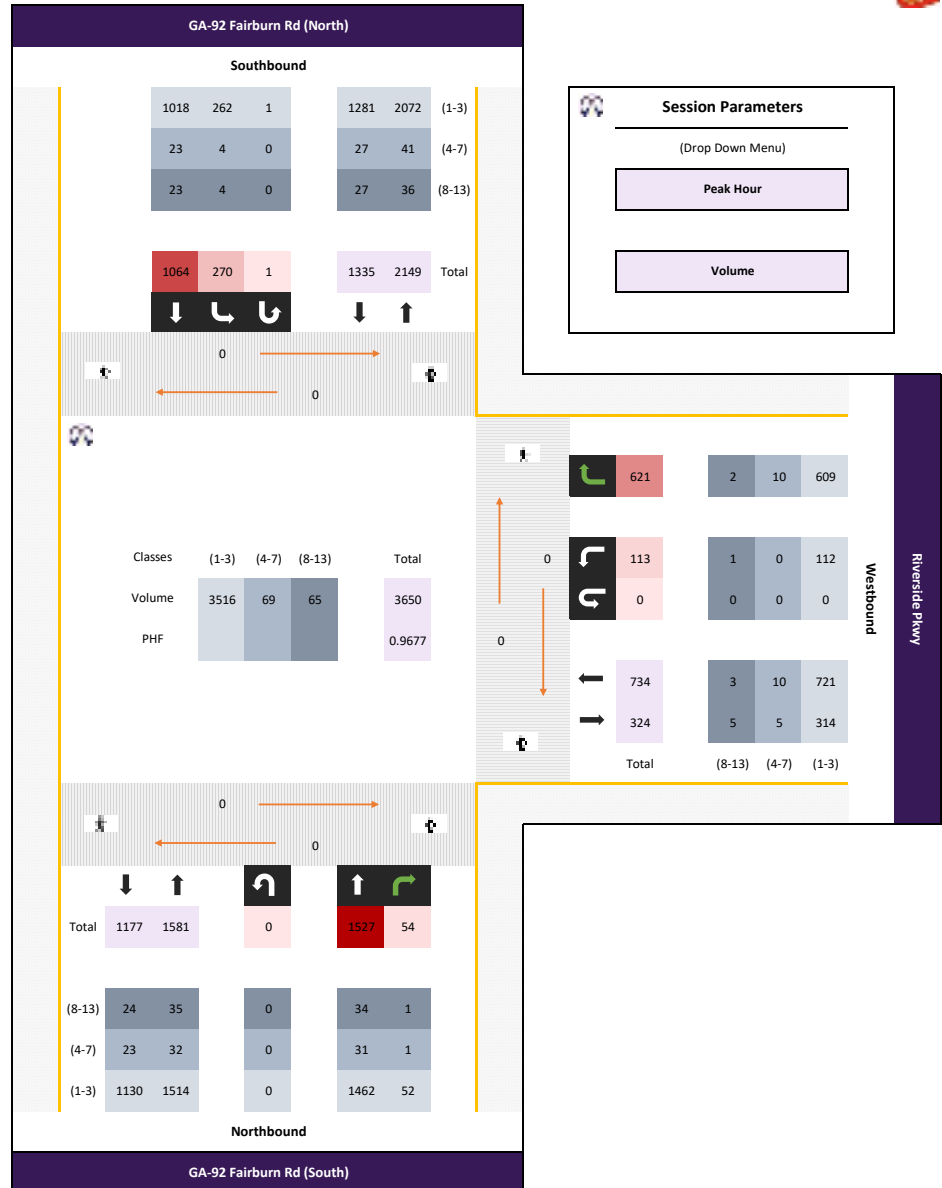


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Tuesday, October 24, 2023	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes



Time	Northbound					Southbound					Westbound					Int Total								
	GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)					Riverside Pkwy													
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total	Left 5.7	Right 5.8	U-Turn 5.9	App Total												
1700 - 1715	-	403	15	-	0	418	54	244	-	-	1	296	-	-	-	-	0	37	-	143	-	0	180	894
1715 - 1730	-	357	13	-	0	370	75	255	-	-	0	330	-	-	-	-	0	32	-	156	-	0	188	888
1730 - 1745	-	367	14	-	0	381	73	304	-	-	0	377	-	-	-	-	0	20	-	165	-	0	185	943
1745 - 1800	-	400	12	-	0	412	71	261	-	-	0	332	-	-	-	-	0	24	-	157	-	0	181	925
Total	0	1527	54	0	0	1581	270	1064	0	0	1	1335	0	0	0	0	0	113	0	621	0	0	734	3650
Approach %	0.00	96.58	3.42	0.00	0.00	-	20.22	79.70	0.00	0.00	0.07	-	0.00	0.00	0.00	0.00	0.00	15.40	0.00	84.60	0.00	0.00	-	-
PHF	0.00	0.95	0.90	0.00	0.00	0.95	0.90	0.88	0.00	0.00	0.25	0.89	0.00	0.00	0.00	0.00	0.00	0.76	0.00	0.94	0.00	0.00	0.98	0.97

Time	Northbound					Southbound					Westbound					Int Total								
	GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)					Riverside Pkwy													
	Thru 5.1	Right 5.2		U-Turn 5.3	App Total	Left 5.4	Thru 5.5		U-Turn 5.6	App Total					App Total		Left 5.7	Right 5.8	U-Turn 5.9	App Total				
1700 - 1715	-	386	14	-	0	400	54	232	-	-	1	281	-	-	-	-	0	37	-	137	-	0	174	855
1715 - 1730	-	342	12	-	0	354	74	246	-	-	0	320	-	-	-	-	0	31	-	155	-	0	186	860
1730 - 1745	-	353	14	-	0	367	70	293	-	-	0	363	-	-	-	-	0	20	-	161	-	0	181	911
1745 - 1800	-	381	12	-	0	393	70	247	-	-	0	317	-	-	-	-	0	24	-	156	-	0	180	890
Total	0	1462	52	0	0	1514	262	1018	0	0	1	1281	0	0	0	0	0	112	0	609	0	0	721	3516
Approach %	0.00	96.57	3.43	0.00	0.00	-	20.45	79.47	0.00	0.00	0.08	-	0.00	0.00	0.00	0.00	-	15.53	0.00	84.47	0.00	0.00	-	-
PHF	0.00	0.95	0.93	0.00	0.00	0.95	0.89	0.87	0.00	0.00	0.25	0.88	0.00	0.00	0.00	0.00	0.00	0.76	0.00	0.95	0.00	0.00	0.97	0.96

Single Unit Trucks (47)		Northbound					Southbound					Westbound					Int Total							
		GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)					Riverside Pkwy												
		Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	Right 5.6	U-Turn 5.7	App Total	Left 5.7	Right 5.8	U-Turn 5.9	App Total										
Time																								
1700 - 1715	-	8	0	-	0	8	2	7	-	-	0	9	-	-	-	-	0	0	-	6	-	0	6	23
1715 - 1730	-	8	1	-	0	9	0	6	-	-	0	6	-	-	-	-	0	0	-	1	-	0	1	16
1730 - 1745	-	6	0	-	0	6	1	5	-	-	0	6	-	-	-	-	0	0	-	2	-	0	2	14
1745 - 1800	-	9	0	-	0	9	1	5	-	-	0	6	-	-	-	-	0	0	-	1	-	0	1	16
Total	0	31	1	0	0	32	4	23	0	0	0	27	0	0	0	0	0	0	10	0	0	10	69	
Approach %	0.00	96.88	3.13	0.00	0.00	-	14.81	85.19	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	-
PHF	0.00	0.86	0.25	0.00	0.00	0.89	0.50	0.82	0.00	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.42	0.75

Time	Northbound					Southbound					Westbound					Int Total								
	GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)					Riverside Pkwy													
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total	Left 5.7	Right 5.8	U-Turn 5.9	App Total												
1700 - 1715	-	9	1	-	0	10	1	5	-	-	0	6	-	-	-	-	0	-	0	-	0	3	16	
1715 - 1730	-	7	0	-	0	7	1	3	-	-	0	4	-	-	-	-	0	1	-	0	-	0	1	12
1730 - 1745	-	8	0	-	0	8	2	6	-	-	0	8	-	-	-	-	0	0	-	2	-	0	2	18
1745 - 1800	-	10	0	-	0	10	0	9	-	-	0	9	-	-	-	-	0	0	-	0	-	0	0	19
Total	0	34	1	0	0	35	4	23	0	0	0	27	0	0	0	0	0	1	0	2	0	0	3	65
Approach %	0.00	97.14	2.86	0.00	0.00	-	14.81	85.19	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	33.33	0.00	66.67	0.00	0.00	-	-
PHF	0.00	0.85	0.25	0.00	0.00	0.88	0.50	0.64	0.00	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.38	0.86

[illegible]

Classified Turn Movement Count || All vehicles

South Fulton, GA



Site 5

GA-92 Fairburn Rd (South)
GA-92 Fairburn Rd (North)



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

[Click here for Detailed Weather](#)

Lat/Long

33.707159°, -84.660770°
[Click here for Map](#)

Riverside Pkwy



0700 - 0900 (Weekday 2h Session) (10-24-2023)

All vehicles

TIME	Northbound				Southbound			
	GA-92 Fairburn Rd (South)				GA-92 Fairburn Rd (North)			
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total
0700 - 0715	145	40	0	185	144	263	0	407
0715 - 0730	206	34	0	240	154	358	0	512
0730 - 0745	233	46	0	279	164	285	0	449
0745 - 0800	212	55	0	267	141	397	1	539
Hourly Total	796	175	0	971	603	1303	1	1907
0800 - 0815	212	38	0	250	101	376	1	478
0815 - 0830	240	31	0	271	116	348	1	465
0830 - 0845	180	39	0	219	152	324	0	476
0845 - 0900	174	30	0	204	107	292	1	400
Hourly Total	806	138	0	944	476	1340	3	1819
Grand Total	1602	313	0	1915	1079	2643	4	3726
Approach %	83.66	16.34	0.00	-	28.96	70.93	0.11	-
Intersection %	25.17	4.92	0.00	30.09	16.95	41.53	0.06	58.55
Heavy Vehicle %	6	6	-	6	4	9	0	7
PHF	0.93	0.79	0.00	0.93	0.85	0.89	0.50	0.92

Westbound				
Riverside Pkwy				
Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
16	74	0	90	682
16	83	0	99	851
23	88	0	111	839
31	87	0	118	924
86	332	0	418	3296
39	68	0	107	835
18	58	0	76	812
12	48	0	60	755
10	52	0	62	666
79	226	0	305	3068
165	558	0	723	6364
22.82	77.18	0.00	-	
2.59	8.77	0.00	11.36	
12	9	-	9	7
0.70	0.93	0.00	0.92	0.93

1600 - 1800 (Weekday 2h Session) (10-24-2023)

All vehicles

TIME	Northbound				Southbound			
	GA-92 Fairburn Rd (South)				GA-92 Fairburn Rd (North)			
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total
1600 - 1615	368	15	0	383	55	203	0	258
1615 - 1630	348	8	0	356	57	178	0	235
1630 - 1645	370	10	0	380	55	234	0	289
1645 - 1700	356	16	0	372	63	231	1	295
Hourly Total	1442	49	0	1491	230	846	1	1077
1700 - 1715	403	15	0	418	51	244	1	296
1715 - 1730	357	13	0	370	75	255	0	330
1730 - 1745	367	14	0	381	73	304	0	377
1745 - 1800	400	12	0	412	71	261	0	332
Hourly Total	1527	54	0	1581	270	1064	1	1335
Grand Total	2969	103	0	3072	500	1910	2	2412
Approach %	96.65	3.35	0.00	-	20.73	79.19	0.08	-
Intersection %	42.47	1.47	0.00	43.95	7.15	27.32	0.03	34.51
Heavy Vehicle %	5	9	-	5	3	6	0	5
PHF	0.95	0.90	0.00	0.95	0.90	0.88	0.25	0.89

Westbound				
Riverside Pkwy				
Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
34	149	0	183	824
47	148	0	195	786
39	130	0	169	838
48	177	0	225	892
168	604	0	772	3340
37	143	0	180	894
32	156	0	188	888
20	165	0	185	943
24	157	0	181	925
113	621	0	734	3650
281	1225	0	1506	6990
18.66	81.34	0.00	-	
4.02	17.53	0.00	21.55	
2	2	-	2	4
0.76	0.94	0.00	0.98	0.97

Classified Turn Movement Count || Passenger Vehicles (1-3)

South Fulton, GA



Site 5

GA-92 Fairburn Rd (South)
GA-92 Fairburn Rd (North)



Date

Tuesday, October 24, 2023

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Riverside Pkwy

0700 - 0900 (Weekday 2h Session) (10-24-2023)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound			
	GA-92 Fairburn Rd (South)				GA-92 Fairburn Rd (North)			
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total
0700 - 0715	135	39	0	174	139	242	0	381
0715 - 0730	201	33	0	234	151	344	0	495
0730 - 0745	224	43	0	267	162	256	0	418
0745 - 0800	200	49	0	249	134	372	1	507
Hourly Total	760	164	0	924	586	1214	1	1801
0800 - 0815	201	36	0	237	96	349	1	446
0815 - 0830	225	28	0	253	111	307	1	419
0830 - 0845	163	36	0	199	138	284	0	422
0845 - 0900	154	29	0	183	102	260	1	363
Hourly Total	743	129	0	872	447	1200	3	1650
Grand Total	1503	293	0	1796	1033	2414	4	3451
Approach %	83.69	16.31	0.00	-	29.93	69.95	0.12	-
Intersection %	25.46	4.96	0.00	30.43	17.50	40.89	0.07	58.46

Westbound				
Riverside Pkwy				
Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
14	69	0	83	638
14	78	0	92	821
20	84	0	104	789
30	82	0	112	868
78	313	0	391	3116
38	60	0	98	781
14	51	0	65	737
10	42	0	52	673
6	44	0	50	596
68	197	0	265	2787
146	510	0	656	5903
22.26	77.74	0.00	-	
2.47	8.64	0.00	11.11	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound			
	GA-92 Fairburn Rd (South)				GA-92 Fairburn Rd (North)			
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total
1600 - 1615	348	13	0	361	52	186	0	238
1615 - 1630	333	8	0	341	55	160	0	215
1630 - 1645	354	7	0	361	53	215	0	268
1645 - 1700	336	14	0	350	61	218	1	280
Hourly Total	1371	42	0	1413	221	779	1	1001
1700 - 1715	386	14	0	400	48	232	1	281
1715 - 1730	342	12	0	354	74	246	0	320
1730 - 1745	353	14	0	367	70	293	0	363
1745 - 1800	381	12	0	393	70	247	0	317
Hourly Total	1462	52	0	1514	262	1018	1	1281
Grand Total	2833	94	0	2927	483	1797	2	2282
Approach %	96.79	3.21	0.00	-	21.17	78.75	0.09	-
Intersection %	42.41	1.41	0.00	43.82	7.23	26.90	0.03	34.16

Westbound				
Riverside Pkwy				
Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
34	141	0	175	774
46	145	0	191	747
38	128	0	166	795
45	173	0	218	848
163	587	0	750	3164
37	137	0	174	855
31	155	0	186	860
20	161	0	181	911
24	156	0	180	890
112	609	0	721	3516
275	1196	0	1471	6680
18.69	81.31	0.00	-	
4.12	17.90	0.00	22.02	

Classified Turn Movement Count || Single Unit Trucks (4-7)

South Fulton, GA



Site 5

GA-92 Fairburn Rd (South)
GA-92 Fairburn Rd (North)



Date

Tuesday, October 24, 2023

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Riverside Pkwy



0700 - 0900 (Weekday 2h Session) (10-24-2023)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound			
	GA-92 Fairburn Rd (South)				GA-92 Fairburn Rd (North)			
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total
0700 - 0715	5	0	0	5	5	10	0	15
0715 - 0730	4	0	0	4	2	10	0	12
0730 - 0745	7	3	0	10	1	17	0	18
0745 - 0800	8	4	0	12	7	18	0	25
Hourly Total	24	7	0	31	15	55	0	70
0800 - 0815	7	2	0	9	4	19	0	23
0815 - 0830	9	2	0	11	2	22	0	24
0830 - 0845	9	2	0	11	8	21	0	29
0845 - 0900	11	1	0	12	1	14	0	15
Hourly Total	36	7	0	43	15	76	0	91
Grand Total	60	14	0	74	30	131	0	161
Approach %	81.08	18.92	0.00	-	18.63	81.37	0.00	-
Intersection %	20.98	4.90	0.00	25.87	10.49	45.80	0.00	56.29

Westbound				
Riverside Pkwy				
Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
2	5	0	7	27
2	4	0	6	22
1	3	0	4	32
1	4	0	5	42
6	16	0	22	123
0	6	0	6	38
2	6	0	8	43
1	6	0	7	47
1	7	0	8	35
4	25	0	29	163
10	41	0	51	286
19.61	80.39	0.00	-	
3.50	14.34	0.00	17.83	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound			
	GA-92 Fairburn Rd (South)				GA-92 Fairburn Rd (North)			
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total
1600 - 1615	14	1	0	15	2	7	0	9
1615 - 1630	7	0	0	7	2	9	0	11
1630 - 1645	6	1	0	7	0	7	0	7
1645 - 1700	12	1	0	13	1	6	0	7
Hourly Total	39	3	0	42	5	29	0	34
1700 - 1715	8	0	0	8	2	7	0	9
1715 - 1730	8	1	0	9	0	6	0	6
1730 - 1745	6	0	0	6	1	5	0	6
1745 - 1800	9	0	0	9	1	5	0	6
Hourly Total	31	1	0	32	4	23	0	27
Grand Total	70	4	0	74	9	52	0	61
Approach %	94.59	5.41	0.00	-	14.75	85.25	0.00	-
Intersection %	43.75	2.50	0.00	46.25	5.63	32.50	0.00	38.13

Westbound				
Riverside Pkwy				
Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
0	7	0	7	31
1	2	0	3	21
0	1	0	1	15
1	3	0	4	24
2	13	0	15	91
0	6	0	6	23
0	1	0	1	16
0	2	0	2	14
0	1	0	1	16
0	10	0	10	69
2	23	0	25	160
8.00	92.00	0.00	-	
1.25	14.38	0.00	15.63	

Classified Turn Movement Count || Combination Trucks (8-13)

South Fulton, GA



Site 5

GA-92 Fairburn Rd (South)
GA-92 Fairburn Rd (North)



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Riverside Pkwy



0700 - 0900 (Weekday 2h Session) (10-24-2023)

Combination Trucks (8-13)

TIME	Northbound				Southbound			
	GA-92 Fairburn Rd (South)				GA-92 Fairburn Rd (North)			
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total
0700 - 0715	5	1	0	6	0	11	0	11
0715 - 0730	1	1	0	2	1	4	0	5
0730 - 0745	2	0	0	2	1	12	0	13
0745 - 0800	4	2	0	6	0	7	0	7
Hourly Total	12	4	0	16	2	34	0	36
0800 - 0815	4	0	0	4	1	8	0	9
0815 - 0830	6	1	0	7	3	19	0	22
0830 - 0845	8	1	0	9	6	19	0	25
0845 - 0900	9	0	0	9	4	18	0	22
Hourly Total	27	2	0	29	14	64	0	78
Grand Total	39	6	0	45	16	98	0	114
Approach %	86.67	13.33	0.00	-	14.04	85.96	0.00	-
Intersection %	22.29	3.43	0.00	25.71	9.14	56.00	0.00	65.14

Westbound				
Riverside Pkwy				
Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
0	0	0	0	17
0	1	0	1	8
2	1	0	3	18
0	1	0	1	14
2	3	0	5	57
1	2	0	3	16
2	1	0	3	32
1	0	0	1	35
3	1	0	4	35
7	4	0	11	118
9	7	0	16	175
56.25	43.75	0.00	-	
5.14	4.00	0.00	9.14	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Combination Trucks (8-13)

TIME	Northbound				Southbound			
	GA-92 Fairburn Rd (South)				GA-92 Fairburn Rd (North)			
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total
1600 - 1615	6	1	0	7	1	10	0	11
1615 - 1630	8	0	0	8	0	9	0	9
1630 - 1645	10	2	0	12	2	12	0	14
1645 - 1700	8	1	0	9	1	7	0	8
Hourly Total	32	4	0	36	4	38	0	42
1700 - 1715	9	1	0	10	1	5	0	6
1715 - 1730	7	0	0	7	1	3	0	4
1730 - 1745	8	0	0	8	2	6	0	8
1745 - 1800	10	0	0	10	0	9	0	9
Hourly Total	34	1	0	35	4	23	0	27
Grand Total	66	5	0	71	8	61	0	69
Approach %	92.96	7.04	0.00	-	11.59	88.41	0.00	-
Intersection %	44.00	3.33	0.00	47.33	5.33	40.67	0.00	46.00

Westbound				
Riverside Pkwy				
Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
0	1	0	1	19
0	1	0	1	18
1	1	0	2	28
2	1	0	3	20
3	4	0	7	85
0	0	0	0	16
1	0	0	1	12
0	2	0	2	18
0	0	0	0	19
1	2	0	3	65
4	6	0	10	150
40.00	60.00	0.00	-	
2.67	4.00	0.00	6.67	

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Riverside Pkwy

Bikes

TIME	Northbound					Southbound				
	GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)				
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total		Left 5.4	Thru 5.5		U-Turn 5.6	App Total
0700 - 0715	0	0	0	0		0	0		0	0
0715 - 0730	0	0	0	0		0	0		0	0
0730 - 0745	0	0	0	0		0	0		0	0
0745 - 0800	0	0	0	0		0	0		0	0
Hourly Total	0	0	0	0		0	0		0	0
0800 - 0815	0	0	0	0		0	0		0	0
0815 - 0830	0	0	0	0		0	0		0	0
0830 - 0845	0	0	0	0		0	0		0	0
0845 - 0900	0	0	0	0		0	0		0	0
Hourly Total	0	0	0	0		0	0		0	0
Grand Total	0	0	0	0		0	0		0	0
Approach %	0.00	0.00	0.00	-		0.00	0.00		0.00	-
Intersection %	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00

Westbound				
Riverside Pkwy				
Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	

Bikes

	Northbound					Southbound				
	GA-92 Fairburn Rd (South)					GA-92 Fairburn Rd (North)				
	Thru 5.1	Right 5.2		U-Turn 5.3	App Total	Left 5.4	Thru 5.5		U-Turn 5.6	App Total
TIME										
1600 - 1615	0	0		0	0	0	0		0	0
1615 - 1630	0	0		0	0	0	0		0	0
1630 - 1645	0	0		0	0	0	0		0	0
1645 - 1700	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
1700 - 1715	0	0		0	0	0	0		0	0
1715 - 1730	0	0		0	0	0	0		0	0
1730 - 1745	0	0		0	0	0	0		0	0
1745 - 1800	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
Grand Total	0	0		0	0	0	0		0	0
Approach %	0.00	0.00		0.00	-	0.00	0.00		0.00	-
Intersection %	0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00

Westbound				
Riverside Pkwy				
Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

South Fulton, GA



Site 5

GA-92 Fairburn Rd (South)
GA-92 Fairburn Rd (North)



Date

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Riverside Pkwy



0700 - 0900 (Weekday 2h Session) (10-24-2023)

All Trucks (4-13)

TIME	Northbound				Southbound			
	GA-92 Fairburn Rd (South)				GA-92 Fairburn Rd (North)			
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total
0700 - 0715	10	1	0	11	5	21	0	26
0715 - 0730	5	1	0	6	3	14	0	17
0730 - 0745	9	3	0	12	2	29	0	31
0745 - 0800	12	6	0	18	7	25	0	32
Hourly Total	36	11	0	47	17	89	0	106
0800 - 0815	11	2	0	13	5	27	0	32
0815 - 0830	15	3	0	18	5	41	0	46
0830 - 0845	17	3	0	20	14	40	0	54
0845 - 0900	20	1	0	21	5	32	0	37
Hourly Total	63	9	0	72	29	140	0	169
Grand Total	99	20	0	119	46	229	0	275
Approach %	83.19	16.81	0.00	-	16.73	83.27	0.00	-
Intersection %	21.48	4.34	0.00	25.81	9.98	49.67	0.00	59.65

Westbound				
Riverside Pkwy				
Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
2	5	0	7	44
2	5	0	7	30
3	4	0	7	50
1	5	0	6	56
8	19	0	27	180
1	8	0	9	54
4	7	0	11	75
2	6	0	8	82
4	8	0	12	70
11	29	0	40	281
19	48	0	67	461
28.36	71.64	0.00	-	
4.12	10.41	0.00	14.53	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

All Trucks (4-13)

TIME	Northbound				Southbound			
	GA-92 Fairburn Rd (South)				GA-92 Fairburn Rd (North)			
	Thru 5.1	Right 5.2	U-Turn 5.3	App Total	Left 5.4	Thru 5.5	U-Turn 5.6	App Total
1600 - 1615	20	2	0	22	3	17	0	20
1615 - 1630	15	0	0	15	2	18	0	20
1630 - 1645	16	3	0	19	2	19	0	21
1645 - 1700	20	2	0	22	2	13	0	15
Hourly Total	71	7	0	78	9	67	0	76
1700 - 1715	17	1	0	18	3	12	0	15
1715 - 1730	15	1	0	16	1	9	0	10
1730 - 1745	14	0	0	14	3	11	0	14
1745 - 1800	19	0	0	19	1	14	0	15
Hourly Total	65	2	0	67	8	46	0	54
Grand Total	136	9	0	145	17	113	0	130
Approach %	93.79	6.21	0.00	-	13.08	86.92	0.00	-
Intersection %	43.87	2.90	0.00	46.77	5.48	36.45	0.00	41.94

Westbound				
Riverside Pkwy				
Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
0	8	0	8	50
1	3	0	4	39
1	2	0	3	43
3	4	0	7	44
5	17	0	22	176
0	6	0	6	39
1	1	0	2	28
0	4	0	4	32
0	1	0	1	35
1	12	0	13	134
6	29	0	35	310
17.14	82.86	0.00	-	
1.94	9.35	0.00	11.29	

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Westbound			
Riverside Pkwy			
NB 5g	SB 5h	App Total	Int Total
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0.00	0.00	-	
0.00	0.00	0.00	

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Bikes

	Northbound			Southbound		
	GA-92 Fairburn Rd (South)			GA-92 Fairburn Rd (North)		
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total
0700 - 0715	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00

Westbound		App Total	Int Total
NB 5g	SB 5h		
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0.00	0.00	-	
0.00	0.00	0.00	

Bikes

TIME	Northbound		App Total	Southbound		App Total
	GA-92 Fairburn Rd (South)			GA-92 Fairburn Rd (North)		
	EB 5a	WB 5b		EB 5c	WB 5d	
1600 - 1615	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00

Westbound			
Riverside Pkwy			
NB 5g	SB 5h	App Total	Int Total
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0.00	0.00	-	
0.00	0.00	0.00	

Marr Traffic
DATA COLLECTION
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South Fulton, GA

Site 5

GA-92 Fairburn Rd (South)
GA-92 Fairburn Rd (North)

Riverside Pkwy

Date _____

Tuesday, October 24, 2023

Weather

Fair
62°F

[Click here for Detailed Weather](#)

Lat/Long

33.707159°, -84.660770°

[Click here for Map](#)



0700 - 0900 (Weekday 2h Session) (10-24-2023)

Motorized Vehicles

TIME	Northbound			Southbound		
	GA-92 Fairburn Rd (South)			GA-92 Fairburn Rd (North)		
	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total
0700 - 0715	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00

[illegible]

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Motorized Vehicles

	Northbound			Southbound		
	GA-92 Fairburn Rd (South)			GA-92 Fairburn Rd (North)		
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total
1600 - 1615	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00

[illegible]

Start Date: 10/24/2023			Eastbound			Riverside Pkwy Westbound			GA-92 Fairburn Rd (South) Northbound			GA-92 Fairburn Rd (North) Southbound			Total
Time	EBL		EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
15 Minute Totals															
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00 AM - 07:15 AM	0	0	0	16	0	74	0	145	40	144	263	0	682	0	
07:15 AM - 07:30 AM	0	0	0	16	0	83	0	206	34	154	358	0	851	0	
07:30 AM - 07:45 AM	0	0	0	23	0	88	0	233	46	164	285	0	839	0	
07:45 AM - 08:00 AM	0	0	0	31	0	87	0	212	55	141	397	0	924	0	
08:00 AM - 08:15 AM	0	0	0	39	0	68	0	212	38	101	376	0	835	0	
08:15 AM - 08:30 AM	0	0	0	18	0	58	0	180	31	116	348	0	812	0	
08:30 AM - 08:45 AM	0	0	0	12	0	48	0	240	39	152	324	0	755	0	
08:45 AM - 09:00 AM	0	0	0	10	0	52	0	174	30	107	292	0	666	0	
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00 PM - 04:15 PM	0	0	0	34	0	149	0	368	15	55	203	0	824	0	
04:15 PM - 04:30 PM	0	0	0	47	0	148	0	348	8	57	178	0	786	0	
04:30 PM - 04:45 PM	0	0	0	39	0	130	0	370	10	55	234	0	838	0	
04:45 PM - 05:00 PM	0	0	0	48	0	177	0	356	16	63	231	0	892	0	
05:00 PM - 05:15 PM	0	0	0	37	0	143	0	403	15	51	244	0	894	0	
05:15 PM - 05:30 PM	0	0	0	32	0	156	0	357	13	75	255	0	888	0	
05:30 PM - 05:45 PM	0	0	0	20	0	165	0	367	14	73	304	0	943	0	
05:45 PM - 06:00 PM	0	0	0	24	0	157	0	400	12	71	261	0	925	0	
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



[Click here for Map](#)

Peak Hour Turning Movement Count

South Fulton, GA



www.marrtraffic.com



Tuesday, October 24, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

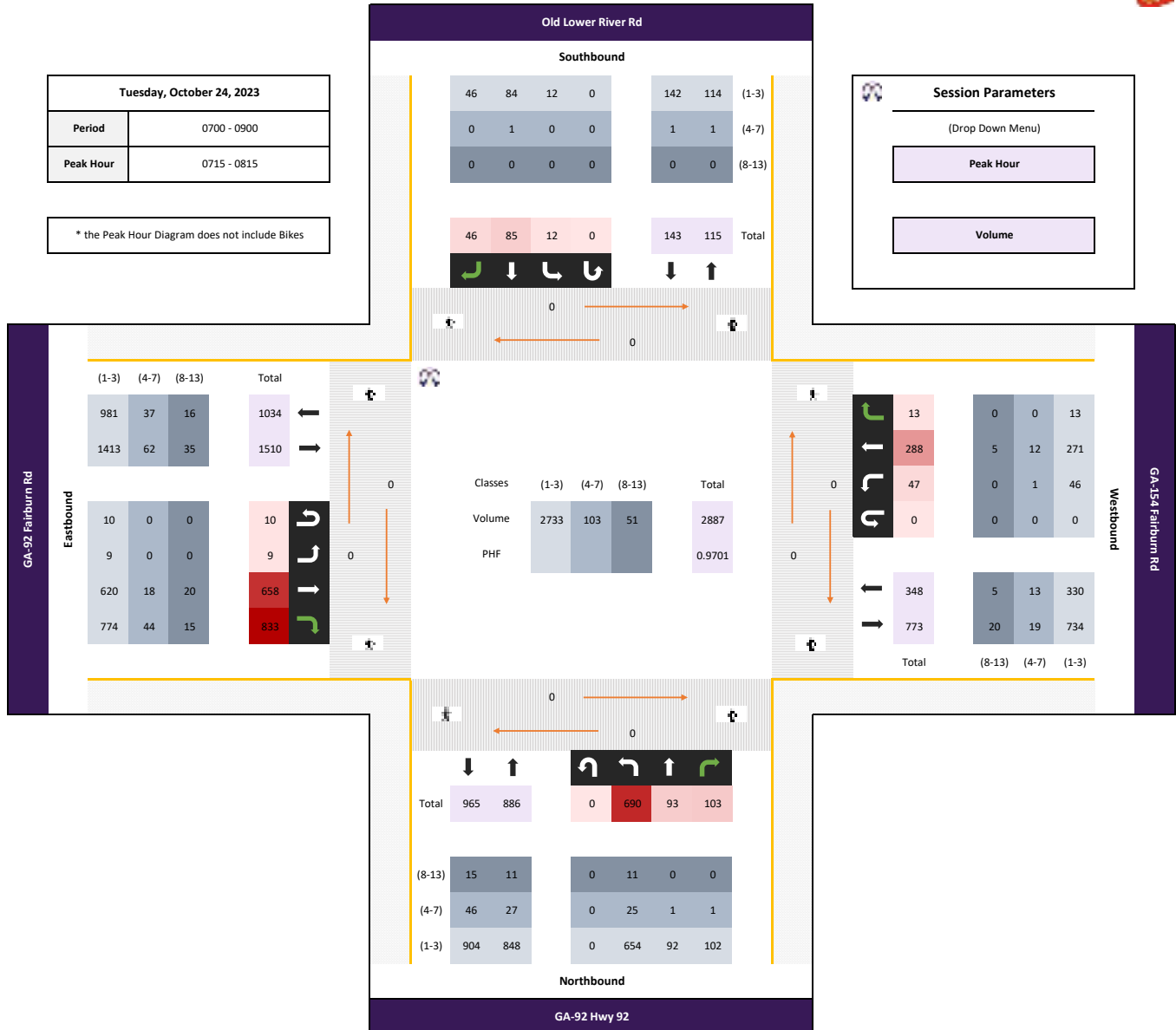
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Time	Northbound					Southbound					Eastbound					Westbound					Int Total				
	GA-92 Hwy 92					Old Lower River Rd					GA-92 Fairburn Rd					GA-154 Fairburn Rd									
	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					
0715 - 0730	146	51	33	-	230	7	22	14	-	43	5	223	132	-	1 361	10	81	7	-	0 98	732				
0730 - 0745	164	29	18	-	211	3	34	19	-	56	1	158	180	-	4 343	13	96	1	-	0 110	720				
0745 - 0800	188	7	20	-	215	1	20	9	-	30	3	155	260	-	4 422	14	59	4	-	0 77	744				
0800 - 0815	192	6	32	-	230	1	9	4	-	14	0	122	261	-	1 384	10	52	1	-	0 63	691				
Total	690	93	103	0	0 886	12	85	46	0	0 143	9	658	833	0	0 1510	47	288	13	0	0 348	2887				
Approach %	77.88	10.50	11.63	0.00	0.00	-	8.39	59.44	32.17	0.00	0.00	-	0.60	43.58	55.17	0.00	0.66	-	13.51	82.76	3.74	0.00	0.00	-	
PHF	0.90	0.46	0.78	0.00	0.00	0.96	0.43	0.63	0.61	0.00	0.00	0.64	0.45	0.74	0.80	0.00	0.63	0.89	0.84	0.75	0.46	0.00	0.00	0.79	0.97

Time	Northbound					Southbound					Eastbound					Westbound					Int Total				
	GA-92 Hwy 92					Old Lower River Rd					GA-92 Fairburn Rd					GA-154 Fairburn Rd									
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total 6.5	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total 6.9	Left 6.9	Thru 7.10	Right 6.11	U-Turn 6.12	App Total 7.11	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total 7.12					
0715 - 0730	140	51	33	-	0 224	7	21	14	-	0 42	5	213	121	-	1 340	10	78	7	-	0 95	701				
0730 - 0745	156	29	18	-	0 203	3	34	19	-	0 56	1	147	161	-	4 313	13	93	1	-	0 107	679				
0745 - 0800	177	7	19	-	0 203	1	20	9	-	0 30	3	147	243	-	4 397	13	54	4	-	0 71	701				
0800 - 0815	181	5	32	-	0 218	1	9	4	-	0 14	0	113	249	-	1 363	10	46	1	-	0 57	652				
Total	654	92	102	0	0 848	12	84	46	0	0 142	9	620	774	0	71	1413	46	271	13	0	0 330	2733			
Approach %	77.12	10.85	12.03	0.00	0.00	-	8.45	59.15	32.39	0.00	0.00	-	6.64	43.88	54.78	0.00	10.71	-	13.94	82.12	3.94	0.00	0.00	-	
PHF	0.90	0.45	0.77	0.00	0.00	0.95	0.43	0.62	0.61	0.00	0.00	0.63	0.45	0.73	0.78	0.00	0.63	0.89	0.88	0.73	0.46	0.00	0.00	0.77	0.97

Time	Northbound					Southbound					Eastbound					Westbound					Int Total				
	GA-92 Hwy 92					Old Lower River Rd					GA-92 Fairburn Rd					GA-154 Fairburn Rd									
	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	4	0	0	-	0	4	0	1	0	-	0	1	0	4	9	-	0	13	0	2	0	-	0	2	20
0730 - 0745	6	0	0	-	0	6	0	0	0	-	0	0	5	13	-	0	18	0	3	0	-	0	3	27	
0745 - 0800	8	0	1	-	0	9	0	0	0	-	0	0	0	4	14	-	0	18	1	3	0	-	0	4	31
0800 - 0815	7	1	0	-	0	8	0	0	0	-	0	0	5	8	-	0	13	0	4	0	-	0	4	25	
Total	25	1	1	0	0	27	0	1	0	0	0	1	0	18	44	0	0	62	1	12	0	0	0	13	103
Approach %	92.59	3.70	3.70	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	29.03	70.97	0.00	0.00	-	7.69	92.31	0.00	0.00	0.00	-	-
PHF	0.78	0.25	0.25	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.90	0.79	0.00	0.00	0.86	0.25	0.75	0.00	0.00	0.00	0.81	0.83

Time	Northbound						Southbound					Eastbound					Westbound					Int Total		
	GA-92 Hwy 92						Old Lower River Rd					GA-92 Fairburn Rd					GA-154 Fairburn Rd							
	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	2	0	0	-	0	2	0	0	0	-	0	0	0	6	2	-	0	8	0	1	0	-	0	1
0730 - 0745	2	0	0	-	0	2	0	0	0	-	0	0	0	6	6	-	0	12	0	0	0	-	0	0
0745 - 0800	3	0	0	-	0	3	0	0	0	-	0	0	0	4	3	-	0	7	0	2	0	-	0	2
0800 - 0815	4	0	0	-	0	4	0	0	0	-	0	0	0	4	4	-	0	8	0	2	0	-	0	2
Total	11	0	0	0	0	11	0	0	0	0	0	0	0	20	15	0	35	0	5	0	0	0	5	
Approach %	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	57.14	42.86	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.69	0.00	0.00	0.00	0.00	0.69	0.00	0.00	0.00	0.00	0.00	0.00	0.83	0.63	0.00	0.00	0.73	0.00	0.63	0.00	0.00	0.00	0.63	

[illegible]



[Click here for Map](#)

Peak Hour Turning Movement Count

South Fulton, GA



www.marrtraffic.com



Tuesday, October 24, 2023	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Old Lower River Rd

Southbound

27	30	15	0	72	70	(1-3)
0	1	1	0	2	1	(4-7)
0	0	0	0	0	0	(8-13)

27	31	16	0	74	71	Total
↩	↓	↪	↻	↓	↑	

0	0

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

GA-92 Fairburn Rd

Eastbound

(1-3)	(4-7)	(8-13)
1515	32	35
1118	23	24

3	0	0
21	1	0
345	6	9
749	16	15

1582	↑
1165	↓
3	↻
22	↻
360	↻
780	↻

0	↑
0	↓

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	2887	59	60	3006
PHF				0.9561

GA-154 Fairburn Rd

Westbound

31	0	0	31
932	22	19	891
108	1	1	106
0	0	0	0

0	0	31
22	19	891
1	1	106
0	0	0

1071	↩
434	↪
Total	

23	20	1028
9	8	417
(8-13)	(4-7)	(1-3)

GA-92 Hwy 92

Northbound

Total	919	696
↩	↪	↻

(8-13)	16	13	0	13	0	0
(4-7)	18	14	0	13	0	1
(1-3)	885	669	0	594	18	57

Time	Northbound						Southbound					Eastbound					Westbound					Int Total		
	GA-92 Hwy 92						Old Lower River Rd					GA-92 Fairburn Rd					GA-154 Fairburn Rd							
	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 7.10	Right 6.11	U-Turn 6.12	App Total		Left 6.13	Thru 6.14	Right 6.15		U-Turn 6.16	App Total
1700 - 1715	149	3	12	-	0	164	7	8	6	-	0	21	6	90	171	-	2	269	28	264	7	-	0	299
1715 - 1730	155	5	13	-	0	173	3	10	4	-	0	17	5	81	200	-	0	286	22	206	7	-	0	235
1730 - 1745	173	7	16	-	0	196	6	6	9	-	0	18	5	94	200	-	0	299	32	234	7	-	0	273
1745 - 1800	143	3	17	-	0	163	3	7	8	-	0	18	6	95	209	-	1	311	26	228	10	-	0	264
Total	620	18	58	0	0	696	16	31	27	0	0	74	22	360	780	0	3	1165	108	932	31	0	0	1071
Approach %	89.08	2.59	8.33	0.00	0.00	-	21.62	41.89	36.49	0.00	0.00	-	1.89	30.90	66.95	0.00	0.26	-	10.08	87.02	2.89	0.00	0.00	-
PHF	0.90	0.64	0.85	0.00	0.00	0.89	0.57	0.78	0.75	0.00	0.00	0.88	0.92	0.95	0.93	0.00	0.38	0.94	0.84	0.88	0.78	0.00	0.00	0.90

Time	Northbound					Southbound					Eastbound					Westbound					Int Total				
	GA-92 Hwy 92					Old Lower River Rd					GA-92 Fairburn Rd					GA-154 Fairburn Rd									
	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 7.0	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total					
1700 - 1715	142	3	11	-	0	156	7	8	6	-	0	21	5	89	163	-	2	259	26	254	7	-	0	287	723
1715 - 1730	151	5	13	-	0	169	2	9	4	-	0	15	5	76	192	-	0	273	22	194	7	-	0	223	680
1730 - 1745	166	7	16	-	0	189	3	6	9	-	0	18	5	91	195	-	0	291	32	223	7	-	0	262	760
1745 - 1800	135	3	17	-	0	155	3	7	8	-	0	18	6	89	199	-	1	295	26	220	10	-	0	256	724
Total	594	18	57	0	0	669	15	30	27	0	0	72	21	345	749	0	3	1118	106	891	31	0	0	1028	2887
Approach %	88.79	2.69	8.52	0.00	0.00	-	20.83	41.67	37.50	0.00	0.00	-	1.88	30.86	66.99	0.00	0.27	-	10.31	86.67	3.02	0.00	0.00	-	-
PHF	0.89	0.64	0.84	0.00	0.00	0.88	0.54	0.83	0.75	0.00	0.00	0.86	0.88	0.95	0.94	0.00	0.38	0.95	0.83	0.88	0.78	0.00	0.00	0.90	0.95

Single Unit Trucks (47)		Northbound					Southbound					Eastbound					Westbound					Int Total				
		GA-92 Hwy 92					Old Lower River Rd					GA-92 Fairburn Rd					GA-154 Fairburn Rd									
		Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total					
Time																										
1700 - 1715		3	0	1	-	0	4	0	0	0	-	0	0	1	0	5	-	0	6	1	4	0	-	0	5	15
1715 - 1730		2	0	0	-	0	2	1	1	0	-	0	2	0	2	5	-	0	7	0	6	0	-	0	6	17
1730 - 1745		4	0	0	-	0	4	0	0	0	-	0	0	0	1	3	-	0	4	0	5	0	-	0	5	13
1745 - 1800		4	0	0	-	0	4	0	0	0	-	0	0	0	3	3	-	0	6	0	4	0	-	0	4	14
Total		13	0	1	0	0	14	1	1	0	0	0	2	1	6	16	0	0	23	1	19	0	0	0	20	59
Approach %		92.86	0.00	7.14	0.00	0.00	-	50.00	50.00	0.00	0.00	0.00	-	4.35	26.09	69.57	0.00	0.00	-	5.00	95.00	0.00	0.00	0.00	-	
PHF		0.81	0.00	0.25	0.00	0.00	0.88	0.25	0.25	0.00	0.00	0.00	0.25	0.25	0.50	0.80	0.00	0.00	0.82	0.25	0.79	0.00	0.00	0.00	0.83	0.87

Time		Northbound						Southbound						Eastbound						Westbound						Int Total
		GA-92 Hwy 92						Old Lower River Rd						GA-92 Fairburn Rd						GA-154 Fairburn Rd						
		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 7.0	Right 7.1	U-Turn 7.2	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total					
1700 - 1715	4	0	0	-	0	4	0	0	0	-	0	0	1	3	-	0	4	1	6	0	-	0	7	15		
1715 - 1730	2	0	0	-	0	2	0	0	0	-	0	0	3	3	-	0	6	0	6	0	-	0	6	14		
1730 - 1745	3	0	0	-	0	3	0	0	0	-	0	0	2	2	-	0	4	0	6	0	-	0	6	13		
1745 - 1800	4	0	0	-	0	4	0	0	0	-	0	0	3	7	-	0	10	0	4	0	-	0	4	18		
Total	13	0	0	0	0	13	0	0	0	0	0	0	9	15	0	0	24	1	22	0	0	0	23	60		
Approach %	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	37.50	62.50	0.00	0.00	-	4.35	95.65	0.00	0.00	0.00	-		
PHF	0.81	0.00	0.00	0.00	0.00	0.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.54	0.00	0.00	0.60	0.25	0.92	0.00	0.00	0.00	0.82	0.83	

Time	Northbound						Southbound					Eastbound					Westbound						Int Total	
	GA-92 Hwy 92						Old Lower River Rd					GA-92 Fairburn Rd					GA-154 Fairburn Rd							
	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
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0.00	0.00

Classified Turn Movement Count || All vehicles

South Fulton, GA



Site 6

GA-92 Hwy 92
Old Lower River Rd
GA-92 Fairburn Rd
GA-154 Fairburn Rd



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

[Click here for Detailed Weather](#)

Lat/Long

33.704252°, -84.658311°

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0700 - 0900 (Weekday 2h Session) (10-24-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Hwy 92					Old Lower River Rd					GA-92 Fairburn Rd					GA-154 Fairburn Rd					
	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
0700 - 0715	111	22	35	0	168	2	9	5	0	16	5	163	122	3	293	5	62	8	0	75	552
0715 - 0730	146	51	33	0	230	7	22	14	0	43	5	223	132	1	361	10	81	7	0	98	732
0730 - 0745	164	29	18	0	211	3	34	19	0	56	1	158	180	4	343	13	96	1	0	110	720
0745 - 0800	188	7	20	0	215	1	20	9	0	30	3	155	260	4	422	14	59	4	0	77	744
Hourly Total	609	109	106	0	824	13	85	47	0	145	14	699	694	12	1419	42	298	20	0	360	2748
0800 - 0815	192	6	32	0	230	1	9	4	0	14	0	122	261	1	384	10	52	1	0	63	691
0815 - 0830	210	4	27	0	241	0	3	5	0	8	3	218	175	1	397	7	59	1	0	67	713
0830 - 0845	136	3	19	0	158	1	1	6	0	8	7	203	116	7	333	10	65	1	0	76	575
0845 - 0900	123	3	12	0	138	0	0	5	0	5	4	167	134	4	309	11	83	1	0	95	547
Hourly Total	661	16	90	0	767	2	13	20	0	35	14	710	686	13	1423	38	259	4	0	301	2526
Grand Total	1270	125	196	0	1591	15	98	67	0	180	28	1409	1380	25	2842	80	557	24	0	661	5274
Approach %	79.82	7.86	12.32	0.00	-	8.33	54.44	37.22	0.00	-	0.99	49.58	48.56	0.88	-	12.10	84.27	3.63	0.00	-	-
Intersection %	24.08	2.37	3.72	0.00	30.17	0.28	1.86	1.27	0.00	3.41	0.53	26.72	26.17	0.47	53.89	1.52	10.56	0.46	0.00	12.53	-
Heavy Vehicle %	6	2	2	-	5	0	2	0	-	1	0	8	10	0	9	3	8	0	-	7	7
PHF	0.90	0.46	0.78	0.00	0.96	0.43	0.63	0.61	0.00	0.64	0.45	0.74	0.80	0.63	0.89	0.84	0.75	0.46	0.00	0.79	0.97

1600 - 1800 (Weekday 2h Session) (10-24-2023)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Hwy 92					Old Lower River Rd					GA-92 Fairburn Rd					GA-154 Fairburn Rd					
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
1600 - 1615	165	5	14	0	184	1	9	10	0	20	2	74	167	0	243	15	198	7	0	220	667
1615 - 1630	126	5	21	0	152	3	8	6	0	17	9	93	175	4	281	32	237	6	0	275	725
1630 - 1645	164	2	11	0	177	3	10	4	0	17	5	100	169	1	275	20	196	5	0	221	690
1645 - 1700	128	8	13	0	149	2	11	8	0	21	12	94	185	0	291	17	247	6	0	270	731
Hourly Total	583	20	59	0	662	9	38	28	0	75	28	361	696	5	1090	84	878	24	0	986	2813
1700 - 1715	149	3	12	0	164	7	8	6	0	21	6	90	171	2	269	28	264	7	0	299	753
1715 - 1730	155	5	13	0	173	3	10	4	0	17	5	81	200	0	286	22	206	7	0	235	711
1730 - 1745	173	7	16	0	196	3	6	9	0	18	5	94	200	0	299	32	234	7	0	273	786
1745 - 1800	143	3	17	0	163	3	7	8	0	18	6	95	209	1	311	26	228	10	0	264	756
Hourly Total	620	18	58	0	696	16	31	27	0	74	22	360	780	3	1165	108	932	31	0	1071	3006
Grand Total	1203	38	117	0	1358	25	69	55	0	149	50	721	1476	8	2255	192	1810	55	0	2057	5819
Approach %	88.59	2.80	8.62	0.00	-	16.78	46.31	36.91	0.00	-	2.22	31.97	65.45	0.35	-	9.33	87.99	2.67	0.00	-	-
Intersection %	20.67	0.65	2.01	0.00	23.34	0.43	1.19	0.95	0.00	2.56	0.86	12.39	25.37	0.14	38.75	3.30	31.11	0.95	0.00	35.35	-
Heavy Vehicle %	5	0	5	-	5	4	3	0	-	2	6	6	5	0	5	2	4	0	-	4	5
PHF	0.90	0.64	0.85	0.00	0.89	0.57	0.78	0.75	0.00	0.88	0.92	0.95	0.93	0.38	0.94	0.84	0.88	0.78	0.00	0.90	0.96

Classified Turn Movement Count || Passenger Vehicles (1-3)

South Fulton, GA



Site 6

GA-92 Hwy 92
Old Lower River Rd
GA-92 Fairburn Rd
GA-154 Fairburn Rd



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

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Lat/Long

33.704252°, -84.658311°
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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Hwy 92					Old Lower River Rd					GA-92 Fairburn Rd					GA-154 Fairburn Rd					
	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
0700 - 0715	106	22	35	0	163	2	8	5	0	15	5	151	112	3	271	5	56	8	0	69	518
0715 - 0730	140	51	33	0	224	7	21	14	0	42	5	213	121	1	340	10	78	7	0	95	701
0730 - 0745	156	29	18	0	203	3	34	19	0	56	1	147	161	4	313	13	93	1	0	107	679
0745 - 0800	177	7	19	0	203	1	20	9	0	30	3	147	243	4	397	13	54	4	0	71	701
Hourly Total	579	109	105	0	793	13	83	47	0	143	14	658	637	12	1321	41	281	20	0	342	2599
0800 - 0815	181	5	32	0	218	1	9	4	0	14	0	113	249	1	363	10	46	1	0	57	652
0815 - 0830	198	4	26	0	228	0	3	5	0	8	3	203	145	1	352	7	55	1	0	63	651
0830 - 0845	127	3	18	0	148	1	1	6	0	8	7	178	98	7	290	10	60	1	0	71	517
0845 - 0900	113	2	11	0	126	0	0	5	0	5	4	144	115	4	267	10	68	1	0	79	477
Hourly Total	619	14	87	0	720	2	13	20	0	35	14	638	607	13	1272	37	229	4	0	270	2297
Grand Total	1198	123	192	0	1513	15	96	67	0	178	28	1296	1244	25	2593	78	510	24	0	612	4896
Approach %	79.18	8.13	12.69	0.00	-	8.43	53.93	37.64	0.00	-	1.08	49.98	47.98	0.96	-	12.75	83.33	3.92	0.00	-	-
Intersection %	24.47	2.51	3.92	0.00	30.90	0.31	1.96	1.37	0.00	3.64	0.57	26.47	25.41	0.51	52.96	1.59	10.42	0.49	0.00	12.50	-

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Hwy 92					Old Lower River Rd					GA-92 Fairburn Rd					GA-154 Fairburn Rd					
	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
1600 - 1615	157	5	14	0	176	1	8	10	0	19	2	69	155	0	226	15	186	7	0	208	629
1615 - 1630	118	5	18	0	141	3	8	6	0	17	9	86	164	4	263	30	229	6	0	265	686
1630 - 1645	151	2	9	0	162	3	10	4	0	17	5	90	160	1	256	20	188	5	0	213	648
1645 - 1700	118	8	13	0	139	2	11	8	0	21	10	86	175	0	271	17	236	6	0	259	690
Hourly Total	544	20	54	0	618	9	37	28	0	74	26	331	654	5	1016	82	839	24	0	945	2653
1700 - 1715	142	3	11	0	156	7	8	6	0	21	5	89	163	2	259	26	254	7	0	287	723
1715 - 1730	151	5	13	0	169	2	9	4	0	15	5	76	192	0	273	22	194	7	0	223	680
1730 - 1745	166	7	16	0	189	3	6	9	0	18	5	91	195	0	291	32	223	7	0	262	760
1745 - 1800	135	3	17	0	155	3	7	8	0	18	6	89	199	1	295	26	220	10	0	256	724
Hourly Total	594	18	57	0	669	15	30	27	0	72	21	345	749	3	1118	106	891	31	0	1028	2887
Grand Total	1138	38	111	0	1287	24	67	55	0	146	47	676	1403	8	2134	188	1730	55	0	1973	5540
Approach %	88.42	2.95	8.62	0.00	-	16.44	45.89	37.67	0.00	-	2.20	31.68	65.75	0.37	-	9.53	87.68	2.79	0.00	-	
Intersection %	20.54	0.69	2.00	0.00	23.23	0.43	1.21	0.99	0.00	2.64	0.85	12.20	25.32	0.14	38.52	3.39	31.23	0.99	0.00	35.61	

Classified Turn Movement Count || Single Unit Trucks (4-7)

South Fulton, GA



Site 6

GA-92 Hwy 92
Old Lower River Rd
GA-92 Fairburn Rd
GA-154 Fairburn Rd



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

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Lat/Long

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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound				Westbound				Int Total				
	GA-92 Hwy 92			U-Turn	App Total	Old Lower River Rd			U-Turn	App Total	GA-92 Fairburn Rd			U-Turn	App Total	GA-154 Fairburn Rd			U-Turn	App Total	
	Left 6.1	Thru 6.2	Right 6.3			Left 6.5	Thru 6.6	Right 6.7			Left 6.9	Thru 6.10	Right 6.11			Left 6.13		Thru 6.14			Right 6.15
0700 - 0715	2	0	0	0	2	0	1	0	0	1	0	6	7	0	13	0	3	0	0	3	19
0715 - 0730	4	0	0	0	4	0	1	0	0	1	0	4	9	0	13	0	2	0	0	2	20
0730 - 0745	6	0	0	0	6	0	0	0	0	0	0	5	13	0	18	0	3	0	0	3	27
0745 - 0800	8	0	1	0	9	0	0	0	0	0	0	4	14	0	18	1	3	0	0	4	31
Hourly Total	20	0	1	0	21	0	2	0	0	2	0	19	43	0	62	1	11	0	0	12	97
0800 - 0815	7	1	0	0	8	0	0	0	0	0	0	5	8	0	13	0	4	0	0	4	25
0815 - 0830	7	0	1	0	8	0	0	0	0	0	0	8	16	0	24	0	3	0	0	3	35
0830 - 0845	5	0	1	0	6	0	0	0	0	0	0	9	15	0	24	0	4	0	0	4	34
0845 - 0900	5	1	1	0	7	0	0	0	0	0	0	7	12	0	19	1	8	0	0	9	35
Hourly Total	24	2	3	0	29	0	0	0	0	0	0	29	51	0	80	1	19	0	0	20	129
Grand Total	44	2	4	0	50	0	2	0	0	2	0	48	94	0	142	2	30	0	0	32	226
Approach %	88.00	4.00	8.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	33.80	66.20	0.00	-	6.25	93.75	0.00	0.00	-	
Intersection %	19.47	0.88	1.77	0.00	22.12	0.00	0.88	0.00	0.00	0.88	0.00	21.24	41.59	0.00	62.83	0.88	13.27	0.00	0.00	14.16	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound				Westbound				Int Total
	GA-92 Hwy 92				Old Lower River Rd				GA-92 Fairburn Rd				GA-154 Fairburn Rd				
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4 Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8 Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12 Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16 Total	
1600 - 1615	7	0	0	0 7	0	1	0	0 1	0	3	6	0 9	0	6	0	0 6	23
1615 - 1630	5	0	3	0 8	0	0	0	0 0	0	3	6	0 9	1	4	0	0 5	22
1630 - 1645	3	0	1	0 4	0	0	0	0 0	0	5	3	0 8	0	4	0	0 4	16
1645 - 1700	8	0	0	0 8	0	0	0	0 0	2	1	4	0 7	0	5	0	0 5	20
Hourly Total	23	0	4	0 27	0	1	0	0 1	2	12	19	0 33	1	19	0	0 20	81
1700 - 1715	3	0	1	0 4	0	0	0	0 0	1	0	5	0 6	1	4	0	0 5	15
1715 - 1730	2	0	0	0 2	1	1	0	0 2	0	2	5	0 7	0	6	0	0 6	17
1730 - 1745	4	0	0	0 4	0	0	0	0 0	0	1	3	0 4	0	5	0	0 5	13
1745 - 1800	4	0	0	0 4	0	0	0	0 0	0	3	3	0 6	0	4	0	0 4	14
Hourly Total	13	0	1	0 14	1	1	0	0 2	1	6	16	0 23	1	19	0	0 20	59
Grand Total	36	0	5	0 41	1	2	0	0 3	3	18	35	0 56	2	38	0	0 40	140
Approach %	87.80	0.00	12.20	0.00 -	33.33	66.67	0.00	0.00 -	5.36	32.14	62.50	0.00 -	5.00	95.00	0.00	0.00 -	
Intersection %	25.71	0.00	3.57	0.00 29.29	0.71	1.43	0.00	0.00 2.14	2.14	12.86	25.00	0.00 40.00	1.43	27.14	0.00	0.00 28.57	

Classified Turn Movement Count || Combination Trucks (8-13)

South Fulton, GA



Site 6

GA-92 Hwy 92
Old Lower River Rd
GA-92 Fairburn Rd
GA-154 Fairburn Rd



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

Lat/Long

33.704252°, -84.658311°

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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-92 Hwy 92					Old Lower River Rd					GA-92 Fairburn Rd					GA-154 Fairburn Rd					
	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	Right 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	
0700 - 0715	3	0	0	0	3	0	0	0	0	0	0	6	3	0	9	0	3	0	0	3	15
0715 - 0730	2	0	0	0	2	0	0	0	0	0	0	6	2	0	8	0	1	0	0	1	11
0730 - 0745	2	0	0	0	2	0	0	0	0	0	0	6	6	0	12	0	0	0	0	0	14
0745 - 0800	3	0	0	0	3	0	0	0	0	0	0	4	3	0	7	0	2	0	0	2	12
Hourly Total	10	0	0	0	10	0	0	0	0	0	0	22	14	0	36	0	6	0	0	6	52
0800 - 0815	4	0	0	0	4	0	0	0	0	0	0	4	4	0	8	0	2	0	0	2	14
0815 - 0830	5	0	0	0	5	0	0	0	0	0	0	7	14	0	21	0	1	0	0	1	27
0830 - 0845	4	0	0	0	4	0	0	0	0	0	0	16	3	0	19	0	1	0	0	1	24
0845 - 0900	5	0	0	0	5	0	0	0	0	0	0	16	7	0	23	0	7	0	0	7	35
Hourly Total	18	0	0	0	18	0	0	0	0	0	0	43	28	0	71	0	11	0	0	11	100
Grand Total	28	0	0	0	28	0	0	0	0	0	0	65	42	0	107	0	17	0	0	17	152
Approach %	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	60.75	39.25	0.00	-	0.00	100.00	0.00	0.00	-
Intersection %	18.42	0.00	0.00	0.00	18.42	0.00	0.00	0.00	0.00	0.00	0.00	42.76	27.63	0.00	70.39	0.00	11.18	0.00	0.00	11.18	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total				
	GA-92 Hwy 92				U-Turn 6.4	App Total	Old Lower River Rd				U-Turn 6.8	App Total	GA-92 Fairburn Rd				U-Turn 6.12	App Total	GA-154 Fairburn Rd				U-Turn 6.16	App Total	
	Left 6.1	Thru 6.2	Right 6.3				Left 6.5	Thru 6.6	Right 6.7				Left 6.9	Thru 6.10	Right 6.11				Left 6.13	Thru 6.14					Right 6.15
1600 - 1615	1	0	0		0	1	0	0	0		0	0	0	2	6		0	8	0	6	0		0	6	15
1615 - 1630	3	0	0		0	3	0	0	0		0	0	0	4	5		0	9	1	4	0		0	5	17
1630 - 1645	10	0	1		0	11	0	0	0		0	0	0	5	6		0	11	0	4	0		0	4	26
1645 - 1700	2	0	0		0	2	0	0	0		0	0	0	7	6		0	13	0	6	0		0	6	21
Hourly Total	16	0	1		0	17	0	0	0		0	0	0	18	23		0	41	1	20	0		0	21	79
1700 - 1715	4	0	0		0	4	0	0	0		0	0	0	1	3		0	4	1	6	0		0	7	15
1715 - 1730	2	0	0		0	2	0	0	0		0	0	0	3	3		0	6	0	6	0		0	6	14
1730 - 1745	3	0	0		0	3	0	0	0		0	0	0	2	2		0	4	0	6	0		0	6	13
1745 - 1800	4	0	0		0	4	0	0	0		0	0	0	3	7		0	10	0	4	0		0	4	18
Hourly Total	13	0	0		0	13	0	0	0		0	0	0	9	15		0	24	1	22	0		0	23	60
Grand Total	29	0	1		0	30	0	0	0		0	0	0	27	38		0	65	2	42	0		0	44	139
Approach %	96.67	0.00	3.33		0.00	-	0.00	0.00	0.00		0.00	-	0.00	41.54	58.46		0.00	-	4.55	95.45	0.00		0.00	-	
Intersection %	20.86	0.00	0.72		0.00	21.58	0.00	0.00	0.00		0.00	0.00	0.00	19.42	27.34		0.00	46.76	1.44	30.22	0.00		0.00	31.65	

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South Fulton, GA

Site 6

GA-92 Hwy 92
Old Lower River Rd
GA-92 Fairburn Rd
GA-154 Fairburn Rd



Date _____

Tuesday, October 24, 2023

Weather

Fair
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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Bikes

[illegible]

1600 - 1800 (Weekday 2h Session) (10-24-2023)

1000
Bikes

	Northbound					Southbound					Eastbound					Westbound									
	GA-92 Hwy 92					Old Lower River Rd					GA-92 Fairburn Rd					GA-154 Fairburn Rd									
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
1600 - 1615	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
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
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1715 - 1730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1730 - 1745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1745 - 1800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Grand 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	-	
Intersection %	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 Trucks (4-13)

South Fulton, GA



Site 6

GA-92 Hwy 92
Old Lower River Rd
GA-92 Fairburn Rd
GA-154 Fairburn Rd



Date

Tuesday, October 24, 2023

Weather

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Lat/Long

33.704252°, -84.658311°
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0700 - 0900 (Weekday 2h Session) (10-24-2023)

All Trucks (4-13)

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Hwy 92			Old Lower River Rd			GA-92 Fairburn Rd			GA-154 Fairburn Rd											
	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
0700 - 0715	5	0	0	0	5	0	1	0	0	1	0	12	10	0	22	0	6	0	0	6	34
0715 - 0730	6	0	0	0	6	0	1	0	0	1	0	10	11	0	21	0	3	0	0	3	31
0730 - 0745	8	0	0	0	8	0	0	0	0	0	0	11	19	0	30	0	3	0	0	3	41
0745 - 0800	11	0	1	0	12	0	0	0	0	0	0	8	17	0	25	1	5	0	0	6	43
Hourly Total	30	0	1	0	31	0	2	0	0	2	0	41	57	0	98	1	17	0	0	18	149
0800 - 0815	11	1	0	0	12	0	0	0	0	0	0	9	12	0	21	0	6	0	0	6	39
0815 - 0830	12	0	1	0	13	0	0	0	0	0	0	15	30	0	45	0	4	0	0	4	62
0830 - 0845	9	0	1	0	10	0	0	0	0	0	0	25	18	0	43	0	5	0	0	5	58
0845 - 0900	10	1	1	0	12	0	0	0	0	0	0	23	19	0	42	1	15	0	0	16	70
Hourly Total	42	2	3	0	47	0	0	0	0	0	0	72	79	0	151	1	30	0	0	31	229
Grand Total	72	2	4	0	78	0	2	0	0	2	0	113	136	0	249	2	47	0	0	49	378
Approach %	92.31	2.56	5.13	0.00	-	0.00	100.00	0.00	0.00	-	0.00	45.38	54.62	0.00	-	4.08	95.92	0.00	0.00	-	-
Intersection %	19.05	0.53	1.06	0.00	20.63	0.00	0.53	0.00	0.00	0.53	0.00	29.89	35.98	0.00	65.87	0.53	12.43	0.00	0.00	12.96	-

1600 - 1800 (Weekday 2h Session) (10-24-2023)

All Trucks (4-13)

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Hwy 92					Old Lower River Rd					GA-92 Fairburn Rd					GA-154 Fairburn Rd					
	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
1600 - 1615	8	0	0	0	8	0	1	0	0	1	0	5	12	0	17	0	12	0	0	12	38
1615 - 1630	8	0	3	0	11	0	0	0	0	0	0	7	11	0	18	2	8	0	0	10	39
1630 - 1645	13	0	2	0	15	0	0	0	0	0	0	10	9	0	19	0	8	0	0	8	42
1645 - 1700	10	0	0	0	10	0	0	0	0	0	2	8	10	0	20	0	11	0	0	11	41
Hourly Total	39	0	5	0	44	0	1	0	0	1	2	30	42	0	74	2	39	0	0	41	160
1700 - 1715	7	0	1	0	8	0	0	0	0	0	1	1	8	0	10	2	10	0	0	12	30
1715 - 1730	4	0	0	0	4	1	1	0	0	2	0	5	8	0	13	0	12	0	0	12	31
1730 - 1745	7	0	0	0	7	0	0	0	0	0	0	3	5	0	8	0	11	0	0	11	26
1745 - 1800	8	0	0	0	8	0	0	0	0	0	0	6	10	0	16	0	8	0	0	8	32
Hourly Total	26	0	1	0	27	1	1	0	0	2	1	15	31	0	47	2	41	0	0	43	119
Grand Total	65	0	6	0	71	1	2	0	0	3	3	45	73	0	121	4	80	0	0	84	279
Approach %	91.55	0.00	8.45	0.00	-	33.33	66.67	0.00	0.00	-	2.48	37.19	60.33	0.00	-	4.76	95.24	0.00	0.00	-	-
Intersection %	23.30	0.00	2.15	0.00	25.45	0.36	0.72	0.00	0.00	1.08	1.08	16.13	26.16	0.00	43.37	1.43	28.67	0.00	0.00	30.11	-

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South Fulton, GA

Site 6

GA-92 Hwy 92
Old Lower River Rd
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GA-154 Fairburn Rd

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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Pedestrians

	Northbound GA-92 Hwy 92				Southbound Old Lower River Rd				Eastbound GA-92 Fairburn Rd				Westbound GA-154 Fairburn Rd			
	EB 6a	WB 6b		App Total	EB 6c	WB 6d		App Total	NB 6e	SB 6f		App Total	NB 6g	SB 6h		App Total
0700 - 0715	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
0730 - 0745	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
Hourly Total	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
0815 - 0830	0	0		0	0	0		0	0	0		0	0	0		0
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0
Grand Total	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		-
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00

1600 - 1800 (Weekday 2h Session) (10-24-2023)

	1988	1998
Pedestrians	1,000	1,000

	Northbound				Southbound				Eastbound				Westbound				
	GA-92 Hwy 92				Old Lower River Rd				GA-92 Fairburn Rd				GA-154 Fairburn Rd				
TIME	EB 6a	WB 6b		App Total	EB 6c	WB 6d		App Total	NB 6e	SB 6f		App Total	NB 6g	SB 6h		App Total	Int Total
1600 - 1615	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
1630 - 1645	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
Hourly Total	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
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

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South Fulton, GA

Site 6

GA-92 Hwy 92
Old Lower River Rd
GA-92 Fairburn Rd
GA-154 Fairburn Rd

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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Bikes

	Northbound				Southbound				Eastbound				Westbound				
	GA-92 Hwy 92				Old Lower River Rd				GA-92 Fairburn Rd				GA-154 Fairburn Rd				
TIME	EB 6a	WB 6b		App Total	EB 6c	WB 6d		App Total	NB 6e	SB 6f		App Total	NB 6g	SB 6h		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
Hourly Total	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
0815 - 0830	0	0		0	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Bikes

	Northbound				Southbound				Eastbound				Westbound				
	GA-92 Hwy 92			App Total	Old Lower River Rd			App Total	GA-92 Fairburn Rd			App Total	GA-154 Fairburn Rd			App Total	Int Total
TIME	EB 6a	WB 6b			EB 6c	WB 6d			NB 6e	SB 6f			NB 6g	SB 6h			
1600 - 1615	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
1630 - 1645	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
Hourly Total	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
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

Marr Traffic
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South Fulton, GA

Site 6

GA-92 Hwy 92
Old Lower River Rd
GA-92 Fairburn Rd
GA-154 Fairburn Rd

Date

Tuesday, October 24, 2023

Weather

Fair
62°F

[Click here for Detailed Weather](#)

Lat/Long

33.704252°, -84.658311°

[Click here for Map](#)



0700 - 0900 (Weekday 2h Session) (10-24-2023)

Motorized Vehicles

	Northbound				Southbound				Eastbound				Westbound				
	GA-92 Hwy 92				Old Lower River Rd				GA-92 Fairburn Rd				GA-154 Fairburn Rd				
TIME	EB 6a	WB 6b		App Total	EB 6c	WB 6d		App Total	NB 6e	SB 6f		App Total	NB 6g	SB 6h		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
Hourly Total	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
0815 - 0830	0	0		0	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Motorized Vehicles

	Northbound				Southbound				Eastbound				Westbound				
	GA-92 Hwy 92				Old Lower River Rd				GA-92 Fairburn Rd				GA-154 Fairburn Rd				
TIME	EB 6a	WB 6b		App Total	EB 6c	WB 6d		App Total	NB 6e	SB 6f		App Total	NB 6g	SB 6h		App Total	Int Total
1600 - 1615	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
1630 - 1645	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
Hourly Total	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
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

Start Date: 10/24/2023		GA-92 Fairburn Rd Eastbound			GA-154 Fairburn Rd Westbound			GA-92 Hwy 92 Northbound			Old Lower River Rd Southbound			
Time		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Total
15 Minute Totals														
12:00 AM - 12:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM		5	163	122	5	62	8	111	22	35	2	9	5	552
07:15 AM - 07:30 AM		5	223	132	10	81	7	146	51	33	7	22	14	732
07:30 AM - 07:45 AM		1	158	180	13	96	1	164	29	18	3	34	19	720
07:45 AM - 08:00 AM		3	155	260	14	59	4	188	7	20	1	20	9	744
08:00 AM - 08:15 AM		0	122	261	10	52	1	192	6	32	1	9	4	691
08:15 AM - 08:30 AM		3	218	175	7	59	1	210	4	27	0	3	5	713
08:30 AM - 08:45 AM		7	203	116	10	65	1	136	3	19	1	1	6	575
08:45 AM - 09:00 AM		4	167	134	11	83	1	123	3	12	0	0	5	547
09:00 AM - 09:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM		2	74	167	15	198	7	165	5	14	1	9	10	667
04:15 PM - 04:30 PM		9	93	175	32	237	6	126	5	21	3	8	6	725
04:30 PM - 04:45 PM		5	100	169	20	196	5	164	2	11	3	10	4	690
04:45 PM - 05:00 PM	12	94	185	17	247	6	128	8	13	2	11	8	731	
05:00 PM - 05:15 PM	6	90	171	28	264	7	149	3	12	7	8	6	753	
05:15 PM - 05:30 PM	5	81	200	22	206	7	155	5	13	3	10	4	711	
05:30 PM - 05:45 PM	5	94	200	32	234	7	173	7	16	3	6	9	786	
05:45 PM - 06:00 PM	6	95	209	26	228	10	143	3	17	3	7	8	756	
06:00 PM - 06:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0



[Click here for Map](#)

Peak Hour Turning Movement Count

South Fulton, GA



www.marrtraffic.com



Tuesday, October 24, 2023	
Period	0700 - 0900
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				
	GA-70 Cascade Palmetto Hwy					GA-70 Fulton Industrial Blvd SW					GA-154 Campbellton Rd SW (West)					GA-154 Campbellton Rd SW (East)									
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total 7.5	Left 7.6	Thru 7.7	Right 7.8	U-Turn 7.9	App Total 8.0	Left 7.10	Thru 7.11	Right 7.12	U-Turn 7.13	App Total 7.14	Left 7.15	Thru 7.16	Right 7.17	U-Turn 7.18	App Total 7.19					
0715 - 0730	15	174	29	-	220	9	37	41	-	87	130	96	11	-	237	8	69	14	-	91	635				
0730 - 0745	30	251	47	-	329	4	40	36	-	80	128	96	13	-	237	15	51	12	-	78	724				
0745 - 0800	29	192	29	-	250	10	37	28	-	75	104	115	4	-	223	20	50	21	-	91	639				
0800 - 0815	27	175	53	-	256	8	46	35	-	89	118	115	11	-	244	24	48	9	-	81	670				
Total	101	792	158	0	1055	31	160	140	0	331	480	422	39	0	941	67	218	56	0	341	2668				
Approach %	9.57	75.07	14.98	0.00	0.38	-	9.37	48.34	42.30	0.00	0.00	-	51.01	44.85	4.14	0.00	0.00	-	19.65	63.93	16.42	0.00	0.00	-	
PHF	0.84	0.79	0.75	0.00	0.50	0.80	0.78	0.87	0.85	0.00	0.00	0.93	0.92	0.92	0.75	0.00	0.00	0.96	0.70	0.79	0.67	0.00	0.00	0.94	0.92

Time	Northbound					Southbound					Eastbound					Westbound					Int Total				
	GA-70 Cascade Palmetto Hwy					GA-70 Fulton Industrial Blvd SW					GA-154 Campbellton Rd SW (West)					GA-154 Campbellton Rd SW (East)									
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total					
0715 - 0730	15	161	28	-	206	7	32	39	-	78	125	93	11	-	229	6	67	11	-	84	597				
0730 - 0745	30	240	46	-	317	2	34	32	-	68	122	90	13	-	225	14	47	9	-	70	680				
0745 - 0800	29	181	28	-	238	3	31	26	-	60	96	108	4	-	208	19	48	14	-	81	587				
0800 - 0815	26	165	50	-	242	6	36	34	-	76	111	106	10	-	227	22	44	5	-	71	616				
Total	100	747	152	0	4	1003	18	133	131	0	282	454	397	38	0	889	61	206	39	0	306	2480			
Approach %	9.97	74.48	15.15	0.00	0.40	-	6.38	47.16	46.45	0.00	0.00	-	51.07	44.66	4.27	0.00	0.00	-	19.93	67.32	12.75	0.00	0.00	-	
PHF	0.83	0.78	0.76	0.00	0.50	0.79	0.64	0.92	0.84	0.00	0.00	0.90	0.91	0.92	0.73	0.00	0.00	0.97	0.69	0.77	0.70	0.00	0.00	0.91	0.91

Single Unit Trucks (47)		Northbound					Southbound					Eastbound					Westbound					Int Total				
		GA-70 Cascade Palmetto Hwy					GA-70 Fulton Industrial Blvd SW					GA-154 Campbellton Rd SW (West)					GA-154 Campbellton Rd SW (East)									
		Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total					
Time																										
0715 - 0730		0	8	1	-	0	9	2	3	1	-	0	6	2	1	0	-	0	3	2	2	0	-	0	4	22
0730 - 0745		0	9	1	-	0	10	2	2	1	-	0	5	5	3	0	-	0	8	1	4	0	-	0	5	28
0745 - 0800		0	6	1	-	0	7	3	2	1	-	0	6	5	3	0	-	0	8	1	2	2	-	0	5	26
0800 - 0815		1	5	2	-	0	8	1	2	0	-	0	3	1	4	0	-	0	5	1	4	1	-	0	6	22
Total		1	28	5	0	0	34	8	9	3	0	0	20	13	11	0	0	0	24	5	12	3	0	0	20	98
Approach %		2.94	82.35	14.71	0.00	0.00	-	40.00	45.00	15.00	0.00	0.00	-	54.17	45.83	0.00	0.00	0.00	-	25.00	60.00	15.00	0.00	0.00	-	
PHF		0.25	0.78	0.63	0.00	0.00	0.85	0.67	0.75	0.75	0.00	0.00	0.83	0.65	0.69	0.00	0.00	0.00	0.75	0.63	0.75	0.38	0.00	0.00	0.83	0.88

Time		Northbound					Southbound					Eastbound					Westbound					Int Total			
		GA-70 Gadsden Palmetto Hwy					GA-70 Fulton Industrial Blvd SW					GA-154 Campbellton Rd SW (West)					GA-154 Campbellton Rd SW (East)								
		Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total				
0715 - 0730	0	5	0	-	0	5	0	2	1	-	0	3	3	2	0	-	0	5	0	0	3	-	0	3	16
0730 - 0745	0	2	0	-	0	2	0	4	3	-	0	7	1	3	0	-	0	4	0	0	3	-	0	3	16
0745 - 0800	0	5	0	-	0	5	4	4	1	-	0	9	3	4	0	-	0	7	0	0	5	-	0	5	26
0800 - 0815	0	5	1	-	0	6	1	8	1	-	0	10	6	5	1	-	0	12	1	0	3	-	0	4	32
Total	0	17	1	0	0	18	5	18	6	0	0	29	13	14	1	0	0	28	1	0	14	0	0	15	90
Approach %	0.00	94.44	5.56	0.00	0.00	-	17.24	62.07	20.69	0.00	0.00	-	46.43	50.00	3.57	0.00	0.00	-	6.67	0.00	93.33	0.00	0.00	-	-
PHF	0.00	0.85	0.25	0.00	0.00	0.75	0.31	0.56	0.50	0.00	0.00	0.73	0.54	0.70	0.25	0.00	0.00	0.58	0.25	0.00	0.70	0.00	0.00	0.75	0.70

[illegible]



[Click here for Map](#)

Peak Hour Turning Movement Count

South Fulton, GA



Tuesday, October 24, 2023	
Period	1600 - 1800
Peak Hour	1700 - 1800

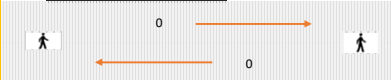
* the Peak Hour Diagram does not include Bikes

GA-70 Fulton Industrial Blvd SW

Southbound

630	564	91	1	1286	437	(1-3)
11	14	2	0	27	18	(4-7)
10	20	7	1	38	33	(8-13)

651	598	100	2	1351	488	Total
↓	↓	↓	↓	↓	↑	



 **Session Parameters**

(Drop Down Menu)

1700 - 1800

Volume

GA-154 Campbellton Rd SW (West)

(1-3)	(4-7)	(8-13)	Total
1165	23	23	1211
524	10	9	543
0	0	0	0
165	3	5	173
287	6	4	297
72	1	0	73

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	2834	64	88	2986
PHF				0.9426

19	4	3	12
442	11	7	424
115	1	0	114
0	0	0	0
576	16	10	550
482	11	8	463
Total	(8-13)	(4-7)	(1-3)

GA-154 Campbellton Rd SW (East)

805	516	19	118	294	85
21	25	0	2	23	0
15	17	0	5	12	0
769	474	19	111	259	85

Northbound

GA-70 Cascade Palmetto Hwy

Time	Northbound						Southbound						Eastbound						Westbound						Int	Total
	GA-70 Cascade Palmetto Hwy						GA-70 Fulton Industrial Blvd SW						GA-154 Campbellton Rd SW (West)						GA-154 Campbellton Rd SW (East)							
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total		Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total		Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total		Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total			
1630 - 1645	22	99	22	-	7	150	34	184	134	-	0	352	44	71	14	-	0	129	25	130	11	-	0	166	797	
1645 - 1700	24	94	27	-	5	150	31	184	192	-	0	407	42	73	20	-	0	135	40	124	5	-	0	169	861	
1700 - 1715	22	70	18	-	6	116	19	165	160	-	1	345	35	95	20	-	0	150	40	97	5	-	0	142	753	
1715 - 1730	29	82	20	-	4	135	31	185	175	-	1	392	45	66	19	-	0	130	28	103	4	-	0	135	792	
Total	97	345	87	0	22	551	115	718	661	0	2	1496	166	305	73	0	0	544	133	454	25	0	0	612	3203	
Approach %	17.60	62.61	15.79	0.00	3.99	-	7.69	47.99	44.18	0.00	0.13	-	30.51	56.07	13.42	0.00	0.00	-	21.73	74.18	4.08	0.00	0.00	-		
PHF	0.84	0.87	0.81	0.00	0.79	0.92	0.85	0.97	0.86	0.00	0.50	0.92	0.92	0.80	0.91	0.00	0.00	0.91	0.83	0.87	0.57	0.00	0.00	0.91	0.93	

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-70 Northside Palmetto Hwy						GA-70 Fulton Industrial Blvd SW						GA-154 Campbellton Rd SW (West)						GA-154 Campbellton Rd SW (East)						
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total		Left 7.1	Thru 7.6	Right 7.7	U-Turn 7.8	App Total		Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total		Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total		
1630 - 1645	22	89	22	-	7	140	31	174	129	-	0	334	41	67	13	-	0	121	24	125	9	-	0	158	
1645 - 1700	22	83	25	-	5	135	28	175	185	-	0	388	39	70	18	-	0	127	40	120	3	-	0	163	
1700 - 1715	19	61	18	-	6	104	19	152	153	-	0	324	34	93	20	-	0	147	40	90	3	-	0	133	
1715 - 1730	29	73	20	-	4	126	29	175	171	-	1	376	43	64	19	-	0	126	27	97	2	-	0	126	
Total	92	306	85	0	22	505	107	676	638	0	1	1422	157	294	70	0	0	521	131	432	17	0	0	580	
Approach %	18.22	60.59	16.83	0.00	4.36	-	7.52	47.54	44.87	0.00	0.07	-	30.13	56.43	13.44	0.00	0.00	-	22.59	74.48	2.93	0.00	0.00	-	
PHF	0.79	0.86	0.85	0.00	0.79	0.90	0.86	0.97	0.86	0.00	0.25	0.92	0.91	0.79	0.88	0.00	0.00	0.89	0.82	0.86	0.47	0.00	0.00	0.89	

Time	Northbound					Southbound					Eastbound					Westbound					Int Total				
	GA-70 Cascade Palmetto Hwy					GA-70 Fulton Industrial Blvd SW					GA-154 Campbellton Rd SW (West)					GA-154 Campbellton Rd SW (East)									
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total					
1630 - 1645	0	6	0	-	0	6	2	6	3	-	0	11	2	1	0	-	0	3	1	3	1	-	0	5	25
1645 - 1700	2	6	2	-	0	10	1	4	4	-	0	9	1	0	2	-	0	3	0	2	1	-	0	3	25
1700 - 1715	1	2	0	-	0	3	0	6	4	-	0	10	0	1	0	-	0	1	0	2	0	-	0	2	16
1715 - 1730	0	3	0	-	0	3	1	3	2	-	0	6	1	2	0	-	0	3	0	2	1	-	0	3	15
Total	3	17	2	0	0	22	4	19	13	0	0	36	4	4	2	0	0	10	1	9	3	0	0	13	81
Approach %	13.64	77.27	9.09	0.00	0.00	-	11.11	52.78	36.11	0.00	0.00	-	40.00	40.00	20.00	0.00	0.00	-	7.69	69.23	23.08	0.00	0.00	-	-
PHF	0.38	0.71	0.25	0.00	0.00	0.55	0.50	0.79	0.81	0.00	0.00	0.82	0.50	0.50	0.25	0.00	0.00	0.83	0.25	0.75	0.75	0.00	0.00	0.65	0.81

Time	Northbound					Southbound					Eastbound					Westbound					Int Total	
	GA-70 Cascade Palmetto Hwy					GA-70 Fulton Industrial Blvd SW					GA-154 Campbellton Rd SW (West)					GA-154 Campbellton Rd SW (East)						
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total		
1630 - 1645	0	4	0	-	4	1	4	2	-	7	1	3	1	-	5	0	2	1	-	0	3	19
1645 - 1700	0	5	0	-	5	2	5	3	-	10	2	3	0	-	5	0	2	1	-	0	3	23
1700 - 1715	2	7	0	-	9	0	7	3	-	11	1	1	0	-	2	0	5	2	-	0	7	29
1715 - 1730	0	6	0	-	6	1	7	2	-	10	1	0	0	-	1	1	4	1	-	0	6	23
Total	2	22	0	0	24	4	23	10	0	38	5	7	1	0	13	1	13	5	0	0	19	94
Approach %	8.33	91.67	0.00	0.00	0.00	-	10.53	60.53	26.32	0.00	2.63	-	38.46	53.85	7.69	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.25	0.79	0.00	0.00	0.67	0.50	0.82	0.83	0.00	0.25	0.63	0.58	0.25	0.00	0.00	0.65	0.25	0.65	0.63	0.00	0.00	0.81

[illegible]

Classified Turn Movement Count || All vehicles

South Fulton, GA



Site 7

GA-70 Cascade Palmetto Hwy
GA-70 Fulton Industrial Blvd SW
GA-154 Campbellton Rd SW (West)
GA-154 Campbellton Rd SW (East)



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

[Click here for Detailed Weather](#)

Lat/Long

33.691373°, -84.612989°

[Click here for Map](#)

0700 - 0900 (Weekday 2h Session) (10-24-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-70 Cascade Palmetto Hwy					GA-70 Fulton Industrial Blvd SW					GA-154 Campbellton Rd SW (West)					GA-154 Campbellton Rd SW (East)					
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	Int Total
0700 - 0715	25	163	25	2	215	9	38	53	0	100	125	123	11	0	259	11	48	7	0	66	640
0715 - 0730	15	174	29	2	220	9	37	41	0	87	130	96	11	0	237	8	69	14	0	91	635
0730 - 0745	30	251	47	1	329	4	40	36	0	80	128	96	13	0	237	15	51	12	0	78	724
0745 - 0800	29	192	29	0	250	10	37	28	0	75	104	115	4	0	223	20	50	21	0	91	639
Hourly Total	99	780	130	5	1014	32	152	158	0	342	487	430	39	0	956	54	218	54	0	326	2638
0800 - 0815	27	175	53	1	256	8	46	35	0	89	118	115	11	0	244	24	48	9	0	81	670
0815 - 0830	10	160	28	2	200	5	39	32	0	76	102	118	8	0	228	23	58	12	0	93	597
0830 - 0845	18	153	24	1	196	9	46	36	0	91	80	120	4	0	204	20	56	6	0	82	573
0845 - 0900	23	155	15	1	194	15	48	41	0	104	76	102	11	0	189	13	52	6	0	71	558
Hourly Total	78	643	120	5	846	37	179	144	0	360	376	455	34	0	865	80	214	33	0	327	2398
Grand Total	177	1423	250	10	1860	69	331	302	0	702	863	885	73	0	1821	134	432	87	0	653	5036
Approach %	9.52	76.51	13.44	0.54	-	9.83	47.15	43.02	0.00	-	47.39	48.60	4.01	0.00	-	20.52	66.16	13.32	0.00	-	-
Intersection %	3.51	28.26	4.96	0.20	36.93	1.37	6.57	6.00	0.00	13.94	17.14	17.57	1.45	0.00	36.16	2.66	8.58	1.73	0.00	12.97	-
Heavy Vehicle %	1	6	4	0	5	39	18	8	-	16	6	7	8	-	7	5	6	33	-	10	8
PHF	0.84	0.79	0.75	0.50	0.80	0.78	0.87	0.85	0.00	0.93	0.92	0.92	0.75	0.00	0.96	0.70	0.79	0.67	0.00	0.94	0.92

1600 - 1800 (Weekday 2h Session) (10-24-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-70 Cascade Palmetto Hwy				GA-70 Fulton Industrial Blvd SW				GA-154 Campbellton Rd SW (West)				GA-154 Campbellton Rd SW (East)				Int Total				
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13		Thru 7.14	Right 7.15	U-Turn 7.16	App Total
1600 - 1615	23	81	20	5	129	25	148	128	0	301	58	86	35	0	179	25	123	4	0	152	761
1615 - 1630	28	96	16	4	144	36	131	111	0	278	51	106	26	0	183	27	108	2	0	137	742
1630 - 1645	22	99	22	7	150	34	184	134	0	352	44	71	14	0	129	25	130	11	0	166	797
1645 - 1700	24	94	27	5	150	31	184	192	0	407	42	73	20	0	135	40	124	5	0	169	861
Hourly Total	97	370	85	21	573	126	647	565	0	1338	195	336	95	0	626	117	485	22	0	624	3161
1700 - 1715	22	70	18	6	116	19	165	160	1	345	35	95	20	0	150	40	97	5	0	142	753
1715 - 1730	29	82	20	4	135	31	185	175	1	392	45	66	19	0	130	28	103	4	0	135	792
1730 - 1745	22	63	24	4	113	26	120	160	0	306	37	77	13	0	127	24	137	3	0	164	710
1745 - 1800	45	79	23	5	152	24	128	156	0	308	56	59	21	0	136	23	105	7	0	135	731
Hourly Total	118	294	85	19	516	100	598	651	2	1351	173	297	73	0	543	115	442	19	0	576	2986
Grand Total	215	664	170	40	1089	226	1245	1216	2	2689	368	633	168	0	1169	232	927	41	0	1200	6147
Approach %	19.74	60.97	15.61	3.67	-	8.40	46.30	45.22	0.07	-	31.48	54.15	14.37	0.00	-	19.33	77.25	3.42	0.00	-	-
Intersection %	3.50	10.80	2.77	0.65	17.72	3.68	20.25	19.78	0.03	43.74	5.99	10.30	2.73	0.00	19.02	3.77	15.08	0.67	0.00	19.52	-
Heavy Vehicle %	6	13	2	0	9	9	6	3	50	5	5	5	5	-	5	1	4	32	-	5	6
PHF	0.84	0.87	0.81	0.79	0.92	0.85	0.97	0.86	0.50	0.92	0.92	0.80	0.91	0.00	0.91	0.83	0.87	0.57	0.00	0.91	0.93

Classified Turn Movement Count || Passenger Vehicles (1-3)

South Fulton, GA



Site 7

GA-70 Cascade Palmetto Hwy
GA-70 Fulton Industrial Blvd SW
GA-154 Campbellton Rd SW (West)
GA-154 Campbellton Rd SW (East)



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

Lat/Long

33.691373°, -84.612989°

[Click here for Map](#)

[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 2h Session) (10-24-2023)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	GA-70 Cascade Palmetto Hwy					GA-70 Fulton Industrial Blvd SW					GA-154 Campbellton Rd SW (West)					GA-154 Campbellton Rd SW (East)					
TIME	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	Int Total
0700 - 0715	25	154	25	2	206	7	32	52	0	91	122	117	10	0	249	11	45	6	0	62	608
0715 - 0730	15	161	28	2	206	7	32	39	0	78	125	93	11	0	229	6	67	11	0	84	597
0730 - 0745	30	240	46	1	317	2	34	32	0	68	122	90	13	0	225	14	47	9	0	70	680
0745 - 0800	29	181	28	0	238	3	31	26	0	60	96	108	4	0	208	19	48	14	0	81	587
Hourly Total	99	736	127	5	967	19	129	149	0	297	465	408	38	0	911	50	207	40	0	297	2472
0800 - 0815	26	165	50	1	242	6	36	34	0	76	111	106	10	0	227	22	44	5	0	71	616
0815 - 0830	10	150	26	2	188	3	31	28	0	62	95	108	6	0	209	23	55	8	0	86	545
0830 - 0845	17	142	21	1	181	4	34	32	0	70	73	109	3	0	185	20	50	2	0	72	508
0845 - 0900	23	145	15	1	184	10	41	35	0	86	68	90	10	0	168	12	48	3	0	63	501
Hourly Total	76	602	112	5	795	23	142	129	0	294	347	413	29	0	789	77	197	18	0	292	2170
Grand Total	175	1338	239	10	1762	42	271	278	0	591	812	821	67	0	1700	127	404	58	0	589	4642
Approach %	9.93	75.94	13.56	0.57	-	7.11	45.85	47.04	0.00	-	47.76	48.29	3.94	0.00	-	21.56	68.59	9.85	0.00	-	-
Intersection %	3.77	28.82	5.15	0.22	37.96	0.90	5.84	5.99	0.00	12.73	17.49	17.69	1.44	0.00	36.62	2.74	8.70	1.25	0.00	12.69	-

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	GA-70 Cascade Palmetto Hwy				GA-70 Fulton Industrial Blvd SW				GA-154 Campbellton Rd SW (West)				GA-154 Campbellton Rd SW (East)								
TIME	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5		Thru 7.6	Right 7.7	U-Turn 7.8		App Total	Left 7.9	Thru 7.10		Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14
1600 - 1615	21	70	18	5	114	21	139	125	0	285	56	81	34	0	171	25	117	2	0	144	714
1615 - 1630	27	80	16	4	127	34	123	109	0	266	48	97	23	0	168	26	101	2	0	129	690
1630 - 1645	22	89	22	7	140	31	174	129	0	334	41	67	13	0	121	24	125	9	0	158	753
1645 - 1700	22	83	25	5	135	28	175	185	0	388	39	70	18	0	127	40	120	3	0	163	813
Hourly Total	92	322	81	21	516	114	611	548	0	1273	184	315	88	0	587	115	463	16	0	594	2970
1700 - 1715	19	61	18	6	104	19	152	153	0	324	34	93	20	0	147	40	90	3	0	133	708
1715 - 1730	29	73	20	4	126	29	175	171	1	376	43	64	19	0	126	27	97	2	0	126	754
1730 - 1745	21	59	24	4	108	23	115	155	0	293	35	76	13	0	124	24	133	3	0	160	685
1745 - 1800	42	66	23	5	136	20	122	151	0	293	53	54	20	0	127	23	104	4	0	131	687
Hourly Total	111	259	85	19	474	91	564	630	1	1286	165	287	72	0	524	114	424	12	0	550	2834
Grand Total	203	581	166	40	990	205	1175	1178	1	2559	349	602	160	0	1111	229	887	28	0	1144	5804
Approach %	20.51	58.69	16.77	4.04	-	8.01	45.92	46.03	0.04	-	31.41	54.19	14.40	0.00	-	20.02	77.53	2.45	0.00	-	
Intersection %	3.50	10.01	2.86	0.69	17.06	3.53	20.24	20.30	0.02	44.09	6.01	10.37	2.76	0.00	19.14	3.95	15.28	0.48	0.00	19.71	

Classified Turn Movement Count || Single Unit Trucks (4-7)

South Fulton, GA



Site 7

GA-70 Cascade Palmetto Hwy
GA-70 Fulton Industrial Blvd SW
GA-154 Campbellton Rd SW (West)
GA-154 Campbellton Rd SW (East)



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

Lat/Long

33.691373°, -84.612989°

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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-70 Cascade Palmetto Hwy					GA-70 Fulton Industrial Blvd SW					GA-154 Campbellton Rd SW (West)					GA-154 Campbellton Rd SW (East)					
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	Int Total
0700 - 0715	0	6	0	0	6	1	2	1	0	4	1	2	1	0	4	0	2	0	0	2	16
0715 - 0730	0	8	1	0	9	2	3	1	0	6	2	1	0	0	3	2	2	0	0	4	22
0730 - 0745	0	9	1	0	10	2	2	1	0	5	5	3	0	0	8	1	4	0	0	5	28
0745 - 0800	0	6	1	0	7	3	2	1	0	6	5	3	0	0	8	1	2	2	0	5	26
Hourly Total	0	29	3	0	32	8	9	4	0	21	13	9	1	0	23	4	10	2	0	16	92
0800 - 0815	1	5	2	0	8	1	2	0	0	3	1	4	0	0	5	1	4	1	0	6	22
0815 - 0830	0	5	2	0	7	2	2	2	0	6	3	6	2	0	11	0	3	1	0	4	28
0830 - 0845	1	5	3	0	9	0	3	2	0	5	4	5	1	0	10	0	4	1	0	5	29
0845 - 0900	0	4	0	0	4	2	2	2	0	6	2	4	1	0	7	1	4	0	0	5	22
Hourly Total	2	19	7	0	28	5	9	6	0	20	10	19	4	0	33	2	15	3	0	20	101
Grand Total	2	48	10	0	60	13	18	10	0	41	23	28	5	0	56	6	25	5	0	36	193
Approach %	3.33	80.00	16.67	0.00	-	31.71	43.90	24.39	0.00	-	41.07	50.00	8.93	0.00	-	16.67	69.44	13.89	0.00	-	
Intersection %	1.04	24.87	5.18	0.00	31.09	6.74	9.33	5.18	0.00	21.24	11.92	14.51	2.59	0.00	29.02	3.11	12.95	2.59	0.00	18.65	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-70 Cascade Palmetto Hwy					GA-70 Fulton Industrial Blvd SW					GA-154 Campbellton Rd SW (West)					GA-154 Campbellton Rd SW (East)					
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	Int Total
1600 - 1615	2	6	2	0	10	1	3	0	0	4	2	3	1	0	6	0	2	0	0	2	22
1615 - 1630	0	9	0	0	9	1	2	1	0	4	1	6	1	0	8	1	4	0	0	5	26
1630 - 1645	0	6	0	0	6	2	6	3	0	11	2	1	0	0	3	1	3	1	0	5	25
1645 - 1700	2	6	2	0	10	1	4	4	0	9	1	0	2	0	3	0	2	1	0	3	25
Hourly Total	4	27	4	0	35	5	15	8	0	28	6	10	4	0	20	2	11	2	0	15	98
1700 - 1715	1	2	0	0	3	0	6	4	0	10	0	1	0	0	1	0	2	0	0	2	16
1715 - 1730	0	3	0	0	3	1	3	2	0	6	1	2	0	0	3	0	2	1	0	3	15
1730 - 1745	1	0	0	0	1	1	2	2	0	5	0	0	0	0	0	0	2	0	0	2	8
1745 - 1800	3	7	0	0	10	0	3	3	0	6	2	3	1	0	6	0	1	2	0	3	25
Hourly Total	5	12	0	0	17	2	14	11	0	27	3	6	1	0	10	0	7	3	0	10	64
Grand Total	9	39	4	0	52	7	29	19	0	55	9	16	5	0	30	2	18	5	0	25	162
Approach %	17.31	75.00	7.69	0.00	-	12.73	52.73	34.55	0.00	-	30.00	53.33	16.67	0.00	-	8.00	72.00	20.00	0.00	-	
Intersection %	5.56	24.07	2.47	0.00	32.10	4.32	17.90	11.73	0.00	33.95	5.56	9.88	3.09	0.00	18.52	1.23	11.11	3.09	0.00	15.43	

Classified Turn Movement Count || Combination Trucks (8-13)

South Fulton, GA



Site 7

GA-70 Cascade Palmetto Hwy
GA-70 Fulton Industrial Blvd SW
GA-154 Campbellton Rd SW (West)
GA-154 Campbellton Rd SW (East)



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

Lat/Long

33.691373°, -84.612989°

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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				Westbound								
	GA-70 Cascade Palmetto Hwy				GA-70 Fulton Industrial Blvd SW				GA-154 Campbellton Rd SW (West)				GA-154 Campbellton Rd SW (East)								
TIME	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	Int Total
0700 - 0715	0	3	0	0	3	1	4	0	0	5	2	4	0	0	6	0	1	1	0	2	16
0715 - 0730	0	5	0	0	5	0	2	1	0	3	3	2	0	0	5	0	0	3	0	3	16
0730 - 0745	0	2	0	0	2	0	4	3	0	7	1	3	0	0	4	0	0	3	0	3	16
0745 - 0800	0	5	0	0	5	4	4	1	0	9	3	4	0	0	7	0	0	5	0	5	26
Hourly Total	0	15	0	0	15	5	14	5	0	24	9	13	0	0	22	0	1	12	0	13	74
0800 - 0815	0	5	1	0	6	1	8	1	0	10	6	5	1	0	12	1	0	3	0	4	32
0815 - 0830	0	5	0	0	5	0	6	2	0	8	4	4	0	0	8	0	0	3	0	3	24
0830 - 0845	0	6	0	0	6	5	9	2	0	16	3	6	0	0	9	0	2	3	0	5	36
0845 - 0900	0	6	0	0	6	3	5	4	0	12	6	8	0	0	14	0	0	3	0	3	35
Hourly Total	0	22	1	0	23	9	28	9	0	46	19	23	1	0	43	1	2	12	0	15	127
Grand Total	0	37	1	0	38	14	42	14	0	70	28	36	1	0	65	1	3	24	0	28	201
Approach %	0.00	97.37	2.63	0.00	-	20.00	60.00	20.00	0.00	-	43.08	55.38	1.54	0.00	-	3.57	10.71	85.71	0.00	-	
Intersection %	0.00	18.41	0.50	0.00	18.91	6.97	20.90	6.97	0.00	34.83	13.93	17.91	0.50	0.00	32.34	0.50	1.49	11.94	0.00	13.93	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-70 Cascade Palmetto Hwy					GA-70 Fulton Industrial Blvd SW					GA-154 Campbellton Rd SW (West)					GA-154 Campbellton Rd SW (East)					
TIME	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4		App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10		Right 7.11	U-Turn 7.12	App Total	Left 7.13		Thru 7.14
1600 - 1615	0	5	0	0	5	3	6	3	0	12	0	2	0	0	2	0	4	2	0	6	25
1615 - 1630	1	7	0	0	8	1	6	1	0	8	2	3	2	0	7	0	3	0	0	3	26
1630 - 1645	0	4	0	0	4	1	4	2	0	7	1	3	1	0	5	0	2	1	0	3	19
1645 - 1700	0	5	0	0	5	2	5	3	0	10	2	3	0	0	5	0	2	1	0	3	23
Hourly Total	1	21	0	0	22	7	21	9	0	37	5	11	3	0	19	0	11	4	0	15	93
1700 - 1715	2	7	0	0	9	0	7	3	1	11	1	1	0	0	2	0	5	2	0	7	29
1715 - 1730	0	6	0	0	6	1	7	2	0	10	1	0	0	0	1	1	4	1	0	6	23
1730 - 1745	0	4	0	0	4	2	3	3	0	8	2	1	0	0	3	0	2	0	0	2	17
1745 - 1800	0	6	0	0	6	4	3	2	0	9	1	2	0	0	3	0	0	1	0	1	19
Hourly Total	2	23	0	0	25	7	20	10	1	38	5	4	0	0	9	1	11	4	0	16	88
Grand Total	3	44	0	0	47	14	41	19	1	75	10	15	3	0	28	1	22	8	0	31	181
Approach %	6.38	93.62	0.00	0.00	-	18.67	54.67	25.33	1.33	-	35.71	53.57	10.71	0.00	-	3.23	70.97	25.81	0.00	-	
Intersection %	1.66	24.31	0.00	0.00	25.97	7.73	22.65	10.50	0.55	41.44	5.52	8.29	1.66	0.00	15.47	0.55	12.15	4.42	0.00	17.13	

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	Northbound						Southbound						Eastbound						Westbound						
	GA-70 Cascade Palmetto Hwy						GA-70 Fulton Industrial Blvd SW						GA-154 Campbellton Rd SW (West)						GA-154 Campbellton Rd SW (East)						
TIME	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	Int Total
1600 - 1615	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
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
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1715 - 1730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1730 - 1745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1745 - 1800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Grand 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	-	
Intersection %	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 Trucks (4-13)

South Fulton, GA



Site 7

GA-70 Cascade Palmetto Hwy
GA-70 Fulton Industrial Blvd SW
GA-154 Campbellton Rd SW (West)
GA-154 Campbellton Rd SW (East)



Date

Tuesday, October 24, 2023

Weather

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0700 - 0900 (Weekday 2h Session) (10-24-2023)

All Trucks (4-13)

TIME	Northbound						Southbound						Eastbound						Westbound					
	GA-70 Cascade Palmetto Hwy						GA-70 Fulton Industrial Blvd SW						GA-154 Campbellton Rd SW (West)						GA-154 Campbellton Rd SW (East)					
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total		Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total		Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total		Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	Int Total
0700 - 0715	0	9	0	0	9		2	6	1	0	9		3	6	1	0	10		0	3	1	0	4	32
0715 - 0730	0	13	1	0	14		2	5	2	0	9		5	3	0	0	8		2	2	3	0	7	38
0730 - 0745	0	11	1	0	12		2	6	4	0	12		6	6	0	0	12		1	4	3	0	8	44
0745 - 0800	0	11	1	0	12		7	6	2	0	15		8	7	0	0	15		1	2	7	0	10	52
Hourly Total	0	44	3	0	47		13	23	9	0	45		22	22	1	0	45		4	11	14	0	29	166
0800 - 0815	1	10	3	0	14		2	10	1	0	13		7	9	1	0	17		2	4	4	0	10	54
0815 - 0830	0	10	2	0	12		2	8	4	0	14		7	10	2	0	19		0	3	4	0	7	52
0830 - 0845	1	11	3	0	15		5	12	4	0	21		7	11	1	0	19		0	6	4	0	10	65
0845 - 0900	0	10	0	0	10		5	7	6	0	18		8	12	1	0	21		1	4	3	0	8	57
Hourly Total	2	41	8	0	51		14	37	15	0	66		29	42	5	0	76		3	17	15	0	35	228
Grand Total	2	85	11	0	98		27	60	24	0	111		51	64	6	0	121		7	28	29	0	64	394
Approach %	2.04	86.73	11.22	0.00	-		24.32	54.05	21.62	0.00	-		42.15	52.89	4.96	0.00	-		10.94	43.75	45.31	0.00	-	
Intersection %	0.51	21.57	2.79	0.00	24.87		6.85	15.23	6.09	0.00	28.17		12.94	16.24	1.52	0.00	30.71		1.78	7.11	7.36	0.00	16.24	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

All Trucks (4-13)

TIME	Northbound						Southbound						Eastbound						Westbound					
	GA-70 Cascade Palmetto Hwy						GA-70 Fulton Industrial Blvd SW						GA-154 Campbellton Rd SW (West)						GA-154 Campbellton Rd SW (East)					
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total		Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total		Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total		Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	Int Total
1600 - 1615	2	11	2	0	15		4	9	3	0	16		2	5	1	0	8		0	6	2	0	8	47
1615 - 1630	1	16	0	0	17		2	8	2	0	12		3	9	3	0	15		1	7	0	0	8	52
1630 - 1645	0	10	0	0	10		3	10	5	0	18		3	4	1	0	8		1	5	2	0	8	44
1645 - 1700	2	11	2	0	15		3	9	7	0	19		3	3	2	0	8		0	4	2	0	6	48
Hourly Total	5	48	4	0	57		12	36	17	0	65		11	21	7	0	39		2	22	6	0	30	191
1700 - 1715	3	9	0	0	12		0	13	7	1	21		1	2	0	0	3		0	7	2	0	9	45
1715 - 1730	0	9	0	0	9		2	10	4	0	16		2	2	0	0	4		1	6	2	0	9	38
1730 - 1745	1	4	0	0	5		3	5	5	0	13		2	1	0	0	3		0	4	0	0	4	25
1745 - 1800	3	13	0	0	16		4	6	5	0	15		3	5	1	0	9		0	1	3	0	4	44
Hourly Total	7	35	0	0	42		9	34	21	1	65		8	10	1	0	19		1	18	7	0	26	152
Grand Total	12	83	4	0	99		21	70	38	1	130		19	31	8	0	58		3	40	13	0	56	343
Approach %	12.12	83.84	4.04	0.00	-		16.15	53.85	29.23	0.77	-		32.76	53.45	13.79	0.00	-		5.36	71.43	23.21	0.00	-	
Intersection %	3.50	24.20	1.17	0.00	28.86		6.12	20.41	11.08	0.29	37.90		5.54	9.04	2.33	0.00	16.91		0.87	11.66	3.79	0.00	16.33	

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South Fulton, GA

Site 7

GA-70 Cascade Palmetto Hwy
GA-70 Fulton Industrial Blvd SW
GA-154 Campbellton Rd SW (West)
GA-154 Campbellton Rd SW (East)

Date

Tuesday, October 24, 2023

Weather

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Lat/Long

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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Pedestrians

	Northbound				Southbound				Eastbound				Westbound				
	GA-70 Cascade Palmetto Hwy				GA-70 Fulton Industrial Blvd SW				GA-154 Campbellton Rd SW (West)				GA-154 Campbellton Rd SW (East)				
	EB 7a	WB 7b		App Total	EB 7c	WB 7d		App Total	NB 7e	SB 7f		App Total	NB 7g	SB 7h		App Total	Int Total
TIME																	
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
Hourly Total	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
0815 - 0830	0	0		0	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

	1988	1998
Pedestrians	1,000	1,000

	Northbound				Southbound				Eastbound				Westbound				
	GA-70 Cascade Palmetto Hwy				GA-70 Fulton Industrial Blvd SW				GA-154 Campbellton Rd SW (West)				GA-154 Campbellton Rd SW (East)				
TIME	EB 7a	WB 7b		App Total	EB 7c	WB 7d		App Total	NB 7e	SB 7f		App Total	NB 7g	SB 7h		App Total	Int Total
1600 - 1615	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
1630 - 1645	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
Hourly Total	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
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

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South Fulton, GA

Site 7

GA-70 Cascade Palmetto Hwy
GA-70 Fulton Industrial Blvd SW
GA-154 Campbellton Rd SW (West)
GA-154 Campbellton Rd SW (East)

Date _____

Tuesday, October 24, 2023

Weather

Fair
62°F

[Click here for Detailed Weather](#)

Lat/Long

33.691373°, -84.612989°

[Click here for Map](#)



0700 - 0900 (Weekday 2h Session) (10-24-2023)

Bikes

	Northbound				Southbound				Eastbound				Westbound				
	GA-70 Cascade Palmetto Hwy				GA-70 Fulton Industrial Blvd SW				GA-154 Campbellton Rd SW (West)				GA-154 Campbellton Rd SW (East)				
	EB 7a	WB 7b		App Total	EB 7c	WB 7d		App Total	NB 7e	SB 7f		App Total	NB 7g	SB 7h		App Total	Int Total
TIME																	
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
Hourly Total	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
0815 - 0830	0	0		0	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Bikes

	Northbound				Southbound				Eastbound				Westbound				
	GA-70 Cascade Palmetto Hwy				GA-70 Fulton Industrial Blvd SW				GA-154 Campbellton Rd SW (West)				GA-154 Campbellton Rd SW (East)				
TIME	EB 7a	WB 7b		App Total	EB 7c	WB 7d		App Total	NB 7e	SB 7f		App Total	NB 7g	SB 7h		App Total	Int Total
1600 - 1615	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
1630 - 1645	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
Hourly Total	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
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

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South Fulton, GA

Site 7

GA-70 Cascade Palmetto Hwy
GA-70 Fulton Industrial Blvd SW
GA-154 Campbellton Rd SW (West)
GA-154 Campbellton Rd SW (East)

Date

Tuesday, October 24, 2023

Weather

Fair
62°F

[Click here for Detailed Weather](#)

Lat/Long

33.691373°, -84.612989°

[Click here for Map](#)



0700 - 0900 (Weekday 2h Session) (10-24-2023)

Motorized Vehicles

	Northbound				Southbound				Eastbound				Westbound				
	GA-70 Cascade Palmetto Hwy				GA-70 Fulton Industrial Blvd SW				GA-154 Campbellton Rd SW (West)				GA-154 Campbellton Rd SW (East)				
	EB 7a	WB 7b		App Total	EB 7c	WB 7d		App Total	NB 7e	SB 7f		App Total	NB 7g	SB 7h		App Total	Int Total
TIME																	
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
Hourly Total	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
0815 - 0830	0	0		0	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Motorized Vehicles

	Northbound				Southbound				Eastbound				Westbound				
	GA-70 Cascade Palmetto Hwy				GA-70 Fulton Industrial Blvd SW				GA-154 Campbellton Rd SW (West)				GA-154 Campbellton Rd SW (East)				
TIME	EB 7a	WB 7b		App Total	EB 7c	WB 7d		App Total	NB 7e	SB 7f		App Total	NB 7g	SB 7h		App Total	Int Total
1600 - 1615	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
1630 - 1645	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
Hourly Total	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
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

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Peak Hour Turning Movement Count

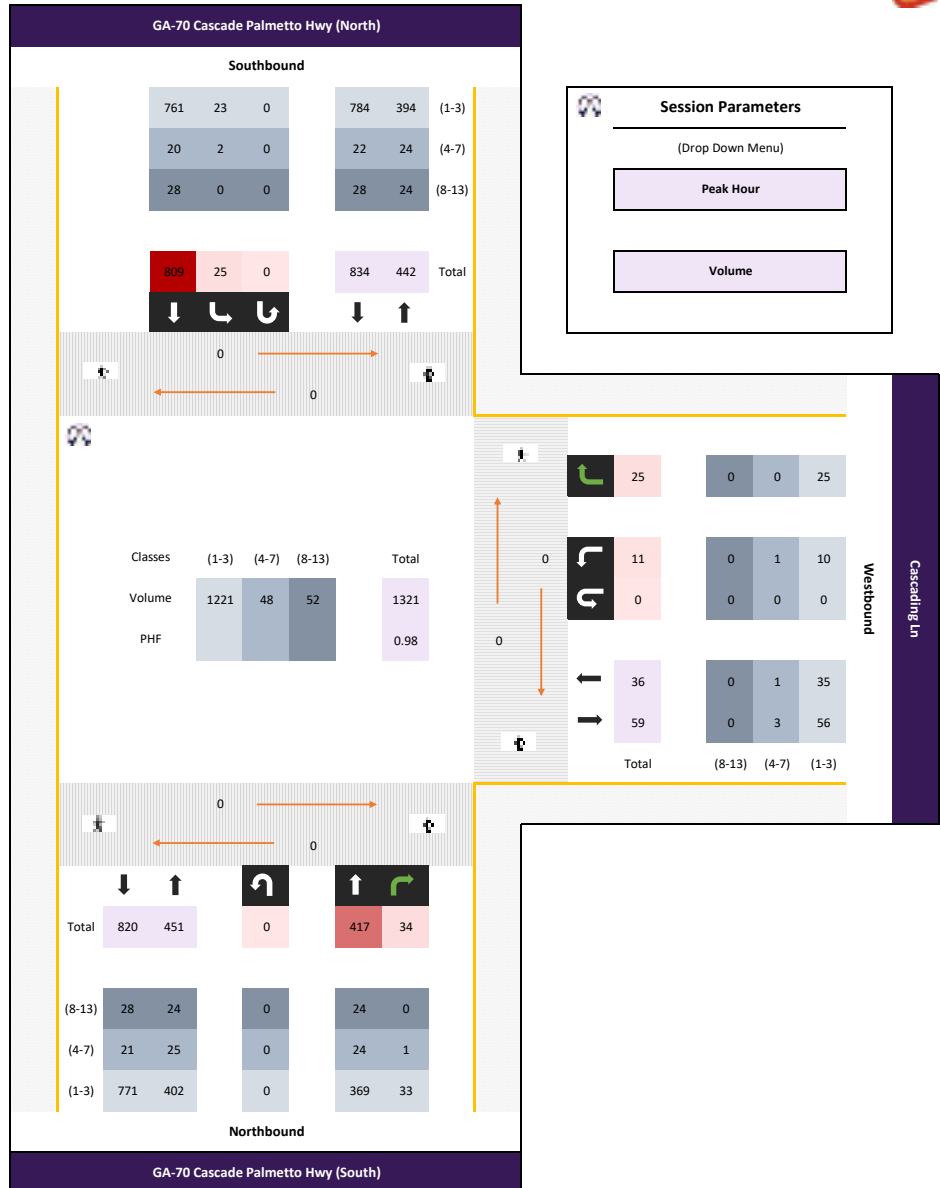
South Fulton, GA



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Tuesday, October 24, 2023	
Period	0600 - 1900
Peak Hour	1630 - 1730

* the Peak Hour Diagram does not include Bikes



Time	Northbound					Southbound					Westbound					Int Total									
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					Cascading Ln														
	Thru 8.1	Right 8.2	U-Turn 8.3	App Total	Left 8.4	Thru 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total													
1630 - 1645	-	110	12	-	0	122	12	195	-	-	0	207	-	-	-	-	-	0	3	-	5	-	0	8	337
1645 - 1700	-	109	7	-	0	116	2	207	-	-	0	209	-	-	-	-	-	0	2	-	10	-	0	12	337
1700 - 1715	-	91	6	-	0	97	4	210	-	-	0	214	-	-	-	-	-	0	5	-	5	-	0	10	321
1715 - 1730	-	107	9	-	0	116	7	197	-	-	0	204	-	-	-	-	-	0	1	-	5	-	0	6	326
Total	0	417	34	0	0	451	25	809	0	0	0	834	0	0	0	0	0	0	11	0	25	0	0	36	1321
Approach %	0.00	92.46	7.54	0.00	0.00	-	3.00	97.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	30.56	0.00	69.44	0.00	0.00	-	-
PHF	0.00	0.95	0.71	0.00	0.00	0.92	0.52	0.96	0.00	0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.00	0.00	0.55	0.00	0.63	0.00	0.00	0.75	0.98

Time	Northbound					Southbound										Westbound					Int Total			
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)										Cascading Ln								
	Thru 8.1	Right 8.2	U-Turn 8.3	App Total		Left 8.4	Thru 8.5	U-Turn 8.6	App Total						App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total					
1630 - 1645	-	100	12	-	0	112	12	183	-	-	0	195	-	-	-	-	0	3	-	5	-	0	8	315
1645 - 1700	-	94	7	-	0	101	1	194	-	-	0	195	-	-	-	-	0	1	-	10	-	0	11	307
1700 - 1715	-	80	6	-	0	86	4	196	-	-	0	200	-	-	-	-	0	5	-	5	-	0	10	296
1715 - 1730	-	95	8	-	0	103	6	188	-	-	0	194	-	-	-	-	0	1	-	5	-	0	6	303
Total	0	369	33	0	0	402	23	761	0	0	0	784	0	0	0	0	0	10	0	25	0	0	35	1221
Approach %	0.00	91.79	8.21	0.00	0.00	-	2.93	97.07	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	28.57	0.00	71.43	0.00	0.00	-	-
PHF	0.00	0.92	0.69	0.00	0.00	0.90	0.48	0.97	0.00	0.00	0.00	0.98	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.63	0.00	0.00	0.80	0.97

Time		Northbound					Southbound					Westbound					Int Total						
		GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					Cascading Ln											
		Thru 8.1	Right 8.2	U-Turn 8.3	App Total	Left 8.4	Thru 8.5	U-Turn 8.6	App Total					App Total	Left 8.7	Right 8.8		U-Turn 8.9	App Total				
1630 - 1645	-	6	0	-	0	6	0	7	-	-	0	7	-	-	-	-	0	0	-	0	0	13	
1645 - 1700	-	10	0	-	0	10	1	5	-	-	0	6	-	-	-	-	0	1	-	0	1	17	
1700 - 1715	-	3	0	-	0	3	0	7	-	-	0	7	-	-	-	-	0	0	-	0	0	10	
1715 - 1730	-	5	1	-	0	6	1	1	-	-	0	2	-	-	-	-	0	0	-	0	0	8	
Total	0	24	1	0	0	25	2	20	0	0	0	22	0	0	0	0	0	1	0	0	0	1	48
Approach %	0.00	96.00	4.00	0.00	0.00	-	9.09	90.91	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	-
PHF	0.00	0.60	0.25	0.00	0.00	0.63	0.50	0.71	0.00	0.00	0.00	0.79	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.71

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Peak Hour Turning Movement Count

South Fulton, GA

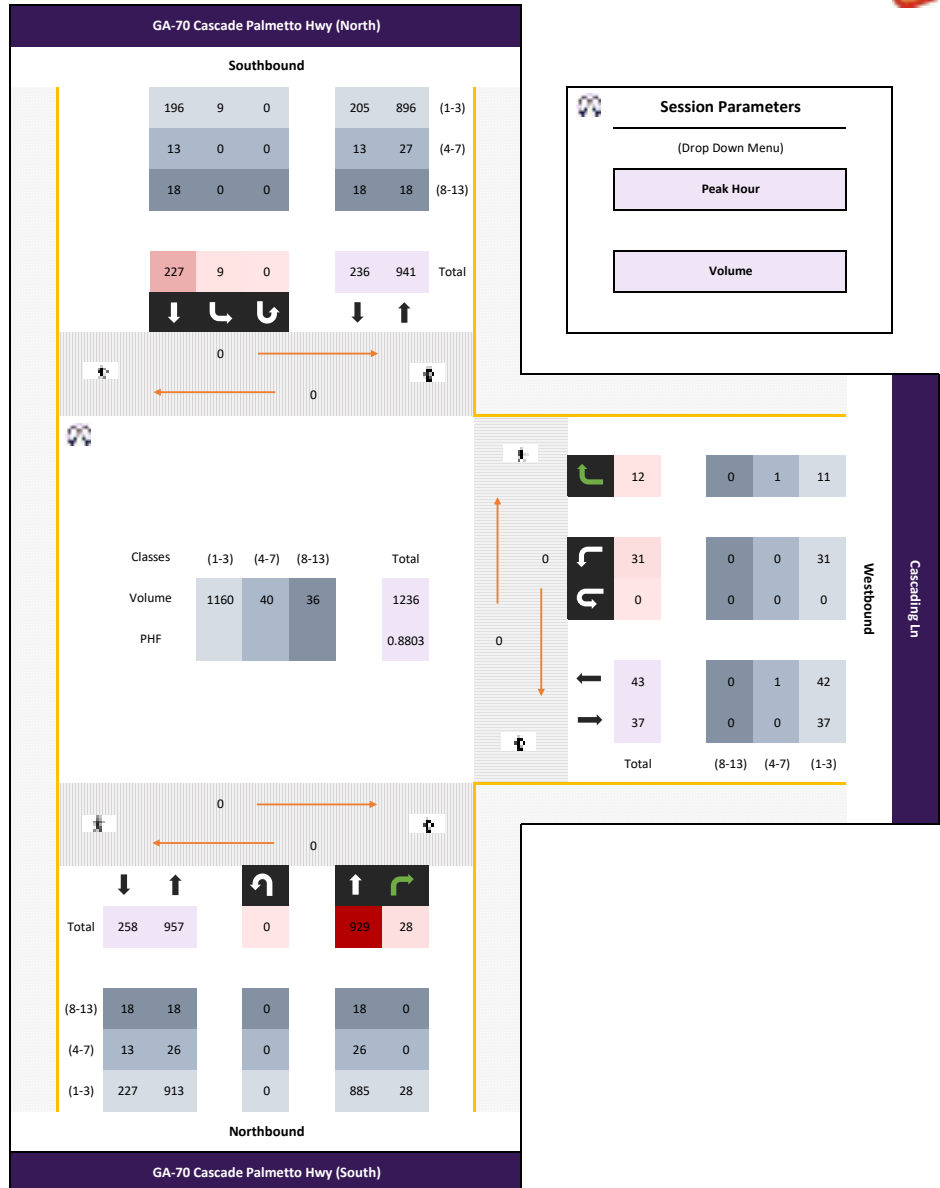


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Tuesday, October 24, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes



Time	Northbound					Southbound					Westbound					Int Total								
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					Cascading Ln													
	Thru	Right		U-Turn	App	Left	Thru		U-Turn	App					App		Left	Right		U-Turn	App			
	8.1	8.2		8.3	Total	8.4	8.5		8.6	Total					Total		8.7	8.8		8.9	Total			
0715 - 0730	-	239	5	-	0	244	1	51	-	-	0	52	-	-	-	-	0	16	-	1	-	0	17	313
0730 - 0745	-	268	7	-	0	275	0	64	-	-	0	64	-	-	-	-	0	9	-	3	-	0	12	351
0745 - 0800	-	244	11	-	0	255	3	51	-	-	0	54	-	-	-	-	0	3	-	2	-	0	5	314
0800 - 0815	-	178	5	-	0	183	5	61	-	-	0	66	-	-	-	-	0	3	-	6	-	0	9	258
Total	0	929	28	0	0	957	9	227	0	0	0	236	0	0	0	0	0	31	0	12	0	0	43	1236
Approach %	0.00	97.07	2.93	0.00	0.00	-	3.81	96.19	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	72.09	0.00	27.91	0.00	0.00	-	-
PHF	0.00	0.87	0.64	0.00	0.00	0.87	0.45	0.89	0.00	0.00	0.00	0.89	0.00	0.00	0.00	0.00	0.00	0.48	0.00	0.50	0.00	0.00	0.63	0.88

Time	Northbound					Southbound					Westbound					Int Total								
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					Cascading Ln													
	Thru 8.1	Right 8.2	U-Turn 8.3	App Total	Left 8.4	Thru 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total												
0715 - 0730	-	226	5	-	0	231	1	44	-	-	0	45	-	-	-	-	0	16	-	1	-	0	17	293
0730 - 0745	-	257	7	-	0	264	0	56	-	-	0	56	-	-	-	-	0	9	-	3	-	0	12	332
0745 - 0800	-	231	11	-	0	242	3	45	-	-	0	48	-	-	-	-	0	3	-	2	-	0	5	295
0800 - 0815	-	171	5	-	0	176	5	51	-	-	0	56	-	-	-	-	0	3	-	5	-	0	8	240
Total	0	885	28	0	0	913	9	196	0	0	0	205	0	0	0	0	0	31	0	11	0	0	42	1160
Approach %	0.00	96.93	3.07	0.00	0.00	-	4.39	95.61	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	73.81	0.00	26.19	0.00	0.00	-	-
PHF	0.00	0.86	0.64	0.00	0.00	0.86	0.45	0.88	0.00	0.00	0.00	0.92	0.00	0.00	0.00	0.00	0.00	0.48	0.00	0.55	0.00	0.00	0.62	0.87

Time		Northbound					Southbound					Westbound					Int Total				
		GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					Cascading Ln									
		Thru 8.1	Right 8.2	U-Turn 8.3	App Total	Left 8.4	Thru 8.5	U-Turn 8.6	App Total					App Total	Left 8.7	Right 8.8		U-Turn 8.9	App Total		
0715 - 0730	-	10	0	-	0	10	0	4	-	0	4	-	-	-	-	0	0	-	0	0	14
0730 - 0745	-	7	0	-	0	7	0	5	-	0	5	-	-	-	-	0	0	-	0	0	12
0745 - 0800	-	6	0	-	0	6	0	2	-	0	2	-	-	-	-	0	0	-	0	0	8
0800 - 0815	-	3	0	-	0	3	0	2	-	0	2	-	-	-	-	0	0	-	1	0	6
Total	0.0	26	0.0	0	0	26	0.0	13	0.0	0	13	0.0	0.0	0.0	0.0	0	0	0	1	0	40
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	-
PHF	0.00	0.65	0.00	0.00	0.00	0.65	0.00	0.65	0.00	0.00	0.00	0.65	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.71

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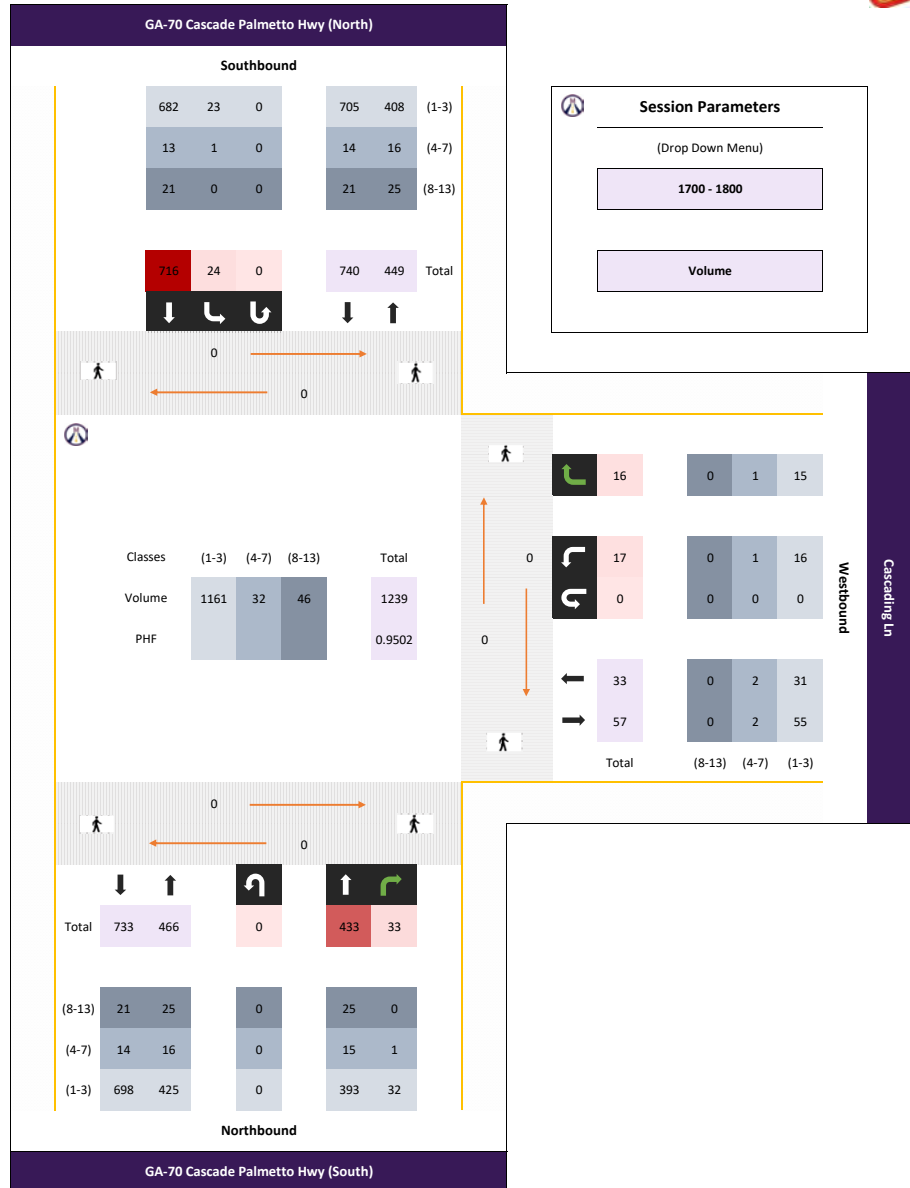
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Peak Hour Turning Movement Count

South Fulton, GA

Tuesday, October 24, 2023	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes



Time	Northbound					Southbound					Westbound					Int Total								
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					Cascading Ln													
	Thru 8.1	Right 8.2		U-Turn 8.3	App Total	Left 8.4	Thru 8.5		U-Turn 8.6	App Total					App Total		Left 8.7		Right 8.8		U-Turn 8.9	App Total		
1630 - 1645	-	110	12	-	0	122	2	195	-	-	0	207	-	-	-	-	0	3	-	5	-	0	8	337
1645 - 1700	-	109	7	-	0	116	2	207	-	-	0	209	-	-	-	-	0	2	-	10	-	0	12	337
1700 - 1715	-	91	6	-	0	97	4	210	-	-	0	214	-	-	-	-	0	5	-	5	-	0	10	321
1715 - 1730	-	107	9	-	0	116	7	197	-	-	0	204	-	-	-	-	0	1	-	5	-	0	6	326
Total	0	417	34	0	0	451	25	809	0	0	0	834	0	0	0	0	0	11	0	25	0	0	36	1321
Approach %	0.00	92.46	7.54	0.00	0.00	-	3.00	97.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	30.56	0.00	69.44	0.00	0.00	-	-
PHF	0.00	0.95	0.71	0.00	0.00	0.92	0.52	0.96	0.00	0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.00	0.55	0.00	0.63	0.00	0.00	0.75	0.98

Time	Northbound					Southbound					Westbound					Int Total								
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					Cascading Ln													
	Thru 8.1	Right 8.2		U-Turn 8.3	App Total	Left 8.4	Thru 8.5		U-Turn 8.6	App Total					App Total		Left 8.7		Right 8.8		U-Turn 8.9	App Total		
1630 - 1645	-	100	12	-	0	112	2	183	-	-	0	195	-	-	-	-	0	3	-	5	-	0	8	315
1645 - 1700	-	94	7	-	0	101	1	194	-	-	0	195	-	-	-	-	0	1	-	10	-	0	11	307
1700 - 1715	-	80	6	-	0	86	4	196	-	-	0	200	-	-	-	-	0	5	-	5	-	0	10	296
1715 - 1730	-	95	8	-	0	103	6	188	-	-	0	194	-	-	-	-	0	1	-	5	-	0	6	303
Total	0	369	33	0	0	402	23	761	0	0	0	784	0	0	0	0	0	10	0	25	0	0	35	1221
Approach %	0.00	91.79	8.21	0.00	0.00	-	2.93	97.07	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	28.57	0.00	71.43	0.00	0.00	-	-
PHF	0.00	0.92	0.69	0.00	0.00	0.90	0.48	0.97	0.00	0.00	0.00	0.98	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.63	0.00	0.00	0.80	0.97

Time		Northbound					Southbound					Westbound					Int Total						
		GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					Cascading Ln											
		Thru 8.1	Right 8.2	U-Turn 8.3	App Total	Left 8.4	Thru 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total										
1630 - 1645	-	6	0	-	0	6	0	7	-	-	0	7	-	-	-	-	0	0	-	0	0	13	
1645 - 1700	-	10	0	-	0	10	1	5	-	-	0	6	-	-	-	-	0	1	-	0	1	17	
1700 - 1715	-	3	0	-	0	3	0	7	-	-	0	7	-	-	-	-	0	0	-	0	0	10	
1715 - 1730	-	5	1	-	0	6	1	1	-	-	0	2	-	-	-	-	0	0	-	0	0	8	
Total	0	24	1	0	0	25	2	20	0	0	0	22	0	0	0	0	0	1	0	0	0	1	48
Approach %	0.00	96.00	4.00	0.00	0.00	-	9.09	90.91	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.60	0.25	0.00	0.00	0.63	0.50	0.71	0.00	0.00	0.00	0.79	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.71

	Northbound						Southbound						Westbound										
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					Cascading Ln												
Time	Thru 8.1	Right 8.2		U-Turn 8.3	App Total	Left 8.4	Thru 8.5		U-Turn 8.6	App Total						App Total	Left 8.7		Right 8.8	U-Turn 8.9	App Total	Int Total	
1630 - 1645	-	4	0	-	0	4	0	5	-	0	5	-	-	-	-	0	0	0	0	-	0	0	9
1645 - 1700	-	5	0	-	0	5	0	8	-	0	8	-	-	-	-	0	0	0	0	-	0	0	13
1700 - 1715	-	8	0	-	0	8	0	7	-	0	7	-	-	-	-	0	0	0	0	-	0	0	15
1715 - 1730	-	7	0	-	0	7	0	8	-	0	8	-	-	-	-	0	0	0	0	-	0	0	15
Total	0	24	0	0	0	24	0	28	0	0	28	0	0	0	0	0	0	0	0	0	0	0	52
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.75	0.00	0.00	0.00	0.75	0.00	0.88	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.87

[illegible]

Classified Turn Movement Count || All vehicles

South Fulton, GA



Site 8

GA-70 Cascade Palmetto Hwy (South)
GA-70 Cascade Palmetto Hwy (North)



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

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Lat/Long

33.684083°, -84.621291°

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Cascading Ln

0600 - 1900 (Weekday 13h Session) (10-24-2023)

All vehicles

TIME	Northbound				Southbound				Westbound				
	GA-70 Cascade Palmetto Hwy (South)		GA-70 Cascade Palmetto Hwy (North)		GA-70 Cascade Palmetto Hwy (South)		GA-70 Cascade Palmetto Hwy (North)		Cascading Ln				
	Thru 8.1	Right 8.2	U-Turn 8.3	App Total	Left 8.4	Thru 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
0600 - 0615	86	1	0	87	1	28	0	29	0	4	0	4	120
0615 - 0630	160	0	0	160	0	33	0	33	3	4	0	7	200
0630 - 0645	197	1	0	198	1	48	0	49	1	1	0	2	249
0645 - 0700	216	4	0	220	3	44	0	47	8	2	0	10	277
Hourly Total	659	6	0	665	5	153	0	158	12	11	0	23	846
0700 - 0715	180	1	0	181	0	59	0	59	12	3	0	15	255
0715 - 0730	239	5	0	244	1	51	0	52	16	1	0	17	313
0730 - 0745	268	7	0	275	0	64	0	64	9	3	0	12	351
0745 - 0800	244	11	0	255	3	51	0	54	3	2	0	5	314
Hourly Total	931	24	0	955	4	225	0	229	40	9	0	49	1233
0800 - 0815	178	5	0	183	5	61	0	66	3	6	0	9	258
0815 - 0830	215	3	0	218	3	60	0	63	5	4	0	9	290
0830 - 0845	185	6	0	191	1	61	0	62	4	5	0	9	262
0845 - 0900	176	2	0	178	3	58	0	61	2	5	0	7	246
Hourly Total	754	16	0	770	12	240	0	252	14	20	0	34	1056
0900 - 0915	129	0	0	129	6	68	0	74	3	2	0	5	208
0915 - 0930	109	3	0	112	3	70	0	73	1	3	0	4	189
0930 - 0945	113	3	0	116	0	64	0	64	2	1	0	3	183
0945 - 1000	85	1	0	86	2	77	0	79	5	6	0	11	176
Hourly Total	436	7	0	443	11	279	0	290	11	12	0	23	756
1000 - 1015	81	2	0	83	8	58	0	66	3	2	0	5	154
1015 - 1030	73	1	0	74	0	57	0	57	1	2	0	3	134
1030 - 1045	64	2	0	66	1	63	0	64	2	2	0	4	134
1045 - 1100	74	1	0	75	0	64	0	64	0	4	0	4	143
Hourly Total	292	6	0	298	9	242	0	251	6	10	0	16	565
1100 - 1115	68	0	0	68	4	61	0	65	1	3	0	4	137
1115 - 1130	49	0	0	49	4	66	0	70	2	2	0	4	123
1130 - 1145	79	4	0	83	3	63	0	66	0	0	1	1	150
1145 - 1200	81	2	0	83	3	61	0	64	1	4	0	5	152
Hourly Total	277	6	0	283	14	251	0	265	4	9	1	14	562
1200 - 1215	62	1	0	63	3	76	0	79	1	5	0	6	148
1215 - 1230	47	3	0	50	6	70	0	76	3	3	0	6	132
1230 - 1245	74	1	1	76	4	55	0	59	1	4	0	5	140
1245 - 1300	55	2	0	57	5	67	0	72	3	2	0	5	134
Hourly Total	238	7	1	246	18	268	0	286	8	14	0	22	554
1300 - 1315	73	3	0	76	2	65	0	67	0	3	0	3	146
1315 - 1330	75	3	0	78	4	83	0	87	1	2	0	3	168
1330 - 1345	59	1	0	60	4	85	0	89	3	5	0	8	157
1345 - 1400	92	1	0	93	5	79	0	84	5	6	0	11	188
Hourly Total	299	8	0	307	15	312	0	327	9	16	0	25	659
1400 - 1415	71	2	0	73	2	93	0	95	3	3	0	6	174
1415 - 1430	96	1	0	97	6	97	0	103	3	9	0	12	212
1430 - 1445	88	6	0	94	6	109	0	115	3	2	0	5	214
1445 - 1500	99	10	0	109	2	110	0	112	4	1	0	5	226
Hourly Total	354	19	0	373	16	409	0	425	13	15	0	28	826
1500 - 1515	79	2	0	81	4	139	0	143	2	2	0	4	228
1515 - 1530	110	3	0	113	3	127	0	130	5	4	0	9	252
1530 - 1545	101	4	0	105	3	143	0	146	0	8	0	8	259
1545 - 1600	123	9	0	132	7	144	0	151	4	4	0	8	291
Hourly Total	413	18	0	431	17	553	0	570	11	18	0	29	1030
1600 - 1615	101	9	0	110	3	176	0	179	4	1	0	5	294
1615 - 1630	113	11	0	124	7	171	0	178	9	3	0	12	314
1630 - 1645	110	12	0	122	12	195	0	207	3	5	0	8	337
1645 - 1700	109	7	0	116	2	207	0	209	2	10	0	12	337
Hourly Total	433	39	0	472	24	749	0	773	18	19	0	37	1282
1700 - 1715	91	6	0	97	4	210	0	214	5	5	0	10	321
1715 - 1730	107	9	0	116	7	197	0	204	1	5	0	6	326
1730 - 1745	108	5	0	113	7	156	0	163	9	4	0	13	289
1745 - 1800	127	13	0	140	6	153	0	159	2	2	0	4	303
Hourly Total	433	33	0	466	24	716	0	740	17	16	0	33	1239
1800 - 1815	125	9	0	134	8	159	0	167	4	5	0	9	310
1815 - 1830	101	10	0	111	12	156	0	168	6	5	0	11	290
1830 - 1845	81	13	0	94	10	157	0	167	5	7	0	12	273
1845 - 1900	91	8	0	99	6	139	0	145	3	6	0	9	253
Hourly Total	398	40	0	438	36	611	0	647	18	23	0	41	1126
Grand Total	5917	229	1	6147	205	5008	0	5213	181	192	1	374	11734
Approach %	96.26	3.73	0.02	-	3.93	96.07	0.00	-	48.40	51.34	0.00	-	
Intersection %	50.43	1.95	0.01	52.39	1.75	42.68	0.00	44.43	1.54	1.64	0.01	3.19	
Heavy Vehicle %	10	4	0	10	4	11	-	11	6	3	0	5	10
PHF	0.95	0.71	0.00	0.92	0.52	0.96	0.00	0.97	0.55	0.63	0.00	0.75	0.98

Classified Turn Movement Count || Passenger Vehicles (1-3)

South Fulton, GA



Site 8
GA-70 Cascade Palmetto Hwy (South)
GA-70 Cascade Palmetto Hwy (North)

Date
Tuesday, October 24, 2023

Weather
Fair
62°F [Click here for Detailed Weather](#)

Cascading Ln

Lat/Long
33.684083°, -84.621291°

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0600 - 1900 (Weekday 13h Session) (10-24-2023)
Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Westbound				
	GA-70 Cascade Palmetto Hwy (South)				GA-70 Cascade Palmetto Hwy (North)				Cascading Ln				
	Thru 8.1	Right 8.2	U-Turn 8.3	App Total	Left 8.4	Thru 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
0600 - 0615	83	0	0	83	1	23	0	24	0	4	0	4	111
0615 - 0630	155	0	0	155	0	27	0	27	3	4	0	7	189
0630 - 0645	190	1	0	191	1	41	0	42	1	1	0	2	235
0645 - 0700	205	2	0	207	3	38	0	41	7	2	0	9	257
Hourly Total	633	3	0	636	5	129	0	134	11	11	0	22	792
0700 - 0715	171	0	0	171	0	52	0	52	9	3	0	12	235
0715 - 0730	226	5	0	231	1	44	0	45	16	1	0	17	293
0730 - 0745	257	7	0	264	0	56	0	56	9	3	0	12	332
0745 - 0800	231	11	0	242	3	45	0	48	3	2	0	5	295
Hourly Total	885	23	0	908	4	197	0	201	37	9	0	46	1155
0800 - 0815	171	5	0	176	5	51	0	56	3	5	0	8	240
0815 - 0830	198	2	0	200	2	51	0	53	5	3	0	8	261
0830 - 0845	175	6	0	181	1	47	0	48	4	5	0	9	238
0845 - 0900	162	2	0	164	3	48	0	51	2	5	0	7	222
Hourly Total	706	15	0	721	11	197	0	208	14	18	0	32	961
0900 - 0915	116	0	0	116	6	53	0	59	3	2	0	5	180
0915 - 0930	95	3	0	98	2	54	0	56	1	3	0	4	158
0930 - 0945	96	3	0	99	0	51	0	51	2	1	0	3	153
0945 - 1000	80	1	0	81	2	51	0	53	4	6	0	10	144
Hourly Total	387	7	0	394	10	209	0	219	10	12	0	22	635
1000 - 1015	71	2	0	73	7	42	0	49	3	2	0	5	127
1015 - 1030	59	1	0	60	0	38	0	38	1	2	0	3	101
1030 - 1045	50	2	0	52	1	54	0	55	2	1	0	3	110
1045 - 1100	69	1	0	70	0	48	0	48	0	4	0	4	122
Hourly Total	249	6	0	255	8	182	0	190	6	9	0	15	460
1100 - 1115	54	0	0	54	4	47	0	51	1	2	0	3	108
1115 - 1130	44	0	0	44	4	50	0	54	2	2	0	4	102
1130 - 1145	69	4	0	73	3	48	0	51	0	0	1	1	125
1145 - 1200	67	2	0	69	3	50	0	53	1	4	0	5	127
Hourly Total	234	6	0	240	14	195	0	209	4	8	1	13	462
1200 - 1215	52	1	0	53	3	59	0	62	1	5	0	6	121
1215 - 1230	37	3	0	40	6	58	0	64	3	3	0	6	110
1230 - 1245	61	1	1	63	4	42	0	46	1	4	0	5	114
1245 - 1300	43	2	0	45	5	55	0	60	3	2	0	5	110
Hourly Total	193	7	1	201	18	214	0	232	8	14	0	22	455
1300 - 1315	62	3	0	65	2	59	0	61	0	3	0	3	129
1315 - 1330	69	3	0	72	3	72	0	75	1	2	0	3	150
1330 - 1345	52	1	0	53	4	79	0	83	3	5	0	8	144
1345 - 1400	80	1	0	81	5	73	0	78	5	6	0	11	170
Hourly Total	263	8	0	271	14	283	0	297	9	16	0	25	593
1400 - 1415	61	1	0	62	2	80	0	82	3	3	0	6	150
1415 - 1430	87	1	0	88	6	84	0	90	3	9	0	12	190
1430 - 1445	79	4	0	83	6	95	0	101	2	2	0	4	188
1445 - 1500	86	9	0	95	2	90	0	92	2	1	0	3	190
Hourly Total	313	15	0	328	16	349	0	365	10	15	0	25	718
1500 - 1515	63	2	0	65	4	122	0	126	2	2	0	4	195
1515 - 1530	95	3	0	98	3	118	0	121	5	4	0	9	228
1530 - 1545	88	4	0	92	3	127	0	130	0	8	0	8	230
1545 - 1600	101	9	0	110	5	134	0	139	4	3	0	7	256
Hourly Total	347	18	0	365	15	501	0	516	11	17	0	28	909
1600 - 1615	85	9	0	94	3	166	0	169	4	1	0	5	268
1615 - 1630	99	11	0	110	7	164	0	171	8	3	0	11	292
1630 - 1645	100	12	0	112	12	183	0	195	3	5	0	8	315
1645 - 1700	94	7	0	101	1	194	0	195	1	10	0	11	307
Hourly Total	378	39	0	417	23	707	0	730	16	19	0	35	1182
1700 - 1715	80	6	0	86	4	196	0	200	5	5	0	10	296
1715 - 1730	95	8	0	103	6	188	0	194	1	5	0	6	303
1730 - 1745	102	5	0	107	7	152	0	159	9	3	0	12	278
1745 - 1800	116	13	0	129	6	146	0	152	1	2	0	3	284
Hourly Total	393	32	0	425	23	682	0	705	16	15	0	31	1161
1800 - 1815	114	9	0	123	8	156	0	164	4	5	0	9	296
1815 - 1830	88	10	0	98	12	148	0	160	6	5	0	11	269
1830 - 1845	72	13	0	85	10	152	0	162	5	7	0	12	259
1845 - 1900	77	8	0	85	6	137	0	143	3	6	0	9	237
Hourly Total	351	40	0	391	36	593	0	629	18	23	0	41	1061
Grand Total	5332	219	1	5552	197	4438	0	4635	170	186	1	357	10544
Approach %	96.04	3.94	0.02	-	4.25	95.75	0.00	-	47.62	52.10	0.00	-	
Intersection %	50.57	2.08	0.01	52.66	1.87	42.09	0.00	43.96	1.61	1.76	0.01	3.39	

Classified Turn Movement Count || Single Unit Trucks (4-7)

South Fulton, GA



Site 8

GA-70 Cascade Palmetto Hwy (South)
GA-70 Cascade Palmetto Hwy (North)



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

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Cascading Ln

Lat/Long

33.684083°, -84.621291°

[Click here for Map](#)

0600 - 1900 (Weekday 13h Session) (10-24-2023)
Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Westbound				
	GA-70 Cascade Palmetto Hwy (South)		GA-70 Cascade Palmetto Hwy (North)		GA-70 Cascade Palmetto Hwy (South)		GA-70 Cascade Palmetto Hwy (North)		Cascading Ln				
	Thru 8.1	Right 8.2	U-Turn 8.3	App Total	Left 8.4	Thru 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
0600 - 0615	2	1	0	3	0	4	0	4	0	0	0	0	7
0615 - 0630	2	0	0	2	0	5	0	5	0	0	0	0	7
0630 - 0645	7	0	0	7	0	5	0	5	0	0	0	0	12
0645 - 0700	8	2	0	10	0	4	0	4	1	0	0	1	15
Hourly Total	19	3	0	22	0	18	0	18	1	0	0	1	41
0700 - 0715	8	1	0	9	0	3	0	3	3	0	0	3	15
0715 - 0730	10	0	0	10	0	4	0	4	0	0	0	0	14
0730 - 0745	7	0	0	7	0	5	0	5	0	0	0	0	12
0745 - 0800	6	0	0	6	0	2	0	2	0	0	0	0	8
Hourly Total	31	1	0	32	0	14	0	14	3	0	0	3	49
0800 - 0815	3	0	0	3	0	2	0	2	0	1	0	1	6
0815 - 0830	10	1	0	11	1	2	0	3	0	1	0	1	15
0830 - 0845	5	0	0	5	0	4	0	4	0	0	0	0	9
0845 - 0900	7	0	0	7	0	5	0	5	0	0	0	0	12
Hourly Total	25	1	0	26	1	13	0	14	0	2	0	2	42
0900 - 0915	5	0	0	5	0	6	0	6	0	0	0	0	11
0915 - 0930	8	0	0	8	1	8	0	9	0	0	0	0	17
0930 - 0945	10	0	0	10	0	8	0	8	0	0	0	0	18
0945 - 1000	2	0	0	2	0	10	0	10	1	0	0	1	13
Hourly Total	25	0	0	25	1	32	0	33	1	0	0	1	59
1000 - 1015	4	0	0	4	1	6	0	7	0	0	0	0	11
1015 - 1030	3	0	0	3	0	8	0	8	0	0	0	0	11
1030 - 1045	5	0	0	5	0	2	0	2	0	1	0	1	8
1045 - 1100	2	0	0	2	0	5	0	5	0	0	0	0	7
Hourly Total	14	0	0	14	1	21	0	22	0	1	0	1	37
1100 - 1115	10	0	0	10	0	8	0	8	0	1	0	1	19
1115 - 1130	3	0	0	3	0	6	0	6	0	0	0	0	9
1130 - 1145	6	0	0	6	0	5	0	5	0	0	0	0	11
1145 - 1200	10	0	0	10	0	3	0	3	0	0	0	0	13
Hourly Total	29	0	0	29	0	22	0	22	0	1	0	1	52
1200 - 1215	8	0	0	8	0	6	0	6	0	0	0	0	14
1215 - 1230	7	0	0	7	0	9	0	9	0	0	0	0	16
1230 - 1245	5	0	0	5	0	4	0	4	0	0	0	0	9
1245 - 1300	7	0	0	7	0	9	0	9	0	0	0	0	16
Hourly Total	27	0	0	27	0	28	0	28	0	0	0	0	55
1300 - 1315	3	0	0	3	0	3	0	3	0	0	0	0	6
1315 - 1330	3	0	0	3	1	4	0	5	0	0	0	0	8
1330 - 1345	4	0	0	4	0	3	0	3	0	0	0	0	7
1345 - 1400	5	0	0	5	0	2	0	2	0	0	0	0	7
Hourly Total	15	0	0	15	1	12	0	13	0	0	0	0	28
1400 - 1415	4	1	0	5	0	4	0	4	0	0	0	0	9
1415 - 1430	6	0	0	6	0	7	0	7	0	0	0	0	13
1430 - 1445	4	2	0	6	0	8	0	8	1	0	0	1	15
1445 - 1500	9	1	0	10	0	11	0	11	2	0	0	2	23
Hourly Total	23	4	0	27	0	30	0	30	3	0	0	3	60
1500 - 1515	10	0	0	10	0	10	0	10	0	0	0	0	20
1515 - 1530	7	0	0	7	0	5	0	5	0	0	0	0	12
1530 - 1545	7	0	0	7	0	6	0	6	0	0	0	0	13
1545 - 1600	12	0	0	12	2	6	0	8	0	1	0	1	21
Hourly Total	36	0	0	36	2	27	0	29	0	1	0	1	66
1600 - 1615	9	0	0	9	0	4	0	4	0	0	0	0	13
1615 - 1630	8	0	0	8	0	2	0	2	1	0	0	1	11
1630 - 1645	6	0	0	6	0	7	0	7	0	0	0	0	13
1645 - 1700	10	0	0	10	1	5	0	6	1	0	0	1	17
Hourly Total	33	0	0	33	1	18	0	19	2	0	0	2	54
1700 - 1715	3	0	0	3	0	7	0	7	0	0	0	0	10
1715 - 1730	5	1	0	6	1	1	0	2	0	0	0	0	8
1730 - 1745	1	0	0	1	0	1	0	1	0	1	0	1	3
1745 - 1800	6	0	0	6	0	4	0	4	1	0	0	1	11
Hourly Total	15	1	0	16	1	13	0	14	1	1	0	2	32
1800 - 1815	3	0	0	3	0	2	0	2	0	0	0	0	5
1815 - 1830	4	0	0	4	0	2	0	2	0	0	0	0	6
1830 - 1845	4	0	0	4	0	3	0	3	0	0	0	0	7
1845 - 1900	4	0	0	4	0	1	0	1	0	0	0	0	5
Hourly Total	15	0	0	15	0	8	0	8	0	0	0	0	23
Grand Total	307	10	0	317	8	256	0	264	11	6	0	17	598
Approach %	96.85	3.15	0.00	-	3.03	96.97	0.00	-	64.71	35.29	0.00	-	
Intersection %	51.34	1.67	0.00	53.01	1.34	42.81	0.00	44.15	1.84	1.00	0.00	2.84	

Classified Turn Movement Count || Combination Trucks (8-13)

South Fulton, GA



Site 8

GA-70 Cascade Palmetto Hwy (South)
GA-70 Cascade Palmetto Hwy (North)



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

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Lat/Long

33.684083°, -84.621291°

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Cascading Ln

0600 - 1900 (Weekday 13h Session) (10-24-2023)
Combination Trucks (8-13)

TIME	Northbound				Southbound				Westbound				
	GA-70 Cascade Palmetto Hwy (South)				GA-70 Cascade Palmetto Hwy (North)				Cascading Ln				
	Thru 8.1	Right 8.2	U-Turn 8.3	App Total	Left 8.4	Thru 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
0600 - 0615	1	0	0	1	0	1	0	1	0	0	0	0	2
0615 - 0630	3	0	0	3	0	1	0	1	0	0	0	0	4
0630 - 0645	0	0	0	0	0	2	0	2	0	0	0	0	2
0645 - 0700	3	0	0	3	0	2	0	2	0	0	0	0	5
Hourly Total	7	0	0	7	0	6	0	6	0	0	0	0	13
0700 - 0715	1	0	0	1	0	4	0	4	0	0	0	0	5
0715 - 0730	3	0	0	3	0	3	0	3	0	0	0	0	6
0730 - 0745	4	0	0	4	0	3	0	3	0	0	0	0	7
0745 - 0800	7	0	0	7	0	4	0	4	0	0	0	0	11
Hourly Total	15	0	0	15	0	14	0	14	0	0	0	0	29
0800 - 0815	4	0	0	4	0	8	0	8	0	0	0	0	12
0815 - 0830	7	0	0	7	0	7	0	7	0	0	0	0	14
0830 - 0845	5	0	0	5	0	10	0	10	0	0	0	0	15
0845 - 0900	7	0	0	7	0	5	0	5	0	0	0	0	12
Hourly Total	23	0	0	23	0	30	0	30	0	0	0	0	53
0900 - 0915	8	0	0	8	0	9	0	9	0	0	0	0	17
0915 - 0930	6	0	0	6	0	8	0	8	0	0	0	0	14
0930 - 0945	7	0	0	7	0	5	0	5	0	0	0	0	12
0945 - 1000	3	0	0	3	0	16	0	16	0	0	0	0	19
Hourly Total	24	0	0	24	0	38	0	38	0	0	0	0	62
1000 - 1015	6	0	0	6	0	10	0	10	0	0	0	0	16
1015 - 1030	11	0	0	11	0	11	0	11	0	0	0	0	22
1030 - 1045	9	0	0	9	0	7	0	7	0	0	0	0	16
1045 - 1100	3	0	0	3	0	11	0	11	0	0	0	0	14
Hourly Total	29	0	0	29	0	39	0	39	0	0	0	0	68
1100 - 1115	4	0	0	4	0	6	0	6	0	0	0	0	10
1115 - 1130	2	0	0	2	0	10	0	10	0	0	0	0	12
1130 - 1145	4	0	0	4	0	10	0	10	0	0	0	0	14
1145 - 1200	4	0	0	4	0	8	0	8	0	0	0	0	12
Hourly Total	14	0	0	14	0	34	0	34	0	0	0	0	48
1200 - 1215	2	0	0	2	0	11	0	11	0	0	0	0	13
1215 - 1230	3	0	0	3	0	3	0	3	0	0	0	0	6
1230 - 1245	8	0	0	8	0	9	0	9	0	0	0	0	17
1245 - 1300	5	0	0	5	0	3	0	3	0	0	0	0	8
Hourly Total	18	0	0	18	0	26	0	26	0	0	0	0	44
1300 - 1315	8	0	0	8	0	3	0	3	0	0	0	0	11
1315 - 1330	3	0	0	3	0	7	0	7	0	0	0	0	10
1330 - 1345	3	0	0	3	0	3	0	3	0	0	0	0	6
1345 - 1400	7	0	0	7	0	4	0	4	0	0	0	0	11
Hourly Total	21	0	0	21	0	17	0	17	0	0	0	0	38
1400 - 1415	6	0	0	6	0	9	0	9	0	0	0	0	15
1415 - 1430	3	0	0	3	0	6	0	6	0	0	0	0	9
1430 - 1445	5	0	0	5	0	6	0	6	0	0	0	0	11
1445 - 1500	4	0	0	4	0	9	0	9	0	0	0	0	13
Hourly Total	18	0	0	18	0	30	0	30	0	0	0	0	48
1500 - 1515	6	0	0	6	0	7	0	7	0	0	0	0	13
1515 - 1530	8	0	0	8	0	4	0	4	0	0	0	0	12
1530 - 1545	6	0	0	6	0	10	0	10	0	0	0	0	16
1545 - 1600	10	0	0	10	0	4	0	4	0	0	0	0	14
Hourly Total	30	0	0	30	0	25	0	25	0	0	0	0	55
1600 - 1615	7	0	0	7	0	6	0	6	0	0	0	0	13
1615 - 1630	6	0	0	6	0	5	0	5	0	0	0	0	11
1630 - 1645	4	0	0	4	0	5	0	5	0	0	0	0	9
1645 - 1700	5	0	0	5	0	8	0	8	0	0	0	0	13
Hourly Total	22	0	0	22	0	24	0	24	0	0	0	0	46
1700 - 1715	8	0	0	8	0	7	0	7	0	0	0	0	15
1715 - 1730	7	0	0	7	0	8	0	8	0	0	0	0	15
1730 - 1745	5	0	0	5	0	3	0	3	0	0	0	0	8
1745 - 1800	5	0	0	5	0	3	0	3	0	0	0	0	8
Hourly Total	25	0	0	25	0	21	0	21	0	0	0	0	46
1800 - 1815	8	0	0	8	0	1	0	1	0	0	0	0	9
1815 - 1830	9	0	0	9	0	6	0	6	0	0	0	0	15
1830 - 1845	5	0	0	5	0	2	0	2	0	0	0	0	7
1845 - 1900	10	0	0	10	0	1	0	1	0	0	0	0	11
Hourly Total	32	0	0	32	0	10	0	10	0	0	0	0	42
Grand Total	278	0	0	278	0	314	0	314	0	0	0	0	592
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	46.96	0.00	0.00	46.96	0.00	53.04	0.00	53.04	0.00	0.00	0.00	0.00	

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Classified Turn Movement Count || All Trucks (4-13)

South Fulton, GA



Site 8

GA-70 Cascade Palmetto Hwy (South)
GA-70 Cascade Palmetto Hwy (North)



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

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Lat/Long

33.684083°, -84.621291°

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Cascading Ln

0600 - 1900 (Weekday 13h Session) (10-24-2023)

All Trucks (4-13)

TIME	Northbound				Southbound				Westbound				
	GA-70 Cascade Palmetto Hwy (South)				GA-70 Cascade Palmetto Hwy (North)				Cascading Ln				
	Thru 8.1	Right 8.2	U-Turn 8.3	App Total	Left 8.4	Thru 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
0600 - 0615	3	1	0	4	0	5	0	5	0	0	0	0	9
0615 - 0630	5	0	0	5	0	6	0	6	0	0	0	0	11
0630 - 0645	7	0	0	7	0	7	0	7	0	0	0	0	14
0645 - 0700	11	2	0	13	0	6	0	6	1	0	0	1	20
Hourly Total	26	3	0	29	0	24	0	24	1	0	0	1	54
0700 - 0715	9	1	0	10	0	7	0	7	3	0	0	3	20
0715 - 0730	13	0	0	13	0	7	0	7	0	0	0	0	20
0730 - 0745	11	0	0	11	0	8	0	8	0	0	0	0	19
0745 - 0800	13	0	0	13	0	6	0	6	0	0	0	0	19
Hourly Total	46	1	0	47	0	28	0	28	3	0	0	3	78
0800 - 0815	7	0	0	7	0	10	0	10	0	1	0	1	18
0815 - 0830	17	1	0	18	1	9	0	10	0	1	0	1	29
0830 - 0845	10	0	0	10	0	14	0	14	0	0	0	0	24
0845 - 0900	14	0	0	14	0	10	0	10	0	0	0	0	24
Hourly Total	48	1	0	49	1	43	0	44	0	2	0	2	95
0900 - 0915	13	0	0	13	0	15	0	15	0	0	0	0	28
0915 - 0930	14	0	0	14	1	16	0	17	0	0	0	0	31
0930 - 0945	17	0	0	17	0	13	0	13	0	0	0	0	30
0945 - 1000	5	0	0	5	0	26	0	26	1	0	0	1	32
Hourly Total	49	0	0	49	1	70	0	71	1	0	0	1	121
1000 - 1015	10	0	0	10	1	16	0	17	0	0	0	0	27
1015 - 1030	14	0	0	14	0	19	0	19	0	0	0	0	33
1030 - 1045	14	0	0	14	0	9	0	9	0	1	0	1	24
1045 - 1100	5	0	0	5	0	16	0	16	0	0	0	0	21
Hourly Total	43	0	0	43	1	60	0	61	0	1	0	1	105
1100 - 1115	14	0	0	14	0	14	0	14	0	1	0	1	29
1115 - 1130	5	0	0	5	0	16	0	16	0	0	0	0	21
1130 - 1145	10	0	0	10	0	15	0	15	0	0	0	0	25
1145 - 1200	14	0	0	14	0	11	0	11	0	0	0	0	25
Hourly Total	43	0	0	43	0	56	0	56	0	1	0	1	100
1200 - 1215	10	0	0	10	0	17	0	17	0	0	0	0	27
1215 - 1230	10	0	0	10	0	12	0	12	0	0	0	0	22
1230 - 1245	13	0	0	13	0	13	0	13	0	0	0	0	26
1245 - 1300	12	0	0	12	0	12	0	12	0	0	0	0	24
Hourly Total	45	0	0	45	0	54	0	54	0	0	0	0	99
1300 - 1315	11	0	0	11	0	6	0	6	0	0	0	0	17
1315 - 1330	6	0	0	6	1	11	0	12	0	0	0	0	18
1330 - 1345	7	0	0	7	0	6	0	6	0	0	0	0	13
1345 - 1400	12	0	0	12	0	6	0	6	0	0	0	0	18
Hourly Total	36	0	0	36	1	29	0	30	0	0	0	0	66
1400 - 1415	10	1	0	11	0	13	0	13	0	0	0	0	24
1415 - 1430	9	0	0	9	0	13	0	13	0	0	0	0	22
1430 - 1445	9	2	0	11	0	14	0	14	1	0	0	1	26
1445 - 1500	13	1	0	14	0	20	0	20	2	0	0	2	36
Hourly Total	41	4	0	45	0	60	0	60	3	0	0	3	108
1500 - 1515	16	0	0	16	0	17	0	17	0	0	0	0	33
1515 - 1530	15	0	0	15	0	9	0	9	0	0	0	0	24
1530 - 1545	13	0	0	13	0	16	0	16	0	0	0	0	29
1545 - 1600	22	0	0	22	2	10	0	12	0	1	0	1	35
Hourly Total	66	0	0	66	2	52	0	54	0	1	0	1	121
1600 - 1615	16	0	0	16	0	10	0	10	0	0	0	0	26
1615 - 1630	14	0	0	14	0	7	0	7	1	0	0	1	22
1630 - 1645	10	0	0	10	0	12	0	12	0	0	0	0	22
1645 - 1700	15	0	0	15	1	13	0	14	1	0	0	1	30
Hourly Total	55	0	0	55	1	42	0	43	2	0	0	2	100
1700 - 1715	11	0	0	11	0	14	0	14	0	0	0	0	25
1715 - 1730	12	1	0	13	1	9	0	10	0	0	0	0	23
1730 - 1745	6	0	0	6	0	4	0	4	0	1	0	1	11
1745 - 1800	11	0	0	11	0	7	0	7	1	0	0	1	19
Hourly Total	40	1	0	41	1	34	0	35	1	1	0	2	78
1800 - 1815	11	0	0	11	0	3	0	3	0	0	0	0	14
1815 - 1830	13	0	0	13	0	8	0	8	0	0	0	0	21
1830 - 1845	9	0	0	9	0	5	0	5	0	0	0	0	14
1845 - 1900	14	0	0	14	0	2	0	2	0	0	0	0	16
Hourly Total	47	0	0	47	0	18	0	18	0	0	0	0	65
Grand Total	585	10	0	595	8	570	0	578	11	6	0	17	1190
Approach %	98.32	1.68	0.00	-	1.38	98.62	0.00	-	64.71	35.29	0.00	-	
Intersection %	49.16	0.84	0.00	50.00	0.67	47.90	0.00	48.57	0.92	0.50	0.00	1.43	

Crosswalk Counts || Pedestrians

South Fulton, GA



Site 8

GA-70 Cascade Palmetto Hwy (South)
GA-70 Cascade Palmetto Hwy (North)

Cascading Ln

Date

Tuesday, October 24, 2023

Weather

Fair
62°F

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Lat/Long

33.684083°, -84.621291°

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0600 - 1900 (Weekday 13h Session) (10-24-2023)

Pedestrians

TIME	Northbound				Southbound				Westbound			
	GA-70 Cascade Palmetto Hwy (South)				GA-70 Cascade Palmetto Hwy (North)				Cascading Ln			
	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8g	SB 8h	App Total	Int Total		
0600 - 0615	0	0	0	0	0	0	0	0	0	0		
0615 - 0630	0	0	0	0	0	0	0	0	0	0		
0630 - 0645	0	0	0	0	0	0	0	0	0	0		
0645 - 0700	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0		
0700 - 0715	0	0	0	0	0	0	0	0	0	0		
0715 - 0730	0	0	0	0	0	0	0	0	0	0		
0730 - 0745	0	0	0	0	0	0	0	0	0	0		
0745 - 0800	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0		
0800 - 0815	0	0	0	0	0	0	0	0	0	0		
0815 - 0830	0	0	0	0	0	0	0	0	0	0		
0830 - 0845	0	0	0	0	0	0	0	0	0	0		
0845 - 0900	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0		
0900 - 0915	0	0	0	0	0	0	0	0	0	0		
0915 - 0930	0	0	0	0	0	0	0	0	0	0		
0930 - 0945	0	0	0	0	0	0	0	0	0	0		
0945 - 1000	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0		
1000 - 1015	0	0	0	0	0	0	0	0	0	0		
1015 - 1030	0	0	0	0	0	0	0	0	0	0		
1030 - 1045	0	0	0	0	0	0	0	0	0	0		
1045 - 1100	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0		
1100 - 1115	0	0	0	0	0	0	0	0	0	0		
1115 - 1130	0	0	0	0	0	0	0	0	0	0		
1130 - 1145	0	0	0	0	0	0	0	0	0	0		
1145 - 1200	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0		
1200 - 1215	0	0	0	0	0	0	0	0	0	0		
1215 - 1230	0	0	0	0	0	0	0	0	0	0		
1230 - 1245	0	0	0	0	0	0	0	0	0	0		
1245 - 1300	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0		
1300 - 1315	0	0	0	0	0	0	0	0	0	0		
1315 - 1330	0	0	0	0	0	0	0	0	0	0		
1330 - 1345	0	0	0	0	0	0	0	0	0	0		
1345 - 1400	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0		
1400 - 1415	0	0	0	0	0	0	0	0	0	0		
1415 - 1430	0	0	0	0	0	0	0	0	0	0		
1430 - 1445	0	0	0	0	0	0	0	0	0	0		
1445 - 1500	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0		
1500 - 1515	0	0	0	0	0	0	0	0	0	0		
1515 - 1530	0	0	0	0	0	0	0	0	0	0		
1530 - 1545	0	0	0	0	0	0	0	0	0	0		
1545 - 1600	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0		
1600 - 1615	0	0	0	0	0	0	0	0	0	0		
1615 - 1630	0	0	0	0	0	0	0	0	0	0		
1630 - 1645	0	0	0	0	0	0	0	0	0	0		
1645 - 1700	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0		
1700 - 1715	0	0	0	0	0	0	0	0	0	0		
1715 - 1730	0	0	0	0	0	0	0	0	0	0		
1730 - 1745	0	0	0	0	0	0	0	0	0	0		
1745 - 1800	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0		
1800 - 1815	0	0	0	0	0	0	0	0	0	0		
1815 - 1830	0	0	0	0	0	0	0	0	0	0		
1830 - 1845	0	0	0	0	0	0	0	0	0	0		
1845 - 1900	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0		
Grand Total	0	0	0	0	0	0	0	0	0	0		
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-			
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			

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Lat/Long
33.684083°, -84.621291°

	Northbound			Southbound		
	GA-70 Cascade Palmetto Hwy (South)		GA-70 Cascade Palmetto Hwy (North)			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total
0600 - 0615	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
0700 - 0715	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1000 - 1015	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1100 - 1115	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1200 - 1215	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1300 - 1315	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1400 - 1415	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1500 - 1515	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00

[illegible]

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Date _____

Tuesday, October 24, 2023

Weather

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62°F

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Cascading Ln

Lat/Long

33.684083°, -84.621291°

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49

0600 - 1900 (Weekday 13h Session) (10-24-2023)

Motorized Vehicles

	Northbound			Southbound		
	GA-70 Cascade Palmetto Hwy (South)			GA-70 Cascade Palmetto Hwy (North)		
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total
0600 - 0615	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
0700 - 0715	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1000 - 1015	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1100 - 1115	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1200 - 1215	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1300 - 1315	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1400 - 1415	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1500 - 1515	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00

[illegible]

Start Date: 10/24/2023				Eastbound			Cascading Ln Westbound			A-70 Cascade Palmetto Hwy (Southbound)			A-70 Cascade Palmetto Hwy (Northbound)			Total
Time	EBL			EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
15 Minute Totals																
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:00 AM - 06:15 AM	0	0	0	0	0	0	4	0	86	1	1	28	0	120		
06:15 AM - 06:30 AM	0	0	0	3	0	4	0	160	0	0	33	0	0	200		
06:30 AM - 06:45 AM	0	0	0	1	0	1	0	197	1	1	48	0	0	249		
06:45 AM - 07:00 AM	0	0	0	8	0	2	0	216	4	3	44	0	0	277		
07:00 AM - 07:15 AM	0	0	0	12	0	3	0	180	1	0	59	0	0	255		
07:15 AM - 07:30 AM	0	0	0	16	0	1	0	239	5	1	51	0	0	313		
07:30 AM - 07:45 AM	0	0	0	9	0	3	0	268	7	0	64	0	0	351		
07:45 AM - 08:00 AM	0	0	0	3	0	2	0	244	11	3	51	0	0	314		
08:00 AM - 08:15 AM	0	0	0	3	0	6	0	178	5	5	61	0	0	258		
08:15 AM - 08:30 AM	0	0	0	5	0	4	0	215	3	3	60	0	0	290		
08:30 AM - 08:45 AM	0	0	0	4	0	5	0	185	6	1	61	0	0	262		
08:45 AM - 09:00 AM	0	0	0	2	0	5	0	176	2	3	58	0	0	246		
09:00 AM - 09:15 AM	0	0	0	3	0	2	0	129	0	6	68	0	0	208		
09:15 AM - 09:30 AM	0	0	0	1	0	3	0	109	3	3	70	0	0	189		
09:30 AM - 09:45 AM	0	0	0	2	0	1	0	113	3	0	64	0	0	183		
09:45 AM - 10:00 AM	0	0	0	5	0	6	0	85	1	2	77	0	0	176		
10:00 AM - 10:15 AM	0	0	0	3	0	2	0	81	2	8	58	0	0	154		
10:15 AM - 10:30 AM	0	0	0	1	0	2	0	73	1	0	57	0	0	134		
10:30 AM - 10:45 AM	0	0	0	2	0	2	0	64	2	1	63	0	0	134		
10:45 AM - 11:00 AM	0	0	0	0	0	4	0	74	1	0	64	0	0	143		
11:00 AM - 11:15 AM	0	0	0	1	0	3	0	68	0	4	61	0	0	137		
11:15 AM - 11:30 AM	0	0	0	2	0	2	0	49	0	4	66	0	0	123		
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	79	4	3	63	0	0	150		
11:45 AM - 12:00 PM	0	0	0	1	0	4	0	81	2	3	61	0	0	152		
12:00 PM - 12:15 PM	0	0	0	1	0	5	0	62	1	3	76	0	0	148		
12:15 PM - 12:30 PM	0	0	0	3	0	3	0	47	3	6	70	0	0	132		
12:30 PM - 12:45 PM	0	0	0	1	0	4	0	74	1	4	55	0	0	140		
12:45 PM - 01:00 PM	0	0	0	3	0	2	0	55	2	5	67	0	0	134		
01:00 PM - 01:15 PM	0	0	0	0	0	3	0	73	3	2	65	0	0	146		
01:15 PM - 01:30 PM	0	0	0	1	0	2	0	75	3	4	83	0	0	168		
01:30 PM - 01:45 PM	0	0	0	3	0	5	0	59	1	4	85	0	0	157		
01:45 PM - 02:00 PM	0	0	0	5	0	6	0	92	1	5	79	0	0	188		
02:00 PM - 02:15 PM	0	0	0	3	0	3	0	71	2	2	93	0	0	174		
02:15 PM - 02:30 PM	0	0	0	3	0	9	0	96	1	6	97	0	0	212		
02:30 PM - 02:45 PM	0	0	0	3	0	2	0	88	6	6	109	0	0	214		
02:45 PM - 03:00 PM	0	0	0	4	0	1	0	99	10	2	110	0	0	226		
03:00 PM - 03:15 PM	0	0	0	2	0	2	0	79	2	4	139	0	0	228		
03:15 PM - 03:30 PM	0	0	0	5	0	4	0	110	3	3	127	0	0	252		
03:30 PM - 03:45 PM	0	0	0	0	0	8	0	101	4	3	143	0	0	259		
03:45 PM - 04:00 PM	0	0	0	4	0	4	0	123	9	7	144	0	0	291		
04:00 PM - 04:15 PM	0	0	0	4	0	1	0	101	9	3	176	0	0	294		
04:15 PM - 04:30 PM	0	0	0	9	0	3	0	113	11	7	171	0	0	314		
04:30 PM - 04:45 PM	0	0	0	3	0	5	0	110	12	12	195	0	0	337		
04:45 PM - 05:00 PM	0	0	0	2	0	10	0	109	7	2	207	0	0	337		
05:00 PM - 05:15 PM	0	0	0	5	0	5	0	91	6	4	210	0	0	321		
05:15 PM - 05:30 PM	0	0	0	1	0	5	0	107	9	7	197	0	0	326		
05:30 PM - 05:45 PM	0	0	0	9	0	4	0	108	5	7	156	0	0	289		
05:45 PM - 06:00 PM	0	0	0	2	0	2	0	127	13	6	153	0	0	303		
06:00 PM - 06:15 PM	0	0	0	4	0	5	0	125	9	8	159	0	0	310		
06:15 PM - 06:30 PM	0	0	0	6	0	5	0	101	10	12	156	0	0	290		
06:30 PM - 06:45 PM	0	0	0	5	0	7	0	81	13	10	157	0	0	273		
06:45 PM - 07:00 PM	0	0	0	3	0	6	0	91	8	6	139	0	0	253		
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		



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Peak Hour Turning Movement Count

South Fulton, GA

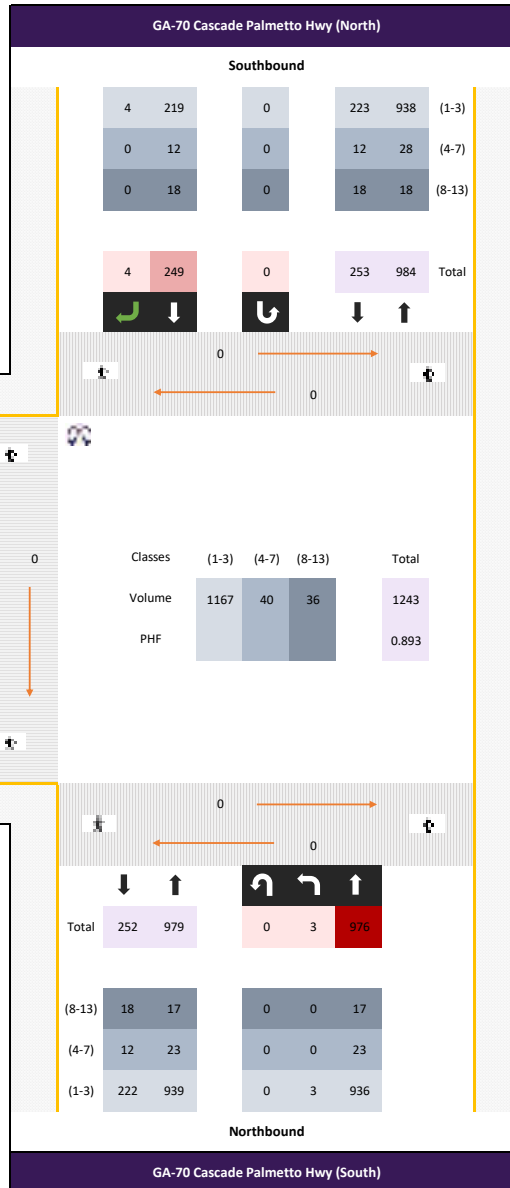


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Tuesday, October 24, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Time	Northbound					Southbound					Eastbound					Int Total									
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					Cochran Rd														
	Left 9.1	Thru 9.2		U-Turn 9.3	App Total		Thru 9.4	Right 9.5		U-Turn 9.6	App Total	Left 9.7		Right 9.8			U-Turn 9.9	App Total							
0715 - 0730	1	256	-	-	0	257	-	70	1	-	0	71	1	-	1	-	0	2	-	-	-	-	0	330	
0730 - 0745	2	276	-	-	0	278	-	65	2	-	0	67	3	-	0	-	0	3	-	-	-	-	0	348	
0745 - 0800	0	258	-	-	0	258	-	53	1	-	0	54	4	-	1	-	0	5	-	-	-	-	0	317	
0800 - 0815	0	186	-	-	0	186	-	61	0	-	0	61	0	-	1	-	0	1	-	-	-	-	0	248	
Total	3	976	0	0	0	979	0	249	4	0	0	253	8	0	3	0	0	11	0	0	0	0	0	0	1243
Approach %	0.31	99.69	0.00	0.00	0.00	-	0.00	98.42	1.58	0.00	0.00	-	72.73	0.00	27.27	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.38	0.88	0.00	0.00	0.00	0.88	0.00	0.89	0.50	0.00	0.00	0.89	0.50	0.00	0.75	0.00	0.00	0.55	0.00	0.00	0.00	0.00	0.00	0.89	

	Northbound						Southbound						Eastbound						
	GA-70 Cascade Palmetto Hwy [South]						GA-70 Cascade Palmetto Hwy (North)						Cochran Rd						
Time	Left 9.1	Thru 9.2	-	-	U-Turn 9.3	App Total	-	Thru 9.4	Right 9.5	-	U-Turn 9.6	App Total	Left 9.7	-	Right 9.8	-	U-Turn 9.9	App Total	Int Total
0715 - 0730	1	246	-	-	0	247	-	65	1	-	0	66	0	-	1	-	0	1	314
0730 - 0745	2	265	-	-	0	267	-	56	2	-	0	58	1	-	0	-	0	1	326
0745 - 0800	0	246	-	-	0	246	-	46	1	-	0	47	1	-	1	-	0	2	295
0800 - 0815	0	179	-	-	0	179	-	52	0	-	0	52	0	-	1	-	0	1	232
Total	3	936	0	0	0	939	0	219	4	0	0	223	2	0	3	0	0	5	1167
Approach %	0.32	99.68	0.00	0.00	0.00	-	0.00	98.21	1.79	0.00	0.00	-	40.00	0.00	60.00	0.00	0.00	-	-
PHF	0.38	0.88	0.00	0.00	0.00	0.88	0.00	0.84	0.50	0.00	0.00	0.84	0.50	0.00	0.75	0.00	0.00	0.63	0.89

	Northbound						Southbound						Eastbound								
	GA-70 Cascade Palmetto Hwy (South)						GA-70 Cascade Palmetto Hwy (North)						Cochran Rd								
Time	Left 9.1	Thru 9.2			U-Turn 9.3	App Total		Thru 9.4	Right 9.5		U-Turn 9.6	App Total	Left 9.7		Right 9.8		U-Turn 9.9	App Total			Int Total
0715 - 0730	0	7	-	-	0	7	-	3	0	-	0	3	1	-	0	-	0	1	-	-	11
0730 - 0745	0	7	-	-	0	7	-	5	0	-	0	5	2	-	0	-	0	2	-	-	14
0745 - 0800	0	6	-	-	0	6	-	3	0	-	0	3	2	-	0	-	0	2	-	-	11
0800 - 0815	0	3	-	-	0	3	-	1	0	-	0	1	0	-	0	-	0	0	-	-	4
Total	0	23	0	0	0	23	0	12	0	0	0	12	5	0	0	0	0	5	0	0	40
Approach %	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	0.00	0.00	-	0.00	0.00	0.00
PHF	0.00	0.82	0.00	0.00	0.00	0.82	0.00	0.60	0.00	0.00	0.00	0.60	0.63	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.71

Time		Northbound					Southbound					Eastbound					Int Total							
		GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					Cochran Rd												
		Left 9.1	Thru 9.2		U-Turn 9.3	App Total	Thru 9.4	Right 9.5		U-Turn 9.6	App Total	Left 9.7		Right 9.8		U-Turn 9.9		App Total						
0715 - 0730	0	3	-	-	0	3	-	2	0	-	0	2	0	-	0	-	0	0	-	-	-	-	0	5
0730 - 0745	0	4	-	-	0	4	-	4	0	-	0	4	0	-	0	-	0	0	-	-	-	-	0	8
0745 - 0800	0	6	-	-	0	6	-	4	0	-	0	4	1	-	0	-	0	1	-	-	-	-	0	11
0800 - 0815	0	4	-	-	0	4	-	8	0	-	0	8	0	-	0	-	0	0	-	-	-	-	0	12
Total	0	17	0	0	0	17	0	18	0	0	0	18	1	0	0	0	0	1	0	0	0	0	0	36
Approach %	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	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.71	0.00	0.00	0.00	0.71	0.00	0.56	0.00	0.00	0.00	0.56	0.25	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.75

[illegible]



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Peak Hour Turning Movement Count

South Fulton, GA

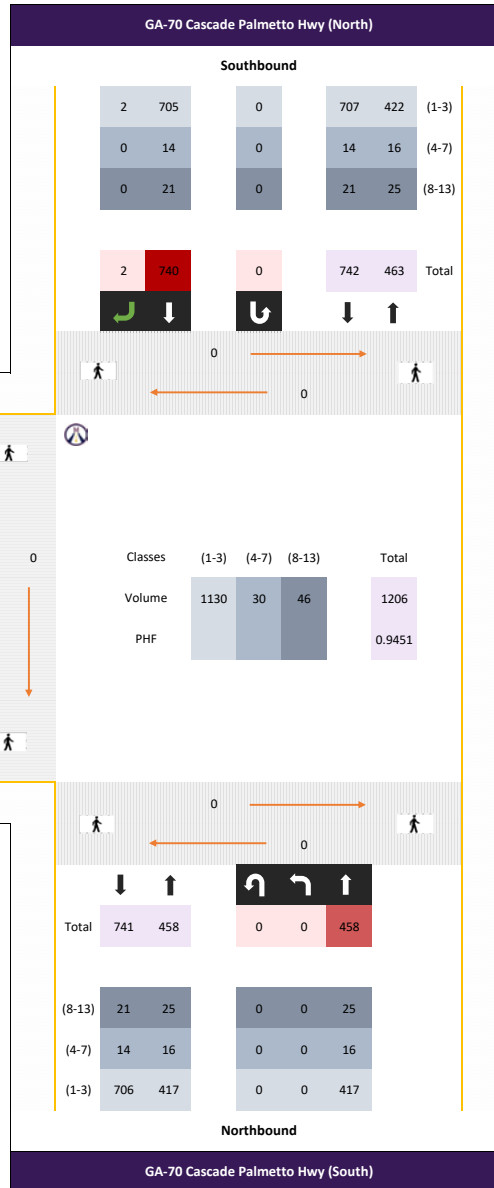


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Tuesday, October 24, 2023	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

1700 - 1800

Volume

Time	Northbound						Southbound					Eastbound					Int Total		
	GA-70 Cascade Palmetto Hwy (South)						GA-70 Cascade Palmetto Hwy (North)					Cochran Rd							
	Left 9.1	Thru 9.2			U-Turn 9.3	App Total		Thru 9.4	Right 9.5		U-Turn 9.6	App Total	Left 9.7		Right 9.8			U-Turn 9.9	App Total
1615 - 1630	0	125	-	-	0	125	-	195	1	-	0	196	1	-	0	-	0	1	-
1630 - 1645	0	117	-	-	0	117	-	194	2	-	0	196	3	-	2	-	0	5	-
1645 - 1700	1	117	-	-	0	118	-	192	2	-	0	194	1	-	3	-	0	4	-
1700 - 1715	0	98	-	-	0	98	-	210	0	-	0	210	0	-	1	-	0	1	-
Total	1	457	0	0	0	458	0	791	5	0	0	796	5	0	6	0	0	11	0
Approach %	0.22	99.78	0.00	0.00	0.00	-	0.00	99.37	0.63	0.00	0.00	-	45.45	0.00	54.55	0.00	0.00	-	0.00
PHF	0.25	0.91	0.00	0.00	0.00	0.92	0.00	0.94	0.63	0.00	0.00	0.95	0.42	0.00	0.50	0.00	0.00	0.55	0.00

	Northbound						Southbound						Eastbound						
	GA-70 Cascade Palmetto Hwy [South]						GA-70 Cascade Palmetto Hwy [North]						Cochran Rd						
Time	Left 9.1	Thru 9.2	-	-	U-Turn 9.3	App Total	-	Thru 9.4	Right 9.5	-	U-Turn 9.6	App Total	Left 9.7	-	Right 9.8	-	U-Turn 9.9	App Total	Int Total
1615 - 1630	0	112	-	-	0	112	-	186	1	-	0	187	1	-	0	-	0	1	300
1630 - 1645	0	105	-	-	0	105	-	183	2	-	0	185	3	-	2	-	0	5	295
1645 - 1700	1	102	-	-	0	103	-	181	2	-	0	183	1	-	3	-	0	4	290
1700 - 1715	0	87	-	-	0	87	-	199	0	-	0	199	0	-	1	-	0	1	287
Total	1	406	0	0	0	407	0	749	5	0	0	754	5	0	6	0	0	11	1172
Approach %	0.25	99.75	0.00	0.00	0.00	-	0.00	99.34	0.66	0.00	0.00	-	45.45	0.00	54.55	0.00	0.00	-	0.00
PHF	0.25	0.91	0.00	0.00	0.00	0.91	0.00	0.94	0.63	0.00	0.00	0.95	0.42	0.00	0.50	0.00	0.00	0.55	0.98

[illegible][illegible][illegible]

Classified Turn Movement Count || All vehicles

South Fulton, GA



Site 9

GA-70 Cascade Palmetto Hwy (South)
GA-70 Cascade Palmetto Hwy (North)
Cochran Rd



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

Lat/Long

33.682008°, -84.623611°

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0700 - 0900 (Weekday 2h Session) (10-24-2023)

All vehicles

	Northbound				Southbound				Eastbound				Int Total
	GA-70 Cascade Palmetto Hwy (South)				GA-70 Cascade Palmetto Hwy (North)				Cochran Rd				
TIME	Left 9.1	Thru 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Right 9.8	U-Turn 9.9	App Total	
0700 - 0715	0	175	0	175	59	4	0	63	0	0	0	0	238
0715 - 0730	1	256	0	257	70	1	0	71	1	1	0	2	330
0730 - 0745	2	276	0	278	65	2	0	67	3	0	0	3	348
0745 - 0800	0	258	0	258	53	1	0	54	4	1	0	5	317
Hourly Total	3	965	0	968	247	8	0	255	8	2	0	10	1233
0800 - 0815	0	186	0	186	61	0	0	61	0	1	0	1	248
0815 - 0830	0	212	0	212	79	0	0	79	0	0	0	0	291
0830 - 0845	3	187	0	190	63	1	0	64	1	0	0	1	255
0845 - 0900	0	170	0	170	60	0	0	60	1	1	0	2	232
Hourly Total	3	755	0	758	263	1	0	264	2	2	0	4	1026
Grand Total	6	1720	0	1726	510	9	0	519	10	4	0	14	2259
Approach %	0.35	99.65	0.00	-	98.27	1.73	0.00	-	71.43	28.57	0.00	-	
Intersection %	0.27	76.14	0.00	76.41	22.58	0.40	0.00	22.97	0.44	0.18	0.00	0.62	
Heavy Vehicle %	17	5	-	5	14	11	-	14	70	0	-	50	8
PHF	0.38	0.88	0.00	0.88	0.89	0.50	0.00	0.89	0.50	0.75	0.00	0.55	0.89

1600 - 1800 (Weekday 2h Session) (10-24-2023)

All vehicles

	Northbound				Southbound				Eastbound								
	GA-70 Cascade Palmetto Hwy (South)				GA-70 Cascade Palmetto Hwy (North)				Cochran Rd								
	Left 9.1	Thru 9.2		U-Turn 9.3	App Total	Thru 9.4	Right 9.5		U-Turn 9.6	App Total	Left 9.7		Right 9.8		U-Turn 9.9	App Total	Int Total
TIME																	
1600 - 1615	0	111		0	111	173	0		0	173	1		0		0	1	285
1615 - 1630	0	125		0	125	195	1		0	196	1		0		0	1	322
1630 - 1645	0	117		0	117	194	2		0	196	3		2		0	5	318
1645 - 1700	1	117		0	118	192	2		0	194	1		3		0	4	316
Hourly Total	1	470		0	471	754	5		0	759	6		5		0	11	1241
1700 - 1715	0	98		0	98	210	0		0	210	0		1		0	1	309
1715 - 1730	0	112		0	112	206	0		0	206	1		0		0	1	319
1730 - 1745	0	111		0	111	165	1		0	166	2		0		0	2	279
1745 - 1800	0	137		0	137	159	1		0	160	2		0		0	2	299
Hourly Total	0	458		0	458	740	2		0	742	5		1		0	6	1206
Grand Total	1	928		0	929	1494	7		0	1501	11		6		0	17	2447
Approach %	0.11	99.89		0.00	-	99.53	0.47		0.00	-	64.71		35.29		0.00	-	
Intersection %	0.04	37.92		0.00	37.96	61.05	0.29		0.00	61.34	0.45		0.25		0.00	0.69	
Heavy Vehicle %	0	10		-	10	5	0		-	5	0		0		-	0	7
PHF	0.25	0.91		0.00	0.92	0.94	0.63		0.00	0.95	0.42		0.50		0.00	0.55	0.98

Classified Turn Movement Count || Passenger Vehicles (1-3)

South Fulton, GA



Site 9

GA-70 Cascade Palmetto Hwy (South)
GA-70 Cascade Palmetto Hwy (North)
Cochran Rd



Date

Tuesday, October 24, 2023

Weather

Fair
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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Int Total
	GA-70 Cascade Palmetto Hwy (South)				GA-70 Cascade Palmetto Hwy (North)				Cochran Rd				
	Left 9.1	Thru 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Right 9.8	U-Turn 9.9	App Total	
0700 - 0715	0	167	0	167	49	4	0	53	0	0	0	0	220
0715 - 0730	1	246	0	247	65	1	0	66	0	1	0	1	314
0730 - 0745	2	265	0	267	56	2	0	58	1	0	0	1	326
0745 - 0800	0	246	0	246	46	1	0	47	1	1	0	2	295
Hourly Total	3	924	0	927	216	8	0	224	2	2	0	4	1155
0800 - 0815	0	179	0	179	52	0	0	52	0	1	0	1	232
0815 - 0830	0	195	0	195	70	0	0	70	0	0	0	0	265
0830 - 0845	2	177	0	179	50	0	0	50	1	0	0	1	230
0845 - 0900	0	156	0	156	49	0	0	49	0	1	0	1	206
Hourly Total	2	707	0	709	221	0	0	221	1	2	0	3	933
Grand Total	5	1631	0	1636	437	8	0	445	3	4	0	7	2088
Approach %	0.31	99.69	0.00	-	98.20	1.80	0.00	-	42.86	57.14	0.00	-	
Intersection %	0.24	78.11	0.00	78.35	20.93	0.38	0.00	21.31	0.14	0.19	0.00	0.34	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Int Total
	GA-70 Cascade Palmetto Hwy (South)				GA-70 Cascade Palmetto Hwy (North)				Cochran Rd				
	Left 9.1	Thru 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Right 9.8	U-Turn 9.9	App Total	
1600 - 1615	0	96	0	96	160	0	0	160	1	0	0	1	257
1615 - 1630	0	112	0	112	186	1	0	187	1	0	0	1	300
1630 - 1645	0	105	0	105	183	2	0	185	3	2	0	5	295
1645 - 1700	1	102	0	103	181	2	0	183	1	3	0	4	290
Hourly Total	1	415	0	416	710	5	0	715	6	5	0	11	1142
1700 - 1715	0	87	0	87	199	0	0	199	0	1	0	1	287
1715 - 1730	0	101	0	101	193	0	0	193	1	0	0	1	295
1730 - 1745	0	103	0	103	161	1	0	162	2	0	0	2	267
1745 - 1800	0	126	0	126	152	1	0	153	2	0	0	2	281
Hourly Total	0	417	0	417	705	2	0	707	5	1	0	6	1130
Grand Total	1	832	0	833	1415	7	0	1422	11	6	0	17	2272
Approach %	0.12	99.88	0.00	-	99.51	0.49	0.00	-	64.71	35.29	0.00	-	
Intersection %	0.04	36.62	0.00	36.66	62.28	0.31	0.00	62.59	0.48	0.26	0.00	0.75	

Classified Turn Movement Count || Single Unit Trucks (4-7)

South Fulton, GA



Site 9

GA-70 Cascade Palmetto Hwy (South)
GA-70 Cascade Palmetto Hwy (North)
Cochran Rd



Date

Tuesday, October 24, 2023

Weather

Fair
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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound				Int Total
	GA-70 Cascade Palmetto Hwy (South)				GA-70 Cascade Palmetto Hwy (North)				Cochran Rd				
	Left 9.1	Thru 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Right 9.8	U-Turn 9.9	App Total	
0700 - 0715	0	7	0	7	6	0	0	6	0	0	0	0	13
0715 - 0730	0	7	0	7	3	0	0	3	1	0	0	1	11
0730 - 0745	0	7	0	7	5	0	0	5	2	0	0	2	14
0745 - 0800	0	6	0	6	3	0	0	3	2	0	0	2	11
Hourly Total	0	27	0	27	17	0	0	17	5	0	0	5	49
0800 - 0815	0	3	0	3	1	0	0	1	0	0	0	0	4
0815 - 0830	0	12	0	12	3	0	0	3	0	0	0	0	15
0830 - 0845	1	4	0	5	3	1	0	4	0	0	0	0	9
0845 - 0900	0	6	0	6	5	0	0	5	1	0	0	1	12
Hourly Total	1	25	0	26	12	1	0	13	1	0	0	1	40
Grand Total	1	52	0	53	29	1	0	30	6	0	0	6	89
Approach %	1.89	98.11	0.00	-	96.67	3.33	0.00	-	100.00	0.00	0.00	-	
Intersection %	1.12	58.43	0.00	59.55	32.58	1.12	0.00	33.71	6.74	0.00	0.00	6.74	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound				Int Total
	GA-70 Cascade Palmetto Hwy (South)				GA-70 Cascade Palmetto Hwy (North)				Cochran Rd				
	Left 9.1	Thru 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Right 9.8	U-Turn 9.9	App Total	
1600 - 1615	0	7	0	7	6	0	0	6	0	0	0	0	13
1615 - 1630	0	7	0	7	2	0	0	2	0	0	0	0	9
1630 - 1645	0	9	0	9	5	0	0	5	0	0	0	0	14
1645 - 1700	0	10	0	10	7	0	0	7	0	0	0	0	17
Hourly Total	0	33	0	33	20	0	0	20	0	0	0	0	53
1700 - 1715	0	3	0	3	5	0	0	5	0	0	0	0	8
1715 - 1730	0	5	0	5	4	0	0	4	0	0	0	0	9
1730 - 1745	0	3	0	3	2	0	0	2	0	0	0	0	5
1745 - 1800	0	5	0	5	3	0	0	3	0	0	0	0	8
Hourly Total	0	16	0	16	14	0	0	14	0	0	0	0	30
Grand Total	0	49	0	49	34	0	0	34	0	0	0	0	83
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	59.04	0.00	59.04	40.96	0.00	0.00	40.96	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Combination Trucks (8-13)

South Fulton, GA



Site 9

GA-70 Cascade Palmetto Hwy (South)
GA-70 Cascade Palmetto Hwy (North)
Cochran Rd



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

Lat/Long

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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Combination Trucks (8-13)

TIME	Northbound				Southbound				Eastbound				Int Total
	GA-70 Cascade Palmetto Hwy (South)				GA-70 Cascade Palmetto Hwy (North)				Cochran Rd				
	Left 9.1	Thru 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Right 9.8	U-Turn 9.9	App Total	
0700 - 0715	0	1	0	1	4	0	0	4	0	0	0	0	5
0715 - 0730	0	3	0	3	2	0	0	2	0	0	0	0	5
0730 - 0745	0	4	0	4	4	0	0	4	0	0	0	0	8
0745 - 0800	0	6	0	6	4	0	0	4	1	0	0	1	11
Hourly Total	0	14	0	14	14	0	0	14	1	0	0	1	29
0800 - 0815	0	4	0	4	8	0	0	8	0	0	0	0	12
0815 - 0830	0	5	0	5	6	0	0	6	0	0	0	0	11
0830 - 0845	0	6	0	6	10	0	0	10	0	0	0	0	16
0845 - 0900	0	8	0	8	6	0	0	6	0	0	0	0	14
Hourly Total	0	23	0	23	30	0	0	30	0	0	0	0	53
Grand Total	0	37	0	37	44	0	0	44	1	0	0	1	82
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	45.12	0.00	45.12	53.66	0.00	0.00	53.66	1.22	0.00	0.00	1.22	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Combination Trucks (8-13)

TIME	Northbound				Southbound				Eastbound				Int Total
	GA-70 Cascade Palmetto Hwy (South)				GA-70 Cascade Palmetto Hwy (North)				Cochran Rd				
	Left 9.1	Thru 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Right 9.8	U-Turn 9.9	App Total	
1600 - 1615	0	8	0	8	7	0	0	7	0	0	0	0	15
1615 - 1630	0	6	0	6	7	0	0	7	0	0	0	0	13
1630 - 1645	0	3	0	3	6	0	0	6	0	0	0	0	9
1645 - 1700	0	5	0	5	4	0	0	4	0	0	0	0	9
Hourly Total	0	22	0	22	24	0	0	24	0	0	0	0	46
1700 - 1715	0	8	0	8	6	0	0	6	0	0	0	0	14
1715 - 1730	0	6	0	6	9	0	0	9	0	0	0	0	15
1730 - 1745	0	5	0	5	2	0	0	2	0	0	0	0	7
1745 - 1800	0	6	0	6	4	0	0	4	0	0	0	0	10
Hourly Total	0	25	0	25	21	0	0	21	0	0	0	0	46
Grand Total	0	47	0	47	45	0	0	45	0	0	0	0	92
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	51.09	0.00	51.09	48.91	0.00	0.00	48.91	0.00	0.00	0.00	0.00	

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South Fulton, GA

Site 9

GA-70 Cascade Palmetto Hwy (South)
GA-70 Cascade Palmetto Hwy (North)
Cochran Rd



Date _____

Tuesday, October 24, 2023

Weather

Fair
62°F

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Lat/Long

33.682008°, -84.623611°

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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Bikes

	Northbound					Southbound					Eastbound					Int Total		
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					Cochran Rd							
TIME	Left 9.1	Thru 9.2		U-Turn 9.3	App Total		Thru 9.4	Right 9.5		U-Turn 9.6	App Total		Left 9.7		Right 9.8		U-Turn 9.9	App Total
0700 - 0715	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
0730 - 0745	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
Hourly Total	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
0815 - 0830	0	0		0	0		0	0		0	0		0		0		0	0
0830 - 0845	0	0		0	0		0	0		0	0		0		0		0	0
0845 - 0900	0	0		0	0		0	0		0	0		0		0		0	0
Hourly Total	0	0		0	0		0	0		0	0		0		0		0	0
Grand Total	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	-	
Intersection %	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00	0.00

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Bikes

	Northbound					Southbound					Eastbound							
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					Cochran Rd							
TIME	Left 9.1	Thru 9.2		U-Turn 9.3	App Total		Thru 9.4	Right 9.5		U-Turn 9.6	App Total	Left 9.7		Right 9.8		U-Turn 9.9	App Total	Int Total
1600 - 1615	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
1630 - 1645	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
Hourly Total	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
1715 - 1730	0	0		0	0		0	0		0	0	0		0		0	0	0
1730 - 1745	0	0		0	0		0	0		0	0	0		0		0	0	0
1745 - 1800	0	0		0	0		0	0		0	0	0		0		0	0	0
Hourly Total	0	0		0	0		0	0		0	0	0		0		0	0	0
Grand Total	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	-	
Intersection %	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 Trucks (4-13)

South Fulton, GA



Site 9

GA-70 Cascade Palmetto Hwy (South)
GA-70 Cascade Palmetto Hwy (North)
Cochran Rd



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

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33.682008°, -84.623611°

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0700 - 0900 (Weekday 2h Session) (10-24-2023)

All Trucks (4-13)

TIME	Northbound				Southbound				Eastbound				Int Total
	GA-70 Cascade Palmetto Hwy (South)				GA-70 Cascade Palmetto Hwy (North)				Cochran Rd				
	Left 9.1	Thru 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Right 9.8	U-Turn 9.9	App Total	
0700 - 0715	0	8	0	8	10	0	0	10	0	0	0	0	18
0715 - 0730	0	10	0	10	5	0	0	5	1	0	0	1	16
0730 - 0745	0	11	0	11	9	0	0	9	2	0	0	2	22
0745 - 0800	0	12	0	12	7	0	0	7	3	0	0	3	22
Hourly Total	0	41	0	41	31	0	0	31	6	0	0	6	78
0800 - 0815	0	7	0	7	9	0	0	9	0	0	0	0	16
0815 - 0830	0	17	0	17	9	0	0	9	0	0	0	0	26
0830 - 0845	1	10	0	11	13	1	0	14	0	0	0	0	25
0845 - 0900	0	14	0	14	11	0	0	11	1	0	0	1	26
Hourly Total	1	48	0	49	42	1	0	43	1	0	0	1	93
Grand Total	1	89	0	90	73	1	0	74	7	0	0	7	171
Approach %	1.11	98.89	0.00	-	98.65	1.35	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.58	52.05	0.00	52.63	42.69	0.58	0.00	43.27	4.09	0.00	0.00	4.09	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

All Trucks (4-13)

TIME	Northbound					Southbound					Eastbound					Int Total
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					Cochran Rd					
	Left 9.1	Thru 9.2	U-Turn 9.3	App Total		Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Right 9.8	U-Turn 9.9	App Total			
1600 - 1615	0	15	0	15		13	0	0	13	0	0	0	0	28		
1615 - 1630	0	13	0	13		9	0	0	9	0	0	0	0	22		
1630 - 1645	0	12	0	12		11	0	0	11	0	0	0	0	23		
1645 - 1700	0	15	0	15		11	0	0	11	0	0	0	0	26		
Hourly Total	0	55	0	55		44	0	0	44	0	0	0	0	99		
1700 - 1715	0	11	0	11		11	0	0	11	0	0	0	0	22		
1715 - 1730	0	11	0	11		13	0	0	13	0	0	0	0	24		
1730 - 1745	0	8	0	8		4	0	0	4	0	0	0	0	12		
1745 - 1800	0	11	0	11		7	0	0	7	0	0	0	0	18		
Hourly Total	0	41	0	41		35	0	0	35	0	0	0	0	76		
Grand Total	0	96	0	96		79	0	0	79	0	0	0	0	175		
Approach %	0.00	100.00	0.00	-		100.00	0.00	0.00	-	0.00	0.00	0.00	-			
Intersection %	0.00	54.86	0.00	54.86		45.14	0.00	0.00	45.14	0.00	0.00	0.00	0.00			

Crosswalk Counts || Pedestrians

South Fulton, GA



Site 9

GA-70 Cascade Palmetto Hwy (South)
GA-70 Cascade Palmetto Hwy (North)
Cochran Rd

Date

Tuesday, October 24, 2023

Weather

Fair
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Lat/Long

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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Pedestrians

	Northbound				Southbound				Eastbound				Int Total
	GA-70 Cascade Palmetto Hwy (South)			App Total	GA-70 Cascade Palmetto Hwy (North)			App Total	Cochran Rd			App Total	
TIME	EB 9a	WB 9b			EB 9c	WB 9d			NB 9e	SB 9f			
0700 - 0715	0	0		0	0	0	0	0	0		0	0	
0715 - 0730	0	0		0	0	0	0	0	0		0	0	
0730 - 0745	0	0		0	0	0	0	0	0		0	0	
0745 - 0800	0	0		0	0	0	0	0	0		0	0	
Hourly Total	0	0		0	0	0	0	0	0		0	0	
0800 - 0815	0	0		0	0	0	0	0	0		0	0	
0815 - 0830	0	0		0	0	0	0	0	0		0	0	
0830 - 0845	0	0		0	0	0	0	0	0		0	0	
0845 - 0900	0	0		0	0	0	0	0	0		0	0	
Hourly Total	0	0		0	0	0	0	0	0		0	0	
Grand Total	0	0		0	0	0	0	0	0		0	0	
Approach %	0.00	0.00		-	0.00	0.00	-	0.00	0.00		-		
Intersection %	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00		0.00		

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Pedestrians

	Northbound				Southbound				Eastbound				Int Total
	GA-70 Cascade Palmetto Hwy (South)			App Total	GA-70 Cascade Palmetto Hwy (North)			App Total	Cochran Rd		App Total		
TIME	EB 9a	WB 9b			EB 9c	WB 9d			NB 9e	SB 9f			
1600 - 1615	0	0		0	0	0	0	0	0	0	0	0	
1615 - 1630	0	0		0	0	0	0	0	0	0	0	0	
1630 - 1645	0	0		0	0	0	0	0	0	0	0	0	
1645 - 1700	0	0		0	0	0	0	0	0	0	0	0	
Hourly Total	0	0		0	0	0	0	0	0	0	0	0	
1700 - 1715	0	0		0	0	0	0	0	0	0	0	0	
1715 - 1730	0	0		0	0	0	0	0	0	0	0	0	
1730 - 1745	0	0		0	0	0	0	0	0	0	0	0	
1745 - 1800	0	0		0	0	0	0	0	0	0	0	0	
Hourly Total	0	0		0	0	0	0	0	0	0	0	0	
Grand Total	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		
Intersection %	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		

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South Fulton, GA

Site 9

GA-70 Cascade Palmetto Hwy (South)
GA-70 Cascade Palmetto Hwy (North)
Cochran Rd

Date

Tuesday, October 24, 2023

Weather

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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Bikes

	Northbound				Southbound				Eastbound				
	GA-70 Cascade Palmetto Hwy (South)				GA-70 Cascade Palmetto Hwy (North)				Cochran Rd				
TIME	EB 9a	WB 9b		App Total	EB 9c	WB 9d		App Total	NB 9e	SB 9f		App Total	Int Total
0700 - 0715	0	0		0	0	0		0	0	0		0	0
0715 - 0730	0	0		0	0	0		0	0	0		0	0
0730 - 0745	0	0		0	0	0		0	0	0		0	0
0745 - 0800	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
0800 - 0815	0	0		0	0	0		0	0	0		0	0
0815 - 0830	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
Grand Total	0	0		0	0	0		0	0	0		0	0
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Bikes

	Northbound				Southbound				Eastbound				
	GA-70 Cascade Palmetto Hwy (South)				GA-70 Cascade Palmetto Hwy (North)				Cochran Rd				
TIME	EB 9a	WB 9b		App Total	EB 9c	WB 9d		App Total	NB 9e	SB 9f		App Total	Int Total
1600 - 1615	0	0		0	0	0		0	0	0		0	0
1615 - 1630	0	0		0	0	0		0	0	0		0	0
1630 - 1645	0	0		0	0	0		0	0	0		0	0
1645 - 1700	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
1700 - 1715	0	0		0	0	0		0	0	0		0	0
1715 - 1730	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
Grand Total	0	0		0	0	0		0	0	0		0	0
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

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[illegible]

	Northbound			Southbound			Eastbound					
	GA-70 Cascade Palmetto Hwy (South)			GA-70 Cascade Palmetto Hwy (North)			Cochran Rd					
TIME	EB 9a	WB 9b		App Total	EB 9c	WB 9d		App Total	NB 9e	SB 9f		Int Total
1600 - 1615	0	0		0	0	0		0	0	0		0
1615 - 1630	0	0		0	0	0		0	0	0		0
1630 - 1645	0	0		0	0	0		0	0	0		0
1645 - 1700	0	0		0	0	0		0	0	0		0
Hourly Total	0	0		0	0	0		0	0	0		0
1700 - 1715	0	0		0	0	0		0	0	0		0
1715 - 1730	0	0		0	0	0		0	0	0		0
1730 - 1745	0	0		0	0	0		0	0	0		0
1745 - 1800	0	0		0	0	0		0	0	0		0
Hourly Total	0	0		0	0	0		0	0	0		0
Grand Total	0	0		0	0	0		0	0	0		0
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00

Start Date: 10/24/2023					Cochran Rd Eastbound			Westbound			A-70 Cascade Palmetto Hwy (South)			A-70 Cascade Palmetto Hwy (North)				
Time		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			Total		
15 Minute Totals																		
12:00 AM - 12:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 AM - 12:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 AM - 12:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 AM - 01:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:00 AM - 01:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:15 AM - 01:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:30 AM - 01:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:45 AM - 02:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:00 AM - 02:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:15 AM - 02:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:30 AM - 02:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:45 AM - 03:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:00 AM - 03:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:15 AM - 03:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:30 AM - 03:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:45 AM - 04:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:00 AM - 04:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:15 AM - 04:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:30 AM - 04:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:45 AM - 05:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:00 AM - 05:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:15 AM - 05:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:30 AM - 05:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:45 AM - 06:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:00 AM - 06:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:15 AM - 06:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:30 AM - 06:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:45 AM - 07:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:00 AM - 07:15 AM		0	0	0	0	0	0	0	175	0	0	59	4		238			
07:15 AM - 07:30 AM	1	0	1		0	0	0	1	256	0	0	70	1		330			
07:30 AM - 07:45 AM	3	0	0		0	0	0	2	276	0	0	65	2		348			
07:45 AM - 08:00 AM	4	0	1		0	0	0	0	258	0	0	53	1		317			
08:00 AM - 08:15 AM	0	0	1		0	0	0	0	186	0	0	61	0		248			
08:15 AM - 08:30 AM	0	0	0		0	0	0	0	212	0	0	79	0		291			
08:30 AM - 08:45 AM	1	0	0		0	0	0	3	187	0	0	63	1		255			
08:45 AM - 09:00 AM	1	0	1		0	0	0	0	170	0	0	60	0		232			
09:00 AM - 09:15 AM	0	0	0		0	0	0	0	0	0	0	0	0		0			
09:15 AM - 09:30 AM	0	0	0		0	0	0	0	0	0	0	0	0		0			
09:30 AM - 09:45 AM	0	0	0		0	0	0	0	0	0	0	0	0		0			
09:45 AM - 10:00 AM	0	0	0		0	0	0	0	0	0	0	0	0		0			
10:00 AM - 10:15 AM	0	0	0		0	0	0	0	0	0	0	0	0		0			
10:15 AM - 10:30 AM	0	0	0		0	0	0	0	0	0	0	0	0		0			
10:30 AM - 10:45 AM	0	0	0		0	0	0	0	0	0	0	0	0		0			
10:45 AM - 11:00 AM	0	0	0		0	0	0	0	0	0	0	0	0		0			
11:00 AM - 11:15 AM	0	0	0		0	0	0	0	0	0	0	0	0		0			
11:15 AM - 11:30 AM	0	0	0		0	0	0	0	0	0	0	0	0		0			
11:30 AM - 11:45 AM	0	0	0		0	0	0	0	0	0	0	0	0		0			
11:45 AM - 12:00 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
12:00 PM - 12:15 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
12:15 PM - 12:30 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
12:30 PM - 12:45 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
12:45 PM - 01:00 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
01:00 PM - 01:15 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
01:15 PM - 01:30 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
01:30 PM - 01:45 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
01:45 PM - 02:00 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
02:00 PM - 02:15 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
02:15 PM - 02:30 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
02:30 PM - 02:45 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
02:45 PM - 03:00 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
03:00 PM - 03:15 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
03:15 PM - 03:30 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
03:30 PM - 03:45 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
03:45 PM - 04:00 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
04:00 PM - 04:15 PM	1	0	0		0	0	0	0	111	0	0	173	0		285			
04:15 PM - 04:30 PM	1	0	0		0	0	0	0	125	0	0	195	1		322			
04:30 PM - 04:45 PM	3	0	2		0	0	0	0	117	0	0	194	2		318			
04:45 PM - 05:00 PM	1	0	3		0	0	0	1	117	0	0	192	2		316			
05:00 PM - 05:15 PM	0	0	1		0	0	0	0	98	0	0	210	0		309			
05:15 PM - 05:30 PM	1	0	0		0	0	0	0	112	0	0	206	0		319			
05:30 PM - 05:45 PM	2	0	0		0	0	0	0	111	0	0	165	1		279			
05:45 PM - 06:00 PM	0	0	0		0	0	0	0	137	0	0	159	1		299			
06:00 PM - 06:15 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
06:15 PM - 06:30 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
06:30 PM - 06:45 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
06:45 PM - 07:00 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
07:00 PM - 07:15 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
07:15 PM - 07:30 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
07:30 PM - 07:45 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
07:45 PM - 08:00 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
08:00 PM - 08:15 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
08:15 PM - 08:30 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
08:30 PM - 08:45 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
08:45 PM - 09:00 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
09:00 PM - 09:15 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
09:15 PM - 09:30 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
09:30 PM - 09:45 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
09:45 PM - 10:00 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
10:00 PM - 10:15 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
10:15 PM - 10:30 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
10:30 PM - 10:45 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
10:45 PM - 11:00 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
11:00 PM - 11:15 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
11:15 PM - 11:30 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
11:30 PM - 11:45 PM	0	0	0		0	0	0	0	0	0	0	0	0		0			
11:45 PM - 12:00 AM	0	0	0		0	0	0	0	0	0	0	0	0		0			



[Click here for Map](#)

Peak Hour Turning Movement Count

South Fulton, GA



www.marrtraffic.com



Tuesday, October 24, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

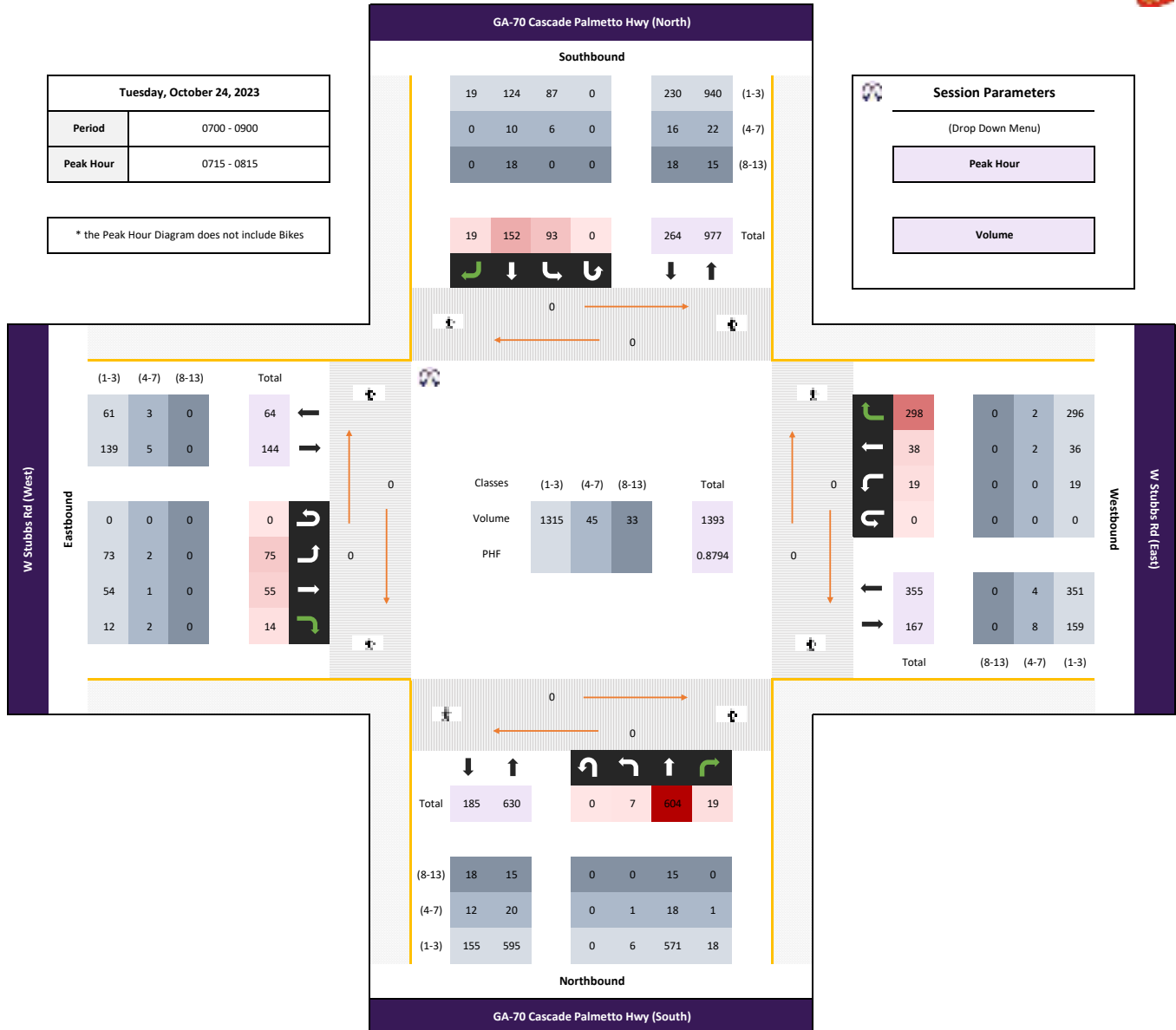
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Time	Northbound						Southbound					Eastbound						Westbound						Int Total	
	GA-70 Cascade Palmetto Hwy (South)						GA-70 Cascade Palmetto Hwy (North)					W Stubbs Rd (West)						W Stubbs Rd (East)							
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total					
0715 - 0730	2	158	7	-	0	167	38	32	2	-	0	72	22	24	2	-	0	48	4	11	75	-	0	90	377
0730 - 0745	0	167	3	-	0	170	28	45	4	-	0	77	21	12	4	-	0	37	7	14	91	-	0	112	396
0745 - 0800	2	151	5	-	0	158	11	34	5	-	0	50	18	9	7	-	0	34	5	7	88	-	0	100	342
0800 - 0815	3	128	4	-	0	135	16	41	8	-	0	65	14	10	1	-	0	25	3	6	44	-	0	53	278
Total	7	604	19	0	0	630	93	152	19	0	0	264	75	55	14	0	0	144	19	38	298	0	0	355	1393
Approach %	1.11	95.87	3.02	0.00	0.00	-	35.23	57.58	7.20	0.00	0.00	-	52.08	38.19	9.72	0.00	0.00	-	5.35	10.70	83.94	0.00	0.00	-	
PHF	0.58	0.90	0.68	0.00	0.00	0.93	0.61	0.84	0.59	0.00	0.00	0.86	0.85	0.57	0.50	0.00	0.00	0.75	0.68	0.68	0.82	0.00	0.00	0.79	0.88

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 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total		Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total		Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total		Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total		
0715 - 0730	2	149	6	-	0	157	36	26	2	-	0	64	22	24	2	-	0	48	4	10	74	-	0	88	357
0730 - 0745	0	157	3	-	0	160	27	38	4	-	0	69	19	12	3	-	0	34	7	14	91	-	0	112	375
0745 - 0800	2	143	5	-	0	150	11	28	5	-	0	44	18	9	6	-	0	33	5	6	87	-	0	98	325
0800 - 0815	2	122	4	-	0	128	13	32	8	-	0	53	14	9	1	-	0	24	3	6	44	-	0	53	258
Total	6	571	18	0	0	595	87	124	19	0	0	230	73	54	12	0	0	139	19	36	296	0	0	351	1315
Approach %	1.01	95.97	3.03	0.00	0.00	-	37.83	53.91	8.26	0.00	0.00	-	52.52	38.85	8.63	0.00	0.00	-	5.41	10.26	84.33	0.00	0.00	-	
PHF	0.75	0.91	0.75	0.00	0.00	0.93	0.60	0.82	0.59	0.00	0.00	0.83	0.83	0.56	0.50	0.00	0.00	0.72	0.68	0.64	0.81	0.00	0.00	0.78	0.88

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 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total				
0715 - 0730	0	6	1	-	0	7	2	4	0	-	0	6	0	0	0	-	0	0	1	1	-	0	2	15	
0730 - 0745	0	6	0	-	0	6	1	3	0	-	0	4	2	0	1	-	0	3	0	0	0	-	0	13	
0745 - 0800	0	4	0	-	0	4	0	2	0	-	0	2	0	0	1	-	0	1	0	1	1	-	0	2	9
0800 - 0815	1	2	0	-	0	3	3	1	0	-	0	4	0	1	0	-	0	1	0	0	0	-	0	0	8
Total	1	18	1	0	0	20	6	10	0	0	0	16	2	1	2	0	0	5	0	2	2	0	0	4	45
Approach %	5.00	90.00	5.00	0.00	0.00	-	37.50	62.50	0.00	0.00	0.00	-	40.00	20.00	40.00	0.00	0.00	-	0.00	50.00	50.00	0.00	0.00	-	
PHF	0.25	0.75	0.25	0.00	0.00	0.71	0.50	0.63	0.00	0.00	0.00	0.67	0.25	0.25	0.50	0.00	0.00	0.42	0.00	0.50	0.50	0.00	0.00	0.50	0.75

[illegible][illegible]



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Peak Hour Turning Movement Count

South Fulton, GA



www.marrtraffic.com



Tuesday, October 24, 2023	
Period	1600 - 1800
Peak Hour	1700 - 1800

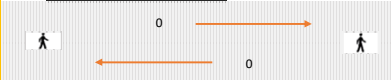
* the Peak Hour Diagram does not include Bikes

GA-70 Cascade Palmetto Hwy (North)

Southbound

45	451	225	0	721	407	(1-3)
1	9	4	0	14	16	(4-7)
0	21	0	0	21	25	(8-13)

46	481	229	0	756	448	Total



Session Parameters

(Drop Down Menu)

1700 - 1800

Volume

W Stubbs Rd (West)

(1-3)	(4-7)	(8-13)	Total
87	1	0	88
73	2	0	75
0	0	0	0
30	1	0	31
20	1	0	21
23	0	0	23

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	1263	32	46	1341
PHF				0.9185

257	1	8	248
31	0	0	31
33	0	0	33
0	0	0	0
321	1	8	312
268	0	6	262
Total	(8-13)	(4-7)	(1-3)

W Stubbs Rd (East)

Total	537	189		
	0	11	160	18

(8-13)	21	24	0	0	24	0
(4-7)	9	8	0	0	7	1
(1-3)	507	157	0	11	129	17

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 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total					
1630 - 1645	5	51	6.3	-	0	62	73	119	11	-	0	203	9	9	1	-	0	19	10	12	56	-	0	78	362
1645 - 1700	3	61	3	-	0	67	53	139	10	-	0	202	9	5	3	-	0	17	8	11	43	-	0	62	348
1700 - 1715	1	42	1	-	0	44	57	145	12	-	0	214	6	5	5	-	0	16	11	6	48	-	0	65	339
1715 - 1730	0	45	7	-	0	52	50	149	8	-	0	207	6	8	7	-	0	21	10	11	64	-	0	85	365
Total	9	199	17	0	0	225	233	552	41	0	0	826	30	27	16	0	0	73	39	40	211	0	0	290	1414
Approach %	4.00	88.44	7.56	0.00	0.00	-	28.21	66.83	4.96	0.00	0.00	-	41.10	36.99	21.92	0.00	0.00	-	13.45	13.79	72.76	0.00	0.00	-	
PHF	0.45	0.82	0.61	0.00	0.00	0.84	0.80	0.93	0.85	0.00	0.00	0.96	0.83	0.75	0.57	0.00	0.00	0.87	0.89	0.83	0.82	0.00	0.00	0.85	0.97

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 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total					
1630 - 1645	4	41	6	-	0	51	72	108	11	-	0	191	8	8	1	-	0	17	9	12	56	-	0	77	336
1645 - 1700	2	48	3	-	0	53	52	128	10	-	0	190	9	5	3	-	0	17	8	10	43	-	0	61	321
1700 - 1715	1	32	1	-	0	34	55	136	12	-	0	203	6	4	5	-	0	15	11	6	47	-	0	64	316
1715 - 1730	0	37	7	-	0	44	50	137	8	-	0	195	5	8	7	-	0	20	10	11	62	-	0	83	342
Total	7	158	17	0	0	182	229	509	41	0	0	779	28	25	16	0	0	69	38	39	208	0	0	285	1315
Approach %	3.85	86.81	9.34	0.00	0.00	-	29.40	65.34	5.26	0.00	0.00	-	40.58	36.23	23.19	0.00	0.00	-	13.33	13.68	72.98	0.00	0.00	-	
PHF	0.44	0.82	0.61	0.00	0.00	0.86	0.80	0.93	0.85	0.00	0.00	0.96	0.78	0.78	0.57	0.00	0.00	0.86	0.86	0.81	0.84	0.00	0.00	0.86	0.96

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 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total		Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total		Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total		Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total		
1630 - 1645	1	7	0	-	0	8	1	5	0	-	0	6	1	1	0	-	0	2	1	0	0	-	0	1	17
1645 - 1700	1	9	0	-	0	10	1	5	0	-	0	6	0	0	0	-	0	0	0	0	0	-	0	0	16
1700 - 1715	0	3	0	-	0	3	2	3	0	-	0	5	0	1	0	-	0	1	0	0	0	-	0	0	9
1715 - 1730	0	2	0	-	0	2	0	3	0	-	0	3	1	0	0	-	0	1	0	0	2	-	0	2	8
Total	2	21	0	0	0	23	4	16	0	0	0	20	2	2	0	0	0	4	1	0	2	0	0	3	50
Approach %	8.70	91.30	0.00	0.00	0.00	-	20.00	80.00	0.00	0.00	0.00	-	50.00	50.00	0.00	0.00	0.00	-	33.33	0.00	66.67	0.00	0.00	-	
PHF	0.50	0.58	0.00	0.00	0.00	0.58	0.50	0.80	0.00	0.00	0.00	0.83	0.50	0.50	0.00	0.00	0.00	0.50	0.25	0.00	0.25	0.00	0.00	0.38	0.74

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 10.1	Thru 10.2	Right 10.3		U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7		U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11		U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15		U-Turn 10.16	App Total	
1630 - 1645	0	3	0	-	0	3	0	6	0	-	0	6	0	0	0	-	0	0	0	0	0	0	-	0	0
1645 - 1700	0	4	0	-	0	4	0	6	0	-	0	6	0	0	0	-	0	0	1	0	-	0	0	1	
1700 - 1715	0	7	0	-	0	7	0	6	0	-	0	6	0	0	0	-	0	0	0	1	-	0	0	1	
1715 - 1730	0	6	0	-	0	6	0	9	0	-	0	9	0	0	0	-	0	0	0	0	0	-	0	0	
Total	0	20	0	0	0	20	0	27	0	0	0	27	0	0	0	0	0	0	1	1	0	0	2		
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	50.00	50.00	0.00	0.00	-	
PHF	0.00	0.71	0.00	0.00	0.00	0.71	0.00	0.75	0.00	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.50	

[illegible]

Classified Turn Movement Count || All vehicles

South Fulton, GA



Site 10

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



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

[Click here for Detailed Weather](#)

Lat/Long

33.670505°, -84.636476°
[Click here for Map](#)

0700 - 0900 (Weekday 2h Session) (10-24-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					W Stubbs Rd (West)					W Stubbs Rd (East)					
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	Int Total
0700 - 0715	2	117	7	0	126	33	18	1	0	52	12	19	1	0	32	3	5	49	0	57	267
0715 - 0730	2	158	7	0	167	38	32	2	0	72	22	24	2	0	48	4	11	75	0	90	377
0730 - 0745	0	167	3	0	170	28	45	4	0	77	21	12	4	0	37	7	14	91	0	112	396
0745 - 0800	2	151	5	0	158	11	34	5	0	50	18	9	7	0	34	5	7	88	0	100	342
Hourly Total	6	593	22	0	621	110	129	12	0	251	73	64	14	0	151	19	37	303	0	359	1382
0800 - 0815	3	128	4	0	135	16	41	8	0	65	14	10	1	0	25	3	6	44	0	53	278
0815 - 0830	3	139	6	0	148	23	44	12	0	79	14	8	10	0	32	3	5	60	0	68	327
0830 - 0845	4	114	1	0	119	16	39	4	0	59	10	4	4	0	18	5	6	56	0	67	263
0845 - 0900	1	107	1	0	109	10	41	4	0	55	7	9	0	0	16	4	10	63	0	77	257
Hourly Total	11	488	12	0	511	65	165	28	0	258	45	31	15	0	91	15	27	223	0	265	1125
Grand Total	17	1081	34	0	1132	175	294	40	0	509	118	95	29	0	242	34	64	526	0	624	2507
Approach %	1.50	95.49	3.00	0.00	-	34.38	57.76	7.86	0.00	-	48.76	39.26	11.98	0.00	-	5.45	10.26	84.29	0.00	-	-
Intersection %	0.68	43.12	1.36	0.00	45.15	6.98	11.73	1.60	0.00	20.30	4.71	3.79	1.16	0.00	9.65	1.36	2.55	20.98	0.00	24.89	-
Heavy Vehicle %	6	7	6	-	7	6	21	0	-	14	2	2	10	-	3	3	3	2	-	2	7
PHF	0.58	0.90	0.68	0.00	0.93	0.61	0.84	0.59	0.00	0.86	0.85	0.57	0.50	0.00	0.75	0.68	0.68	0.82	0.00	0.79	0.88

1600 - 1800 (Weekday 2h Session) (10-24-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					W Stubbs Rd (West)					W Stubbs Rd (East)					
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	Int Total
1600 - 1615	4	52	2	0	58	43	102	13	0	158	8	9	2	0	19	5	8	49	0	62	297
1615 - 1630	1	62	0	0	63	55	116	12	0	183	3	7	4	0	14	6	16	69	0	91	351
1630 - 1645	5	51	6	0	62	73	119	11	0	203	9	9	1	0	19	10	12	56	0	78	362
1645 - 1700	3	61	3	0	67	53	139	10	0	202	9	5	3	0	17	8	11	43	0	62	348
Hourly Total	13	226	11	0	250	224	476	46	0	746	29	30	10	0	69	29	47	217	0	293	1358
1700 - 1715	1	42	1	0	44	57	145	12	0	214	6	5	5	0	16	11	6	48	0	65	339
1715 - 1730	0	45	7	0	52	50	149	8	0	207	6	8	7	0	21	10	11	64	0	85	365
1730 - 1745	4	31	2	0	37	59	101	9	0	169	9	4	6	0	19	6	9	61	0	76	301
1745 - 1800	6	42	8	0	56	63	86	17	0	166	10	4	5	0	19	6	5	84	0	95	336
Hourly Total	11	160	18	0	189	229	481	46	0	756	31	21	23	0	75	33	31	257	0	321	1341
Grand Total	24	386	29	0	439	453	957	92	0	1502	60	51	33	0	144	62	78	474	0	614	2699
Approach %	5.47	87.93	6.61	0.00	-	30.16	63.72	6.13	0.00	-	41.67	35.42	22.92	0.00	-	10.10	12.70	77.20	0.00	-	-
Intersection %	0.89	14.30	1.07	0.00	16.27	16.78	35.46	3.41	0.00	55.65	2.22	1.89	1.22	0.00	5.34	2.30	2.89	17.56	0.00	22.75	-
Heavy Vehicle %	8	21	3	-	19	2	7	1	-	5	3	4	3	-	3	3	3	3	-	3	7
PHF	0.45	0.82	0.61	0.00	0.84	0.80	0.93	0.85	0.00	0.96	0.83	0.75	0.57	0.00	0.87	0.89	0.83	0.82	0.00	0.85	0.97

Classified Turn Movement Count || Passenger Vehicles (1-3)

South Fulton, GA



Site 10

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



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

Lat/Long

33.670505°, -84.636476°
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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				Westbound								
	GA-70 Cascade Palmetto Hwy (South)				GA-70 Cascade Palmetto Hwy (North)				W Stubbs Rd (West)				W Stubbs Rd (East)								
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	Int Total
TIME																					
0700 - 0715	2	109	7	0	118	29	13	1	0	43	12	18	1	0	31	3	5	47	0	55	247
0715 - 0730	2	149	6	0	157	36	26	2	0	64	22	24	2	0	48	4	10	74	0	88	357
0730 - 0745	0	157	3	0	160	27	38	4	0	69	19	12	3	0	34	7	14	91	0	112	375
0745 - 0800	2	143	5	0	150	11	28	5	0	44	18	9	6	0	33	5	6	87	0	98	325
Hourly Total	6	558	21	0	585	103	105	12	0	220	71	63	12	0	146	19	35	299	0	353	1304
0800 - 0815	2	122	4	0	128	13	32	8	0	53	14	9	1	0	24	3	6	44	0	53	258
0815 - 0830	3	125	6	0	134	23	35	12	0	70	14	8	10	0	32	3	5	58	0	66	302
0830 - 0845	4	104	0	0	108	15	29	4	0	48	10	4	3	0	17	4	6	54	0	64	237
0845 - 0900	1	92	1	0	94	10	31	4	0	45	7	9	0	0	16	4	10	63	0	77	232
Hourly Total	10	443	11	0	464	61	127	28	0	216	45	30	14	0	89	14	27	219	0	260	1029
Grand Total	16	1001	32	0	1049	164	232	40	0	436	116	93	26	0	235	33	62	518	0	613	2333
Approach %	1.53	95.42	3.05	0.00	-	37.61	53.21	9.17	0.00	-	49.36	39.57	11.06	0.00	-	5.38	10.11	84.50	0.00	-	
Intersection %	0.69	42.91	1.37	0.00	44.96	7.03	9.94	1.71	0.00	18.69	4.97	3.99	1.11	0.00	10.07	1.41	2.66	22.20	0.00	26.28	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Passenger Vehicles (1-3)

	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 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	Int Total
1600 - 1615	4	40	2	0	46	43	91	13	0	147	8	9	1	0	18	4	8	46	0	58	269
1615 - 1630	1	48	0	0	49	54	108	12	0	174	3	7	4	0	14	6	15	67	0	88	325
1630 - 1645	4	41	6	0	51	72	108	11	0	191	8	8	1	0	17	9	12	56	0	77	336
1645 - 1700	2	48	3	0	53	52	128	10	0	190	9	5	3	0	17	8	10	43	0	61	321
Hourly Total	11	177	11	0	199	221	435	46	0	702	28	29	9	0	66	27	45	212	0	284	1251
1700 - 1715	1	32	1	0	34	55	136	12	0	203	6	4	5	0	15	11	6	47	0	64	316
1715 - 1730	0	37	7	0	44	50	137	8	0	195	5	8	7	0	20	10	11	62	0	83	342
1730 - 1745	4	26	1	0	31	58	97	9	0	164	9	4	6	0	19	6	9	60	0	75	289
1745 - 1800	6	34	8	0	48	62	81	16	0	159	10	4	5	0	19	6	5	79	0	90	316
Hourly Total	11	129	17	0	157	225	451	45	0	721	30	20	23	0	73	33	31	248	0	312	1263
Grand Total	22	306	28	0	356	446	886	91	0	1423	58	49	32	0	139	60	76	460	0	596	2514
Approach %	6.18	85.96	7.87	0.00	-	31.34	62.26	6.39	0.00	-	41.73	35.25	23.02	0.00	-	10.07	12.75	77.18	0.00	-	
Intersection %	0.88	12.17	1.11	0.00	14.16	17.74	35.24	3.62	0.00	56.60	2.31	1.95	1.27	0.00	5.53	2.39	3.02	18.30	0.00	23.71	

Classified Turn Movement Count || Single Unit Trucks (4-7)

South Fulton, GA



Site 10

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



Date

Tuesday, October 24, 2023

Weather

Fair
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Lat/Long

33.670505°, -84.636476°
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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Single Unit Trucks (4-7)

	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 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	
TIME	0	5	0	0	5	4	1	0	0	5	0	1	0	0	1	0	0	2	0	2	
0700 - 0715	0	6	1	0	7	2	4	0	0	6	0	0	0	0	0	0	1	1	0	2	
0715 - 0730	0	6	0	0	6	1	3	0	0	4	2	0	1	0	3	0	0	0	0	0	
0730 - 0745	0	4	0	0	4	0	2	0	0	2	0	0	1	0	1	0	1	1	0	2	
0745 - 0800	0	21	1	0	22	7	10	0	0	17	2	1	2	0	5	0	2	4	0	6	
Hourly Total	1	2	0	0	3	3	1	0	0	4	0	1	0	0	1	0	0	0	0	0	
0800 - 0815	0	9	0	0	9	0	3	0	0	3	0	0	0	0	0	0	0	2	0	2	
0815 - 0830	0	4	1	0	5	1	2	0	0	3	0	0	1	0	1	1	0	2	0	3	
0830 - 0845	0	7	0	0	7	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	
0845 - 0900	1	22	1	0	24	4	8	0	0	12	0	1	1	0	2	1	0	4	0	5	
Hourly Total																					
Grand Total	1	43	2	0	46	11	18	0	0	29	2	2	3	0	7	1	2	8	0	11	
Approach %	2.17	93.48	4.35	0.00	-	37.93	62.07	0.00	0.00	-	28.57	28.57	42.86	0.00	-	9.09	18.18	72.73	0.00	-	
Intersection %	1.08	46.24	2.15	0.00	49.46	11.83	19.35	0.00	0.00	31.18	2.15	2.15	3.23	0.00	7.53	1.08	2.15	8.60	0.00	11.83	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					W Stubbs Rd (West)					W Stubbs Rd (East)					
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	Int Total
1600 - 1615	0	6	0	0	6	0	4	0	0	4	0	0	1	0	1	1	0	2	0	3	14
1615 - 1630	0	7	0	0	7	1	3	0	0	4	0	0	0	0	0	0	1	1	0	2	13
1630 - 1645	1	7	0	0	8	1	5	0	0	6	1	1	0	0	2	1	0	0	0	1	17
1645 - 1700	1	9	0	0	10	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	16
Hourly Total	2	29	0	0	31	3	17	0	0	20	1	1	1	0	3	2	1	3	0	6	60
1700 - 1715	0	3	0	0	3	2	3	0	0	5	0	1	0	0	1	0	0	0	0	0	9
1715 - 1730	0	2	0	0	2	0	3	0	0	3	1	0	0	0	1	0	0	2	0	2	8
1730 - 1745	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	3
1745 - 1800	0	2	0	0	2	1	3	1	0	5	0	0	0	0	0	0	0	5	0	5	12
Hourly Total	0	7	1	0	8	4	9	1	0	14	1	1	0	0	2	0	0	8	0	8	32
Grand Total	2	36	1	0	39	7	26	1	0	34	2	2	1	0	5	2	1	11	0	14	92
Approach %	5.13	92.31	2.56	0.00	-	20.59	76.47	2.94	0.00	-	40.00	40.00	20.00	0.00	-	14.29	7.14	78.57	0.00	-	
Intersection %	2.17	39.13	1.09	0.00	42.39	7.61	28.26	1.09	0.00	36.96	2.17	2.17	1.09	0.00	5.43	2.17	1.09	11.96	0.00	15.22	

Classified Turn Movement Count || Combination Trucks (8-13)

South Fulton, GA



Site 10

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



Date

Tuesday, October 24, 2023

Weather

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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Combination Trucks (8-13)

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 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	
0700 - 0715	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
0715 - 0730	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
0730 - 0745	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
0745 - 0800	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	0	14	0	0	14	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	28
0800 - 0815	0	4	0	0	4	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	12
0815 - 0830	0	5	0	0	5	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	11
0830 - 0845	0	6	0	0	6	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	14
0845 - 0900	0	8	0	0	8	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	16
Hourly Total	0	23	0	0	23	0	30	0	0	30	0	0	0	0	0	0	0	0	0	0	53
Grand Total	0	37	0	0	37	0	44	0	0	44	0	0	0	0	0	0	0	0	0	0	81
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	-	
Intersection %	0.00	45.68	0.00	0.00	45.68	0.00	54.32	0.00	0.00	54.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					W Stubbs Rd (West)					W Stubbs Rd (East)					
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	Int Total
1600 - 1615	0	6	0	0	6	0	7	0	0	7	0	0	0	0	0	0	0	1	0	1	14
1615 - 1630	0	7	0	0	7	0	5	0	0	5	0	0	0	0	0	0	0	1	0	1	13
1630 - 1645	0	3	0	0	3	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	9
1645 - 1700	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	11
Hourly Total	0	20	0	0	20	0	24	0	0	24	0	0	0	0	0	0	1	2	0	3	47
1700 - 1715	0	7	0	0	7	0	6	0	0	6	0	0	0	0	0	0	0	1	0	1	14
1715 - 1730	0	6	0	0	6	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	15
1730 - 1745	0	5	0	0	5	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	9
1745 - 1800	0	6	0	0	6	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	0	24	0	0	24	0	21	0	0	21	0	0	0	0	0	0	0	1	0	1	46
Grand Total	0	44	0	0	44	0	45	0	0	45	0	0	0	0	0	0	1	3	0	4	93
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	25.00	75.00	0.00	-	
Intersection %	0.00	47.31	0.00	0.00	47.31	0.00	48.39	0.00	0.00	48.39	0.00	0.00	0.00	0.00	0.00	0.00	1.08	3.23	0.00	4.30	

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South Fulton, GA

Site 10

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



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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Bikes

TIME	Northbound						Southbound						Eastbound						Westbound							
	GA-70 Cascade Palmetto Hwy (South)						GA-70 Cascade Palmetto Hwy (North)						W Stubbs Rd (West)						W Stubbs Rd (East)							
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total		Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total		Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total		Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total		Int Total	
0700 - 0715	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0	
Hourly Total	0	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	0	
0815 - 0830	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0	
Hourly Total	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0	
Grand 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	-		
Intersection %	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		

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Bikes

	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 10.1	Thru 10.2	Right 10.3		U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7		U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11		U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15		U-Turn 10.16	App Total	Int Total
1600 - 1615	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
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
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1715 - 1730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1730 - 1745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
1745 - 1800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Grand 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	-	
Intersection %	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 Trucks (4-13)

South Fulton, GA



Site 10

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



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

Lat/Long

33.670505°, -84.636476°
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0700 - 0900 (Weekday 2h Session) (10-24-2023)

All Trucks (4-13)

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 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	
0700 - 0715	0	8	0	0	8	4	5	0	0	9	0	1	0	0	1	0	0	2	0	2	20
0715 - 0730	0	9	1	0	10	2	6	0	0	8	0	0	0	0	0	0	1	1	0	2	20
0730 - 0745	0	10	0	0	10	1	7	0	0	8	2	0	1	0	3	0	0	0	0	0	21
0745 - 0800	0	8	0	0	8	0	6	0	0	6	0	0	1	0	1	0	1	1	0	2	17
Hourly Total	0	35	1	0	36	7	24	0	0	31	2	1	2	0	5	0	2	4	0	6	78
0800 - 0815	1	6	0	0	7	3	9	0	0	12	0	1	0	0	1	0	0	0	0	0	20
0815 - 0830	0	14	0	0	14	0	9	0	0	9	0	0	0	0	0	0	0	2	0	2	25
0830 - 0845	0	10	1	0	11	1	10	0	0	11	0	0	1	0	1	1	0	2	0	3	26
0845 - 0900	0	15	0	0	15	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	25
Hourly Total	1	45	1	0	47	4	38	0	0	42	0	1	1	0	2	1	0	4	0	5	96
Grand Total	1	80	2	0	83	11	62	0	0	73	2	2	3	0	7	1	2	8	0	11	174
Approach %	1.20	96.39	2.41	0.00	-	15.07	84.93	0.00	0.00	-	28.57	28.57	42.86	0.00	-	9.09	18.18	72.73	0.00	-	
Intersection %	0.57	45.98	1.15	0.00	47.70	6.32	35.63	0.00	0.00	41.95	1.15	1.15	1.72	0.00	4.02	0.57	1.15	4.60	0.00	6.32	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

All Trucks (4-13)

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					W Stubbs Rd (West)					W Stubbs Rd (East)					
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	Int Total
1600 - 1615	0	12	0	0	12	0	11	0	0	11	0	0	1	0	1	1	0	3	0	4	28
1615 - 1630	0	14	0	0	14	1	8	0	0	9	0	0	0	0	0	0	1	2	0	3	26
1630 - 1645	1	10	0	0	11	1	11	0	0	12	1	1	0	0	2	1	0	0	0	1	26
1645 - 1700	1	13	0	0	14	1	11	0	0	12	0	0	0	0	0	0	1	0	0	1	27
Hourly Total	2	49	0	0	51	3	41	0	0	44	1	1	1	0	3	2	2	5	0	9	107
1700 - 1715	0	10	0	0	10	2	9	0	0	11	0	1	0	0	1	0	0	1	0	1	23
1715 - 1730	0	8	0	0	8	0	12	0	0	12	1	0	0	0	1	0	0	2	0	2	23
1730 - 1745	0	5	1	0	6	1	4	0	0	5	0	0	0	0	0	0	0	1	0	1	12
1745 - 1800	0	8	0	0	8	1	5	1	0	7	0	0	0	0	0	0	0	5	0	5	20
Hourly Total	0	31	1	0	32	4	30	1	0	35	1	1	0	0	2	0	0	9	0	9	78
Grand Total	2	80	1	0	83	7	71	1	0	79	2	2	1	0	5	2	2	14	0	18	185
Approach %	2.41	96.39	1.20	0.00	-	8.86	89.87	1.27	0.00	-	40.00	40.00	20.00	0.00	-	11.11	11.11	77.78	0.00	-	
Intersection %	1.08	43.24	0.54	0.00	44.86	3.78	38.38	0.54	0.00	42.70	1.08	1.08	0.54	0.00	2.70	1.08	1.08	7.57	0.00	9.73	

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South Fulton, GA

Site 10

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

Date

Tuesday, October 24, 2023

Weather

Fair
62°F

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Lat/Long

33.670505°, -84.636476°

[Click here for Map](#)



0700 - 0900 (Weekday 2h Session) (10-24-2023)

Pedestrians

TIME	Northbound				Southbound				Eastbound				Westbound				
	GA-70 Cascade Palmetto Hwy (South)			App Total	GA-70 Cascade Palmetto Hwy (North)			App Total	W Stubbs Rd (West)			App Total	W Stubbs Rd (East)			App Total	Int Total
	EB 10a	WB 10b			EB 10c	WB 10d			NB 10e	SB 10f			NB 10g	SB 10h			
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
Hourly Total	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
0815 - 0830	0	0		0	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

	1988	1998
Pedestrians	1,000	1,000

	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	EB 10a	WB 10b		App Total	EB 10c	WB 10d		App Total	NB 10e	SB 10f		App Total	NB 10g	SB 10h		App Total	Int Total
1600 - 1615	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
1630 - 1645	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
Hourly Total	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
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

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South Fulton, GA

Site 10

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

Date _____

Tuesday, October 24, 2023

Weather

Fair
62°F

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Lat/Long
33.670505°, -84.636476°



0700 - 0900 (Weekday 2h Session) (10-24-2023)

Bikes

TIME	Northbound				Southbound				Eastbound				Westbound				
	GA-70 Cascade Palmetto Hwy (South)			App Total	GA-70 Cascade Palmetto Hwy (North)			App Total	W Stubbs Rd (West)			App Total	W Stubbs Rd (East)			App Total	Int Total
	EB 10a	WB 10b			EB 10c	WB 10d			NB 10e	SB 10f			NB 10g	SB 10h			
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
Hourly Total	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
0815 - 0830	0	0		0	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Bikes

	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	EB 10a	WB 10b		App Total	EB 10c	WB 10d		App Total	NB 10e	SB 10f		App Total	NB 10g	SB 10h		App Total	Int Total
1600 - 1615	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
1630 - 1645	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
Hourly Total	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
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

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	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	EB 10a	WB 10b		App Total	EB 10c	WB 10d		App Total	NB 10e	SB 10f		App Total	NB 10g	SB 10h		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
Hourly Total	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
0815 - 0830	0	0		0	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

	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	EB 10a	WB 10b		App Total	EB 10c	WB 10d		App Total	NB 10e	SB 10f		App Total	NB 10g	SB 10h		App Total	Int Total
1600 - 1615	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
1630 - 1645	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
Hourly Total	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
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

[illegible]



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Peak Hour Turning Movement Count

South Fulton, GA



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Tuesday, October 24, 2023	
Period	0700 - 0900
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				
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (East)									
	Left 11.1	Thru 11.2	Right 11.3	U-Turn 11.4	App Total	Left 11.5	Thru 11.6	Right 11.7	U-Turn 11.8	App Total	Left 11.9	Thru 11.10	Right 11.11	U-Turn 11.12	App Total	Left 11.13	Thru 11.14	Right 11.15	U-Turn 11.16	App Total					
0715 - 0730	51	61	5	-	0	117	9	22	7	-	0	38	92	151	26	-	0	269	3	93	17	-	0	113	537
0730 - 0745	54	70	5	-	0	129	11	28	8	-	0	47	80	130	52	-	0	262	3	69	13	-	0	85	523
0745 - 0800	60	71	7	-	0	138	4	45	10	-	0	59	60	135	40	-	0	235	7	76	14	-	0	97	529
0800 - 0815	39	62	9	-	0	110	3	36	11	-	0	50	54	144	42	-	0	240	3	78	9	-	0	90	490
Total	204	264	26	0	0	494	27	131	36	0	0	194	286	560	160	0	0	1006	16	316	53	0	0	385	2079
Approach %	41.30	53.44	5.26	0.00	0.00	-	13.92	67.53	18.56	0.00	0.00	-	28.43	55.67	15.90	0.00	0.00	-	4.16	82.08	13.77	0.00	0.00	-	-
PHF	0.85	0.93	0.72	0.00	0.00	0.89	0.61	0.73	0.82	0.00	0.00	0.82	0.78	0.93	0.77	0.00	0.00	0.93	0.57	0.85	0.78	0.00	0.00	0.85	0.97

Time	Northbound					Southbound					Eastbound					Westbound					Int Total				
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (East)									
	Left 11.1	Thru 11.2	Right 11.3	U-Turn 11.4	App Total	Left 11.5	Thru 11.6	Right 11.7	U-Turn 11.8	App Total	Left 11.9	Thru 11.10	Right 11.11	U-Turn 11.12	App Total	Left 11.13	Thru 11.14	Right 11.15	U-Turn 11.16	App Total					
0715 - 0730	51	54	5	-	0	110	9	20	7	-	0	36	89	144	23	-	0	256	2	93	15	-	0	110	512
0730 - 0745	48	67	5	-	0	120	6	24	8	-	0	38	78	122	48	-	0	248	3	67	11	-	0	81	487
0745 - 0800	56	68	7	-	0	131	3	37	9	-	0	49	57	124	36	-	0	217	7	71	9	-	0	87	484
0800 - 0815	32	56	7	-	0	95	3	29	11	-	0	43	50	135	35	-	0	220	3	72	6	-	0	81	439
Total	187	245	24	0	0	456	21	110	35	0	0	166	274	525	142	0	0	941	15	303	41	0	0	359	1922
Approach %	41.01	53.73	5.26	0.00	0.00	-	12.65	66.27	21.08	0.00	0.00	-	29.12	55.79	15.09	0.00	0.00	-	4.18	84.40	11.42	0.00	0.00	-	-
PHF	0.83	0.90	0.86	0.00	0.00	0.87	0.58	0.74	0.80	0.00	0.00	0.85	0.77	0.91	0.74	0.00	0.00	0.92	0.54	0.81	0.68	0.00	0.00	0.82	0.94

Time	Northbound					Southbound					Eastbound					Westbound					Int Total				
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (East)									
	Left 11.1	Thru 11.2	Right 11.3	U-Turn 11.4	App Total	Left 11.5	Thru 11.6	Right 11.7	U-Turn 11.8	App Total	Left 11.9	Thru 11.10	Right 11.11	U-Turn 11.12	App Total	Left 11.13	Thru 11.14	Right 11.15	U-Turn 11.16	App Total					
0715 - 0730	0	4	0	-	4	0	1	0	-	0	1	3	6	2	-	0	11	1	0	2	-	0	3	19	
0730 - 0745	3	2	0	-	5	4	3	0	-	0	7	2	8	1	-	0	11	0	1	0	-	0	1	24	
0745 - 0800	2	1	0	-	3	0	2	1	-	0	3	3	9	2	-	0	14	0	3	0	-	0	3	23	
0800 - 0815	3	2	2	-	0	7	0	1	0	-	0	1	3	5	3	-	0	11	0	4	0	-	0	4	23
Total	8	9	2	0	0	19	4	7	1	0	0	12	11	28	8	0	0	47	1	8	2	0	0	11	89
Approach %	42.11	47.37	10.53	0.00	0.00	-	33.33	58.33	8.33	0.00	0.00	-	23.40	59.57	17.02	0.00	0.00	-	9.09	72.73	18.18	0.00	0.00	-	
PHF	0.67	0.56	0.25	0.00	0.00	0.68	0.25	0.58	0.25	0.00	0.00	0.43	0.92	0.78	0.67	0.00	0.00	0.84	0.25	0.50	0.25	0.00	0.00	0.69	0.93

Time		Northbound					Southbound					Eastbound					Westbound					Int Total		
		GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (East)							
		Left 11.1	Thru 11.2	Right 11.3	U-Turn 11.4	App Total	Left 11.5	Thru 11.6	Right 11.7	U-Turn 11.8	App Total	Left 11.9	Thru 11.10	Right 11.11	U-Turn 11.12	App Total	Left 11.13	Thru 11.14	Right 11.15	U-Turn 11.16	App Total			
0715 - 0730	0	3	0	-	0	3	0	1	0	-	0	1	0	1	-	0	2	0	0	-	0	0	6	
0730 - 0745	3	1	0	-	0	4	1	1	0	-	0	2	0	0	3	-	0	3	0	1	2	-	0	3
0745 - 0800	2	2	0	-	0	4	1	6	0	-	0	7	0	2	2	-	0	4	0	2	5	-	0	7
0800 - 0815	4	4	0	-	0	8	0	6	0	-	0	6	1	4	4	-	0	9	0	2	3	-	0	5
Total	9	10	0	0	0	19	2	14	0	0	0	16	1	7	10	0	0	18	0	5	10	0	0	15
Approach %	47.37	52.63	0.00	0.00	0.00	-	12.50	87.50	0.00	0.00	0.00	-	5.56	38.89	55.56	0.00	0.00	-	0.00	33.33	66.67	0.00	0.00	-
PHF	0.56	0.63	0.00	0.00	0.00	0.59	0.50	0.58	0.00	0.00	0.00	0.57	0.25	0.44	0.63	0.00	0.00	0.50	0.00	0.63	0.50	0.00	0.00	0.54

[illegible]



[Click here for Map](#)

Peak Hour Turning Movement Count

South Fulton, GA



www.marrtraffic.com



Tuesday, October 24, 2023	
Period	1600 - 1800
Peak Hour	1700 - 1800

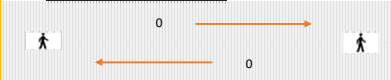
* the Peak Hour Diagram does not include Bikes

GA-70 Cascade Palmetto Hwy (North)

Southbound

249	237	39	0	525	156	(1-3)
2	3	4	0	9	8	(4-7)
1	14	6	0	21	24	(8-13)

252	254	49	0	555	188	Total
↓	↓	↓	↓	↓	↑	



Session Parameters

(Drop Down Menu)

1700 - 1800

Volume

GA-92 Hwy 92 (West)

(1-3)	(4-7)	(8-13)	Total
1027	21	13	1061
538	11	16	565
0	0	0	0
39	1	2	42
331	6	6	343
168	4	8	180

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	1978	47	71	2096
PHF				0.9686

18	7	0	11
593	9	11	573
14	0	0	14
0	0	0	0
625	16	11	598
399	12	11	376
Total	(8-13)	(4-7)	(1-3)

GA-92 Hwy 92 (East)

Diagram illustrating the movement of a pedestrian from a starting point to an ending point. The path is shown as a horizontal line with a starting point (pedestrian icon) and an ending point (pedestrian icon). The distance is marked as 0. The path is divided into segments by arrows. The segments are labeled with numbers: 0, 216, 128, and 7. The total distance is 448.

	0	216	128	7
Total	448	351		

	0	216	128	7
(8-13)	22	18		
(4-7)	7	16		
(1-3)	419	317		

0	3	15	0
0	8	7	1
0	205	106	6

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)					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (East)							
	Left 11.1	Thru 11.2	Right 11.3	U-Turn 11.4	App Total		Left 11.5	Thru 11.6	Right 11.7	U-Turn 11.8	App Total		Left 11.9	Thru 11.10	Right 11.11	U-Turn 11.12	App Total		Left 11.13	Thru 11.14	Right 11.15		U-Turn 11.16	App Total
1630 - 1645	47	43	3	-	0	93	11	62	29	-	0	102	17	74	61	-	0	152	2	172	6	-	0	180
1645 - 1700	52	36	3	-	0	91	14	85	54	-	0	153	11	77	42	-	0	130	3	142	9	-	0	154
1700 - 1715	55	36	3	-	0	94	13	69	68	-	0	150	7	80	53	-	0	140	4	144	9	-	0	157
1715 - 1730	54	22	1	-	0	77	14	68	58	-	0	140	13	91	50	-	0	154	3	156	3	-	0	162
Total	208	137	10	0	0	355	52	284	209	0	545	48	322	206	0	0	576	12	614	27	0	0	653	
Approach %	58.59	38.59	2.82	0.00	0.00	-	9.54	52.11	38.35	0.00	0.00	-	8.33	55.90	35.76	0.00	0.00	-	1.84	94.03	4.13	0.00	0.00	-
PHF	0.95	0.80	0.83	0.00	0.00	0.94	0.93	0.84	0.77	0.00	0.00	0.89	0.71	0.88	0.84	0.00	0.00	0.94	0.75	0.89	0.75	0.00	0.00	0.91

Time	Northbound					Southbound					Eastbound					Westbound					Int Total				
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (East)									
	Left 11.1	Thru 11.2	Right 11.3	U-Turn 11.4	App Total	Left 11.5	Thru 11.6	Right 11.7	U-Turn 11.8	App Total	Left 11.9	Thru 11.10	Right 11.11	U-Turn 11.12	App Total	Left 11.13	Thru 11.14	Right 11.15	U-Turn 11.16	App Total					
1630 - 1645	43	36	3	-	0	82	6	54	29	-	0	89	15	70	58	-	0	143	2	163	3	-	0	168	482
1645 - 1700	49	28	3	-	0	80	12	81	52	-	0	145	9	72	39	-	0	120	3	135	5	-	0	143	488
1700 - 1715	52	31	3	-	0	86	10	65	67	-	0	142	6	77	48	-	0	131	4	135	4	-	0	143	502
1715 - 1730	49	21	1	-	0	71	9	65	56	-	0	130	12	88	48	-	0	148	3	153	2	-	0	158	507
Total	193	116	10	0	0	319	37	265	204	0	0	506	42	307	193	0	0	542	12	586	14	0	0	612	1979
Approach %	60.50	36.36	3.13	0.00	0.00	-	7.31	52.37	40.32	0.00	0.00	-	7.75	56.64	35.61	0.00	0.00	-	1.96	95.75	2.29	0.00	0.00	-	-
PHF	0.93	0.81	0.83	0.00	0.00	0.93	0.77	0.82	0.76	0.00	0.00	0.87	0.70	0.87	0.83	0.00	0.00	0.92	0.75	0.90	0.70	0.00	0.00	0.91	0.98

Single Unit Trucks (47)		Northbound					Southbound					Eastbound					Westbound					Int Total				
		GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (East)									
		Left 11.1	Thru 11.2	Right 11.3	U-Turn 11.4	App Total	Left 11.5	Thru 11.6	Right 11.7	U-Turn 11.8	App Total	Left 11.9	Thru 11.10	Right 11.11	U-Turn 11.12	App Total	Left 11.13	Thru 11.14	Right 11.15	U-Turn 11.16	App Total					
Time																										
1630 - 1645		1	5	0	-	0	6	2	3	0	-	0	5	2	2	0	-	0	4	0	5	2	7	22		
1645 - 1700		2	5	0	-	0	7	1	2	2	-	0	5	2	2	1	-	0	5	0	6	2	-	8	25	
1700 - 1715		3	2	0	-	0	5	0	1	1	-	0	2	1	1	3	-	0	5	0	4	0	-	0	4	16
1715 - 1730		3	0	0	-	0	3	3	0	1	-	0	4	0	2	0	-	0	2	0	2	0	-	0	2	11
Total		9	12	0	0	0	21	6	6	4	0	0	16	5	7	4	0	0	16	0	17	4	0	0	21	74
Approach %		42.86	57.14	0.00	0.00	0.00	-	37.50	37.50	25.00	0.00	0.00	-	31.25	43.75	25.00	0.00	0.00	-	0.00	80.95	19.05	0.00	0.00	-	-
PHF		0.75	0.60	0.00	0.00	0.00	0.75	0.50	0.50	0.50	0.00	0.00	0.80	0.63	0.88	0.33	0.00	0.00	0.80	0.00	0.71	0.50	0.00	0.00	0.66	0.74

Time	Northbound					Southbound					Eastbound					Westbound					Int Total				
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (East)									
	Left 11.1	Thru 11.2	Right 11.3	U-Turn 11.4	App Total	Left 11.5	Thru 11.6	Right 11.7	U-Turn 11.8	App Total	Left 11.9	Thru 11.10	Right 11.11	U-Turn 11.12	App Total	Left 11.13	Thru 11.14	Right 11.15	U-Turn 11.16	App Total					
1630 - 1645	3	2	0	-	0	5	3	5	0	-	0	8	0	2	3	-	0	5	0	4	1	5	23		
1645 - 1700	1	3	0	-	0	4	1	2	0	-	0	3	0	3	2	-	0	5	0	1	2	-	3	15	
1700 - 1715	0	3	0	-	0	3	3	3	0	-	0	6	0	2	2	-	0	4	0	5	5	-	0	10	23
1715 - 1730	2	1	0	-	0	3	2	3	1	-	0	6	1	1	2	-	0	4	0	1	1	-	0	2	15
Total	6	9	0	0	0	15	9	13	1	0	0	23	1	8	9	0	0	18	0	11	9	0	0	20	76
Approach %	40.00	60.00	0.00	0.00	0.00	-	39.13	56.52	4.35	0.00	0.00	-	5.56	44.44	50.00	0.00	0.00	-	0.00	55.00	45.00	0.00	0.00	-	
PHF	0.50	0.75	0.00	0.00	0.00	0.75	0.65	0.25	0.00	0.00	0.72	0.25	0.67	0.75	0.00	0.00	0.90	0.00	0.55	0.45	0.00	0.00	0.50	0.83	

[illegible]

Classified Turn Movement Count || All vehicles

South Fulton, GA



Site 11

GA-70 Cascade Palmetto Hwy (South)
GA-70 Cascade Palmetto Hwy (North)
GA-92 Hwy 92 (West)
GA-92 Hwy 92 (East)



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

[Click here for Detailed Weather](#)

Lat/Long

33.650371°, -84.669803°
[Click here for Map](#)

0700 - 0900 (Weekday 2h Session) (10-24-2023)

All vehicles

TIME	Northbound				Southbound				Eastbound				Westbound				Int Total				
	GA-70 Cascade Palmetto Hwy (South)				GA-70 Cascade Palmetto Hwy (North)				GA-92 Hwy 92 (West)				GA-92 Hwy 92 (East)								
	Left 11.1	Thru 11.2	Right 11.3	U-Turn 11.4	App Total	Left 11.5	Thru 11.6	Right 11.7	U-Turn 11.8	App Total	Left 11.9	Thru 11.10	Right 11.11	U-Turn 11.12	App Total	Left 11.13		Thru 11.14	Right 11.15	U-Turn 11.16	App Total
0700 - 0715	51	58	9	0	118	2	12	5	0	19	55	135	41	0	231	1	60	9	0	70	438
0715 - 0730	51	61	5	0	117	9	22	7	0	38	92	151	26	0	269	3	93	17	0	113	537
0730 - 0745	54	70	5	0	129	11	28	8	0	47	80	130	52	0	262	3	69	13	0	85	523
0745 - 0800	60	71	7	0	138	4	45	10	0	59	60	135	40	0	235	7	76	14	0	97	529
Hourly Total	216	260	26	0	502	26	107	30	0	163	287	551	159	0	997	14	298	53	0	365	2027
0800 - 0815	39	62	9	0	110	3	36	11	0	50	54	144	42	0	240	3	78	9	0	90	490
0815 - 0830	44	68	3	0	115	11	32	10	0	53	61	118	51	0	230	2	81	11	0	94	492
0830 - 0845	45	52	9	0	106	7	23	11	0	41	40	117	47	0	204	4	57	15	0	76	427
0845 - 0900	45	45	4	0	94	6	26	14	0	46	47	100	64	0	211	7	61	13	0	81	432
Hourly Total	173	227	25	0	425	27	117	46	0	190	202	479	204	0	885	16	277	48	0	341	1841
Grand Total	389	487	51	0	927	53	224	76	0	353	489	1030	363	0	1882	30	575	101	0	706	3868
Approach %	41.96	52.54	5.50	0.00	-	15.01	63.46	21.53	0.00	-	25.98	54.73	19.29	0.00	-	4.25	81.44	14.31	0.00	-	-
Intersection %	10.06	12.59	1.32	0.00	23.97	1.37	5.79	1.96	0.00	9.13	12.64	26.63	9.38	0.00	48.66	0.78	14.87	2.61	0.00	18.25	-
Heavy Vehicle %	8	7	14	-	8	30	21	4	-	19	6	7	12	-	8	3	6	19	-	7	9
PHF	0.85	0.93	0.72	0.00	0.89	0.61	0.73	0.82	0.00	0.82	0.78	0.93	0.77	0.00	0.93	0.57	0.85	0.78	0.00	0.85	0.97

1600 - 1800 (Weekday 2h Session) (10-24-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (East)					
	Left 11.1	Thru 11.2	Right 11.3	U-Turn 11.4	App Total	Left 11.5	Thru 11.6	Right 11.7	U-Turn 11.8	App Total	Left 11.9	Thru 11.10	Right 11.11	U-Turn 11.12	App Total	Left 11.13	Thru 11.14	Right 11.15	U-Turn 11.16	App Total	Int Total
1600 - 1615	67	43	3	0	113	20	64	29	1	114	16	62	41	0	119	4	118	10	0	132	478
1615 - 1630	46	37	2	0	85	14	72	34	0	120	13	81	57	0	151	3	152	3	0	158	514
1630 - 1645	47	43	3	0	93	11	62	29	0	102	17	74	61	0	152	2	172	6	0	180	527
1645 - 1700	52	36	3	0	91	14	85	54	0	153	11	77	42	0	130	3	142	9	0	154	528
Hourly Total	212	159	11	0	382	59	283	146	1	489	57	294	201	0	552	12	584	28	0	624	2047
1700 - 1715	55	36	3	0	94	13	69	68	0	150	7	80	53	0	140	4	144	9	0	157	541
1715 - 1730	54	22	1	0	77	14	68	58	0	140	13	91	50	0	154	3	156	3	0	162	533
1730 - 1745	44	29	2	0	75	14	53	58	0	125	14	89	38	0	141	4	154	4	0	162	503
1745 - 1800	63	41	1	0	105	8	64	68	0	140	8	83	39	0	130	3	139	2	0	144	519
Hourly Total	216	128	7	0	351	49	254	252	0	555	42	343	180	0	565	14	593	18	0	625	2096
Grand Total	428	287	18	0	733	108	537	398	1	1044	99	637	381	0	1117	26	1177	46	0	1249	4143
Approach %	58.39	39.15	2.46	0.00	-	10.34	51.44	38.12	0.10	-	8.86	57.03	34.11	0.00	-	2.08	94.24	3.68	0.00	-	-
Intersection %	10.33	6.93	0.43	0.00	17.69	2.61	12.96	9.61	0.02	25.20	2.39	15.38	9.20	0.00	26.96	0.63	28.41	1.11	0.00	30.15	-
Heavy Vehicle %	6	19	11	-	11	19	9	2	0	7	9	5	6	-	6	0	5	41	-	6	7
PHF	0.95	0.80	0.83	0.00	0.94	0.93	0.84	0.77	0.00	0.89	0.71	0.88	0.84	0.00	0.94	0.75	0.89	0.75	0.00	0.91	0.98

Classified Turn Movement Count || Passenger Vehicles (1-3)

South Fulton, GA



Site 11

GA-70 Cascade Palmetto Hwy (South)
GA-70 Cascade Palmetto Hwy (North)
GA-92 Hwy 92 (West)
GA-92 Hwy 92 (East)



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

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Lat/Long

33.650371°, -84.669803°
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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (East)					
	Left 11.1	Thru 11.2	Right 11.3	U-Turn 11.4	App Total	Left 11.5	Thru 11.6	Right 11.7	U-Turn 11.8	App Total	Left 11.9	Thru 11.10	Right 11.11	U-Turn 11.12	App Total	Left 11.13	Thru 11.14	Right 11.15	U-Turn 11.16	App Total	Int Total
0700 - 0715	47	58	8	0	113	2	7	5	0	14	50	125	37	0	212	1	57	8	0	66	405
0715 - 0730	51	54	5	0	110	9	20	7	0	36	89	144	23	0	256	2	93	15	0	110	512
0730 - 0745	48	67	5	0	120	6	24	8	0	38	78	122	48	0	248	3	67	11	0	81	487
0745 - 0800	56	68	7	0	131	3	37	9	0	49	57	124	36	0	217	7	71	9	0	87	484
Hourly Total	202	247	25	0	474	20	88	29	0	137	274	515	144	0	933	13	288	43	0	344	1888
0800 - 0815	32	56	7	0	95	3	29	11	0	43	50	135	35	0	220	3	72	6	0	81	439
0815 - 0830	42	62	3	0	107	4	27	9	0	40	59	108	43	0	210	2	75	10	0	87	444
0830 - 0845	43	48	7	0	98	6	15	11	0	32	36	105	39	0	180	4	50	10	0	64	374
0845 - 0900	38	38	2	0	78	4	18	13	0	35	43	91	58	0	192	7	58	13	0	78	383
Hourly Total	155	204	19	0	378	17	89	44	0	150	188	439	175	0	802	16	255	39	0	310	1640
Grand Total	357	451	44	0	852	37	177	73	0	287	462	954	319	0	1735	29	543	82	0	654	3528
Approach %	41.90	52.93	5.16	0.00	-	12.89	61.67	25.44	0.00	-	26.63	54.99	18.39	0.00	-	4.43	83.03	12.54	0.00	-	-
Intersection %	10.12	12.78	1.25	0.00	24.15	1.05	5.02	2.07	0.00	8.13	13.10	27.04	9.04	0.00	49.18	0.82	15.39	2.32	0.00	18.54	-

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (East)					
	Left 11.1	Thru 11.2	Right 11.3	U-Turn 11.4	App Total	Left 11.5	Thru 11.6	Right 11.7	U-Turn 11.8	App Total	Left 11.9	Thru 11.10	Right 11.11	U-Turn 11.12	App Total	Left 11.13	Thru 11.14	Right 11.15	U-Turn 11.16	App Total	Int Total
1600 - 1615	63	35	2	0	100	16	56	29	1	102	14	57	36	0	107	4	111	6	0	121	430
1615 - 1630	43	27	2	0	72	14	63	33	0	110	13	73	56	0	142	3	142	2	0	147	471
1630 - 1645	43	36	3	0	82	6	54	29	0	89	15	70	58	0	143	2	163	3	0	168	482
1645 - 1700	49	28	3	0	80	12	81	52	0	145	9	72	39	0	120	3	135	5	0	143	488
Hourly Total	198	126	10	0	334	48	254	143	1	446	51	272	189	0	512	12	551	16	0	579	1871
1700 - 1715	52	31	3	0	86	10	65	67	0	142	6	77	48	0	131	4	135	4	0	143	502
1715 - 1730	49	21	1	0	71	9	65	56	0	130	12	88	48	0	148	3	153	2	0	158	507
1730 - 1745	42	23	1	0	66	13	47	58	0	118	13	87	37	0	137	4	150	3	0	157	478
1745 - 1800	62	31	1	0	94	7	60	68	0	135	8	79	35	0	122	3	135	2	0	140	491
Hourly Total	205	106	6	0	317	39	237	249	0	525	39	331	168	0	538	14	573	11	0	598	1978
Grand Total	403	232	16	0	651	87	491	392	1	971	90	603	357	0	1050	26	1124	27	0	1177	3849
Approach %	61.90	35.64	2.46	0.00	-	8.96	50.57	40.37	0.10	-	8.57	57.43	34.00	0.00	-	2.21	95.50	2.29	0.00	-	-
Intersection %	10.47	6.03	0.42	0.00	16.91	2.26	12.76	10.18	0.03	25.23	2.34	15.67	9.28	0.00	27.28	0.68	29.20	0.70	0.00	30.58	-

Classified Turn Movement Count || Single Unit Trucks (4-7)

South Fulton, GA



Site 11

GA-70 Cascade Palmetto Hwy (South)
GA-70 Cascade Palmetto Hwy (North)
GA-92 Hwy 92 (West)
GA-92 Hwy 92 (East)



Date

Tuesday, October 24, 2023

Weather

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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (East)					
	Left 11.1	Thru 11.2	Right 11.3	U-Turn 11.4	App Total	Left 11.5	Thru 11.6	Right 11.7	U-Turn 11.8	App Total	Left 11.9	Thru 11.10	Right 11.11	U-Turn 11.12	App Total	Left 11.13	Thru 11.14	Right 11.15	U-Turn 11.16	App Total	Int Total
0700 - 0715	2	0	1	0	3	0	1	0	0	1	4	8	2	0	14	0	3	1	0	4	22
0715 - 0730	0	4	0	0	4	0	1	0	0	1	3	6	2	0	11	1	0	2	0	3	19
0730 - 0745	3	2	0	0	5	4	3	0	0	7	2	8	1	0	11	0	1	0	0	1	24
0745 - 0800	2	1	0	0	3	0	2	1	0	3	3	9	2	0	14	0	3	0	0	3	23
Hourly Total	7	7	1	0	15	4	7	1	0	12	12	31	7	0	50	1	7	3	0	11	88
0800 - 0815	3	2	2	0	7	0	1	0	0	1	3	5	3	0	11	0	4	0	0	4	23
0815 - 0830	0	3	0	0	3	0	1	1	0	2	2	6	4	0	12	0	4	1	0	5	22
0830 - 0845	2	1	2	0	5	1	2	0	0	3	3	9	5	0	17	0	5	3	0	8	33
0845 - 0900	1	2	2	0	5	2	1	1	0	4	3	6	6	0	15	0	3	0	0	3	27
Hourly Total	6	8	6	0	20	3	5	2	0	10	11	26	18	0	55	0	16	4	0	20	105
Grand Total	13	15	7	0	35	7	12	3	0	22	23	57	25	0	105	1	23	7	0	31	193
Approach %	37.14	42.86	20.00	0.00	-	31.82	54.55	13.64	0.00	-	21.90	54.29	23.81	0.00	-	3.23	74.19	22.58	0.00	-	-
Intersection %	6.74	7.77	3.63	0.00	18.13	3.63	6.22	1.55	0.00	11.40	11.92	29.53	12.95	0.00	54.40	0.52	11.92	3.63	0.00	16.06	-

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (East)					
	Left 11.1	Thru 11.2	Right 11.3	U-Turn 11.4	App Total	Left 11.5	Thru 11.6	Right 11.7	U-Turn 11.8	App Total	Left 11.9	Thru 11.10	Right 11.11	U-Turn 11.12	App Total	Left 11.13	Thru 11.14	Right 11.15	U-Turn 11.16	App Total	Int Total
1600 - 1615	3	5	1	0	9	3	2	0	0	5	0	3	1	0	4	0	6	1	0	7	25
1615 - 1630	1	6	0	0	7	0	3	1	0	4	0	3	0	0	3	0	6	1	0	7	21
1630 - 1645	1	5	0	0	6	2	3	0	0	5	2	2	0	0	4	0	5	2	0	7	22
1645 - 1700	2	5	0	0	7	1	2	2	0	5	2	2	1	0	5	0	6	2	0	8	25
Hourly Total	7	21	1	0	29	6	10	3	0	19	4	10	2	0	16	0	23	6	0	29	93
1700 - 1715	3	2	0	0	5	0	1	1	0	2	1	1	3	0	5	0	4	0	0	4	16
1715 - 1730	3	0	0	0	3	3	0	1	0	4	0	2	0	0	2	0	2	0	0	2	11
1730 - 1745	1	3	1	0	5	0	1	0	0	1	0	1	1	0	2	0	3	0	0	3	11
1745 - 1800	1	2	0	0	3	1	1	0	0	2	0	2	0	0	2	0	2	0	0	2	9
Hourly Total	8	7	1	0	16	4	3	2	0	9	1	6	4	0	11	0	11	0	0	11	47
Grand Total	15	28	2	0	45	10	13	5	0	28	5	16	6	0	27	0	34	6	0	40	140
Approach %	33.33	62.22	4.44	0.00	-	35.71	46.43	17.86	0.00	-	18.52	59.26	22.22	0.00	-	0.00	85.00	15.00	0.00	-	-
Intersection %	10.71	20.00	1.43	0.00	32.14	7.14	9.29	3.57	0.00	20.00	3.57	11.43	4.29	0.00	19.29	0.00	24.29	4.29	0.00	28.57	-

Classified Turn Movement Count || Combination Trucks (8-13)

South Fulton, GA



Site 11

GA-70 Cascade Palmetto Hwy (South)
GA-70 Cascade Palmetto Hwy (North)
GA-92 Hwy 92 (West)
GA-92 Hwy 92 (East)



Date

Tuesday, October 24, 2023

Weather

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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Combination Trucks (8-13)

TIME	Northbound				Southbound				Eastbound				Westbound				Int Total				
	GA-70 Cascade Palmetto Hwy (South)				GA-70 Cascade Palmetto Hwy (North)				GA-92 Hwy 92 (West)				GA-92 Hwy 92 (East)								
	Left 11.1	Thru 11.2	Right 11.3	U-Turn 11.4	App Total	Left 11.5	Thru 11.6	Right 11.7	U-Turn 11.8	App Total	Left 11.9	Thru 11.10	Right 11.11	U-Turn 11.12	App Total	Left 11.13		Thru 11.14	Right 11.15	U-Turn 11.16	App Total
0700 - 0715	2	0	0	0	2	0	4	0	0	4	1	2	2	0	5	0	0	0	0	0	11
0715 - 0730	0	3	0	0	3	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	6
0730 - 0745	3	1	0	0	4	1	1	0	0	2	0	0	3	0	3	0	1	2	0	3	12
0745 - 0800	2	2	0	0	4	1	6	0	0	7	0	2	2	0	4	0	2	5	0	7	22
Hourly Total	7	6	0	0	13	2	12	0	0	14	1	5	8	0	14	0	3	7	0	10	51
0800 - 0815	4	4	0	0	8	0	6	0	0	6	1	4	4	0	9	0	2	3	0	5	28
0815 - 0830	2	3	0	0	5	7	4	0	0	11	0	4	4	0	8	0	2	0	0	2	26
0830 - 0845	0	3	0	0	3	0	6	0	0	6	1	3	3	0	7	0	2	2	0	4	20
0845 - 0900	6	5	0	0	11	0	7	0	0	7	1	3	0	0	4	0	0	0	0	0	22
Hourly Total	12	15	0	0	27	7	23	0	0	30	3	14	11	0	28	0	6	5	0	11	96
Grand Total	19	21	0	0	40	9	35	0	0	44	4	19	19	0	42	0	9	12	0	21	147
Approach %	47.50	52.50	0.00	0.00	-	20.45	79.55	0.00	0.00	-	9.52	45.24	45.24	0.00	-	0.00	42.86	57.14	0.00	-	
Intersection %	12.93	14.29	0.00	0.00	27.21	6.12	23.81	0.00	0.00	29.93	2.72	12.93	12.93	0.00	28.57	0.00	6.12	8.16	0.00	14.29	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (East)					
	Left 11.1	Thru 11.2	Right 11.3	U-Turn 11.4	App Total	Left 11.5	Thru 11.6	Right 11.7	U-Turn 11.8	App Total	Left 11.9	Thru 11.10	Right 11.11	U-Turn 11.12	App Total	Left 11.13	Thru 11.14	Right 11.15	U-Turn 11.16	App Total	Int Total
1600 - 1615	1	3	0	0	4	1	6	0	0	7	2	2	4	0	8	0	1	3	0	4	23
1615 - 1630	2	4	0	0	6	0	6	0	0	6	0	5	1	0	6	0	4	0	0	4	22
1630 - 1645	3	2	0	0	5	3	5	0	0	8	0	2	3	0	5	0	4	1	0	5	23
1645 - 1700	1	3	0	0	4	1	2	0	0	3	0	3	2	0	5	0	1	2	0	3	15
Hourly Total	7	12	0	0	19	5	19	0	0	24	2	12	10	0	24	0	10	6	0	16	83
1700 - 1715	0	3	0	0	3	3	3	0	0	6	0	2	2	0	4	0	5	5	0	10	23
1715 - 1730	2	1	0	0	3	2	3	1	0	6	1	1	2	0	4	0	1	1	0	2	15
1730 - 1745	1	3	0	0	4	1	5	0	0	6	1	1	0	0	2	0	1	1	0	2	14
1745 - 1800	0	8	0	0	8	0	3	0	0	3	0	2	4	0	6	0	2	0	0	2	19
Hourly Total	3	15	0	0	18	6	14	1	0	21	2	6	8	0	16	0	9	7	0	16	71
Grand Total	10	27	0	0	37	11	33	1	0	45	4	18	18	0	40	0	19	13	0	32	154
Approach %	27.03	72.97	0.00	0.00	-	24.44	73.33	2.22	0.00	-	10.00	45.00	45.00	0.00	-	0.00	59.38	40.63	0.00	-	
Intersection %	6.49	17.53	0.00	0.00	24.03	7.14	21.43	0.65	0.00	29.22	2.60	11.69	11.69	0.00	25.97	0.00	12.34	8.44	0.00	20.78	

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South Fulton, GA

Site 11

GA-70 Cascade Palmetto Hwy (South)
GA-70 Cascade Palmetto Hwy (North)
GA-92 Hwy 92 (West)
GA-92 Hwy 92 (East)



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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	GA-70 Cascade Palmetto Hwy (South)						GA-70 Cascade Palmetto Hwy (North)						GA-92 Hwy 92 (West)						GA-92 Hwy 92 (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
TIME	11.1	11.2	11.3		11.4	Total	11.5	11.6	11.7		11.8	Total	11.9	11.10	11.11		11.12	Total	11.13	11.14	11.15		11.16	Total	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
Hourly Total	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
0815 - 0830	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0830 - 0845	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0845 - 0900	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
Grand 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	-	
Intersection %	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	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Bikes

TIME	Northbound						Southbound						Eastbound						Westbound							
	GA-70 Cascade Palmetto Hwy (South)						GA-70 Cascade Palmetto Hwy (North)						GA-92 Hwy 92 (West)						GA-92 Hwy 92 (East)							
	Left 11.1	Thru 11.2	Right 11.3	U-Turn 11.4	App Total		Left 11.5	Thru 11.6	Right 11.7	U-Turn 11.8	App Total		Left 11.9	Thru 11.10	Right 11.11	U-Turn 11.12	App Total		Left 11.13	Thru 11.14	Right 11.15	U-Turn 11.16	App Total		Int 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
Hourly Total	0	0	0	0	0		0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0		0
1700 - 1715	0	0	0	0	0		0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0		0
1715 - 1730	0	0	0	0	0		0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0		0
1730 - 1745	0	0	0	0	0		0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0		0
1745 - 1800	0	0	0	0	0		0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0		0
Hourly Total	0	0	0	0	0		0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0		0
Grand 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	-		
Intersection %	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 Trucks (4-13)

South Fulton, GA



Site 11

GA-70 Cascade Palmetto Hwy (South)
GA-70 Cascade Palmetto Hwy (North)
GA-92 Hwy 92 (West)
GA-92 Hwy 92 (East)



Date

Tuesday, October 24, 2023

Weather

Fair
62°F

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Lat/Long

33.650371°, -84.669803°
[Click here for Map](#)

0700 - 0900 (Weekday 2h Session) (10-24-2023)

All Trucks (4-13)

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (East)					
	Left 11.1	Thru 11.2	Right 11.3	U-Turn 11.4	App Total	Left 11.5	Thru 11.6	Right 11.7	U-Turn 11.8	App Total	Left 11.9	Thru 11.10	Right 11.11	U-Turn 11.12	App Total	Left 11.13	Thru 11.14	Right 11.15	U-Turn 11.16	App Total	Int Total
0700 - 0715	4	0	1	0	5	0	5	0	0	5	5	10	4	0	19	0	3	1	0	4	33
0715 - 0730	0	7	0	0	7	0	2	0	0	2	3	7	3	0	13	1	0	2	0	3	25
0730 - 0745	6	3	0	0	9	5	4	0	0	9	2	8	4	0	14	0	2	2	0	4	36
0745 - 0800	4	3	0	0	7	1	8	1	0	10	3	11	4	0	18	0	5	5	0	10	45
Hourly Total	14	13	1	0	28	6	19	1	0	26	13	36	15	0	64	1	10	10	0	21	139
0800 - 0815	7	6	2	0	15	0	7	0	0	7	4	9	7	0	20	0	6	3	0	9	51
0815 - 0830	2	6	0	0	8	7	5	1	0	13	2	10	8	0	20	0	6	1	0	7	48
0830 - 0845	2	4	2	0	8	1	8	0	0	9	4	12	8	0	24	0	7	5	0	12	53
0845 - 0900	7	7	2	0	16	2	8	1	0	11	4	9	6	0	19	0	3	0	0	3	49
Hourly Total	18	23	6	0	47	10	28	2	0	40	14	40	29	0	83	0	22	9	0	31	201
Grand Total	32	36	7	0	75	16	47	3	0	66	27	76	44	0	147	1	32	19	0	52	340
Approach %	42.67	48.00	9.33	0.00	-	24.24	71.21	4.55	0.00	-	18.37	51.70	29.93	0.00	-	1.92	61.54	36.54	0.00	-	
Intersection %	9.41	10.59	2.06	0.00	22.06	4.71	13.82	0.88	0.00	19.41	7.94	22.35	12.94	0.00	43.24	0.29	9.41	5.59	0.00	15.29	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

All Trucks (4-13)

TIME	Northbound					Southbound					Eastbound					Westbound					
	GA-70 Cascade Palmetto Hwy (South)					GA-70 Cascade Palmetto Hwy (North)					GA-92 Hwy 92 (West)					GA-92 Hwy 92 (East)					
	Left 11.1	Thru 11.2	Right 11.3	U-Turn 11.4	App Total	Left 11.5	Thru 11.6	Right 11.7	U-Turn 11.8	App Total	Left 11.9	Thru 11.10	Right 11.11	U-Turn 11.12	App Total	Left 11.13	Thru 11.14	Right 11.15	U-Turn 11.16	App Total	Int Total
1600 - 1615	4	8	1	0	13	4	8	0	0	12	2	5	5	0	12	0	7	4	0	11	48
1615 - 1630	3	10	0	0	13	0	9	1	0	10	0	8	1	0	9	0	10	1	0	11	43
1630 - 1645	4	7	0	0	11	5	8	0	0	13	2	4	3	0	9	0	9	3	0	12	45
1645 - 1700	3	8	0	0	11	2	4	2	0	8	2	5	3	0	10	0	7	4	0	11	40
Hourly Total	14	33	1	0	48	11	29	3	0	43	6	22	12	0	40	0	33	12	0	45	176
1700 - 1715	3	5	0	0	8	3	4	1	0	8	1	3	5	0	9	0	9	5	0	14	39
1715 - 1730	5	1	0	0	6	5	3	2	0	10	1	3	2	0	6	0	3	1	0	4	26
1730 - 1745	2	6	1	0	9	1	6	0	0	7	1	2	1	0	4	0	4	1	0	5	25
1745 - 1800	1	10	0	0	11	1	4	0	0	5	0	4	4	0	8	0	4	0	0	4	28
Hourly Total	11	22	1	0	34	10	17	3	0	30	3	12	12	0	27	0	20	7	0	27	118
Grand Total	25	55	2	0	82	21	46	6	0	73	9	34	24	0	67	0	53	19	0	72	294
Approach %	30.49	67.07	2.44	0.00	-	28.77	63.01	8.22	0.00	-	13.43	50.75	35.82	0.00	-	0.00	73.61	26.39	0.00	-	
Intersection %	8.50	18.71	0.68	0.00	27.89	7.14	15.65	2.04	0.00	24.83	3.06	11.56	8.16	0.00	22.79	0.00	18.03	6.46	0.00	24.49	

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South Fulton, GA

Site 11

GA-70 Cascade Palmetto Hwy (South)
GA-70 Cascade Palmetto Hwy (North)
GA-92 Hwy 92 (West)
GA-92 Hwy 92 (East)

Date

Tuesday, October 24, 2023

Weather

Fair
62°F

[Click here for Detailed Weather](#)

Lat/Long

33.650371°, -84.669803°

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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Pedestrians

TIME	Northbound				Southbound				Eastbound				Westbound				
	GA-70 Cascade Palmetto Hwy (South)			App Total	GA-70 Cascade Palmetto Hwy (North)			App Total	GA-92 Hwy 92 (West)			App Total	GA-92 Hwy 92 (East)			App Total	Int Total
	EB 11a	WB 11b			EB 11c	WB 11d			NB 11e	SB 11f			NB 11g	SB 11h			
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
Hourly Total	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
0815 - 0830	0	0		0	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

	1988	1998
Pedestrians	1,000	1,000

	Northbound				Southbound				Eastbound				Westbound				
	GA-70 Cascade Palmetto Hwy (South)				GA-70 Cascade Palmetto Hwy (North)				GA-92 Hwy 92 (West)				GA-92 Hwy 92 (East)				
	EB 11a	WB 11b		App Total	EB 11c	WB 11d		App Total	NB 11e	SB 11f		App Total	NB 11g	SB 11h		App Total	Int Total
TIME																	
1600 - 1615	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
1630 - 1645	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
Hourly Total	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
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

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South Fulton, GA

Site 11

GA-70 Cascade Palmetto Hwy (South)
GA-70 Cascade Palmetto Hwy (North)
GA-92 Hwy 92 (West)
GA-92 Hwy 92 (East)

Date _____

Tuesday, October 24, 2023

Weather

Fair
62°F

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Lat/Long

33.650371°, -84.669803°

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0700 - 0900 (Weekday 2h Session) (10-24-2023)

Bikes

	Northbound				Southbound				Eastbound				Westbound				
	GA-70 Cascade Palmetto Hwy (South)				GA-70 Cascade Palmetto Hwy (North)				GA-92 Hwy 92 (West)				GA-92 Hwy 92 (East)				
	EB 11a	WB 11b		App Total	EB 11c	WB 11d		App Total	NB 11e	SB 11f		App Total	NB 11g	SB 11h		App Total	Int Total
TIME																	
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
Hourly Total	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
0815 - 0830	0	0		0	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Bikes

	Northbound				Southbound				Eastbound				Westbound				
	GA-70 Cascade Palmetto Hwy (South)				GA-70 Cascade Palmetto Hwy (North)				GA-92 Hwy 92 (West)				GA-92 Hwy 92 (East)				
TIME	EB 11a	WB 11b		App Total	EB 11c	WB 11d		App Total	NB 11e	SB 11f		App Total	NB 11g	SB 11h		App Total	Int Total
1600 - 1615	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
1630 - 1645	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
Hourly Total	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
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

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South Fulton, GA

Site 11

GA-70 Cascade Palmetto Hwy (South)
GA-70 Cascade Palmetto Hwy (North)
GA-92 Hwy 92 (West)
GA-92 Hwy 92 (East)

Date

Tuesday, October 24, 2023

Weather

Fair
62°F

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Lat/Long
33.650371°, -84.669803°



0700 - 0900 (Weekday 2h Session) (10-24-2023)

Motorized Vehicles

TIME	Northbound				Southbound				Eastbound				Westbound				
	GA-70 Cascade Palmetto Hwy (South)			App Total	GA-70 Cascade Palmetto Hwy (North)			App Total	GA-92 Hwy 92 (West)			App Total	GA-92 Hwy 92 (East)			App Total	Int Total
	EB 11a	WB 11b			EB 11c	WB 11d			NB 11e	SB 11f			NB 11g	SB 11h			
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
Hourly Total	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
0815 - 0830	0	0		0	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (10-24-2023)

Motorized Vehicles

	Northbound				Southbound				Eastbound				Westbound				
	GA-70 Cascade Palmetto Hwy (South)				GA-70 Cascade Palmetto Hwy (North)				GA-92 Hwy 92 (West)				GA-92 Hwy 92 (East)				
TIME	EB 11a	WB 11b		App Total	EB 11c	WB 11d		App Total	NB 11e	SB 11f		App Total	NB 11g	SB 11h		App Total	Int Total
1600 - 1615	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
1630 - 1645	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
Hourly Total	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
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

[illegible]



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Peak Hour Turning Movement Count

South Fulton, GA



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Tuesday, October 24, 2023	
Period	0600 - 1900
Peak Hour	1715 - 1815

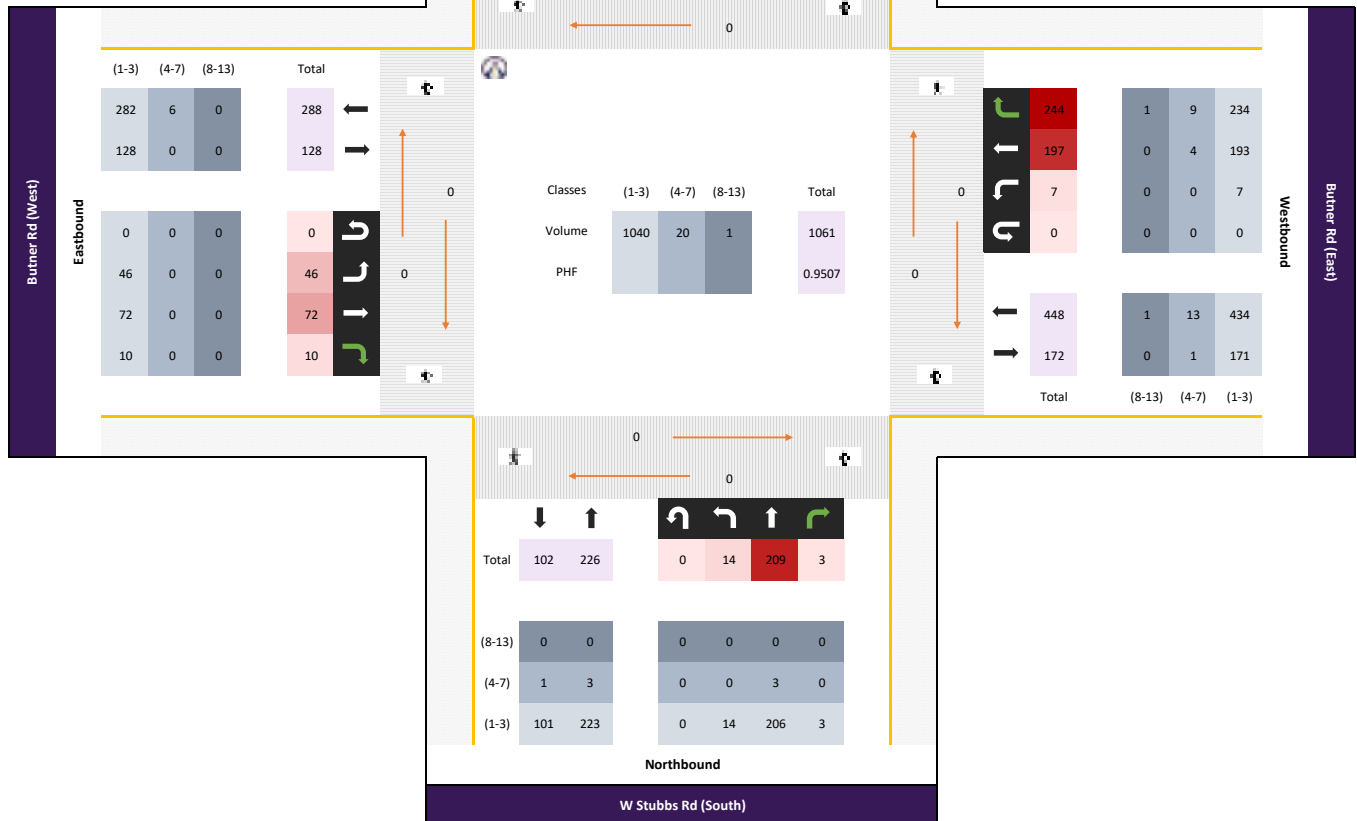
* the Peak Hour Diagram does not include Bikes

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 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total		Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total		Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total		Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total		
1715 - 1730	3	52	1	-	0	56	32	16	22	-	0	70	11	13	2	-	0	26	2	46	47	-	0	95	247
1730 - 1745	5	41	1	-	0	47	19	23	13	-	0	55	12	19	3	-	0	34	2	61	68	-	0	131	267
1745 - 1800	5	67	1	-	0	73	23	20	23	-	0	66	9	17	2	-	0	28	0	45	67	-	0	112	279
1800 - 1815	1	49	0	-	0	50	23	26	19	-	0	68	14	23	3	-	0	40	3	45	62	-	0	110	268
Total	14	209	3	0	0	226	97	85	77	0	0	259	46	72	10	0	0	128	7	197	244	0	0	448	1061
Approach %	6.19	92.48	1.33	0.00	0.00	-	37.45	32.82	29.73	0.00	0.00	-	35.94	56.25	7.81	0.00	0.00	-	1.56	43.97	54.46	0.00	0.00	-	
PHF	0.70	0.78	0.75	0.00	0.00	0.77	0.76	0.82	0.84	0.00	0.00	0.93	0.82	0.78	0.83	0.00	0.00	0.80	0.58	0.81	0.90	0.00	0.00	0.85	0.95

Time	Northbound					Southbound					Eastbound					Westbound					Int Total				
	W Stubbs Rd (South)					W Stubbs Rd (North)					Butner Rd (West)					Butner Rd (East)									
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total					
1715 - 1730	3	50	1	-	0	54	32	16	22	-	0	70	11	13	2	-	0	26	2	43	17	-	0	92	242
1730 - 1745	5	41	1	-	0	47	19	22	12	-	0	53	12	19	3	-	0	34	2	60	64	-	0	126	260
1745 - 1800	5	66	1	-	0	72	22	20	22	-	0	64	9	17	2	-	0	28	0	45	63	-	0	108	272
1800 - 1815	1	49	0	-	0	50	23	26	19	-	0	68	14	23	3	-	0	40	3	45	60	-	0	108	266
Total	14	206	3	0	0	223	96	84	75	0	0	255	46	72	10	0	0	128	7	193	234	0	0	434	1040
Approach %	6.28	92.38	1.35	0.00	0.00	-	37.65	32.94	29.41	0.00	0.00	-	35.94	56.25	7.81	0.00	0.00	-	1.61	44.47	53.92	0.00	0.00	-	-
PHF	0.70	0.78	0.75	0.00	0.00	0.77	0.75	0.81	0.85	0.00	0.00	0.91	0.82	0.78	0.83	0.00	0.00	0.80	0.58	0.80	0.91	0.00	0.00	0.86	0.96

Single Unit Trucks (47)		Northbound					Southbound					Eastbound					Westbound					Int Total		
		W Stubbs Rd (South)					W Stubbs Rd (North)					Butner Rd (West)					Butner Rd (East)							
		Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total			
Time																								
1715 - 1730		0	2	0	-	0	2	0	0	-	0	0	0	0	-	0	0	0	3	0	-	0	3	5
1730 - 1745		0	0	0	-	0	0	1	1	-	0	2	0	0	0	-	0	0	1	3	-	0	4	6
1745 - 1800		0	1	0	-	0	1	1	1	-	0	2	0	0	0	-	0	0	0	4	-	0	4	7
1800 - 1815		0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	2	-	0	2	2	2
Total		0	3	0	0	0	3	1	1	2	0	4	0	0	0	0	0	0	4	9	0	0	13	20
Approach %		0.00	100.00	0.00	0.00	0.00	-	25.00	25.00	50.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	30.77	69.23	0.00	0.00	-	-
PHF		0.00	0.38	0.00	0.00	0.00	0.38	0.25	0.25	0.50	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.56	0.00	0.00	0.81	0.71

Time	Northbound						Southbound						Eastbound						Westbound						Int Total					
	W Stubbs Rd (South)						W Stubbs Rd (North)						Butner Rd (West)						Butner Rd (East)											
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total		Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total		Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total		Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total							
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	0	0	0	0	1	-	0	0
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
1800 - 1815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1
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	100.00	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	0.25	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.25

[illegible]

South Fulton, GA



* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

0715 - 0815

Volume

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	877	23	1	901
PHF				0.8414

   	111	0	2	109
	65	0	1	64
	2	0	0	2
	0	0	0	0
 	178	0	3	175
	365	1	6	358
Total		(8-13)	(4-7)	(1-3)

All vehicles

Time	Northbound							Southbound							Eastbound						Westbound						Int Total	
	W Stubbs Rd (South)							W Stubbs Rd (North)							Butner Rd (West)						Butner Rd (East)							
	Left 12.1	Thru 12.2	Right 12.3		U-Turn 12.4	App Total		Left 12.5	Thru 12.6	Right 12.7		U-Turn 12.8	App Total		Left 12.9	Thru 12.10	Right 12.11		U-Turn 12.12	App Total		Left 12.13	Thru 12.14	Right 12.15		U-Turn 12.16		App Total
0700 - 0715	1	27	1	-	0	29		34	28	10	-	0	72		19	38	0	-	0	57		0	10	22	-	0	32	190
0715 - 0730	0	43	1	-	0	44		54	23	14	-	0	91		26	49	2	-	0	77		0	18	38	-	0	56	268
0730 - 0745	4	28	0	-	0	32		55	25	26	-	0	106		20	43	1	-	0	64		0	14	30	-	0	44	246
0745 - 0800	5	21	0	-	0	26		52	19	17	-	0	88		10	41	1	-	0	52		2	19	20	-	0	41	207
Total	10	119	2	0	0	131		195	95	67	0	0	357		75	171	4	0	0	250		2	61	110	0	0	173	911
Approach %	7.63	90.84	1.53	0.00	0.00	-		54.62	26.61	18.77	0.00	0.00	-		30.00	68.40	1.60	0.00	0.00	-		1.16	35.26	63.58	0.00	0.00	-	
PHF	0.50	0.69	0.50	0.00	0.00	0.74		0.89	0.85	0.64	0.00	0.00	0.84		0.72	0.87	0.50	0.00	0.00	0.81		0.25	0.80	0.72	0.00	0.00	0.77	0.85

Passenger Vehicles (1-3)

Time	Northbound							Southbound							Eastbound					Westbound					Int Total			
	W Stubbs Rd (South)							W Stubbs Rd (North)							Butner Rd (West)					Butner Rd (East)								
	Left 12.1	Thru 12.2	Right 12.3		U-Turn 12.4	App Total		Left 12.5	Thru 12.6	Right 12.7		U-Turn 12.8	App Total		Left 12.9	Thru 12.10	Right 12.11		U-Turn 12.12	App Total		Left 12.13	Thru 12.14	Right 12.15			U-Turn 12.16	App Total
0700 - 0715	1	27	1	-	0	29		33	28	8	-	0	69		19	38	0	-	0	57		0	10	22	-	0	32	187
0715 - 0730	0	42	1	-	0	43		52	23	12	-	0	87		25	49	2	-	0	76		0	18	37	-	0	55	261
0730 - 0745	4	28	0	-	0	32		54	24	24	-	0	102		20	43	1	-	0	64		0	14	29	-	0	43	241
0745 - 0800	4	20	0	-	0	24		52	19	16	-	0	87		10	39	1	-	0	50		2	19	20	-	0	41	202
Total	9	117	2	0	0	128		191	94	60	0	0	345		74	169	4	0	0	247		2	61	108	0	0	171	891
Approach %	7.03	91.41	1.56	0.00	0.00	-		55.36	27.25	17.39	0.00	0.00	-		29.96	68.42	1.62	0.00	0.00	-		1.17	35.67	63.16	0.00	0.00	-	
PHF	0.56	0.70	0.50	0.00	0.00	0.74		0.88	0.84	0.63	0.00	0.00	0.85		0.74	0.86	0.50	0.00	0.00	0.81		0.25	0.80	0.73	0.00	0.00	0.78	0.85

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total	
	W Stubbs Rd (South)						W Stubbs Rd (North)						Butner Rd (West)						Butner Rd (East)							
	Left 12.1	Thru 12.2	Right 12.3		U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7		U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11		U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15		U-Turn 12.16	App Total		
0700 - 0715	0	0	0	-	0	0	1	0	2	-	0	3	0	0	0	-	0	0	0	0	0	0	-	0	0	3
0715 - 0730	0	1	0	-	0	1	2	0	2	-	0	4	1	0	0	-	0	1	0	0	1	-	0	1	7	
0730 - 0745	0	0	0	-	0	0	1	1	2	-	0	4	0	0	0	-	0	0	0	1	-	0	1	5		
0745 - 0800	1	1	0	-	0	2	0	0	1	-	0	1	0	2	0	-	0	2	0	0	0	-	0	0	5	
Total	1	2	0	0	0	3	4	1	7	0	0	12	1	2	0	0	0	3	0	0	2	0	0	2	20	
Approach %	33.33	66.67	0.00	0.00	0.00	-	33.33	8.33	58.33	0.00	0.00	-	33.33	66.67	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-		
PHF	0.25	0.50	0.00	0.00	0.00	0.38	0.50	0.25	0.88	0.00	0.00	0.75	0.25	0.25	0.00	0.00	0.00	0.38	0.00	0.00	0.50	0.00	0.00	0.50	0.71	

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	W Stubbs Rd (South)						W Stubbs Rd (North)						Butner Rd (West)						Butner Rd (East)						
	Left 12.1	Thru 12.2	Right 12.3		U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7		U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11		U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15		U-Turn 12.16	App Total	
0700 - 0715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0.00	0.00	0.00

Bikes

Time	Northbound							Southbound						Eastbound						Westbound						Int Total			
	W Stubbs Rd (South)							W Stubbs Rd (North)						Butner Rd (West)						Butner Rd (East)									
	Left 12.1	Thru 12.2	Right 12.3		U-Turn 12.4	App Total		Left 12.5	Thru 12.6	Right 12.7		U-Turn 12.8	App Total		Left 12.9	Thru 12.10	Right 12.11		U-Turn 12.12	App Total		Left 12.13	Thru 12.14	Right 12.15			U-Turn 12.16	App Total	
0700 - 0715	0	0	0	-	0	0		0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0
0715 - 0730	0	0	0	-	0	0		0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0		0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0		0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	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	0.00	0.00	0.00	0.00



[Click here for Map](#)

Peak Hour Turning Movement Count

South Fulton, GA



www.marrtraffic.com



Tuesday, October 24, 2023	
Period	1600 - 1800
Peak Hour	1700 - 1800

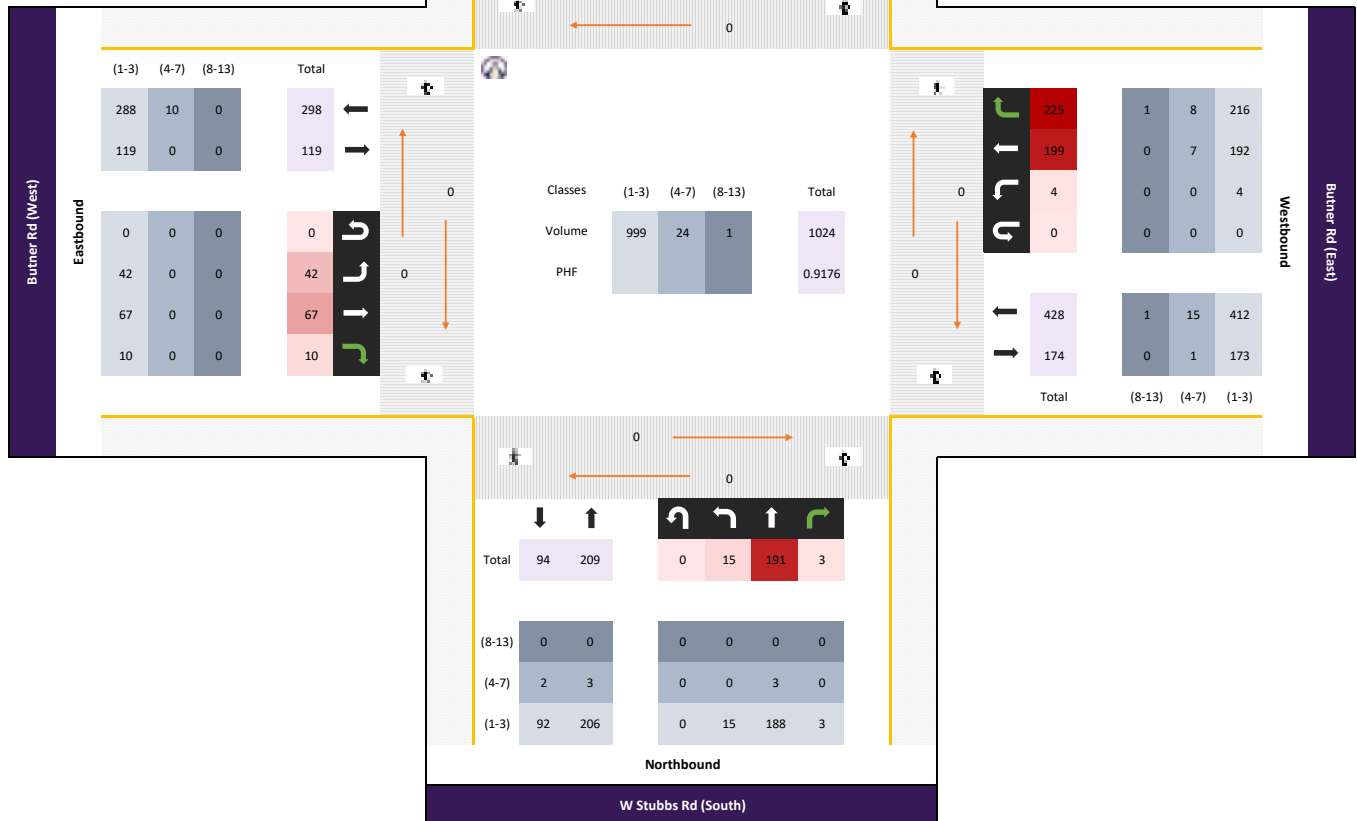
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	W Stubbs Rd (South)						W Stubbs Rd (North)						Butner Rd (West)						Butner Rd (East)						
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total		Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total		Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total		Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total		
1700 - 1715	2	31	0	-	0	33	30	21	26	-	0	77	10	18	3	-	0	31	0	47	43	-	0	90	231
1715 - 1730	3	52	1	-	0	56	32	16	22	-	0	70	11	13	2	-	0	26	2	46	47	-	0	95	247
1730 - 1745	5	41	1	-	0	47	19	23	13	-	0	55	12	19	3	-	0	34	2	61	68	-	0	131	267
1745 - 1800	5	67	1	-	0	73	23	20	23	-	0	66	9	17	2	-	0	28	0	45	67	-	0	112	279
Total	15	191	3	0	0	209	104	80	84	0	0	268	42	67	10	0	0	119	4	199	225	0	0	428	1024
Approach %	7.18	91.39	1.44	0.00	0.00	-	38.81	29.85	31.34	0.00	0.00	-	35.29	56.30	8.40	0.00	0.00	-	0.93	46.50	52.57	0.00	0.00	-	
PHF	0.75	0.71	0.75	0.00	0.00	0.72	0.81	0.87	0.81	0.00	0.00	0.87	0.88	0.88	0.83	0.00	0.00	0.88	0.50	0.82	0.83	0.00	0.00	0.82	0.92

Time	Northbound					Southbound					Eastbound					Westbound					Int Total				
	W Stubbs Rd (South)					W Stubbs Rd (North)					Butner Rd (West)					Butner Rd (East)									
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total					
1700 - 1715	2	31	0	-	0	33	30	20	25	-	0	75	10	18	3	-	0	31	0	44	42	-	0	86	225
1715 - 1730	3	50	1	-	0	54	32	16	22	-	0	70	11	13	2	-	0	26	2	43	47	-	0	92	242
1730 - 1745	5	41	1	-	0	47	19	22	12	-	0	53	12	19	3	-	0	34	2	60	64	-	0	126	260
1745 - 1800	5	66	1	-	0	72	22	20	22	-	0	64	9	17	2	-	0	28	0	45	63	-	0	108	272
Total	15	188	3	0	0	206	103	78	81	0	0	262	42	67	10	0	0	119	4	192	216	0	0	412	999
Approach %	7.28	91.26	1.46	0.00	0.00	-	39.31	29.77	30.92	0.00	0.00	-	35.29	56.30	8.40	0.00	0.00	-	0.97	46.60	52.43	0.00	0.00	-	-
PHF	0.75	0.71	0.75	0.00	0.00	0.72	0.80	0.89	0.81	0.00	0.00	0.87	0.88	0.88	0.83	0.00	0.00	0.88	0.50	0.80	0.84	0.00	0.00	0.82	0.92

Time		Northbound					Southbound					Eastbound					Westbound					Int Total		
		W Stubbs Rd (South)					W Stubbs Rd (North)					Butner Rd (West)					Butner Rd (East)							
		Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total			
1700 - 1715	0	0	0	-	0	0	0	1	-	0	2	0	0	0	-	0	0	3	1	-	0	4	6	
1715 - 1730	0	2	0	-	0	2	0	0	0	-	0	0	0	0	-	0	0	3	0	-	0	3	5	
1730 - 1745	0	0	0	-	0	0	0	1	1	-	0	2	0	0	0	-	0	0	1	3	-	0	4	6
1745 - 1800	0	1	0	-	0	1	1	0	1	-	0	2	0	0	0	-	0	0	0	4	-	0	4	7
Total	0	3	0	0	0	3	1	2	3	0	0	6	0	0	0	0	0	7	4	0	0	15	24	
Approach %	0.00	100.00	0.00	0.00	0.00	-	16.67	33.33	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	46.67	53.33	0.00	0.00	-	
PHF	0.00	0.38	0.00	0.00	0.00	0.38	0.25	0.50	0.75	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.50	0.00	0.00	0.94	0.86

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	W Stubbs Rd (South)						W Stubbs Rd (North)						Butner Rd (West)						Butner Rd (East)						
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total		Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total		Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total		Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total		
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	0	1	
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		
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	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	

[illegible]

Classified Turn Movement Count || All vehicles

South Fulton, GA



Site 12

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

Date

Tuesday, October 24, 2023

Weather

Fair
62°F

Lat/Long

33.653130°, -84.614975°

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0600 - 1900 (Weekday 13h Session) (10-24-2023)

All vehicles

	Northbound				Southbound				Eastbound				Westbound								
	W Stubbs Rd (South)				W Stubbs Rd (North)				Butner Rd (West)				Butner Rd (East)								
TIME	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total	Int Total
0600 - 0615	0	10	0	0	10	10	9	2	0	21	6	10	2	0	18	0	3	4	0	7	56
0615 - 0630	0	25	0	0	25	26	13	1	0	40	3	17	1	0	21	0	7	11	0	18	104
0630 - 0645	0	32	0	0	32	18	12	3	0	33	12	25	0	0	37	0	7	10	0	17	119
0645 - 0700	1	29	1	0	31	30	15	6	0	51	11	31	1	0	43	0	11	22	0	33	158
Hourly Total	1	96	1	0	98	84	49	12	0	145	32	83	4	0	119	0	28	47	0	75	437
0700 - 0715	1	27	1	0	29	34	28	10	0	72	19	38	0	0	57	0	10	22	0	32	190
0715 - 0730	0	43	1	0	44	54	23	14	0	91	26	49	2	0	77	0	18	38	0	56	268
0730 - 0745	4	28	0	0	32	55	25	26	0	106	20	43	1	0	64	0	14	30	0	44	246
0745 - 0800	5	21	0	0	26	52	19	17	0	88	10	41	1	0	52	2	19	20	0	41	207
Hourly Total	10	119	2	0	131	195	95	67	0	357	75	171	4	0	250	2	61	110	0	173	911
0800 - 0815	2	24	1	0	27	26	16	20	0	62	8	43	4	0	55	0	14	23	0	37	181
0815 - 0830	0	37	2	0	39	28	24	7	0	59	18	44	0	0	62	2	11	12	0	25	185
0830 - 0845	2	35	0	0	37	19	19	10	0	48	9	25	3	0	37	0	13	15	0	28	150
0845 - 0900	4	35	0	0	39	21	14	5	0	40	6	23	5	0	34	1	15	17	0	33	146
Hourly Total	8	131	3	0	142	94	73	42	0	209	41	135	12	0	188	3	53	67	0	123	662
0900 - 0915	3	18	0	0	21	21	15	4	0	40	7	9	1	0	17	0	12	10	0	22	100
0915 - 0930	1	19	1	0	21	22	9	4	0	35	3	22	2	0	27	0	16	16	0	32	115
0930 - 0945	2	12	0	0	14	18	23	2	0	43	6	18	3	0	27	0	11	6	0	17	101
0945 - 1000	4	21	0	0	25	19	17	5	0	41	5	12	1	0	18	1	12	12	0	25	109
Hourly Total	10	70	1	0	81	80	64	15	0	159	21	61	7	0	89	1	51	44	0	96	425
1000 - 1015	0	19	0	0	19	15	13	6	0	34	3	19	1	0	23	2	13	15	0	30	106
1015 - 1030	0	17	0	0	17	15	13	6	0	34	2	14	3	0	19	1	8	12	0	21	91
1030 - 1045	2	19	0	0	21	21	18	2	0	41	8	14	2	0	24	2	8	13	0	23	109
1045 - 1100	2	24	0	0	26	19	13	7	0	39	3	10	2	0	15	0	14	11	0	25	105
Hourly Total	4	79	0	0	83	70	57	21	0	148	16	57	8	0	81	5	43	51	0	99	411
1100 - 1115	1	10	0	0	11	15	8	3	0	26	5	12	1	0	18	1	17	13	0	31	86
1115 - 1130	1	15	1	0	17	15	14	3	0	32	0	11	0	0	11	2	12	12	0	26	86
1130 - 1145	2	19	0	0	21	16	16	5	0	37	5	10	1	0	16	2	15	18	0	35	109
1145 - 1200	1	17	1	0	19	14	13	3	0	30	2	21	3	0	26	0	16	15	0	31	106
Hourly Total	5	61	2	0	68	60	51	14	0	125	12	54	5	0	71	5	60	58	0	123	387
1200 - 1215	2	11	2	0	15	14	17	7	0	38	3	13	3	0	19	1	16	18	0	35	107
1215 - 1230	4	17	0	0	21	23	14	2	0	39	0	12	3	0	15	0	15	14	0	29	104
1230 - 1245	1	16	1	0	18	27	12	1	0	40	6	15	0	0	21	2	16	17	0	35	114
1245 - 1300	3	11	1	0	15	22	15	2	0	39	9	13	5	0	27	1	5	20	0	26	107
Hourly Total	10	55	4	0	69	86	58	12	0	156	18	53	11	0	82	4	52	69	0	125	432
1300 - 1315	2	12	0	0	14	19	19	5	0	43	6	14	0	0	20	0	4	22	0	26	103
1315 - 1330	4	26	0	0	30	16	8	2	0	26	1	9	2	0	12	0	15	20	0	35	103
1330 - 1345	2	18	1	0	21	24	19	5	0	48	7	14	1	0	22	4	10	25	0	39	130
1345 - 1400	2	22	0	0	24	23	14	5	0	42	4	17	2	0	23	2	11	34	0	47	136
Hourly Total	10	78	1	0	89	82	60	17	0	159	18	54	5	0	77	6	40	101	0	147	472
1400 - 1415	2	31	0	0	33	24	30	4	0	58	11	10	0	0	21	1	15	20	0	36	148
1415 - 1430	0	25	1	0	26	27	17	7	0	51	7	23	4	0	34	0	29	28	0	57	168
1430 - 1445	2	25	3	0	30	29	27	15	0	71	3	15	2	0	20	0	27	23	0	50	171
1445 - 1500	3	22	0	0	25	28	26	10	0	64	10	15	3	0	28	0	25	24	0	49	166
Hourly Total	7	103	4	0	114	108	100	36	0	244	31	63	9	0	103	1	96	95	0	192	653
1500 - 1515	6	17	0	0	23	23	21	11	0	55	5	24	5	0	34	1	30	33	1	65	177
1515 - 1530	5	33	2	0	40	30	29	11	0	70	7	12	2	0	21	0	22	29	0	51	182
1530 - 1545	2	28	0	0	30	29	12	7	0	48	7	12	3	0	22	1	25	28	0	54	154
1545 - 1600	4	29	2	0	35	23	30	22	0	75	23	14	4	0	41	0	35	40	0	75	226
Hourly Total	17	107	4	0	128	105	92	51	0	248	42	62	14	0	118	2	112	130	1	245	739
1600 - 1615	2	26	0	0	28	25	16	23	0	64	12	24	5	0	41	3	30	36	0	69	202
1615 - 1630	4	41	1	0	46	23	20	20	0	63	9	22	1	0	32	2	27	43	0	72	213
1630 - 1645	1	37	1	0	39	31	34	23	0	88	15	20	2	0	37	0	43	42	0	85	249
1645 - 1700	2	35	1	0	38	33	23	20	0	76	8	30	1	0	39	1	45	38	0	84	237
Hourly Total	9	139	3	0	151	112	93	86	0	291	44	96	9	0	149	6	145	159	0	310	901
1700 - 1715	2	31	0	0	33	30	21	26	0	77	10	18	3	0	31	0	47	43	0	90	231
1715 - 1730	3	52	1	0	56	32	16	22	0	70	11	13	2	0	26	2	46	47	0	95	247
1730 - 1745	5	41	1	0	47	19	23	13	0	55	12	19	3	0	34	2	61	68	0	131	267
1745 - 1800	5	67	1	0	73	23	20	23	0	66	9	17	2	0	28	0	45	67	0	112	279
Hourly Total	15	191	3	0	209	104	80	84	0	268	42	67	10	0	119	4	199	225	0	428	1024
1800 - 1815	1	49	0	0	50	23	26	19	0	68	14	23	3	0	40	3	45	62	0	110	268
1815 - 1830	1	38	0	0	39	25	24	15	0	64	7	22	5	0	34	1	36	67	0	104	241
1830 - 1845	3	34	1	0	38	18	21	16	0	55	4	17	5	0	26	5	37	57	0	99	218
1845 - 1900	1	39	1	0	41	15	22	16	0	53	5	19	3	0	27	3	42	31	0	76	197
Hourly Total	6	160	2	0	168	81	93	66	0	240	30	81	16	0	127	12	160	217	0	389	924
Grand Total	112	1389	30	0	1531	1261	965	523	0	2749	422	1037	114	0	1573	51	1100	1373	1	2525	8378
Approach %	7.32	90.73	1.96	0.00	-	45.87	35.10	19.03	0.00	-	26.83	65.92	7.25	0.00	-	2.02	43.56	54.38			

Classified Turn Movement Count || Passenger Vehicles (1-3)

South Fulton, GA



Site 12

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



Date

Tuesday, October 24, 2023

Weather

Fair

62°F

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Lat/Long

33.653130°, -84.614975°

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0600 - 1900 (Weekday 13h Session) (10-24-2023)

Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				Westbound									
	W Stubbs Rd (South)			U-Turn 12.4 Total	W Stubbs Rd (North)			U-Turn 12.8 Total	Butner Rd (West)			U-Turn 12.12 Total	Butner Rd (East)			U-Turn 12.16 Total	Int Total					
TIME	Left 12.1	Thru 12.2	Right 12.3		Left 12.5	Thru 12.6	Right 12.7		Left 12.9	Thru 12.10	Right 12.11		Left 12.13	Thru 12.14	Right 12.15							
0600 - 0615	0	9	0	0	9	10	9	2	0	21	6	10	2	0	18	0	3	4	0	7	55	
0615 - 0630	0	24	0	0	24	26	13	1	0	40	2	17	1	0	20	0	7	10	0	17	101	
0630 - 0645	0	31	0	0	31	18	12	2	0	32	11	24	0	0	35	0	7	10	0	17	115	
0645 - 0700	1	26	1	0	28	29	15	6	0	50	10	30	0	0	40	0	8	22	0	30	148	
Hourly Total	1	90	1	0	92	83	49	11	0	143	29	81	3	0	113	0	25	46	0	71	419	
0700 - 0715	1	27	1	0	29	33	28	8	0	69	19	38	0	0	57	0	10	22	0	32	187	
0715 - 0730	0	42	1	0	43	52	23	12	0	87	25	49	2	0	76	0	18	37	0	55	261	
0730 - 0745	4	28	0	0	32	54	24	24	0	102	20	43	1	0	64	0	14	29	0	43	241	
0745 - 0800	4	20	0	0	24	52	19	16	0	87	10	39	1	0	50	2	19	20	0	41	202	
Hourly Total	9	117	2	0	128	191	94	60	0	345	74	169	4	0	247	2	61	108	0	171	891	
0800 - 0815	2	23	1	0	26	26	16	18	0	60	6	41	4	0	51	0	13	23	0	36	173	
0815 - 0830	0	37	2	0	39	26	22	7	0	55	18	42	0	0	60	2	11	12	0	25	179	
0830 - 0845	1	35	0	0	36	19	19	10	0	48	8	25	3	0	36	0	13	15	0	28	148	
0845 - 0900	4	34	0	0	38	21	13	3	0	37	6	23	4	0	33	1	13	17	0	31	139	
Hourly Total	7	129	3	0	139	92	70	38	0	200	38	131	11	0	180	3	50	67	0	120	639	
0900 - 0915	3	18	0	0	21	20	14	4	0	38	7	9	1	0	17	0	11	10	0	21	97	
0915 - 0930	1	18	1	0	20	22	7	4	0	33	3	22	2	0	27	0	15	15	0	30	110	
0930 - 0945	2	11	0	0	13	18	21	1	0	40	6	18	3	0	27	0	10	6	0	16	96	
0945 - 1000	4	20	0	0	24	18	17	4	0	39	4	11	1	0	16	1	9	12	0	22	101	
Hourly Total	10	67	1	0	78	78	59	13	0	150	20	60	7	0	87	1	45	43	0	89	404	
1000 - 1015	0	19	0	0	19	15	12	6	0	33	3	18	1	0	22	2	13	15	0	30	104	
1015 - 1030	0	17	0	0	17	15	13	5	0	33	1	14	3	0	18	1	8	12	0	21	89	
1030 - 1045	2	18	0	0	20	21	18	2	0	41	8	14	2	0	24	2	8	12	0	22	107	
1045 - 1100	2	24	0	0	26	18	13	7	0	38	3	10	2	0	15	0	13	10	0	23	102	
Hourly Total	4	78	0	0	82	69	56	20	0	145	15	56	8	0	79	5	42	49	0	96	402	
1100 - 1115	1	8	0	0	9	14	7	3	0	24	4	11	1	0	16	1	17	13	0	31	80	
1115 - 1130	1	13	1	0	15	14	14	3	0	31	0	10	0	0	10	2	12	11	0	25	81	
1130 - 1145	2	19	0	0	21	16	14	4	0	34	5	9	1	0	15	1	15	16	0	32	102	
1145 - 1200	1	15	0	0	16	14	11	2	0	27	2	21	1	0	24	0	15	15	0	30	97	
Hourly Total	5	55	1	0	61	58	46	12	0	116	11	51	3	0	65	4	59	55	0	118	360	
1200 - 1215	2	9	2	0	13	14	16	6	0	36	3	12	3	0	18	1	15	17	0	33	100	
1215 - 1230	4	17	0	0	21	23	14	2	0	39	0	11	3	0	14	0	15	14	0	29	103	
1230 - 1245	1	16	1	0	18	26	11	1	0	38	6	15	0	0	21	1	15	17	0	33	110	
1245 - 1300	3	11	1	0	15	20	15	2	0	37	9	13	5	0	27	1	5	19	0	25	104	
Hourly Total	10	53	4	0	67	83	56	11	0	150	18	51	11	0	80	3	50	67	0	120	417	
1300 - 1315	1	12	0	0	13	18	18	5	0	41	6	14	0	0	20	0	4	20	0	24	98	
1315 - 1330	4	23	0	0	27	15	8	1	0	24	1	9	2	0	12	0	15	18	0	33	96	
1330 - 1345	2	18	1	0	21	21	19	5	0	45	7	13	1	0	21	4	10	25	0	39	126	
1345 - 1400	2	17	0	0	19	22	14	5	0	41	3	16	1	0	20	1	11	33	0	45	125	
Hourly Total	9	70	1	0	80	76	59	16	0	151	17	52	4	0	73	5	40	96	0	141	445	
1400 - 1415	2	28	0	0	30	23	30	4	0	57	10	9	0	0	19	1	12	20	0	33	139	
1415 - 1430	0	24	1	0	25	26	17	7	0	50	6	21	3	0	30	0	28	25	0	53	158	
1430 - 1445	2	24	3	0	29	27	26	13	0	66	2	14	2	0	18	0	25	22	0	47	160	
1445 - 1500	3	22	0	0	25	27	26	8	0	61	9	14	3	0	26	0	24	24	0	48	160	
Hourly Total	7	98	4	0	109	103	99	32	0	234	27	58	8	0	93	1	89	91	0	181	617	
1500 - 1515	6	16	0	0	22	22	21	8	0	51	4	22	5	0	31	1	30	31	1	63	167	
1515 - 1530	5	32	2	0	39	29	29	9	0	67	5	12	2	0	19	0	21	29	0	50	175	
1530 - 1545	2	28	0	0	30	29	12	7	0	48	7	10	3	0	20	1	24	27	0	52	150	
1545 - 1600	4	28	2	0	34	21	30	20	0	71	19	14	3	0	36	0	35	38	0	73	214	
Hourly Total	17	104	4	0	125	101	92	44	0	237	35	58	13	0	106	2	110	125	1	238	706	
1600 - 1615	2	26	0	0	28	25	16	23	0	64	11	22	4	0	37	3	28	35	0	66	195	
1615 - 1630	4	40	1	0	45	22	20	20	0	62	8	20	1	0	29	2	27	41	0	70	206	
1630 - 1645	1	36	1	0	38	31	33	23	0	87	15	18	2	0	35	0	43	41	0	84	244	
1645 - 1700	2	33	1	0	36	31	23	19	0	73	8	29	1	0	38	1	45	38	0	84	231	
Hourly Total	9	135	3	0	147	109	92	85	0	286	42	89	8	0	139	6	143	155	0	304	876	
1700 - 1715	2	31	0	0	33	30	20	25	0	75	10	18	3	0	31	0	44	42	0	86	225	
1715 - 1730	3	50	1	0	54	32	16	22	0	70	11	13	2	0	26	2	43	47	0	92	242	
1730 - 1745	5	41	1	0	47	19	22	12	0	53	12	19	3	0	34	2	60	64	0	126	260	
1745 - 1800	5	66	1	0	72	22	20	22	0	64	9	17	2	0	28	0	45	63	0	108	272	
Hourly Total	15	188	3	0	206	103	78	81	0	262	42	67	10	0	119	4	192	216	0	412	999	
1800 - 1815	1	49	0	0	50	23	26	19	0	68	14	23	3	0	40	3	45	60	0	108	266	
1815 - 1830	1	37	0	0	38	25	24	15	0	64	7	22	5	0	34	1	34	67	0	102	238	
1830 - 1845	3	33	1	0	37	18	21	16	0	55	4	17	5	0	26	5	37	57	0	99	217	
1845 - 1900	1	38	1	0	40	15	22	16	0	53	5	19	3	0	27	3	41	31	0	75	195	
Hourly Total	6	157	2	0	165	81	93	66	0	240	30	81	16	0	127	12	157	215	0	384	916	
Grand Total	109	1341	29		0	1479	1227	943	489	0	2659	398	1004	106	0	1508	48	1063	1333	1	2445	8091
Approach %	7.37	90.67	1.96	0.00	-	46.15	35.46	18.39	0.00	-	26.39	66.58	7.03	0.00	-	1.96	43.48	54.52	0.07	-	-	
Intersection %	1.35	16.57	0.36	0.00	18.28	15.16	11.65	6.04	0.00	32.86	4.92	12.41	1.31	0.00	18.64	0.59	13.14	16.48	0.01	30.22	-	

Classified Turn Movement Count || Single Unit Trucks (4-7)

South Fulton, GA



Site 12

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

Date

Tuesday, October 24, 2023

Weather

Fair

62°F

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Lat/Long

33.653130°, -84.614975°

[Click here for Map](#)

0600 - 1900 (Weekday 13h Session) (10-24-2023)

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				Westbound													
	W Stubbs Rd (South)				W Stubbs Rd (North)				Butner Rd (West)				Butner Rd (East)													
	Left 12.1	Thru 12.2	Right 12.3		U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7		U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11		U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15		U-Turn 12.16	App Total	Int Total	
TIME																										
0600 - 0615	0	1	0		0	1	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	1
0615 - 0630	0	1	0		0	1	0	0	0		0	0	1	0	0	0		0	1	0	0	1		0	1	3
0630 - 0645	0	1	0		0	1	0	0	1		0	1	1	1	0			0	2	0	0	0		0	0	4
0645 - 0700	0	3	0		0	3	1	0	0		0	1	1	1	1			0	3	0	2	0		0	2	9
Hourly Total	0	6	0		0	6	1	0	1		0	2	3	2	1			0	6	0	2	1		0	3	17
0700 - 0715	0	0	0		0	0	1	0	2		0	3	0	0	0			0	0	0	0	0		0	0	3
0715 - 0730	0	1	0		0	1	2	0	2		0	4	1	0	0			0	1	0	0	1		0	1	7
0730 - 0745	0	0	0		0	0	1	1	2		0	4	0	0	0			0	0	0	0	1		0	1	5
0745 - 0800	1	1	0		0	2	0	0	1		0	1	0	2	0			0	2	0	0	0		0	0	5
Hourly Total	1	2	0		0	3	4	1	7		0	12	1	2	0			0	3	0	0	2		0	2	20
0800 - 0815	0	1	0		0	1	0	0	2		0	2	1	1	0			0	2	0	1	0		0	1	6
0815 - 0830	0	0	0		0	0	1	2	0		0	3	0	2	0			0	2	0	0	0		0	0	5
0830 - 0845	1	0	0		0	1	0	0	0		0	0	1	0	0			0	1	0	0	0		0	0	2
0845 - 0900	0	1	0		0	1	0	1	2		0	3	0	0	1			0	1	0	2	0		0	2	7
Hourly Total	1	2	0		0	3	1	3	4		0	8	2	3	1			0	6	0	3	0		0	3	20
0900 - 0915	0	0	0		0	0	1	1	0		0	2	0	0	0			0	0	0	0	0		0	0	2
0915 - 0930	0	1	0		0	1	0	2	0		0	2	0	0	0			0	0	0	1	1		0	2	5
0930 - 0945	0	1	0		0	1	0	2	1		0	3	0	0	0			0	0	0	1	0		0	1	5
0945 - 1000	0	1	0		0	1	1	0	0		0	1	1	1	0			0	2	0	3	0		0	3	7
Hourly Total	0	3	0		0	3	2	5	1		0	8	1	1	0			0	2	0	5	1		0	6	19
1000 - 1015	0	0	0		0	0	0	1	0		0	1	0	1	0			0	1	0	0	0		0	0	2
1015 - 1030	0	0	0		0	0	0	0	1		0	1	1	0	0			0	1	0	0	0		0	0	2
1030 - 1045	0	1	0		0	1	0	0	0		0	0	0	0	0			0	0	0	0	1		0	1	2
1045 - 1100	0	0	0		0	0	1	0	0		0	1	0	0	0			0	0	0	1	0		0	1	2
Hourly Total	0	1	0		0	1	1	1	1		0	3	1	1	0			0	2	0	1	1		0	2	8
1100 - 1115	0	2	0		0	2	1	0	0		0	1	1	1	0			0	2	0	0	0		0	0	5
1115 - 1130	0	2	0		0	2	1	0	0		0	1	0	0	0			0	0	0	0	1		0	1	4
1130 - 1145	0	0	0		0	0	0	2	1		0	3	0	1	0			0	1	0	0	2		0	2	6
1145 - 1200	0	2	1		0	3	0	1	1		0	2	0	0	2			0	2	0	1	0		0	1	8
Hourly Total	0	6	1		0	7	2	3	2		0	7	1	2	2			0	5	0	1	3		0	4	23
1200 - 1215	0	2	0		0	2	0	1	1		0	2	0	0	0			0	0	0	1	1		0	2	6
1215 - 1230	0	0	0		0	0	0	0	0		0	0	0	1	0			0	1	0	0	0		0	0	1
1230 - 1245	0	0	0		0	0	1	1	0		0	2	0	0	0			0	0	1	1	0		0	2	4
1245 - 1300	0	0	0		0	0	1	0	0		0	1	0	0	0			0	0	0	0	1		0	1	2
Hourly Total	0	2	0		0	2	2	2	1		0	5	0	1	0			0	1	1	2	2		0	5	13
1300 - 1315	0	0	0		0	0	1	1	0		0	2	0	0	0			0	0	0	0	2		0	2	4
1315 - 1330	0	3	0		0	3	1	0	1		0	2	0	0	0			0	0	0	0	2		0	2	7
1330 - 1345	0	0	0		0	0	2	0	0		0	2	0	1	0			0	1	0	0	0		0	0	3
1345 - 1400	0	5	0		0	5	1	0	0		0	1	1	1	1			0	3	1	0	1		0	2	11
Hourly Total	0	8	0		0	8	5	1	1		0	7	1	2	1			0	4	1	0	5		0	6	25
1400 - 1415	0	3	0		0	3	1	0	0		0	1	1	1	0			0	2	0	3	0		0	3	9
1415 - 1430	0	1	0		0	1	1	0	0		0	1	1	2	1			0	4	0	1	3		0	4	10
1430 - 1445	0	1	0		0	1	2	1	1		0	4	1	1	0			0	2	0	2	1		0	3	10
1445 - 1500	0	0	0		0	0	1	0	2		0	3	1	1	0			0	2	0	1	0		0	1	6
Hourly Total	0	5	0		0	5	5	1	3		0	9	4	5	1			0	10	0	7	4		0	11	35
1500 - 1515	0	1	0		0	1	1	0	2		0	3	1	2	0			0	3	0	0	2		0	2	9
1515 - 1530	0	1	0		0	1	1	0	2		0	3	0	0	0			0	0	0	1	0		0	1	5
1530 - 1545	0	0	0		0	0	0	0	0		0	0	0	1	0			0	1	0	1	1		0	2	3
1545 - 1600	0	1	0		0	1	2	0	0		0	2	4	0	1			0	5	0	0	2		0	2	10
Hourly Total	0	3	0		0	3	4	0	4		0	8	5	3	1			0	9	0	2	5		0	7	27
1600 - 1615	0	0	0		0	0	0	0	0		0	0	1	2	1			0	4	0	2	1		0	3	7
1615 - 1630	0	1	0		0	1	1	0	0		0	1	1	1	0			0	2	0	0	0		0	0	4
1630 - 1645	0	1	0		0	1	0	1	0		0	1	0	2	0			0	2	0	0	1		0	1	5
1645 - 1700	0	1	0		0	1	2	0	1		0	3	0	1	0			0	1	0	0	0		0	0	5
Hourly Total	0	3	0		0	3	3	1	1		0	5	2	6	1			0	9	0	2	2		0	4	21
1700 - 1715	0	0	0		0	0	0	1	1		0	2	0	0	0			0	0	0	3	1		0	4	6
1715 - 1730	0	2	0		0	2	0	0	0		0	0	0	0	0			0	0	0	3	0		0	3	5
1730 - 1745	0	0	0		0	0	0	1	1		0	2	0	0	0			0	0	0	1	3		0	4	6
1745 - 1800	0	1	0		0	1	1	0	1		0	2	0	0	0			0	0	0	0	4		0	4	7
Hourly Total	0	3	0		0	3	1	2	3		0	6	0	0	0			0	0	0	7	8		0	15	24
1800 - 1815	0	0	0		0	0	0	0	0		0	0	0	0	0			0	0	0	0	2		0	2	2
1815 - 1830	0	1	0		0	1	0	0	0		0	0	0	0	0			0	0	0	2	0		0	2	3
1830 - 1845	0	1	0		0	1	0	0	0		0	0	0	0	0			0	0	0	0	0		0	0	1
1845 - 1900	0	1	0		0	1	0	0	0		0	0	0	0	0			0	0	0	1	0		0	1	2
Hourly Total	0	3	0		0	3	0	0	0		0	0	0	0	0			0	0	0	3	2		0	5	8
Grand Total	2	47	1		0	50	31	20	29		0	80	21	28	8			0	57	2	35	36		0	73	260
Approach %	4.00	94.00	2.00		0.00	-	38.75	25.00	36.25		0.00	-	36.84	49.12	14.04			0.00	-	2.74	47.95	49.32		0.00	-	
Intersection %	0.77	18.08	0.38		0.00	19.23	11.92	7.69	11.15		0.00	30.77	8.08	10.77	3.08			0.00	21.92	0.77	13.46	13.85		0.00	28.08	

Classified Turn Movement Count || Combination Trucks (8-13)

South Fulton, GA



Site 12

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

Date

Tuesday, October 24, 2023

Weather

Fair

62°F

[Click here for Detailed Weather](#)

Lat/Long

33.653130°, -84.614975°

[Click here for Map](#)

0600 - 1900 (Weekday 13h Session) (10-24-2023)

Combination Trucks (8-13)

TIME	Northbound			Southbound			Eastbound			Westbound		
	W Stubbs Rd (South)			W Stubbs Rd (North)			Butner Rd (West)			Butner Rd (East)		
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Right 12.7	U-Turn 12.8	App Total	Right 12.11	U-Turn 12.12	App Total	Right 12.15
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	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
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	1	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	1	0	0	0
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1115	0	0	0	0	0	1	0	1	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	1	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	1	0	1	0	0	0	0
Hourly Total	0	0	0	0	0	2	0	2	0	0	0	0
1200 - 1215	0	0	0	0	0	0	0	0	1	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	1	0	0	0
1300 - 1315	1	0	0	0	1	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	1	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	1	1	0	0	0	0	0	0
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	1	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	1	0	0	0	0	0
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	2	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	1	0	0	0
1545 - 1600	0	0	0	0	0	0	2	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	2	2	1	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	1	0	0	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	1	0	0	1	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	1	0	0	0	1	0	0	2
1700 - 1715	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
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	1	0	0	2	1	2	5	0	0	2	4
Approach %	50.00	50.00	0.00	0.00	-	16.67	33.33	50.00	0.00	-	0.00	66.67
Intersection %	4.76	4.76	0.00	0.00	9.52	4.76	9.52	14.29	0.00	28.57	0.00	21.43

Classified Turn Movement Count || Bikes

South Fulton, GA



Site 12

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

Date

Tuesday, October 24, 2023

Lat/Long

33.653130°, -84.614975°

[Click here for Map](#)

Weather

Fair

62°F

[Click here for Detailed Weather](#)

0600 - 1900 (Weekday 13h Session) (10-24-2023)

Bikes

	Northbound				Southbound				Eastbound				Westbound								
	W Stubbs Rd (South)			U-Turn 12.4	App Total	W Stubbs Rd (North)			U-Turn 12.8	App Total	Butner Rd (West)			U-Turn 12.12	App Total	Butner Rd (East)			U-Turn 12.16	App Total	Int Total
TIME	Left 12.1	Thru 12.2	Right 12.3			Left 12.5	Thru 12.6	Right 12.7			Left 12.9	Thru 12.10	Right 12.11			Left 12.13	Thru 12.14	Right 12.15			
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	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	1	0	0	0	1	0	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	0	2
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1515	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
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
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	2	0	2	0	4	1	0	0	0	1	1	0	0	0	1	6
Approach %	0.00	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	100.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	33.33	0.00	33.33	0.00	66.67	16.67	0.00	0.00	0.00	16.67	16.67	0.00	0.00	0.00	16.67	

Classified Turn Movement Count || All Trucks (4-13)

South Fulton, GA



Site 12

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

Date

Tuesday, October 24, 2023

Weather

Fair

62°F

[Click here for Detailed Weather](#)

Lat/Long

33.653130°, -84.614975°

[Click here for Map](#)

0600 - 1900 (Weekday 13h Session) (10-24-2023)

All Trucks (4-13)

TIME	Northbound				Southbound				Eastbound				Westbound										
	W Stubbs Rd (South)			U-Turn 12.4 Total	App Total	W Stubbs Rd (North)			U-Turn 12.8 Total	App Total	Butner Rd (West)			U-Turn 12.12 Total	App Total	Butner Rd (East)			U-Turn 12.16 Total	App Total	Int Total		
	Left 12.1	Thru 12.2	Right 12.3			Left 12.5	Thru 12.6	Right 12.7			Left 12.9	Thru 12.10	Right 12.11			Left 12.13	Thru 12.14	Right 12.15					
0600 - 0615	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
0615 - 0630	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	3		
0630 - 0645	0	1	0	0	1	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	4		
0645 - 0700	0	3	0	0	3	1	0	0	0	1	1	1	1	0	3	0	3	0	0	3	10		
Hourly Total	0	6	0	0	6	1	0	1	0	2	3	2	1	0	6	0	3	1	0	4	18		
0700 - 0715	0	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	0	0	0	0	3		
0715 - 0730	0	1	0	0	0	1	2	0	2	0	4	1	0	0	0	1	0	0	1	0	1	7	
0730 - 0745	0	0	0	0	0	0	1	1	2	0	4	0	0	0	0	0	0	0	1	0	1	5	
0745 - 0800	1	1	0	0	0	2	0	0	1	0	1	0	2	0	0	2	0	0	0	0	5		
Hourly Total	1	2	0	0	0	3	4	1	7	0	12	1	2	0	0	3	0	0	2	0	2	20	
0800 - 0815	0	1	0	0	0	1	0	0	2	0	2	1	2	0	0	3	0	1	0	0	1	7	
0815 - 0830	0	0	0	0	0	0	1	2	0	0	3	0	2	0	0	2	0	0	0	0	0	5	
0830 - 0845	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	
0845 - 0900	0	1	0	0	0	1	0	1	2	0	3	0	0	1	0	1	0	2	0	0	2	7	
Hourly Total	1	2	0	0	0	3	1	3	4	0	8	2	4	1	0	7	0	3	0	0	3	21	
0900 - 0915	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3	
0915 - 0930	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	5	
0930 - 0945	0	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	5	
0945 - 1000	0	1	0	0	0	1	1	0	0	0	1	1	1	0	0	2	0	3	0	0	3	7	
Hourly Total	0	3	0	0	0	3	2	5	1	0	8	1	1	0	0	2	0	6	1	0	7	20	
1000 - 1015	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2	
1015 - 1030	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2	
1030 - 1045	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	
1045 - 1100	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	3	
Hourly Total	0	1	0	0	0	1	1	1	1	0	3	1	1	0	0	2	0	1	2	0	3	9	
1100 - 1115	0	2	0	0	0	2	1	1	0	0	2	1	1	0	0	2	0	0	0	0	0	6	
1115 - 1130	0	2	0	0	0	2	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	5	
1130 - 1145	0	0	0	0	0	0	0	2	1	0	3	0	1	0	0	1	0	0	2	0	2	6	
1145 - 1200	0	2	1	0	0	3	0	2	1	0	3	0	0	2	0	2	0	1	0	0	1	9	
Hourly Total	0	6	1	0	0	7	2	5	2	0	9	1	3	2	0	6	0	1	3	0	4	26	
1200 - 1215	0	2	0	0	0	2	0	1	1	0	2	0	1	0	0	1	0	1	1	0	2	7	
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
1230 - 1245	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	4	
1245 - 1300	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	1	2	
Hourly Total	0	2	0	0	0	2	2	2	1	0	5	0	2	0	0	2	1	2	2	0	5	14	
1300 - 1315	1	0	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	2	0	2	5	
1315 - 1330	0	3	0	0	0	3	1	0	1	0	2	0	0	0	0	0	0	0	2	0	2	7	
1330 - 1345	0	0	0	0	0	0	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	4	
1345 - 1400	0	5	0	0	0	5	1	0	0	0	1	1	1	1	0	3	1	0	1	0	2	11	
Hourly Total	1	8	0	0	0	9	6	1	1	0	8	1	2	1	0	4	1	0	5	0	6	27	
1400 - 1415	0	3	0	0	0	3	1	0	0	0	1	1	1	0	0	2	0	3	0	0	3	9	
1415 - 1430	0	1	0	0	0	1	1	0	0	0	1	1	2	1	0	4	0	1	3	0	4	10	
1430 - 1445	0	1	0	0	0	1	2	1	2	0	5	1	1	0	0	2	0	2	1	0	3	11	
1445 - 1500	0	0	0	0	0	0	0	1	0	2	3	1	1	0	0	2	0	1	0	0	1	6	
Hourly Total	0	5	0	0	0	5	5	1	4	0	10	4	5	1	0	10	0	7	4	0	11	36	
1500 - 1515	0	1	0	0	0	1	1	0	2	0	3	1	2	0	0	3	0	0	2	0	2	9	
1515 - 1530	0	1	0	0	0	1	1	0	2	0	3	2	0	0	0	2	0	1	0	0	1	7	
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	4	
1545 - 1600	0	1	0	0	0	1	2	0	2	0	4	4	0	1	0	5	0	0	2	0	2	12	
Hourly Total	0	3	0	0	0	3	4	0	6	0	10	7	4	1	0	12	0	2	5	0	7	32	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	4	0	2	1	0	3	7	
1615 - 1630	0	1	0	0	0	1	1	0	0	0	1	1	2	0	0	3	0	0	2	0	2	7	
1630 - 1645	0	1	0	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	5	
1645 - 1700	0	2	0	0	0	2	2	0	1	0	3	0	1	0	0	1	0	0	0	0	0	6	
Hourly Total	0	4	0	0	0	4	3	1	1	0	5	2	7	1	0	10	0	2	4	0	6	25	
1700 - 1715	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	3	1	0	4	6	
1715 - 1730	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5	
1730 - 1745	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	4	0	5	7	
1745 - 1800	0	1	0	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	4	0	4	7	
Hourly Total	0	3	0	0	0	3	1	2	3	0	6	0	0	0	0	0	0	7	9	0	16	25	
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	
1815 - 1830	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	
1830 - 1845	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
1845 - 1900	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	
Hourly Total	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	2	0	5	8	
Grand Total	3	48	1		0	52	32	22	32		0	86	23	33	8	0	64	2	37	40	0	79	281
Approach %	5.77	92.31	1.92		0.00	-	37.21	25.58	37.21		0.00	-	35.94	51.56	12.50	0.00	-	2.53	46.84	50.63	0.00	-	
Intersection %	1.07	17.08	0.36		0.00	18.51	11.39	7.83	11.39		0.00	30.60	8.19	11.74	2.85	0.00	22.78	0.71	13.17	14.23	0.00	28.11	

Marr Traffic
DATA COLLECTION
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Site 12

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

Lat/Long
33.653130°, -84.614975°
[Click here for Map](#)

Weather

Fair
62°F

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	Northbound				Southbound				Eastbound				Westbound				
	W Stubbs Rd (South)				W Stubbs Rd (North)				Butner Rd (West)				Butner Rd (East)				
TIME	EB 12a	WB 12b		App Total	EB 12c	WB 12d		App Total	NB 12e	SB 12f		App Total	NB 12g	SB 12h		App Total	Int Total
0600 - 0615	0	0		0	0	0		0	0	0		0	0	0		0	0
0615 - 0630	0	0		0	0	0		0	0	0		0	0	0		0	0
0630 - 0645	0	0		0	0	0		0	0	0		0	0	0		0	0
0645 - 0700	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
0700 - 0715	0	0		0	0	0		0	0	0		0	0	0		0	0
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
Hourly Total	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
0815 - 0830	0	0		0	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
0900 - 0915	0	0		0	0	0		0	0	0		0	0	0		0	0
0915 - 0930	0	0		0	0	0		0	0	0		0	0	0		0	0
0930 - 0945	0	0		0	0	0		0	0	0		0	0	0		0	0
0945 - 1000	0	0		0	0	2		2	0	0		0	0	0		0	2
Hourly Total	0	0		0	0	2		2	0	0		0	0	0		0	2
1000 - 1015	0	0		0	0	0		0	0	0		0	0	0		0	0
1015 - 1030	0	0		0	0	0		0	0	0		0	0	0		0	0
1030 - 1045	0	0		0	0	0		0	0	0		0	0	0		0	0
1045 - 1100	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1100 - 1115	0	0		0	0	0		0	0	0		0	0	0		0	0
1115 - 1130	0	0		0	0	0		0	0	0		0	0	0		0	0
1130 - 1145	0	0		0	0	0		0	0	0		0	0	0		0	0
1145 - 1200	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1200 - 1215	0	0		0	0	0		0	0	0		0	0	0		0	0
1215 - 1230	0	0		0	0	0		0	0	0		0	0	0		0	0
1230 - 1245	0	0		0	0	0		0	0	0		0	0	0		0	0
1245 - 1300	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1300 - 1315	0	0		0	0	0		0	0	0		0	0	0		0	0
1315 - 1330	0	0		0	0	0		0	0	0		0	0	0		0	0
1330 - 1345	0	0		0	0	0		0	0	0		0	0	0		0	0
1345 - 1400	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1400 - 1415	0	0		0	0	0		0	0	0		0	0	0		0	0
1415 - 1430	0	0		0	0	0		0	0	0		0	0	0		0	0
1430 - 1445	0	0		0	0	0		0	0	0		0	0	0		0	0
1445 - 1500	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1500 - 1515	0	0		0	0	1		1	0	0		0	0	0		0	1
1515 - 1530	0	0		0	0	0		0	0	0		0	0	0		0	0
1530 - 1545	0	0		0	0	0		0	0	0		0	0	0		0	0
1545 - 1600	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	1		1	0	0		0	0	0		0	1
1600 - 1615	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
1630 - 1645	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
Hourly Total	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
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1800 - 1815	0	0		0	0	0		0	0	0		0	0	0		0	0
1815 - 1830	0	0		0	0	0		0	0	0		0	0	0		0	0
1830 - 1845	0	0		0	0	0		0	0	0		0	0	0		0	0
1845 - 1900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	0	0		0	0	3		3	0	0		0	0	0		0	3
Approach %	0.00	0.00		-	0.00	100.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	100.00		100.00	0.00	0.00		0.00	0.00	0.00		0.00	

South Fulton, GA



Date _____

Tuesday, October 24, 2023

Lat/Long

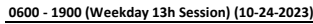
33.653130°, -84.614975°

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Weather

Fair

62°F

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Bikes

	Northbound				Southbound				Eastbound				Westbound				
	W Stubbs Rd (South)				W Stubbs Rd (North)				Butner Rd (West)				Butner Rd (East)				
TIME	EB 12a	WB 12b		App Total	EB 12c	WB 12d		App Total	NB 12e	SB 12f		App Total	NB 12g	SB 12h		App Total	Int Total
0600 - 0615	0	0		0	0	0		0	0	0		0	0	0		0	0
0615 - 0630	0	0		0	0	0		0	0	0		0	0	0		0	0
0630 - 0645	0	0		0	0	0		0	0	0		0	0	0		0	0
0645 - 0700	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
0700 - 0715	0	0		0	0	0		0	0	0		0	0	0		0	0
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
Hourly Total	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
0815 - 0830	0	0		0	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
0900 - 0915	0	0		0	0	0		0	0	0		0	0	0		0	0
0915 - 0930	0	0		0	0	0		0	0	0		0	0	0		0	0
0930 - 0945	0	0		0	0	0		0	0	0		0	0	0		0	0
0945 - 1000	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1000 - 1015	0	0		0	0	0		0	0	0		0	0	0		0	0
1015 - 1030	0	0		0	0	0		0	0	0		0	0	0		0	0
1030 - 1045	0	0		0	0	0		0	0	0		0	0	0		0	0
1045 - 1100	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1100 - 1115	0	0		0	0	0		0	0	0		0	0	0		0	0
1115 - 1130	0	0		0	0	0		0	0	0		0	0	0		0	0
1130 - 1145	0	0		0	0	0		0	0	0		0	0	0		0	0
1145 - 1200	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1200 - 1215	0	0		0	0	0		0	0	0		0	0	0		0	0
1215 - 1230	0	0		0	0	0		0	0	0		0	0	0		0	0
1230 - 1245	0	0		0	0	0		0	0	0		0	0	0		0	0
1245 - 1300	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1300 - 1315	0	0		0	0	0		0	0	0		0	0	0		0	0
1315 - 1330	0	0		0	0	0		0	0	0		0	0	0		0	0
1330 - 1345	0	0		0	0	0		0	0	0		0	0	0		0	0
1345 - 1400	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1400 - 1415	0	0		0	0	0		0	0	0		0	0	0		0	0
1415 - 1430	0	0		0	0	0		0	0	0		0	0	0		0	0
1430 - 1445	0	0		0	0	0		0	0	0		0	0	0		0	0
1445 - 1500	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1500 - 1515	0	0		0	0	0		0	0	0		0	0	0		0	0
1515 - 1530	0	0		0	0	0		0	0	0		0	0	0		0	0
1530 - 1545	0	0		0	0	0		0	0	0		0	0	0		0	0
1545 - 1600	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1600 - 1615	0	0		0	0	0		0	0	0		0	0	0		0	0
1615 - 1630	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
1645 - 1700	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	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
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1800 - 1815	0	0		0	0	0		0	0	0		0	0	0		0	0
1815 - 1830	0	0		0	0	0		0	0	0		0	0	0		0	0
1830 - 1845	0	0		0	0	0		0	0	0		0	0	0		0	0
1845 - 1900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	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		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

Marr Traffic
DATA COLLECTION
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	Northbound			Southbound			Eastbound			Westbound			
	W Stubbs Rd (South)			W Stubbs Rd (North)			Butner Rd (West)			Butner Rd (East)			
TIME	EB 12a	WB 12b	App Total	EB 12c	WB 12d	App Total	NB 12e	SB 12f	App Total	NB 12g	SB 12h	App Total	Int Total
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
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
Hourly Total	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
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	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
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	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
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	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	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 10/24/2023



Time	Butner Rd (West) Eastbound			Butner Rd (East) Westbound			W Stubbs Rd (South) Northbound			W Stubbs Rd (North) Southbound			Total
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	6	10	2	0	3	4	0	10	0	10	9	2	56
06:15 AM - 06:30 AM	3	17	1	0	7	11	0	25	0	26	13	1	104
06:30 AM - 06:45 AM	12	25	0	0	7	10	0	32	0	18	12	3	119
06:45 AM - 07:00 AM	11	31	1	0	11	22	1	29	1	30	15	6	158
07:00 AM - 07:15 AM	19	38	0	0	10	22	1	27	1	34	28	10	190
07:15 AM - 07:30 AM	26	49	2	0	18	38	0	43	1	54	23	14	268
07:30 AM - 07:45 AM	20	43	1	0	14	30	4	28	0	55	25	26	246
07:45 AM - 08:00 AM	10	41	1	2	19	20	5	21	0	52	19	17	207
08:00 AM - 08:15 AM	8	43	4	0	14	23	2	24	1	26	16	20	181
08:15 AM - 08:30 AM	18	44	0	2	11	12	0	37	2	28	24	7	185
08:30 AM - 08:45 AM	9	25	3	0	13	15	2	35	0	19	19	10	150
08:45 AM - 09:00 AM	6	23	5	1	15	17	4	35	0	21	14	5	146
09:00 AM - 09:15 AM	7	9	1	0	12	10	3	18	0	21	15	4	100
09:15 AM - 09:30 AM	3	22	2	0	16	16	1	19	1	22	9	4	115
09:30 AM - 09:45 AM	6	18	3	0	11	6	2	12	0	18	23	2	101
09:45 AM - 10:00 AM	5	12	1	1	12	12	4	21	0	19	17	5	111
10:00 AM - 10:15 AM	3	19	1	2	13	15	0	19	0	15	13	6	106
10:15 AM - 10:30 AM	2	14	3	1	8	12	0	17	0	15	13	6	91
10:30 AM - 10:45 AM	8	14	2	2	8	13	2	19	0	21	18	2	109
10:45 AM - 11:00 AM	3	10	2	0	14	11	2	24	0	19	13	7	105
11:00 AM - 11:15 AM	5	12	1	1	17	13	1	10	0	15	8	3	86
11:15 AM - 11:30 AM	0	11	0	2	12	12	1	15	1	15	14	3	86
11:30 AM - 11:45 AM	5	10	1	2	15	18	2	19	0	16	16	5	109
11:45 AM - 12:00 PM	2	21	3	0	16	15	1	17	1	14	13	3	106
12:00 PM - 12:15 PM	3	13	3	1	16	18	2	11	2	14	17	7	107
12:15 PM - 12:30 PM	0	12	3	0	15	14	4	17	0	23	14	2	104
12:30 PM - 12:45 PM	6	15	0	2	16	17	1	16	1	27	12	1	114
12:45 PM - 01:00 PM	9	13	5	1	5	20	3	11	1	22	15	2	107
01:00 PM - 01:15 PM	6	14	0	0	4	22	2	12	0	19	19	5	103
01:15 PM - 01:30 PM	1	9	2	0	15	20	4	26	0	16	8	2	103
01:30 PM - 01:45 PM	7	14	1	4	10	25	2	18	1	24	19	5	130
01:45 PM - 02:00 PM	4	17	2	2	11	34	2	22	0	23	14	5	136
02:00 PM - 02:15 PM	11	10	0	1	15	20	2	31	0	24	30	4	148
02:15 PM - 02:30 PM	7	23	4	0	29	28	0	25	1	27	17	7	168
02:30 PM - 02:45 PM	3	15	2	0	27	23	2	25	3	29	27	15	171
02:45 PM - 03:00 PM	10	15	3	0	25	24	3	22	0	28	26	10	166
03:00 PM - 03:15 PM	5	24	5	1	30	33	6	17	0	23	21	11	178
03:15 PM - 03:30 PM	7	12	2	0	22	29	5	33	2	30	29	11	182
03:30 PM - 03:45 PM	7	12	3	1	25	28	2	28	0	29	12	7	154
03:45 PM - 04:00 PM	23	14	4	0	35	40	4	29	2	23	30	22	226
04:00 PM - 04:15 PM	12	24	5	3	30	36	2	26	0	25	16	23	202
04:15 PM - 04:30 PM	9	22	1	2	27	43	4	41	1	23	20	20	213
04:30 PM - 04:45 PM	15	20	2	0	43	42	1	37	1	31	34	23	249
04:45 PM - 05:00 PM	8	30	1	1	45	38	2	35	1	33	23	20	237
05:00 PM - 05:15 PM	10	18	3	0	47	43	2	31	0	30	21	26	231
05:15 PM - 05:30 PM	11	13	2	2	46	47	3	52	1	32	16	22	247
05:30 PM - 05:45 PM	12	19	3	2	61	68	5	41	1	19	23	13	267
05:45 PM - 06:00 PM	9	17	2	0	45	67	5	67	1	23	20	23	279
06:00 PM - 06:15 PM	14	23	3	3	45	62	1	49	0	23	26	19	268
06:15 PM - 06:30 PM	7	22	5	1	36	67	1	38	0	25	24	15	241
06:30 PM - 06:45 PM	4	17	5	5	37	57	3	34	1	18	21	16	218
06:45 PM - 07:00 PM	5	19	3	3	42	31	1	39	1	15	22	16	197
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

0000097_0065 - 097-0065

Description: SRY 0166WE L

County: Douglas

Route number: 00007000

LRS section: 0971007000

Functional class: 3U - Principal Arterial - Other (Urban)

Coordinates: 33.68209678, -84.66239475

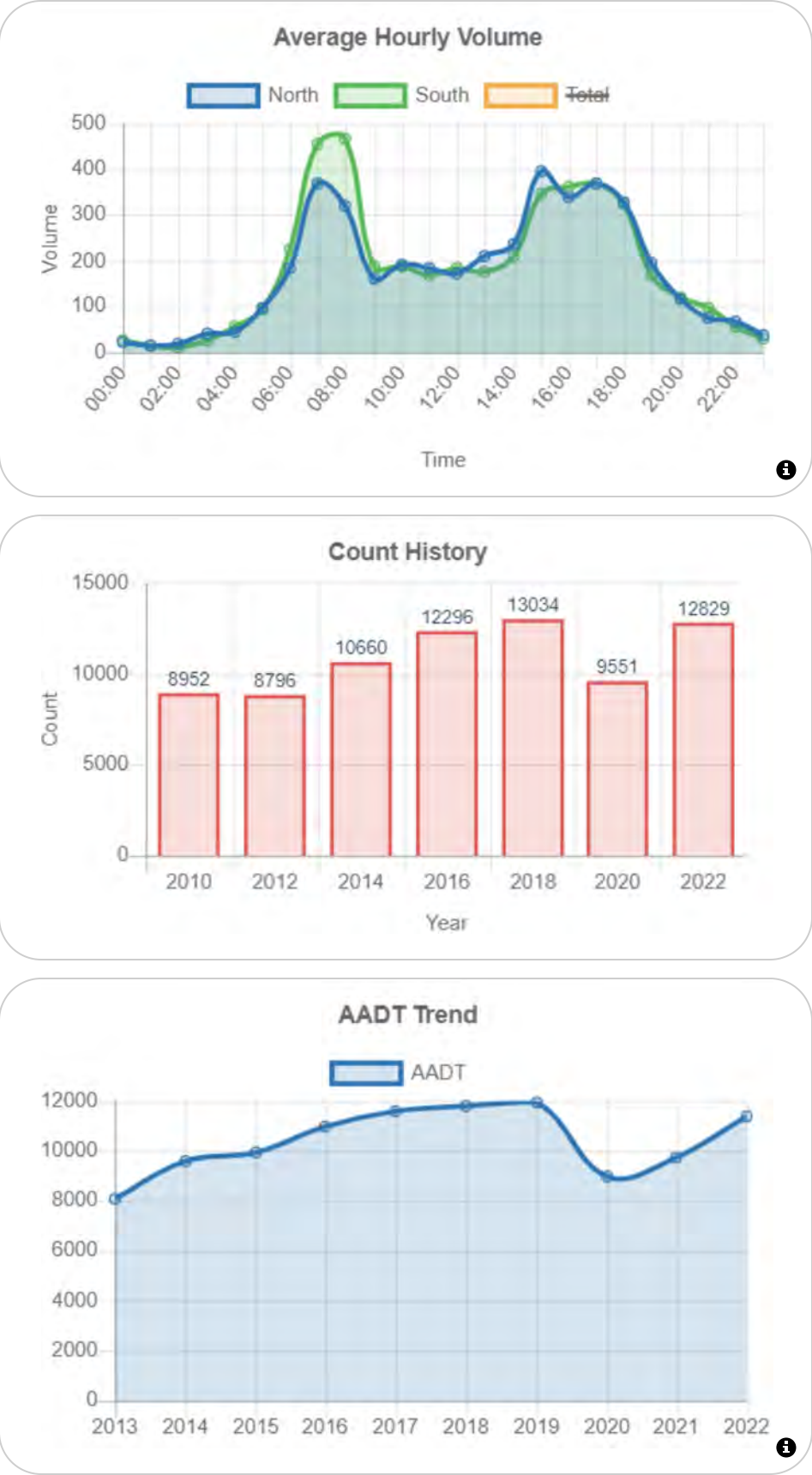
Site Data

Count History

Year	Month	Count type	Duration	Count
2022	March	Class	48 hours	12,829
2020	July	Class	48 hours	9,551
2018	March	Class	48 hours	13,034
2016	August	Class	48 hours	12,296
2014	March	Volume	48 hours	10,660
2012	January	Volume	48 hours	8,796
2010	May	Class	48 hours	8,952

Annual Statistics

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	-	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual
AADT	8,080	9,610	9,940	11,000	11,600	11,800	11,900	8,980	9,710	11,829
K-Factor	-	0.112	0.112	0.104	-	0.106	0.106	0.087	0.087	0.087
D-Factor	-	0.500	0.500	0.600	-	0.520	0.520	0.510	0.510	0.510
Future AADT	-	-	-	12,000	18,500	21,300	22,500	22,500	26,000	19,000



Vehicle Classification 2022		
1. Motorcycles		0.22%
2 axes, 2 or 3 wheels.		
2. Passenger cars		68.54%
2 axes. Can have 1- or 2-axle trailers.		
3. Pickups, panels, vans		20.82%
2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		
4. Buses		1.40%
2- or 3-axle, full length.		
5. Single-unit trucks		4.28%
2-axle, 6-tire, (dual rear tires), single-unit trucks.		
6. Single-unit trucks		0.90%
3-axle, single-unit trucks.		
7. Single-unit trucks		0.07%
4 or more axle, single-unit trucks.		
8. Single-trailer trucks		0.66%
3- or 4-axle, single-trailer trucks.		
9. Single-trailer trucks		2.75%
5-axle, single-trailer trucks.		
10. Single-trailer trucks		0.18%
6 or more axle, single-trailer trucks.		
11. Multi-trailer trucks		0.02%
5 or less axle, multi-trailer trucks.		
12. Multi-trailer trucks		0.06%
6-axle, multi-trailer trucks.		
13. Multi-trailer trucks		0.13%
7 or more axle, multi-trailer trucks.		

0000097_0067 - 097-0067

Description: SRT 007000 R

County: Douglas

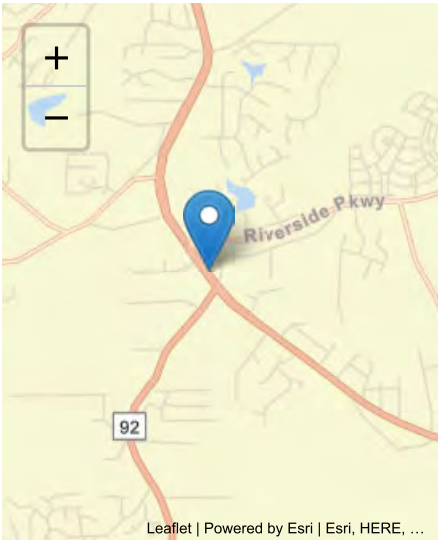
Route number: 00009200

LRS section: 0971009200

Functional class: 3U - Principal Arterial - Other
(Urban)

Coordinates: 33.7053211263808.

Site Data



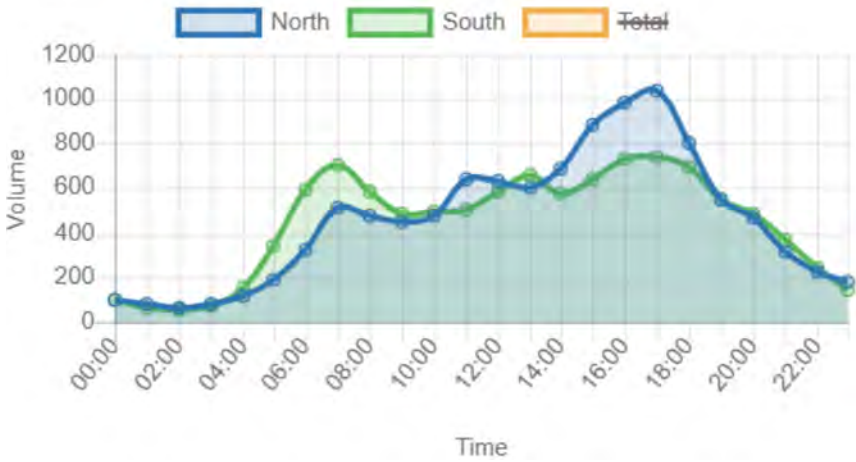
Count History

Year	Month	Count type	Duration	Count
2021	June	Class	48 hours	32,194
2019	February	Class	48 hours	31,614
2015	July	Volume	48 hours	28,719
2013	October	Volume	48 hours	25,674
2011	January	Volume	48 hours	20,774

Annual Statistics

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	-	Actual	Estimated	Estimated	Estimated	Actual	Estimated	Actual
AADT	19300	22100	22100	26600	27500	29100	29100	29400	27100	28600
K-Factor	-	0.100	0.100	0.095	0.095	-	-	0.100	0.100	0.098
D-Factor	-	0.700	0.700	0.600	0.600	-	-	0.600	0.600	0.560
Future AADT	-	-	-	-	43500	50500	55300	58000	58000	64400

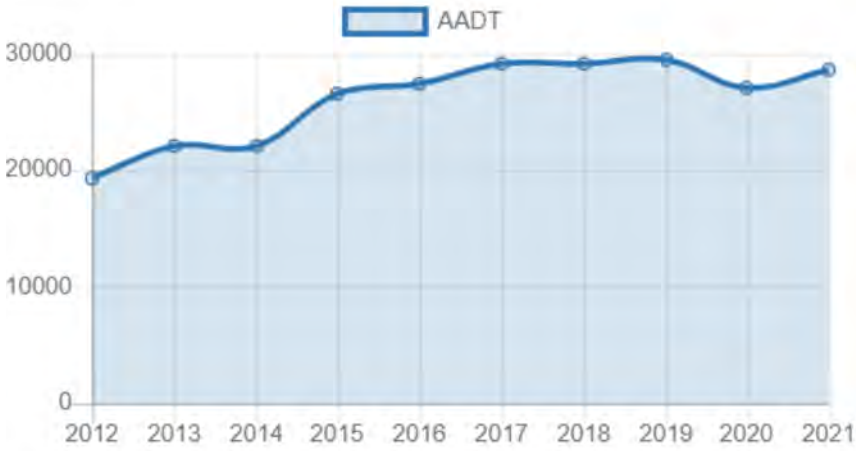
Average Hourly Volume



Count History



AADT Trend



FHWA Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.		0.43%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.		72.50%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		19.09%
4. Buses 2- or 3-axle, full length.		0.61%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		3.07%
6. Single-unit trucks 3-axle, single-unit trucks.		1.00%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.03%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.82%
9. Single-trailer trucks 5-axle, single-trailer trucks.		2.16%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.19%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0.03%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0.02%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.05%

0000097_0069 - 097-0069

Description: CRY 081600 R

County: Douglas

Route number: 00009200

LRS section: 0971009200

Functional class: 3U - Principal Arterial - Other (Urban)

Coordinates: 33.72241697, -84.65941705

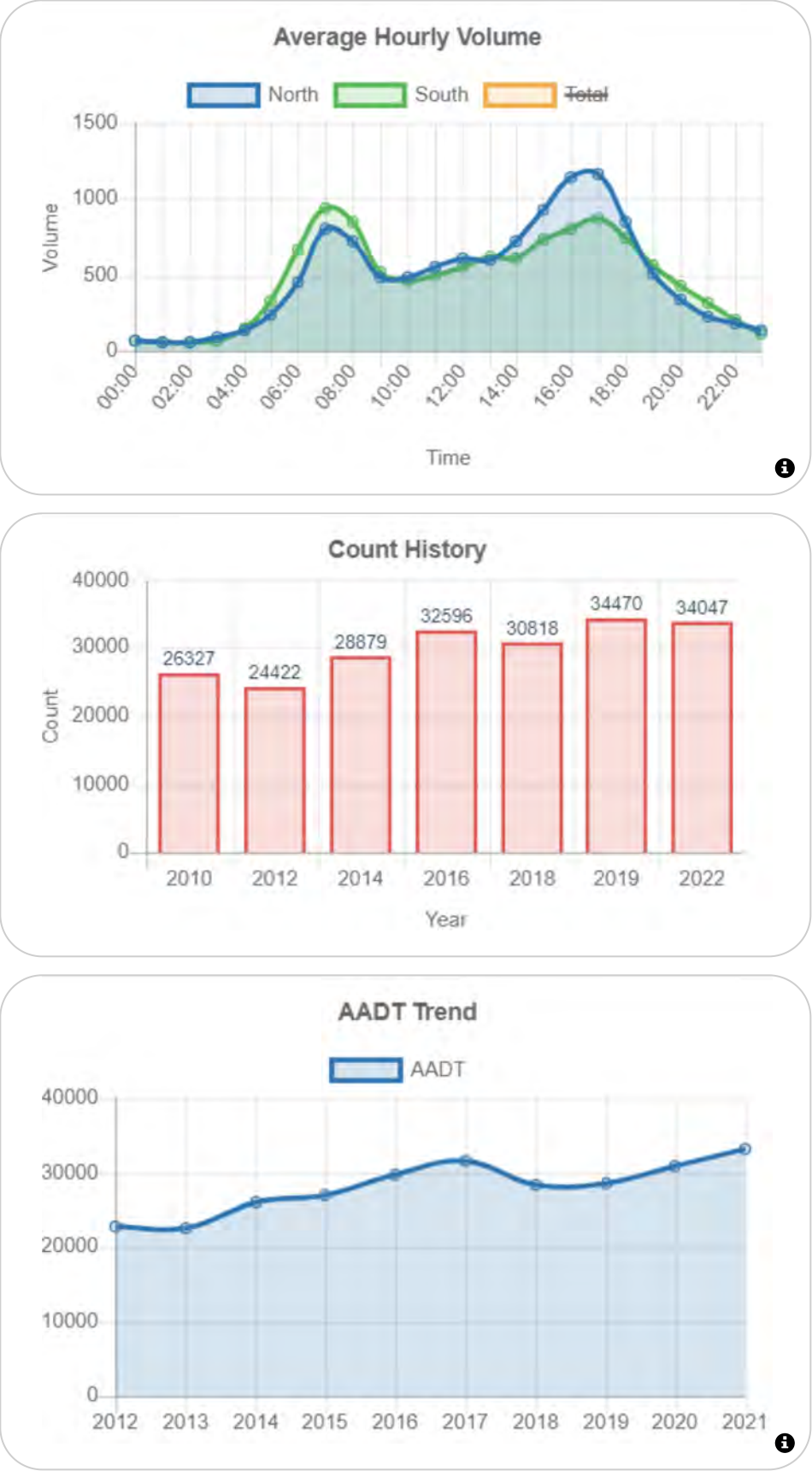
Site Data

Count History

Year	Month	Count type	Duration	Count
2022	March	Class	48 hours	34,047
2019	November	Class	48 hours	34,470
2018	May	Class	48 hours	30,818
2016	August	Class	48 hours	32,596
2014	March	Volume	48 hours	28,879
2012	January	Volume	48 hours	24,422
2010	May	Volume	48 hours	26,327

Annual Statistics

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated
AADT	22,700	22,550	26,000	26,900	29,700	31,400	28,300	28,500	30,700	33,200
K-Factor	-	-	0.103	0.103	0.101	-	0.088	0.088	0.096	0.09
D-Factor	-	-	0.600	0.600	0.600	-	0.560	0.560	0.580	0.58
Future AADT	-	-	-	-	50,300	59,000	52,800	47,700	47,700	54,100



Vehicle Classification		
1. Motorcycles		0.08%
2 axles, 2 or 3 wheels.		
2. Passenger cars		76.58%
2 axles. Can have 1- or 2- axle trailers.		
3. Pickups, panels, vans		16.45%
2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		
4. Buses		0.81%
2- or 3-axle, full length.		
5. Single-unit trucks		2.55%
2-axle, 6-tire, (dual rear tires), single-unit trucks.		
6. Single-unit trucks		0.68%
3-axle, single-unit trucks.		
7. Single-unit trucks		0.01%
4 or more axle, single-unit trucks.		
8. Single-trailer trucks		0.62%
3- or 4-axle, single-trailer trucks.		
9. Single-trailer trucks		2.02%
5-axle, single-trailer trucks.		
10. Single-trailer trucks		0.09%
6 or more axle, single-trailer trucks.		
11. Multi-trailer trucks		0.03%
5 or less axle, multi-trailer trucks.		
12. Multi-trailer trucks		0.05%
6-axle, multi-trailer trucks.		
13. Multi-trailer trucks		0.04%
7 or more axle, multi-trailer trucks.		

0000097_0103 - 097-0103

Description: SRT 009200 L

County: Douglas

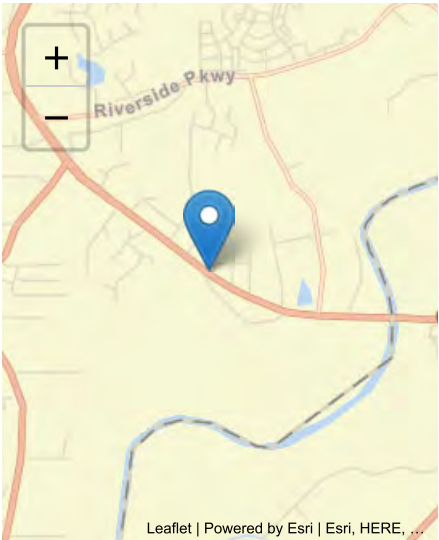
Route number: 00016600

LRS section: 0971016600

Functional class: 3U - Principal Arterial - Other
(Urban)

Coordinates: 33.69640053, -84.64629183

Site Data



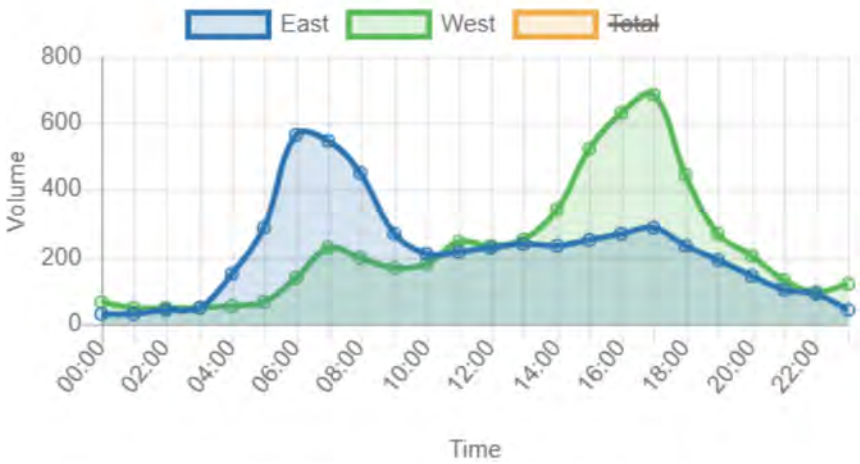
Count History

Year	Month	Count type	Duration	Count
2022	March	Class	48 hours	15,922
2019	November	Class	48 hours	16,876
2018	March	Class	48 hours	17,338
2016	August	Class	48 hours	16,034
2014	March	Class	48 hours	13,686
2012	January	Volume	48 hours	12,464
2010	May	Class	48 hours	8,010

Annual Statistics

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated
AADT	11500	11400	12000	12400	14300	15100	15700	15800	15200	16400
K-Factor	-	-	0.116	0.116	0.107	-	0.105	0.105	0.104	0.104
D-Factor	-	-	0.800	0.800	0.800	-	0.640	0.640	0.740	0.740
Future AADT	-	-	-	-	17400	22800	30400	36300	36300	32400

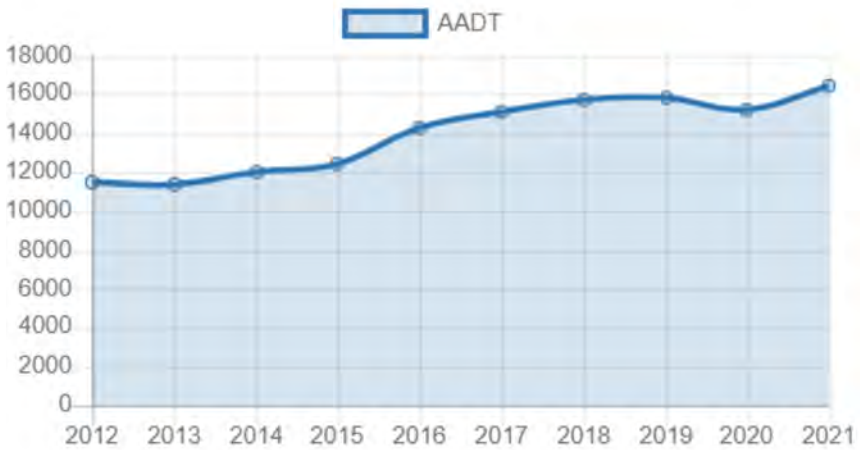
Average Hourly Volume



Count History



AADT Trend



FHWA Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.		0.08%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.		73.31%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		19.83%
4. Buses 2- or 3-axle, full length.		0.56%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		2.87%
6. Single-unit trucks 3-axle, single-unit trucks.		0.55%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.07%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.57%
9. Single-trailer trucks 5-axle, single-trailer trucks.		1.72%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.26%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0.04%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0.02%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.13%

0000097_0165 - 097-0165

Description: CR 081600 BEG AT

County: Douglas

Route number: 00081600

LRS section: 0972081600

Functional class: 4U - Minor Arterial (Urban)

Coordinates: 33.7137845603811,
-84.6156995931005

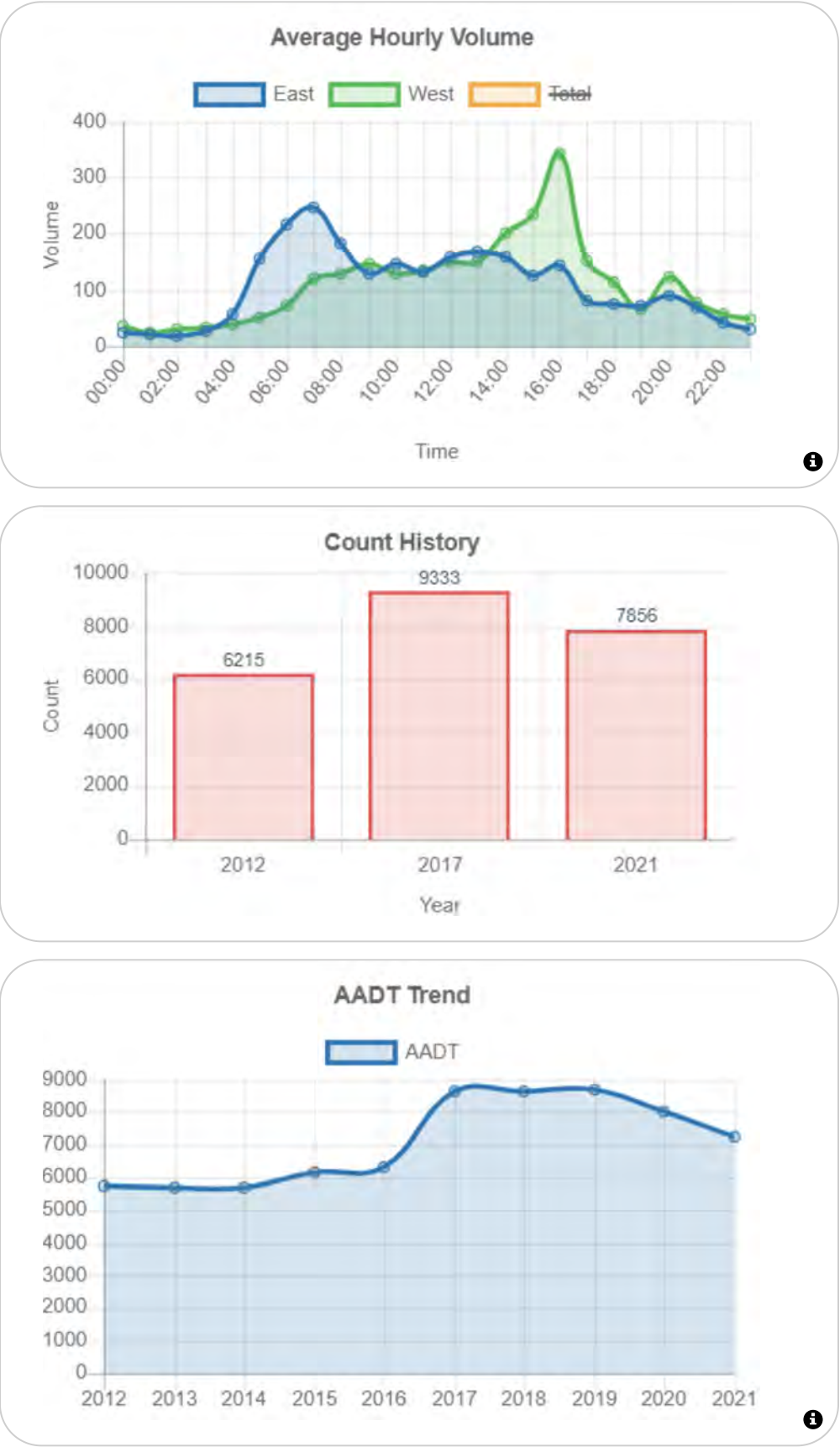
Site Data

Count History

Year	Month	Count type	Duration	Count
2021	April	Class	48 hours	7,856
2017	October	Class	48 hours	9,333
2012	January	Volume	48 hours	6,215

Annual Statistics

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	-	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Actual
AADT	5740	5700	5700	6130	6330	8660	8650	8710	8030	7230
K-Factor	-	-	-	-	-	0.106	0.106	0.106	0.106	0.105
D-Factor	-	-	-	-	-	0.700	0.700	0.700	0.700	0.750
Future AADT	-	-	-	-	7240	8980	12900	15500	15500	20500



FHWA Vehicle Classification		
1. Motorcycles 2 axles, 2 or 3 wheels.		0.57%
2. Passenger cars 2 axles. Can have 1- or 2- axle trailers.		70.85%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		19.25%
4. Buses 2- or 3-axle, full length.		0.71%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		3.54%
6. Single-unit trucks 3-axle, single-unit trucks.		0.74%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.05%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		1.31%
9. Single-trailer trucks 5-axle, single-trailer trucks.		2.62%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.09%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0.04%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0.15%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.06%

0000097_0321 - 097-0321

Description: CRX 239400

County: Douglas

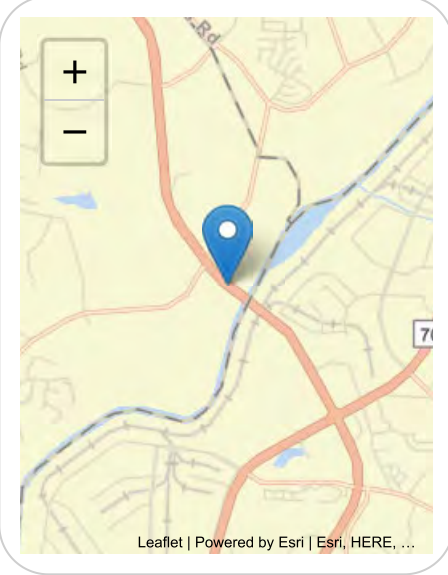
Route number: 00000600

LRS section: 0971000600

Functional class: 3U - Principal Arterial - Other (Urban)

Coordinates: 33.738337816805.

Site Data

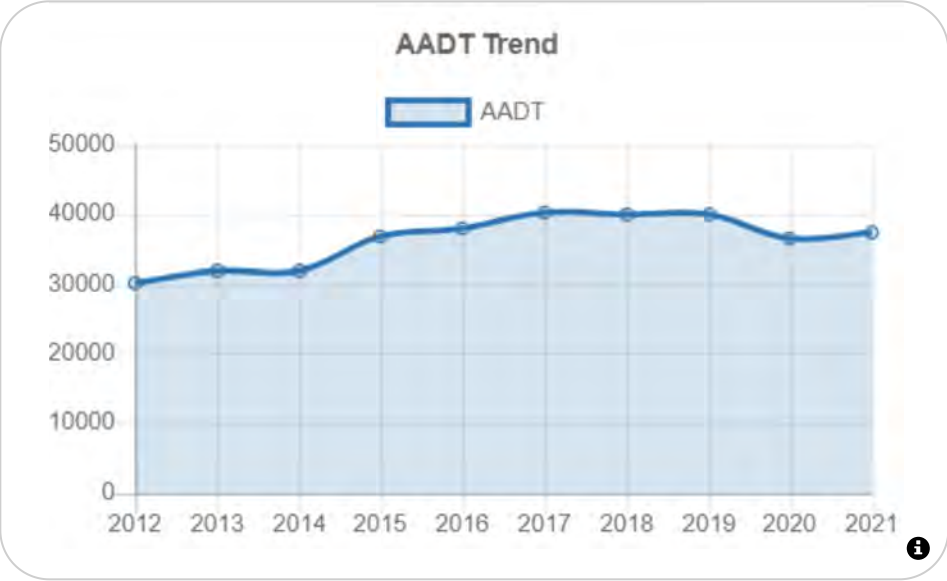
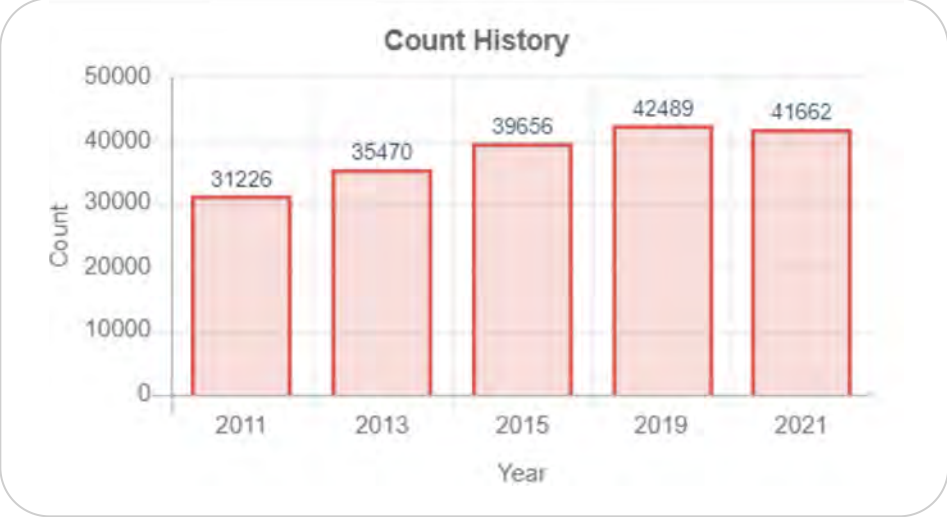
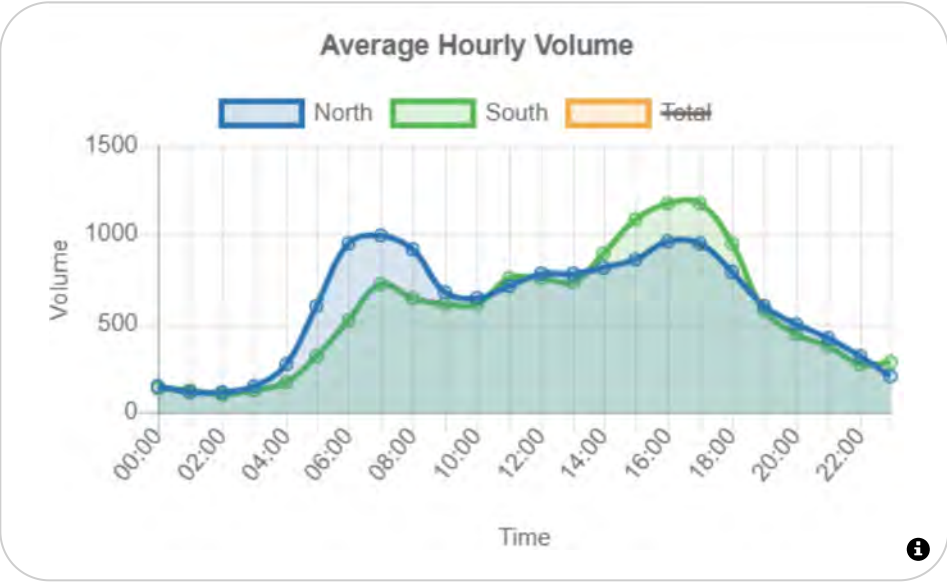


Count History

Year	Month	Count type	Duration	Count
2021	July	Class	48 hours	41,662
2019	July	Class	48 hours	42,489
2015	October	Class	48 hours	39,656
2013	October	Class	48 hours	35,470
2011	January	Class	48 hours	31,226

Annual Statistics

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	-	Actual	Estimated	Estimated	Estimated	Actual	Estimated	Actual
AADT	30,190	32,040	32,000	36,700	37,900	40,100	40,000	39,800	36,600	37,900
K-Factor	-	0.080	0.080	0.086	0.086	-	-	0.082	0.082	0.082
D-Factor	-	0.700	0.700	0.600	0.600	-	-	0.580	0.580	0.580
Future AADT	-	-	-	-	47,500	52,800	59,600	64,700	64,700	76,000



Vehicle Classification

1. Motorcycles		0.48%
2 axes, 2 or 3 wheels.		
2. Passenger cars		67.96%
2 axes. Can have 1- or 2- axle trailers.		
3. Pickups, panels, vans		16.16%
2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		
4. Buses		1.23%
2- or 3-axle, full length.		
5. Single-unit trucks		2.96%
2-axle, 6-tire, (dual rear tires), single-unit trucks.		
6. Single-unit trucks		2.55%
3-axle, single-unit trucks.		
7. Single-unit trucks		0.03%
4 or more axle, single-unit trucks.		
8. Single-trailer trucks		1.56%
3- or 4-axle, single-trailer trucks.		
9. Single-trailer trucks		6.53%
5-axle, single-trailer trucks.		
10. Single-trailer trucks		0.12%
6 or more axle, single-trailer trucks.		
11. Multi-trailer trucks		0.31%
5 or less axle, multi-trailer trucks.		
12. Multi-trailer trucks		0.10%
6-axle, multi-trailer trucks.		
13. Multi-trailer trucks		0.01%
7 or more axle, multi-trailer trucks.		

0000121_0256 - 121-0256

Description: SR 007000 BEG AT

County: Fulton

Route number: 00902800

LRS section: 1212902800

Functional class: 4U - Minor Arterial (Urban)

Coordinates: 33.6583664087835,
-84.6474323520351

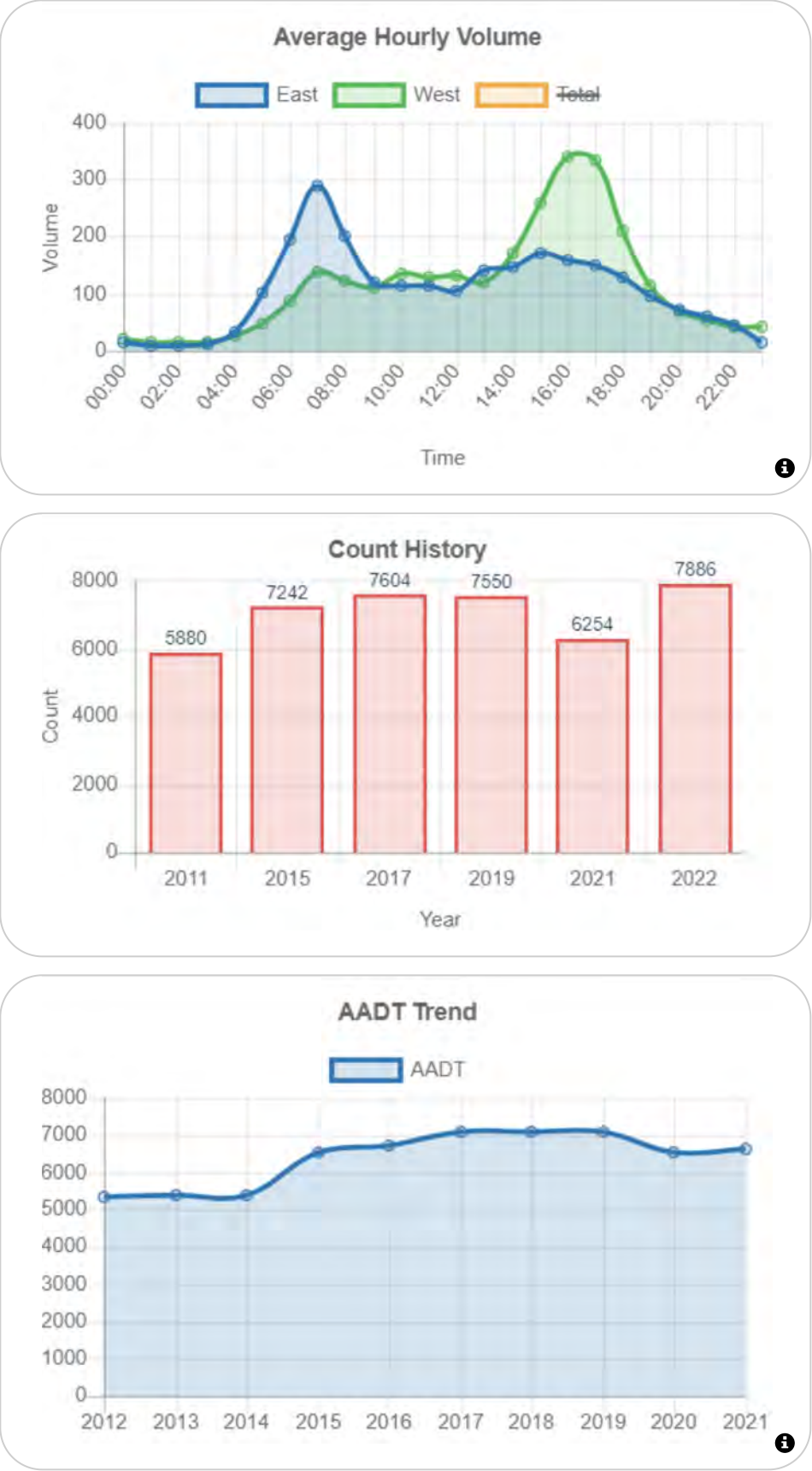
Site Data

Count History

Year	Month	Count type	Duration	Count
2022	November	Class	48 hours	7,886
2021	January	Class	48 hours	6,254
2019	July	Class	48 hours	7,550
2017	February	Class	48 hours	7,604
2015	March	Volume	48 hours	7,242
2011	February	Class	48 hours	5,880

Annual Statistics

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	-	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual
AADT	5,340	5,370	5,370	6,520	6,730	7,100	7,090	7,070	6,520	6,600
K-Factor	-	-	-	0.121	0.121	0.106	0.106	0.111	0.111	0.09
D-Factor	-	-	-	0.500	0.500	0.790	0.790	0.810	0.810	0.75
Future AADT	-	-	-	-	7,040	8,460	10,500	11,700	11,700	14,300



Vehicle Classification		
1. Motorcycles		0.14%
2 axles, 2 or 3 wheels.		
2. Passenger cars		61.91%
2 axles. Can have 1- or 2- axle trailers.		
3. Pickups, panels, vans		22.07%
2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		
4. Buses		1.15%
2- or 3-axle, full length.		
5. Single-unit trucks		9.11%
2-axle, 6-tire, (dual rear tires), single-unit trucks.		
6. Single-unit trucks		1.69%
3-axle, single-unit trucks.		
7. Single-unit trucks		0.02%
4 or more axle, single-unit trucks.		
8. Single-trailer trucks		3.03%
3- or 4-axle, single-trailer trucks.		
9. Single-trailer trucks		0.75%
5-axle, single-trailer trucks.		
10. Single-trailer trucks		0.04%
6 or more axle, single-trailer trucks.		
11. Multi-trailer trucks		0.05%
5 or less axle, multi-trailer trucks.		
12. Multi-trailer trucks		0%
6-axle, multi-trailer trucks.		
13. Multi-trailer trucks		0.03%
7 or more axle, multi-trailer trucks.		

0000121_0258 - 121-0258

Description: CRX 050900

County: Fulton

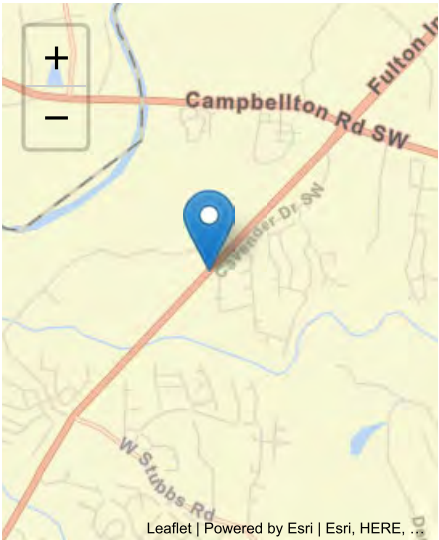
Route number: 00902800

LRS section: 1212902800

Functional class: 4U - Minor Arterial (Urban)

Coordinates: 33.68091213, -84.62485104

Site Data



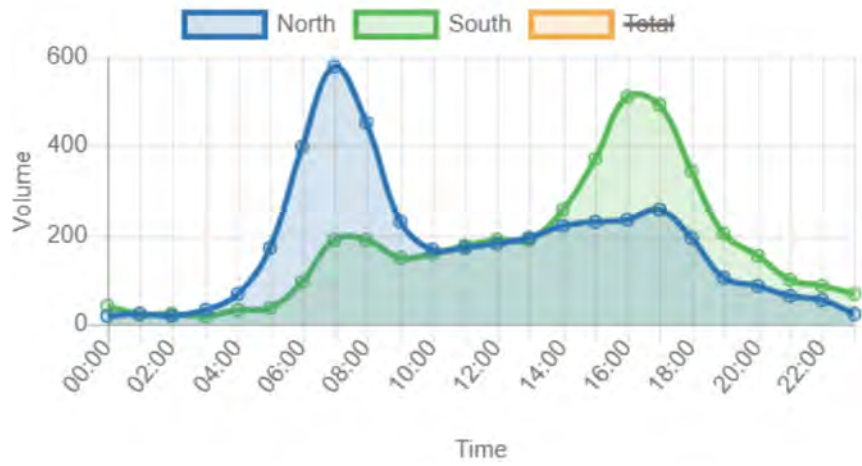
Count History

Year	Month	Count type	Duration	Count
2022	March	Class	48 hours	12,357
2019	November	Class	48 hours	13,434
2018	January	Class	48 hours	12,348
2016	February	Class	48 hours	11,152
2013	April	Class	48 hours	10,389

Annual Statistics

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated
AADT	9640	8980	8980	9660	10500	11100	12700	12800	12100	13000
K-Factor	-	0.100	0.100	0.100	0.118	-	0.103	0.103	0.117	0.117
D-Factor	-	0.800	0.800	0.800	0.800	-	0.800	0.800	0.810	0.810
Future AADT	-	-	-	-	11700	14400	17600	19600	19600	25100

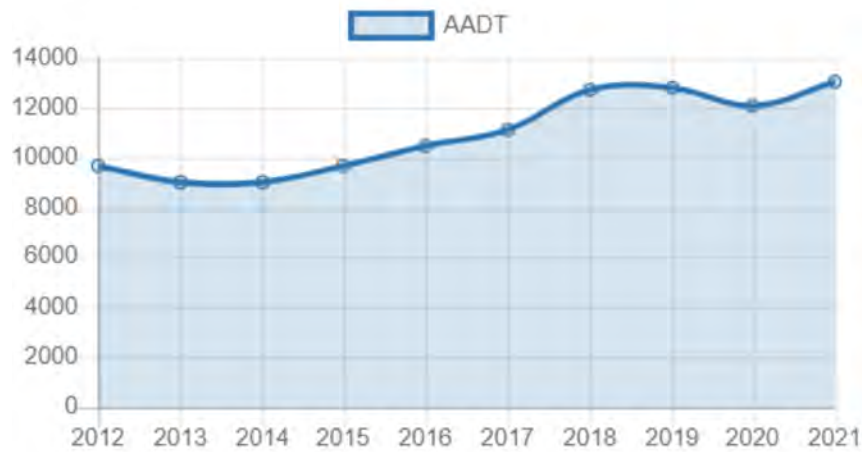
Average Hourly Volume



Count History



AADT Trend



FHWA Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.		0.27%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.		72.28%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		17.41%
4. Buses 2- or 3-axle, full length.		0.70%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		3.20%
6. Single-unit trucks 3-axle, single-unit trucks.		1.48%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.01%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		1.00%
9. Single-trailer trucks 5-axle, single-trailer trucks.		3.31%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.13%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0.02%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0.02%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.15%

0000121_0260 - 121-0260

Description: CRT 902800 R

County: Fulton

Route number: 00007000

LRS section: 1211007000

Functional class: 3U - Principal Arterial - Other (Urban)

Coordinates: 33.70812336, -84.59373806

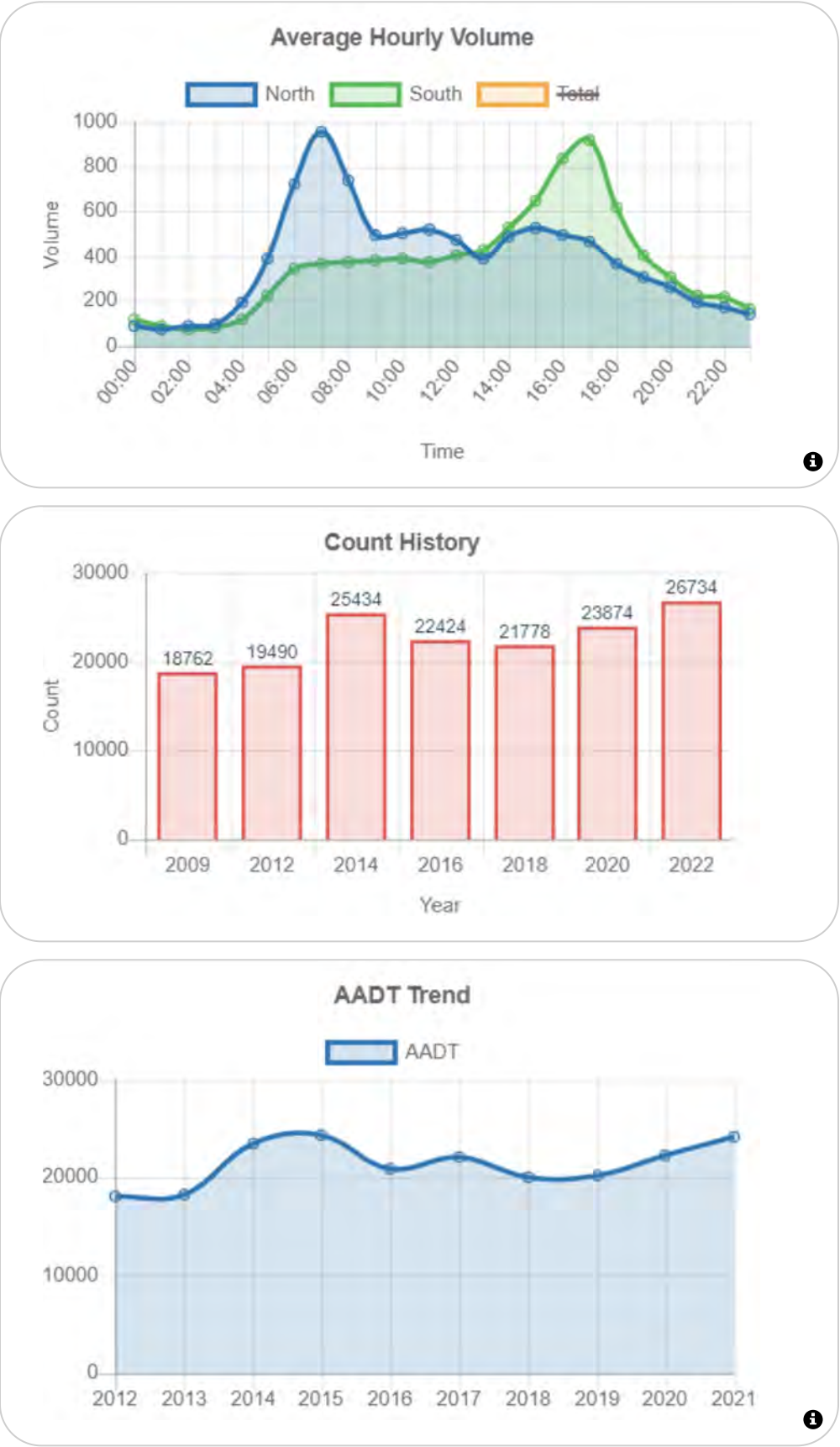
Site Data

Count History

Year	Month	Count type	Duration	Count
2022	September	Class	48 hours	26,734
2020	October	Class	48 hours	23,874
2018	May	Class	48 hours	21,778
2016	February	Class	48 hours	22,424
2014	June	Volume	48 hours	25,434
2012	February	Volume	48 hours	19,490
2009	July	Class	48 hours	18,762

Annual Statistics

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated
AADT	18100	18200	23500	24300	20800	22000	20000	20200	22300	24100
K-Factor	-	-	0.085	0.085	0.094	-	0.094	0.094	0.086	0.086
D-Factor	-	-	0.700	0.700	0.800	-	0.730	0.730	0.670	0.670
Future AADT	-	-	-	-	36600	35800	32900	29500	29500	30400



FHWA Vehicle Classification		
1. Motorcycles 2 axles, 2 or 3 wheels.		0.22%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.		68.54%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		15.08%
4. Buses 2- or 3-axle, full length.		1.08%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		2.89%
6. Single-unit trucks 3-axle, single-unit trucks.		2.61%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.05%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		1.79%
9. Single-trailer trucks 5-axle, single-trailer trucks.		7.28%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.26%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0.04%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0.03%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.14%

0000121_0298 - 121-0298

Description: SRT 009200 R

County: Fulton

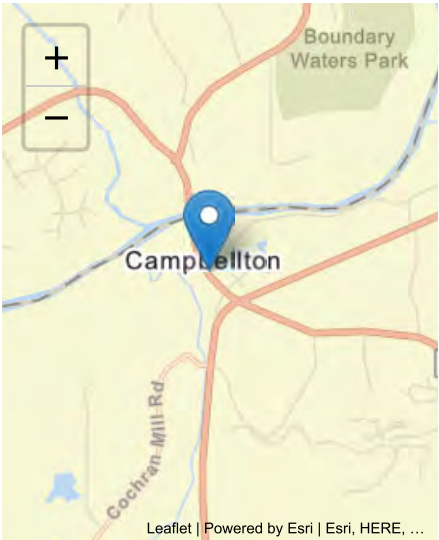
Route number: 00007000

LRS section: 1211007000

Functional class: 3U - Principal Arterial - Other
(Urban)

Coordinates: 33.65243354, -84.67250815

Site Data



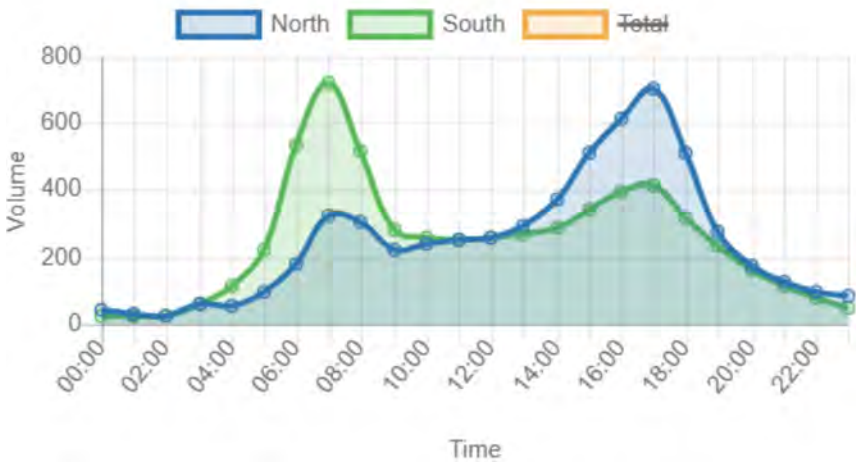
Count History

Year	Month	Count type	Duration	Count
2022	March	Class	48 hours	17,725
2019	November	Class	48 hours	17,945
2018	September	Class	48 hours	16,568
2016	February	Class	48 hours	14,774
2014	February	Volume	48 hours	13,892
2012	July	Volume	48 hours	15,738

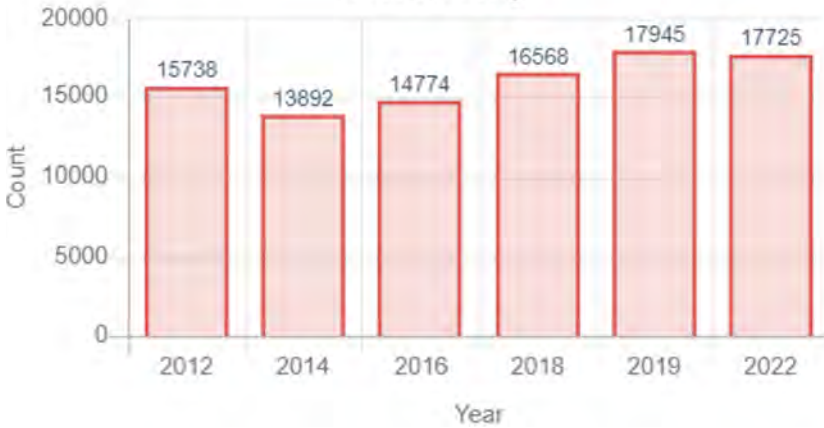
Annual Statistics

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated
AADT	14300	14400	13500	14000	14000	14800	15100	15200	16100	17400
K-Factor	-	-	0.107	0.107	0.104	-	0.108	0.108	0.104	0.104
D-Factor	-	-	0.500	0.500	0.700	-	0.670	0.670	0.610	0.610
Future AADT	-	-	-	-	19800	21200	21200	21100	21100	21900

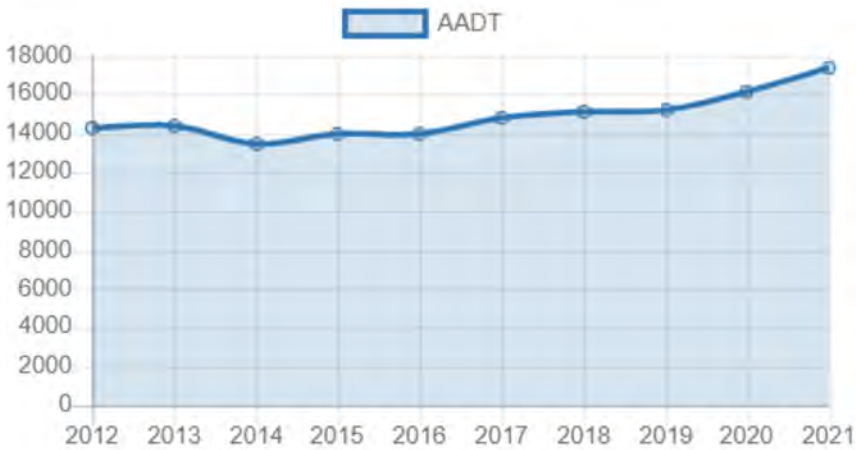
Average Hourly Volume



Count History



AADT Trend



FHWA Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.		0.30%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.		73.83%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		17.92%
4. Buses 2- or 3-axle, full length.		0.62%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		3.35%
6. Single-unit trucks 3-axle, single-unit trucks.		0.77%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.06%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.58%
9. Single-trailer trucks 5-axle, single-trailer trucks.		2.12%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.24%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0.01%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0.05%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.15%

0000121_0370 - 121-0370

Description: SRT 015400 R

County: Fulton

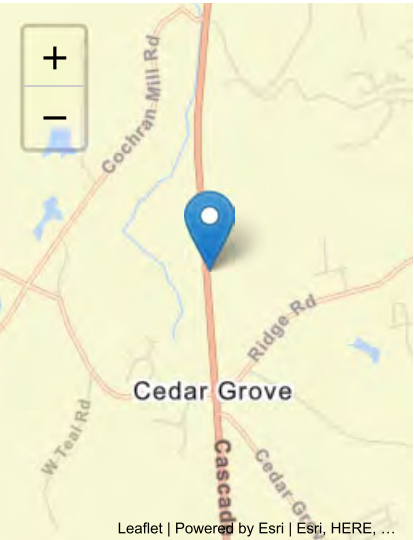
Route number: 00007000

LRS section: 1211007000

Functional class: 4U - Minor Arterial (Urban)

Coordinates: 33.6277862087433,
-84.6721577872554

Site Data



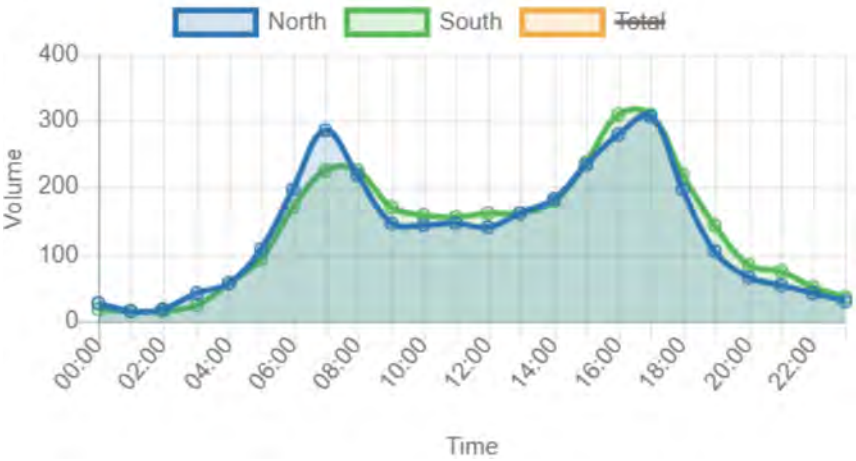
Count History

Year	Month	Count type	Duration	Count
2022	November	Class	48 hours	9,778
2020	November	Class	48 hours	7,881
2019	February	Class	48 hours	7,046
2017	February	Class	48 hours	6,578
2015	January	Volume	48 hours	5,267
2013	April	Class	48 hours	5,796
2011	April	Class	48 hours	5,924

Annual Statistics

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	-	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual
AADT	5,420	5,010	5,010	5,090	5,260	6,140	6,130	6,710	6,190	8,020
K-Factor	-	0.100	0.100	0.107	0.107	0.109	0.109	0.112	0.112	0.09
D-Factor	-	0.500	0.500	0.500	0.500	0.510	0.510	0.590	0.590	0.56
Future AADT	-	-	-	-	6,240	7,870	8,900	9,820	9,820	11,100

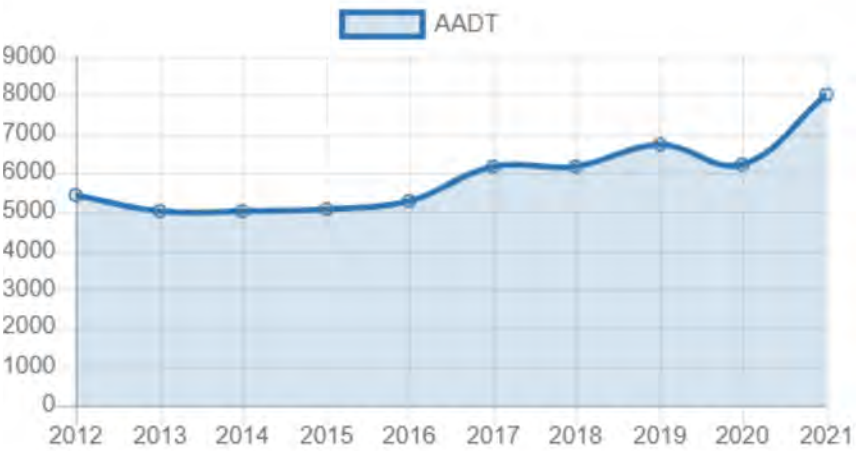
Average Hourly Volume



Count History



AADT Trend



Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.		0.30%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.		67.59%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		18.02%
4. Buses 2- or 3-axle, full length.		1.05%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		3.92%
6. Single-unit trucks 3-axle, single-unit trucks.		2.32%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.04%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.97%
9. Single-trailer trucks 5-axle, single-trailer trucks.		5.49%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.13%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0.03%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0.12%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.02%

0000121_0400 - 121-0400

County: Fulton

Route number: 00007000

LRS section: 1211007000

Functional class: 3U - Principal Arterial - Other (Urban)

Coordinates: 33.6928755870911, -84.6232438880657

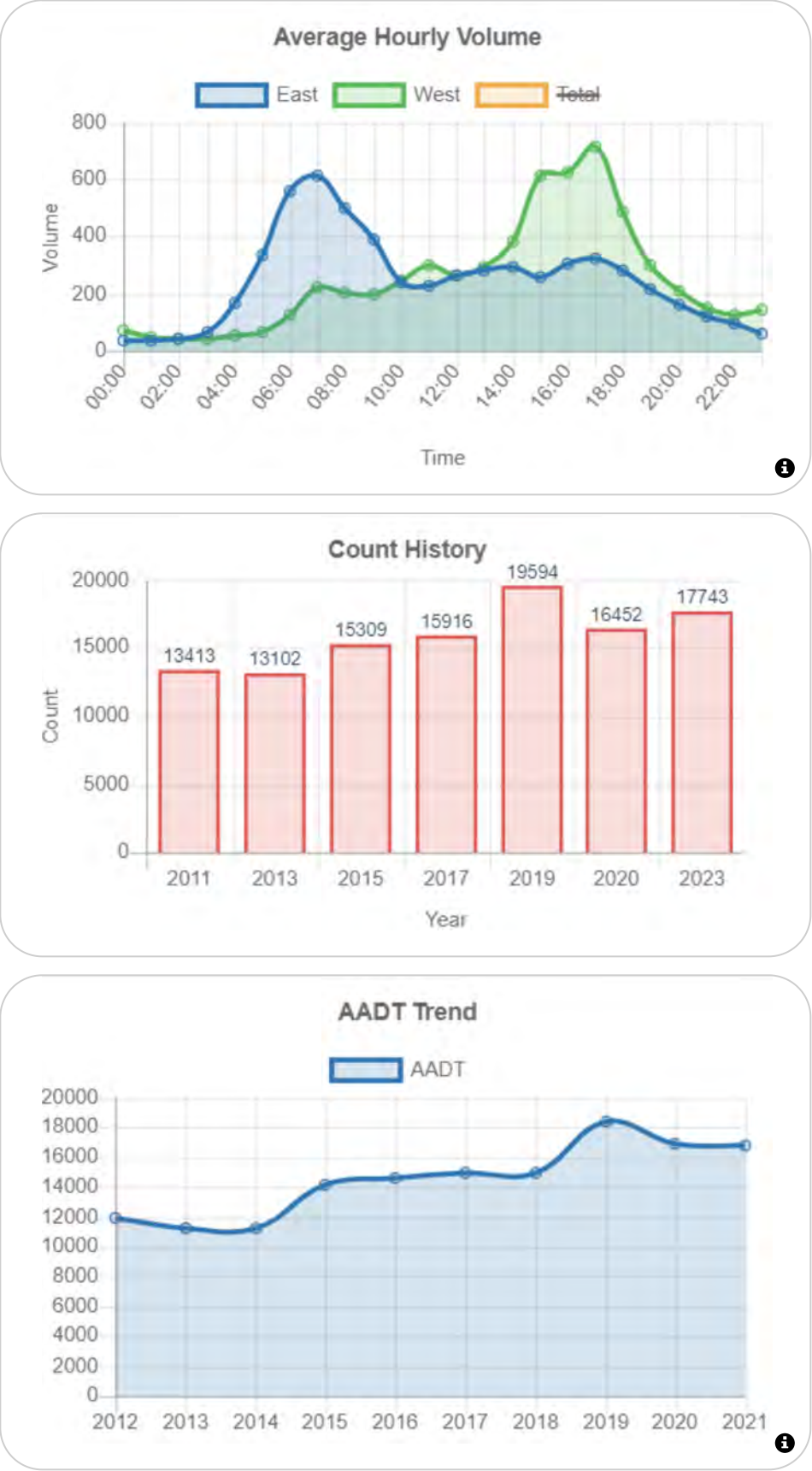
Site Data

Count History

Year	Month	Count type	Duration	Count
2023	January	Class	48 hours	17,743
2020	November	Class	48 hours	16,452
2019	July	Class	48 hours	19,594
2017	February	Class	48 hours	15,916
2015	March	Class	48 hours	15,309
2013	April	Class	48 hours	13,102
2011	February	Volume	48 hours	13,413

Annual Statistics

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	-	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual
AADT	11,970	11,320	11,300	14,100	14,600	14,900	14,900	18,400	16,900	16,800
K-Factor	-	0.090	0.090	0.105	0.105	0.099	0.099	0.095	0.095	0.08
D-Factor	-	0.800	0.800	0.800	0.800	0.790	0.790	0.750	0.750	0.68
Future AADT	-	-	-	-	15,300	18,800	20,200	25,700	25,700	36,400



Vehicle Classification		
1. Motorcycles		0.37%
2 axles, 2 or 3 wheels.		
2. Passenger cars		67.55%
2 axles. Can have 1- or 2- axle trailers.		
3. Pickups, panels, vans		22.99%
2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		
4. Buses		0.68%
2- or 3-axle, full length.		
5. Single-unit trucks		5.21%
2-axle, 6-tire, (dual rear tires), single-unit trucks.		
6. Single-unit trucks		0.56%
3-axle, single-unit trucks.		
7. Single-unit trucks		0.03%
4 or more axle, single-unit trucks.		
8. Single-trailer trucks		0.82%
3- or 4-axle, single-trailer trucks.		
9. Single-trailer trucks		1.63%
5-axle, single-trailer trucks.		
10. Single-trailer trucks		0.06%
6 or more axle, single-trailer trucks.		
11. Multi-trailer trucks		0.01%
5 or less axle, multi-trailer trucks.		
12. Multi-trailer trucks		0.04%
6-axle, multi-trailer trucks.		
13. Multi-trailer trucks		0.03%
7 or more axle, multi-trailer trucks.		

0000121_0402 - 121-0402

Description: SRX 007000LCR9028R

County: Fulton

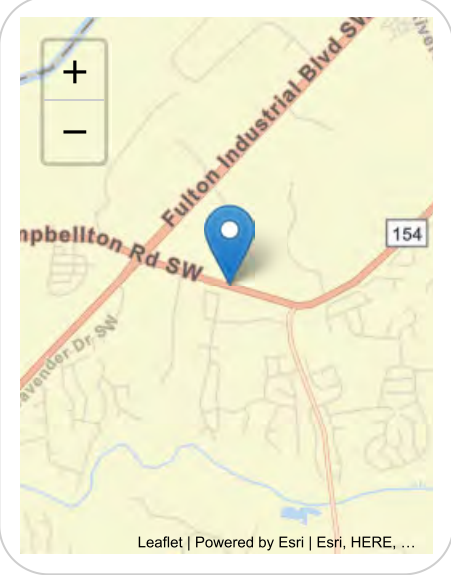
Route number: 00015400

LRS section: 1211015400

Functional class: 3U - Principal Arterial - Other (Urban)

Coordinates: 33.6893413862588.

Site Data

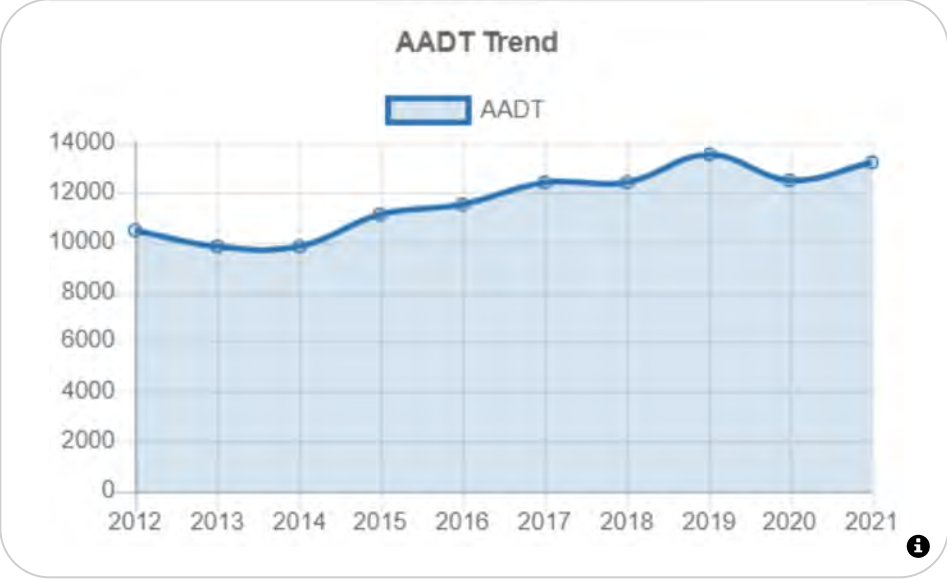
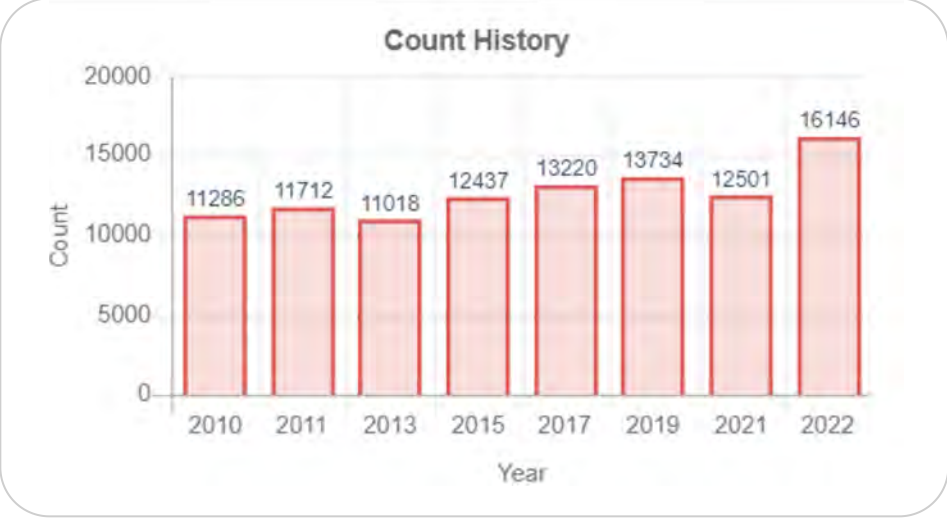
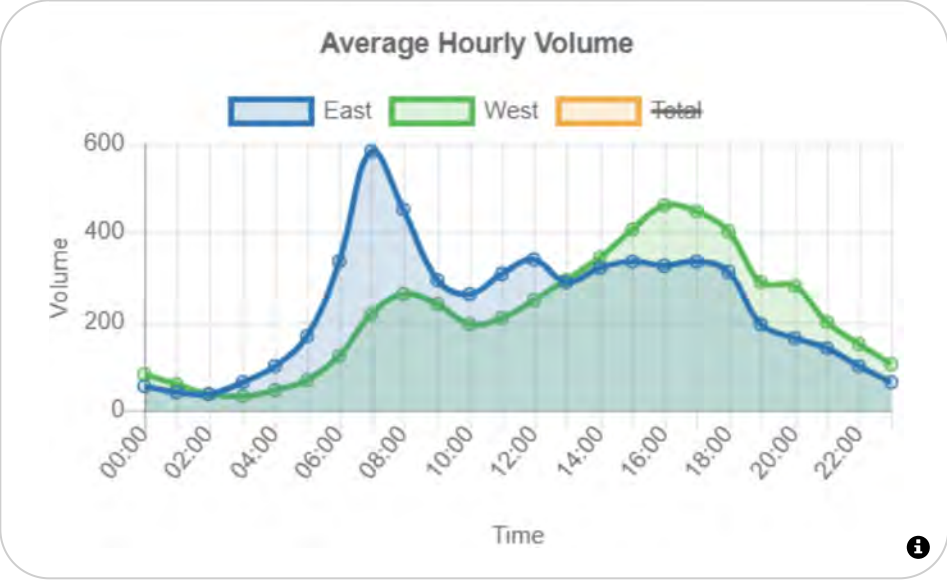


Count History

Year	Month	Count type	Duration	Count
2022	December	Class	48 hours	16,146
2021	January	Class	48 hours	12,501
2019	January	Class	48 hours	13,734
2017	February	Class	48 hours	13,220
2015	March	Volume	48 hours	12,437
2013	March	Volume	48 hours	11,018
2011	February	Volume	48 hours	11,712

Annual Statistics

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	-	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual
AADT	10,460	9,790	9,790	11,100	11,500	12,400	12,400	13,500	12,500	13,200
K-Factor	-	0.090	0.090	0.096	0.096	0.092	0.092	0.084	0.084	0.07
D-Factor	-	-	-	0.500	0.500	0.720	0.720	0.620	0.620	0.53
Future AADT	-	-	-	-	12,400	17,300	18,500	19,600	19,600	24,400



Vehicle Classification

1. Motorcycles		0.38%
2. Passenger cars		81.35%
3. Pickups, panels, vans		11.69%
4. Buses		0.78%
5. Single-unit trucks		1.89%
6. Single-unit trucks		0.65%
7. Single-unit trucks		0.01%
8. Single-trailer trucks		0.59%
9. Single-trailer trucks		2.55%
10. Single-trailer trucks		0.04%
11. Multi-trailer trucks		0.03%
12. Multi-trailer trucks		0.04%
13. Multi-trailer trucks		0.02%

0000121_0404 - 121-0404

Description: CRY 138600 R

County: Fulton

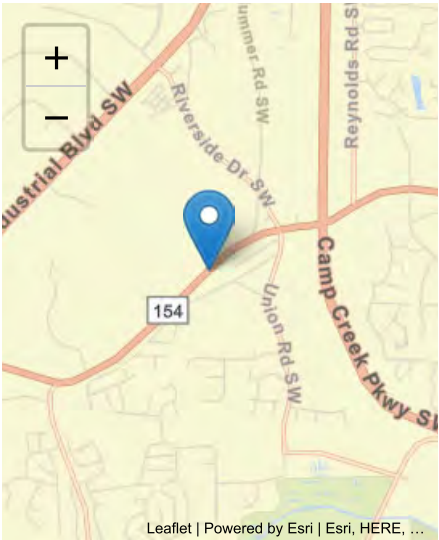
Route number: 00015400

LRS section: 1211015400

Functional class: 3U - Principal Arterial - Other
(Urban)

Coordinates: 33.69583801, -84.58673442

Site Data



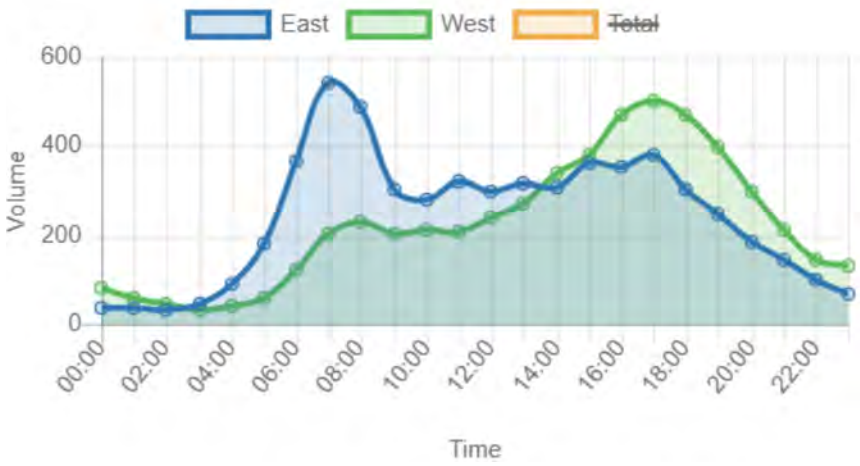
Count History

Year	Month	Count type	Duration	Count
2022	March	Class	48 hours	16,688
2020	July	Class	48 hours	13,686
2018	January	Class	48 hours	15,430
2016	February	Class	48 hours	14,260
2014	March	Volume	48 hours	15,600
2012	February	Volume	48 hours	14,402
2010	February	Class	48 hours	13,456

Annual Statistics

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated
AADT	13500	13500	15400	15900	13500	14300	15900	16000	12900	13900
K-Factor	-	-	0.087	0.087	0.096	-	0.083	0.083	0.084	0.084
D-Factor	-	-	0.500	0.500	0.600	-	0.710	0.710	0.600	0.600
Future AADT	-	-	-	-	27900	32200	27300	23200	23200	22000

Average Hourly Volume



Count History



AADT Trend



FHWA Vehicle Classification

1. Motorcycles 2 axles, 2 or 3 wheels.		0.28%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.		79.85%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		13.75%
4. Buses 2- or 3-axle, full length.		0.56%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		1.89%
6. Single-unit trucks 3-axle, single-unit trucks.		0.73%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.03%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.45%
9. Single-trailer trucks 5-axle, single-trailer trucks.		2.21%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.12%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0.02%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0.04%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.07%

0000121_0406 - 121-0406

Description: SRX 000600

County: Fulton

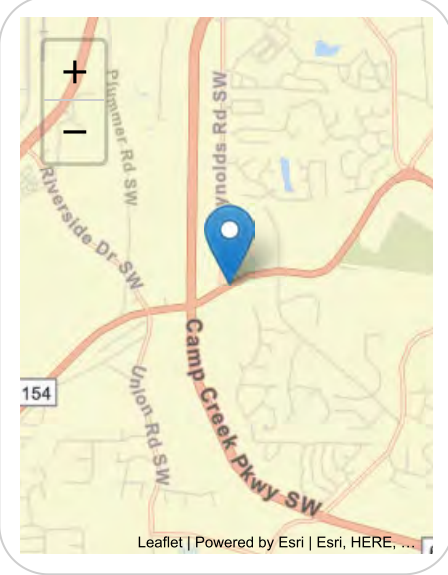
Route number: 00015400

LRS section: 1211015400

Functional class: 3U - Principal Arterial - Other (Urban)

Coordinates: 33.7006824829967.

Site Data

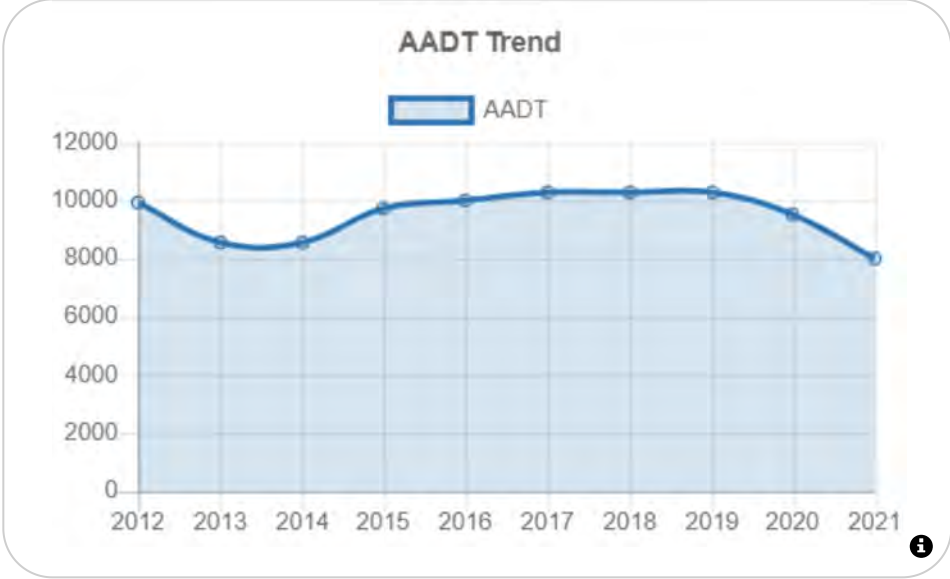
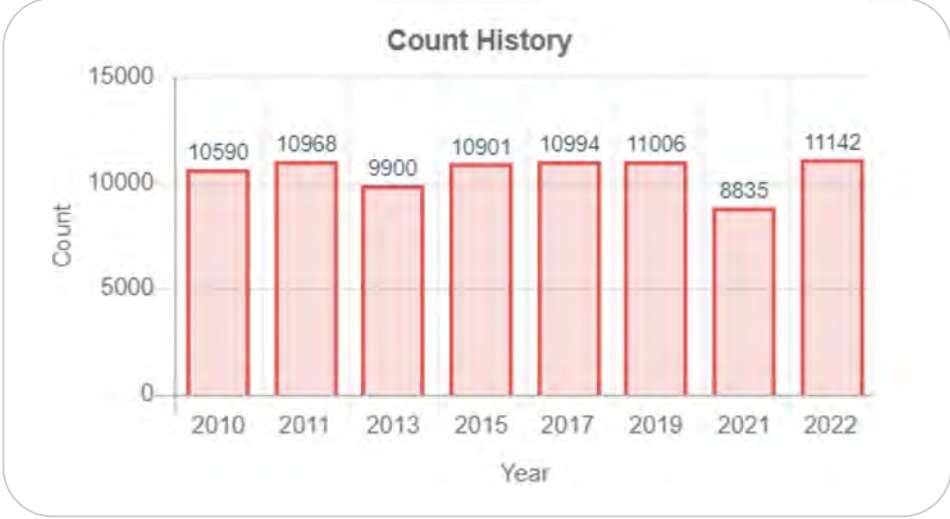
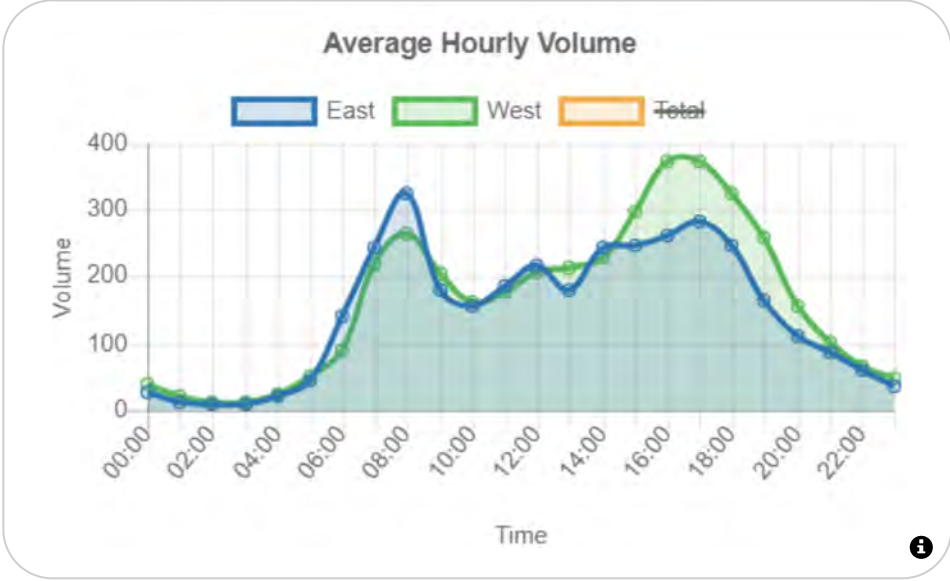


Count History

Year	Month	Count type	Duration	Count
2022	December	Class	48 hours	11,142
2021	April	Class	48 hours	8,835
2019	February	Class	48 hours	11,006
2017	February	Class	48 hours	10,994
2015	March	Volume	48 hours	10,901
2013	April	Class	48 hours	9,900
2011	March	Class	48 hours	10,968

Annual Statistics

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	-	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual
AADT	9,940	8,560	8,560	9,690	10,000	10,300	10,300	10,300	9,510	8,020
K-Factor	-	0.090	0.090	0.101	0.101	0.098	0.098	0.095	0.095	0.090
D-Factor	-	0.600	0.600	0.500	0.500	0.590	0.590	0.570	0.570	0.560
Future AADT	-	-	-	-	13,500	14,100	15,700	13,000	13,000	14,800



Vehicle Classification

1. Motorcycles		0.12%
2 axes, 2 or 3 wheels.		
2. Passenger cars		80.66%
2 axes. Can have 1- or 2- axle trailers.		
3. Pickups, panels, vans		13.58%
2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		
4. Buses		1.31%
2- or 3-axle, full length.		
5. Single-unit trucks		1.96%
2-axle, 6-tire, (dual rear tires), single-unit trucks.		
6. Single-unit trucks		0.94%
3-axle, single-unit trucks.		
7. Single-unit trucks		0.06%
4 or more axle, single-unit trucks.		
8. Single-trailer trucks		0.37%
3- or 4-axle, single-trailer trucks.		
9. Single-trailer trucks		0.92%
5-axle, single-trailer trucks.		
10. Single-trailer trucks		0.05%
6 or more axle, single-trailer trucks.		
11. Multi-trailer trucks		0.00%
5 or less axle, multi-trailer trucks.		
12. Multi-trailer trucks		0.00%
6-axle, multi-trailer trucks.		
13. Multi-trailer trucks		0.02%
7 or more axle, multi-trailer trucks.		

0000121_0980 - 121-0980

Description: SRX 015400

County: Fulton

Route number: 00000600

LRS section: 1211000600

Functional class: 3U - Principal Arterial - Other (Urban)

Coordinates: 33.68562508, -84.56974326

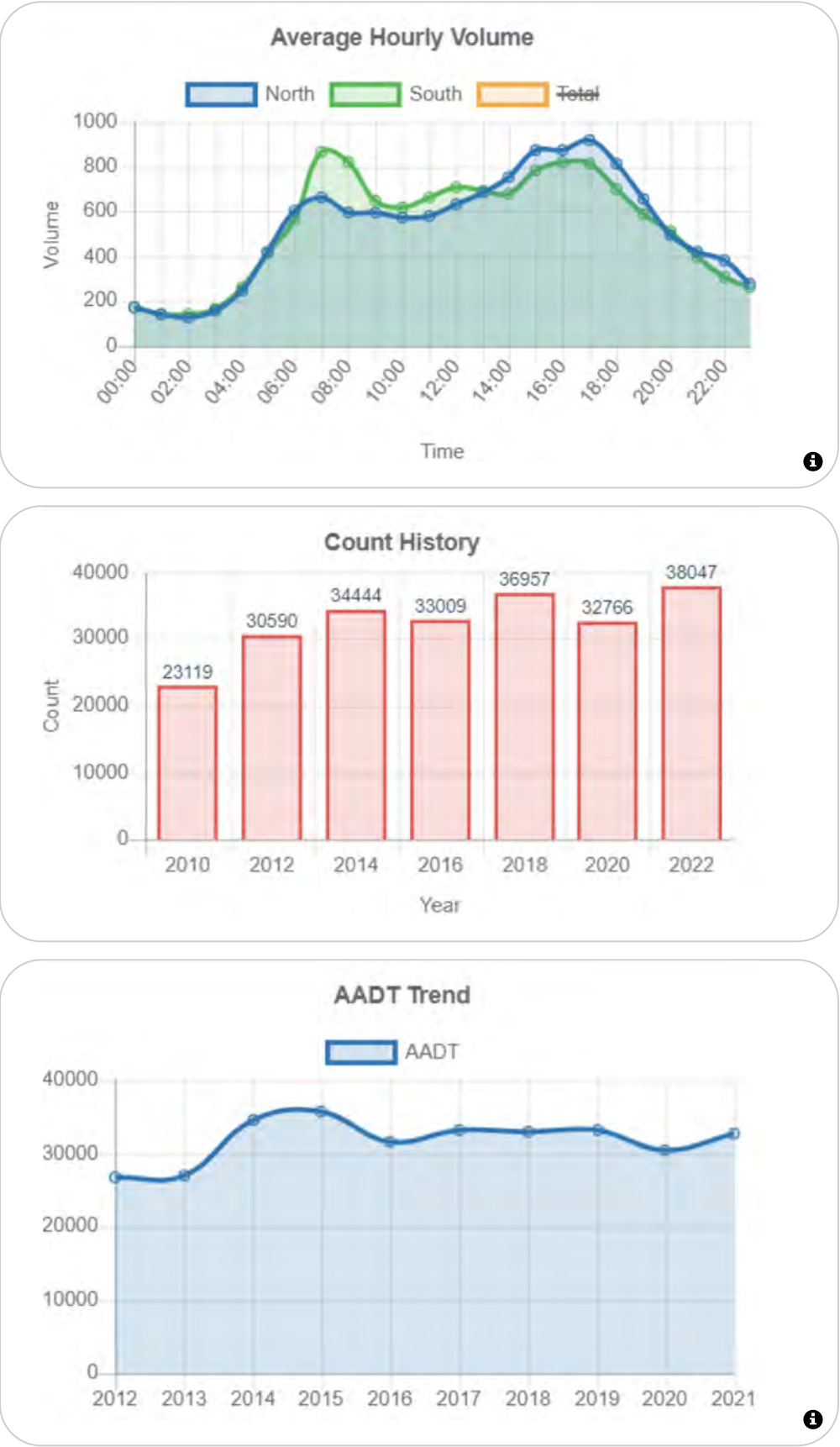
Site Data

Count History

Year	Month	Count type	Duration	Count
2022	June	Class	48 hours	38,047
2020	September	Class	48 hours	32,766
2018	August	Class	48 hours	36,957
2016	February	Class	48 hours	33,009
2014	March	Volume	48 hours	34,444
2012	March	Class	48 hours	30,590
2010	February	Class	48 hours	23,119

Annual Statistics

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated
AADT	26700	26800	34500	35700	31400	33200	32900	33200	30300	32700
K-Factor	-	-	0.073	0.073	0.081	-	0.085	0.085	0.083	0.083
D-Factor	-	-	0.600	0.600	0.600	-	0.520	0.520	0.520	0.520
Future AADT	-	-	-	-	44000	49700	58900	63200	63200	52300



FHWA Vehicle Classification		
1. Motorcycles 2 axles, 2 or 3 wheels.		0.27%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.		66.34%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		16.07%
4. Buses 2- or 3-axle, full length.		1.23%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		2.69%
6. Single-unit trucks 3-axle, single-unit trucks.		2.26%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.03%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		1.47%
9. Single-trailer trucks 5-axle, single-trailer trucks.		8.94%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.13%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0.42%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0.13%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.03%

0000121_0982 - 121-0982

Description: SRX 007000

County: Fulton

Route number: 00000600

LRS section: 1211000600

Functional class: 3U - Principal Arterial - Other (Urban)

Coordinates: 33.7124011261579.

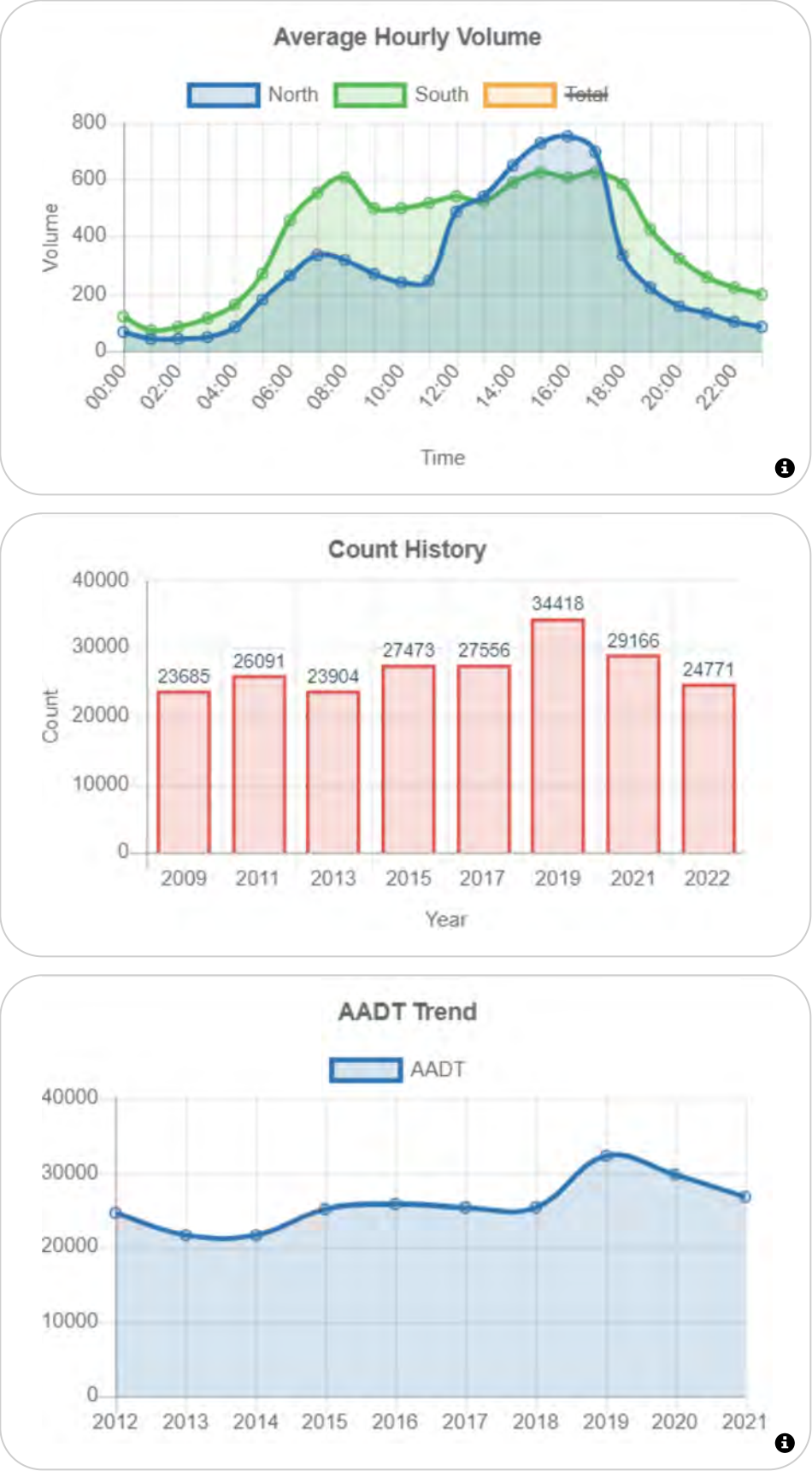
Site Data

Count History

Year	Month	Count type	Duration	Count
2022	December	Class	48 hours	24,771
2021	April	Class	48 hours	29,166
2019	July	Class	48 hours	34,418
2017	February	Class	48 hours	27,556
2015	March	Class	48 hours	27,473
2013	April	Class	48 hours	23,904
2011	February	Volume	48 hours	26,091

Annual Statistics

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	-	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual
AADT	24,680	21,560	21,600	25,000	25,800	25,300	25,300	32,200	29,700	26,600
K-Factor	-	0.080	0.080	0.083	0.083	0.087	0.087	0.084	0.084	0.070
D-Factor	-	0.500	0.500	0.500	0.500	0.520	0.520	0.510	0.510	0.530
Future AADT	-	-	-	-	27,800	31,900	32,800	42,400	42,400	50,500



Vehicle Classification		
1. Motorcycles		0.11%
2 axles, 2 or 3 wheels.		
2. Passenger cars		66.32%
2 axles. Can have 1- or 2- axle trailers.		
3. Pickups, panels, vans		14.33%
2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		
4. Buses		1.36%
2- or 3-axle, full length.		
5. Single-unit trucks		2.82%
2-axle, 6-tire, (dual rear tires), single-unit trucks.		
6. Single-unit trucks		2.34%
3-axle, single-unit trucks.		
7. Single-unit trucks		0.01%
4 or more axle, single-unit trucks.		
8. Single-trailer trucks		2.16%
3- or 4-axle, single-trailer trucks.		
9. Single-trailer trucks		9.91%
5-axle, single-trailer trucks.		
10. Single-trailer trucks		0.06%
6 or more axle, single-trailer trucks.		
11. Multi-trailer trucks		0.48%
5 or less axle, multi-trailer trucks.		
12. Multi-trailer trucks		0.08%
6-axle, multi-trailer trucks.		
13. Multi-trailer trucks		0.02%
7 or more axle, multi-trailer trucks.		

0000121_0983 - 121-0983

Description: BEG DOUGLAS 097

County: Fulton

Route number: 00000600

LRS section: 1211000600

Functional class: 3U - Principal Arterial - Other (Urban)

Coordinates: 33.73313822, -84.57767345

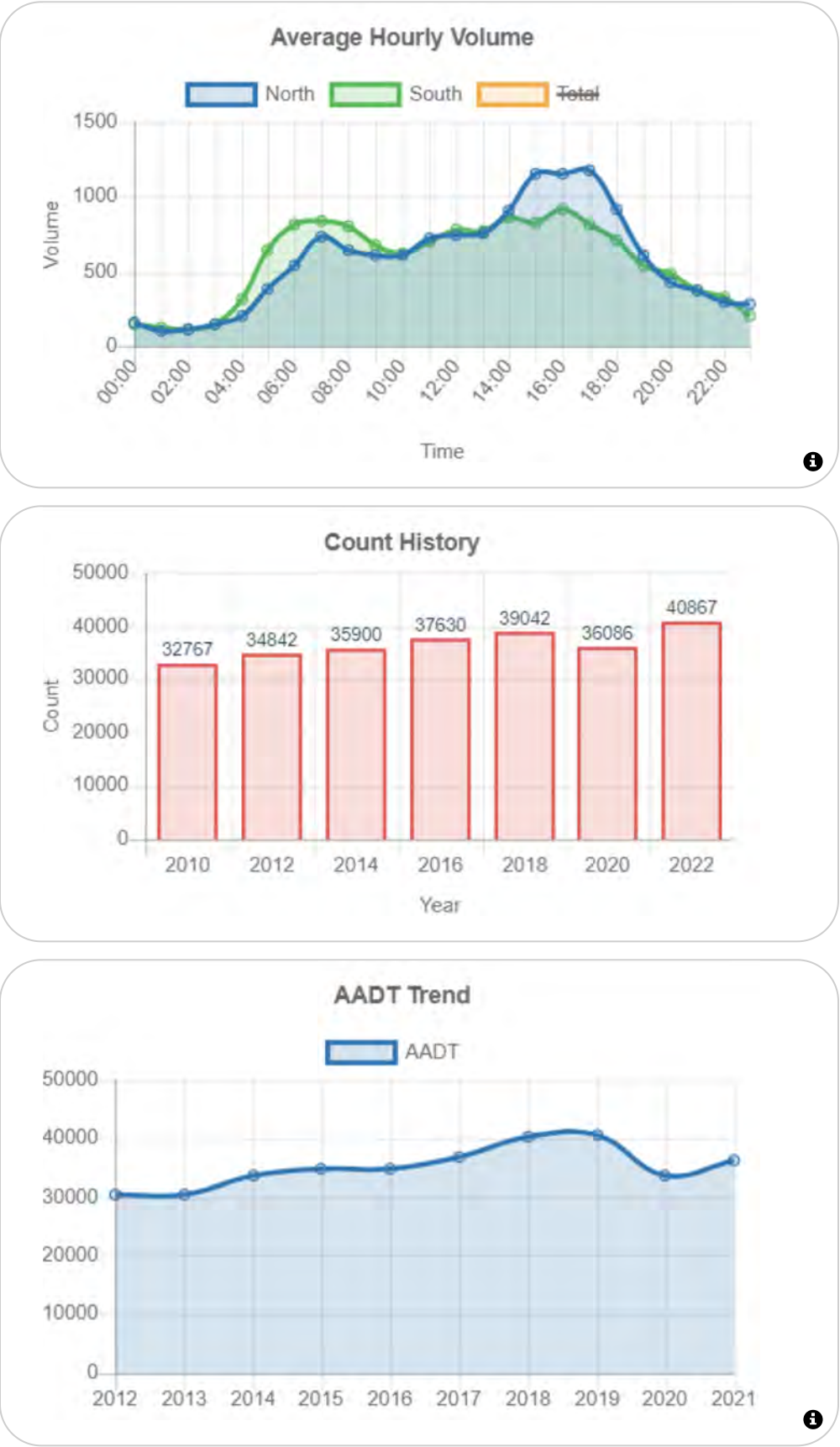
Site Data

Count History

Year	Month	Count type	Duration	Count
2022	July	Class	48 hours	40,867
2020	September	Class	48 hours	36,086
2018	January	Class	48 hours	39,042
2016	February	Class	48 hours	37,630
2014	June	Class	48 hours	35,900
2012	March	Class	48 hours	34,842
2010	February	Volume	48 hours	32,767

Annual Statistics

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated
AADT	30400	30500	33500	34700	34900	36900	40100	40400	33600	36300
K-Factor	-	-	0.087	0.087	0.087	-	0.084	0.084	0.086	0.086
D-Factor	-	-	0.600	0.600	0.600	-	0.610	0.610	0.560	0.560
Future AADT	-	-	-	-	52400	59400	64800	63000	63000	74000



FHWA Vehicle Classification		
1. Motorcycles 2 axles, 2 or 3 wheels.		0.25%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.		71.67%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		13.29%
4. Buses 2- or 3-axle, full length.		0.92%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		2.20%
6. Single-unit trucks 3-axle, single-unit trucks.		2.82%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.02%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		1.68%
9. Single-trailer trucks 5-axle, single-trailer trucks.		6.57%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.13%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0.34%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0.06%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.06%

0000097_4163 - 097-4163

Description: CR 081700 BEG AT

County: Douglas

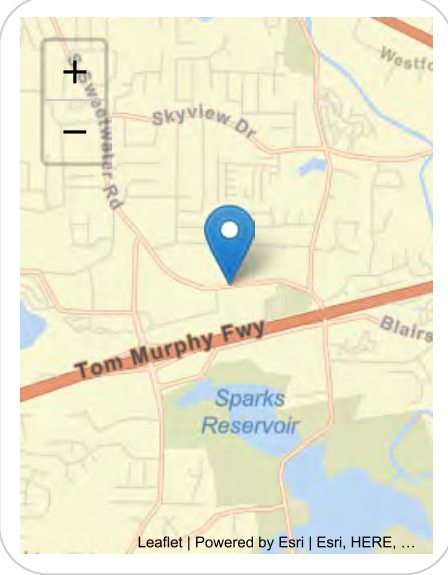
Route number: 00081800

LRS section: 0972081800

Functional class: 4U - Minor Arterial (Urban)

Coordinates: 33.7737745635729,
-84.6453828406622

Site Data

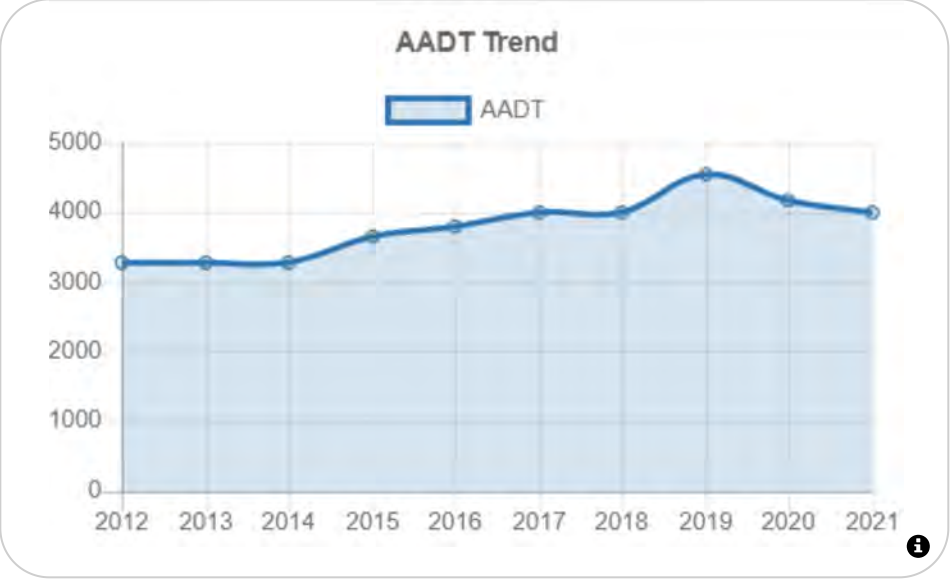
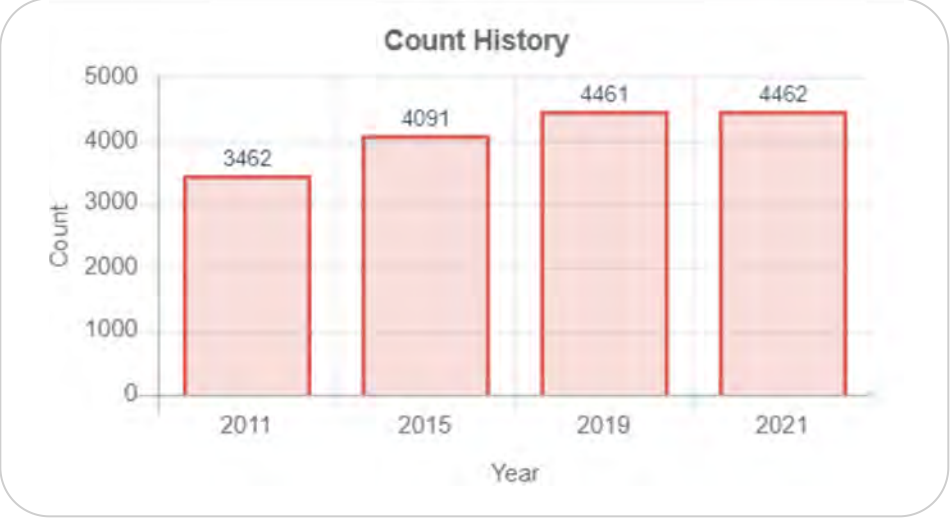
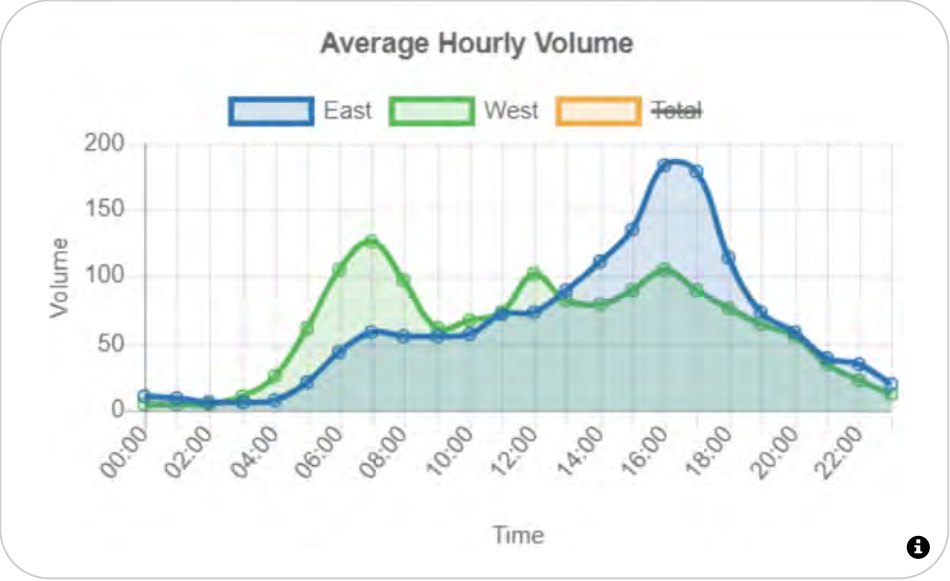


Count History

Year	Month	Count type	Duration	Count
2021	May	Class	48 hours	4,462
2019	January	Class	48 hours	4,461
2015	July	Class	48 hours	4,091
2011	January	Class	48 hours	3,462

Annual Statistics

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics	-	-	-	Actual	Estimated	Estimated	Estimated	Actual	Estimated	Actual
AADT	3,290	3,270	3,270	3,660	3,780	4,000	3,990	4,530	4,170	3,990
K-Factor	-	-	-	0.133	0.133	-	-	0.092	0.092	0.092
D-Factor	-	-	-	0.800	0.800	-	-	0.720	0.720	0.720
Future AADT	-	-	-	-	3,890	5,040	5,030	6,360	6,360	8,000



Vehicle Classification

1. Motorcycles		0.80%
2 axes, 2 or 3 wheels.		
2. Passenger cars		72.17%
2 axes. Can have 1- or 2-axle trailers.		
3. Pickups, panels, vans		19.38%
2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		
4. Buses		0.68%
2- or 3-axle, full length.		
5. Single-unit trucks		3.06%
2-axle, 6-tire, (dual rear tires), single-unit trucks.		
6. Single-unit trucks		1.58%
3-axle, single-unit trucks.		
7. Single-unit trucks		0.03%
4 or more axle, single-unit trucks.		
8. Single-trailer trucks		0.65%
3- or 4-axle, single-trailer trucks.		
9. Single-trailer trucks		1.52%
5-axle, single-trailer trucks.		
10. Single-trailer trucks		0.08%
6 or more axle, single-trailer trucks.		
11. Multi-trailer trucks		0%
5 or less axle, multi-trailer trucks.		
12. Multi-trailer trucks		0%
6-axle, multi-trailer trucks.		
13. Multi-trailer trucks		0.04%
7 or more axle, multi-trailer trucks.		

0000121_5262 - 121-5262

Description: SRX 000600

County: Fulton

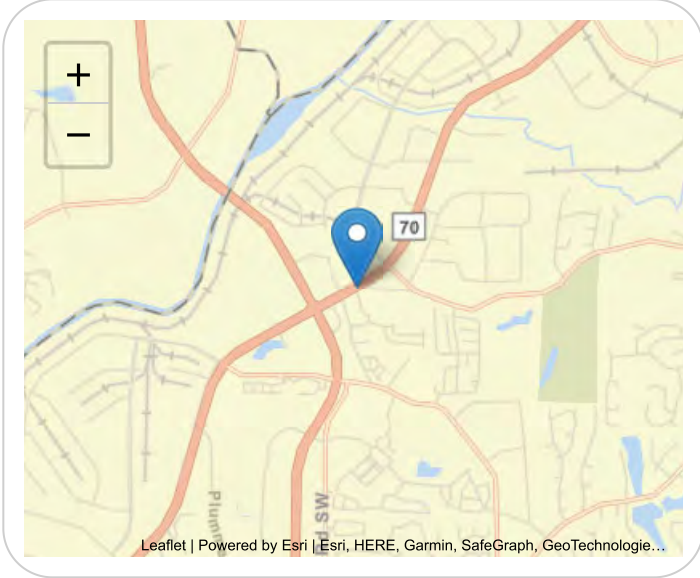
Route number: 00007000

LRS section: 1211007000

Functional class: 4U - Minor Arterial (Urban)

Coordinates: 33.7304704208319, -84.5715661389875

Site Data

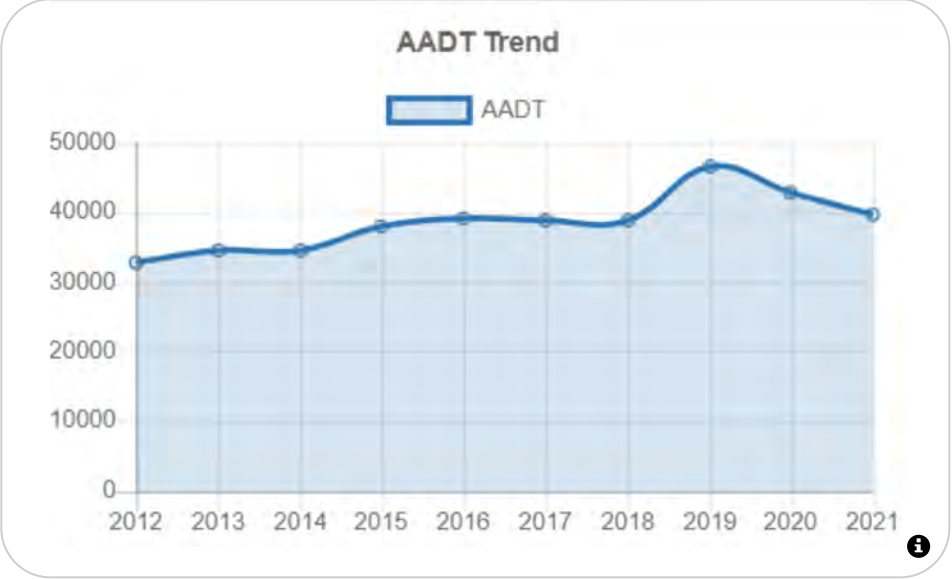
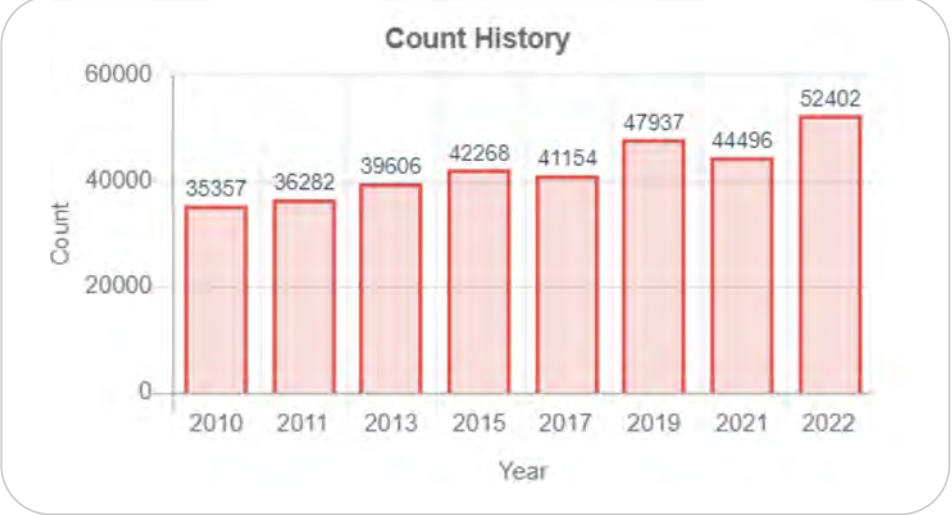
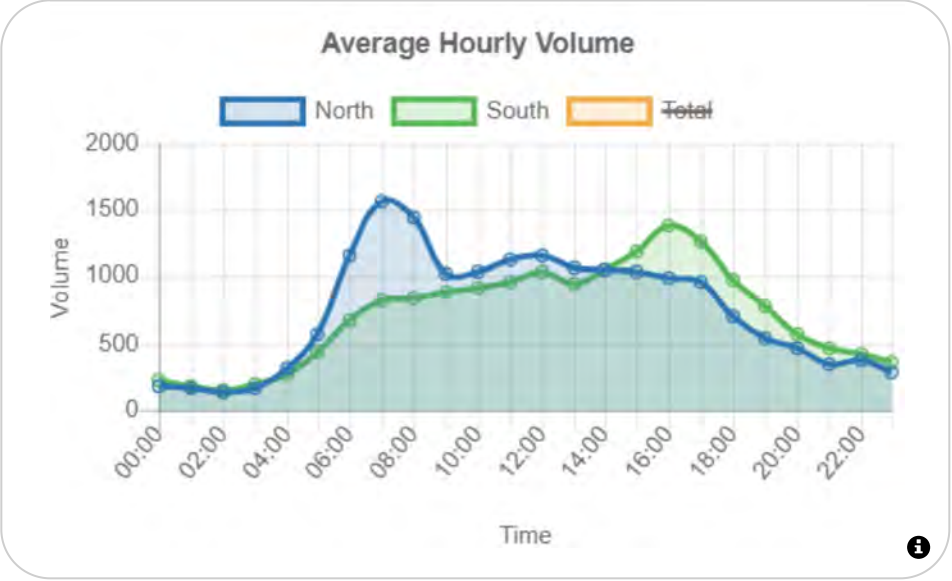


Count History

Year	Month	Count type	Duration	Count
2022	December	Volume	48 hours	52,402
2021	June	Class	48 hours	44,496
2019	January	Volume	48 hours	47,937
2017	June	Class	48 hours	41,154
2015	March	Volume	48 hours	42,268
2013	May	Class	48 hours	39,606
2011	March	Class	48 hours	36,282

Annual Statistics

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	-	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual
AADT	32,850	34,620	34,600	38,000	39,200	38,900	38,800	46,500	42,900	39,600
K-Factor	-	0.080	0.080	0.089	0.089	0.077	0.077	0.086	0.086	0.085
D-Factor	-	0.700	0.700	0.700	0.700	0.640	0.640	0.750	0.750	0.560
Future AADT	-	-	-	-	69,600	70,600	65,000	68,100	68,100	77,600



0000121_7232 - 121-7232

Description: CRX 902800

County: Fulton

Route number: 00050900

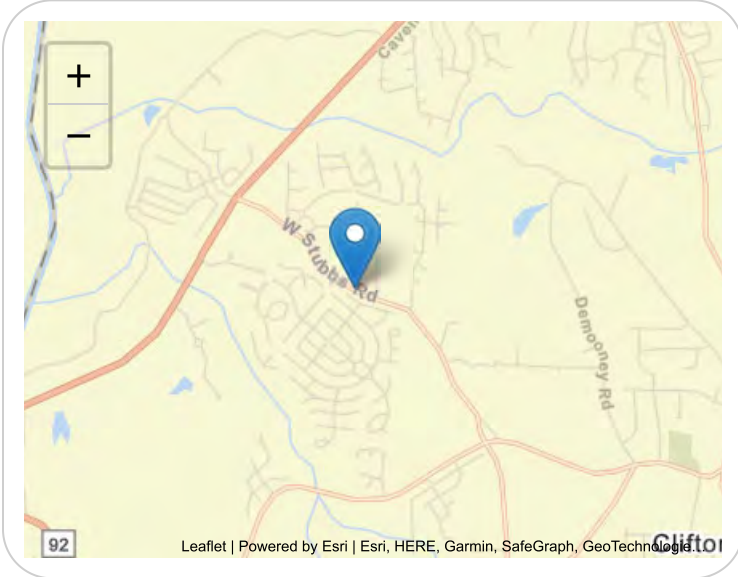
LRS section: 1212050900

Functional class: 6U - Minor Collector (Urban)

Coordinates: 33.66401, -84.6262524

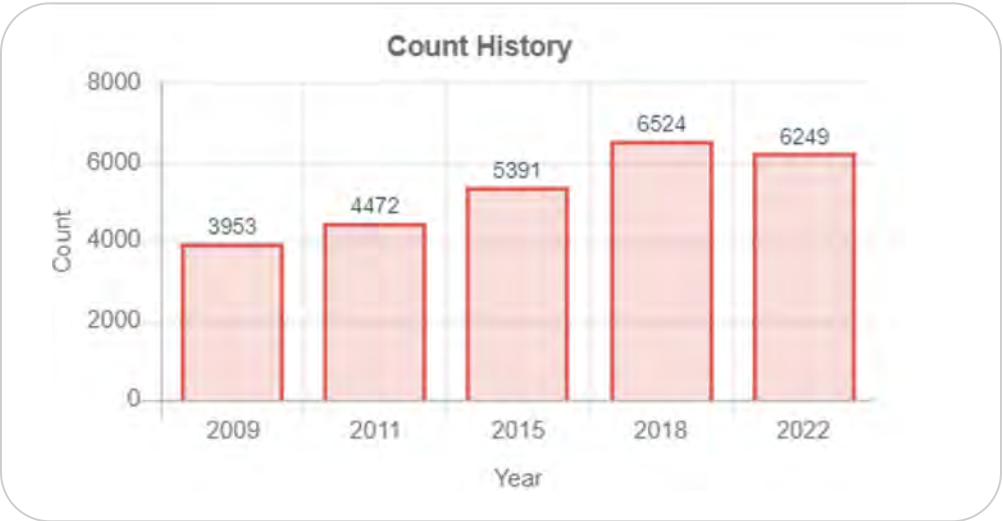
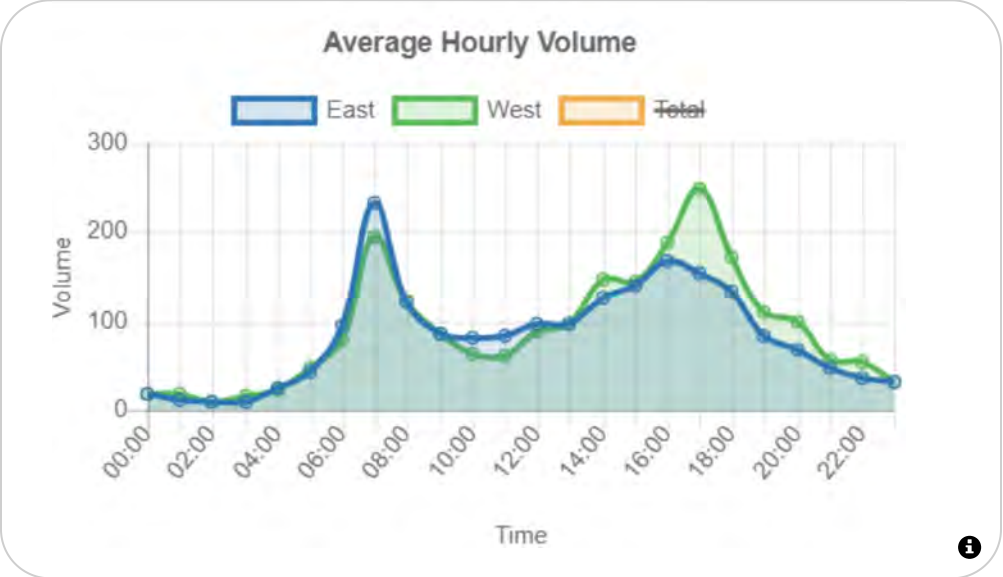
Site Data





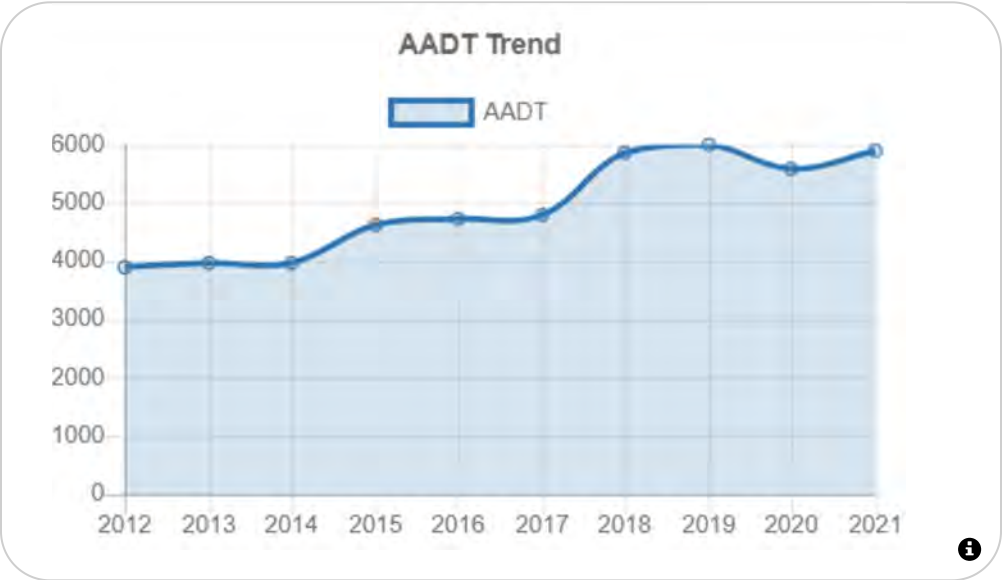
Count History

Year	Month	Count type	Duration	Count
2022	March	Volume	48 hours	6,249
2018	March	Volume	48 hours	6,524
2015	March	Volume	48 hours	5,391
2011	February	Volume	48 hours	4,472
2009	February	Volume	48 hours	3,953



Annual Statistics

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	-	-	Actual	Estimated	Estimated	Actual	Estimated	Estimated	Estimated
AADT	3880	3970	3970	4610	4720	4810	5870	5990	5570	5910
K-Factor	-	-	-	0.153	0.153	-	0.115	0.115	0.115	0.115
D-Factor	-	-	-	0.500	0.500	-	0.590	0.590	0.590	0.590
Future AADT	-	-	-	-	8260	8620	9600	11000	11000	12900



APPENDIX C: Growth Factor(s) Calculations & Analysis

HISTORICAL TRAFFIC COUNTS
Westwood on the Chattahoochee
Mixed-Use DRI
South Fulton, Fulton County, Georgia

Location	Counter ID	Georgia DOT AADT															Forecast		Compounded Growth Rate	
		2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2023	2032	2023-2032	Percent
SR 70/92/154/166 B/t SR 166 & SR 92	097-0065		8,952		8,796		10,660		12,296		13,034		9,551		12,829		12,813	15,307	2.00%	2.85%
SR 92 B/T SR 154 & Riverside Pkwy	097-0067			20,774		25,674		28,719				31,614		32,194			35,539	45,218	2.71%	8.42%
SR 92 S/O Mt Vernon Rd	097-0069		26,327		24,422		28,879		32,596		30,818	34,470			34,047		36,091	43,484	2.09%	8.10%
SR 154/166	097-0103		8,010		12,464		13,686		16,034		17,338	16,876			15,922		19,093	25,091	3.08%	4.67%
Riverside Pkwy	097-0165				6,215					9,333				7,856			9,071	10,874	2.03%	2.03%
SR 6 S/O Riverside Pkwy	097-0321			31,226		35,470		39,656				42,489		41,662			45,602	54,979	2.10%	10.24%
Cascade Palmetto Hwy	121-0256			5,880				7,242		7,604		7,550		6,254	7,886		7,634	8,558	1.28%	1.59%
Cascade Palmetto Hwy	121-0258					10,389			11,152		12,348	13,434			12,357		13,428	15,914	1.91%	2.96%
SR 70	121-0260	18,762			19,490		25,434		22,424		21,778		23,874		26,734		26,186	30,650	1.76%	5.71%
SR 154/166	121-0298				15,738		13,892		14,774		16,568	17,945			17,725		18,204	21,265	1.74%	3.96%
SR 70	121-0370			5,924		5,796		5,267		6,578		7,046	7,881		9,778		8,992	11,993	3.25%	2.23%
SR 154/166	121-0400			13,413		13,102		15,309		15,916		19,594	16,452			17,743	18,711	22,782	2.21%	4.24%
SR 154/166	121-0402		11,286	11,712		11,018		12,437		13,220		13,734		12,501	16,146		14,829	17,493	1.85%	3.26%
SR 154/166	121-0404		13,456		14,402		15,600		14,260		15,430		13,686		16,688		15,801	17,101	0.88%	3.18%
SR 154/166	121-0406		10,590	10,968		9,900		10,901		10,994		11,006		8,835	11,142		10,348	10,098	-0.27%	1.88%
SR 6	121-0980		23,119		30,590		34,444		33,009		36,957		32,766		38,047		39,161	47,461	2.16%	8.84%
SR 6	121-0982	23,685		26,091		23,904		27,473		27,556		34,418		29,166	24,771		29,754	33,064	1.18%	6.16%
SR 6	121-0983		32,767		34,842		35,900		37,630		39,042		36,086		40,867		40,475	45,285	1.26%	8.43%
S Sweetwater Rd W/O Mt Vernon Rd	121-4163			3,462				4,091				4,461		4,462			4,786	5,709	1.98%	1.06%
SR 70	121-5262		35,357	36,282		39,606		42,268		41,154		47,937		44,496	52,402		50,681	61,279	2.13%	11.41%
W Stubbs Rd	121-7232	3,953		4,472				5,391			6,524				6,249		6,897	8,673	2.58%	1.62%
																	451,283	536,971	2.0%	100.00%

APPENDIX D: Trip Generation

Single-Family Detached Housing (210)

Based upon methodology from ITE's Trip Generation, 11th Edition (2021)

Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used ¹	In/Out Distribution		Average Rate
		Total	Inbound	Outbound						
Single-Family Detached Housing	235 DU				210	Dwelling Units				
	Daily	2,214	1,107	1,107			$LN(T) = 0.92 * LN(X) + 2.68$	50%	50%	9.43
	AM Peak Hour	162	42	120			$LN(T) = 0.91 * LN(X) + 0.12$	26%	74%	0.70
	PM Peak Hour	222	140	82			$LN(T) = 0.94 * LN(X) + 0.27$	63%	37%	0.94
Reductions for Pass-By Trips										
	Daily	0	0	0						
	AM Peak Hour	0	0	0						
	PM Peak Hour	0	0	0						
TOTAL PROJECT TRIPS										
	Daily	2,214	1,107	1,107						
	AM Peak Hour	162	42	120						
	PM Peak Hour	222	140	82						

Note:

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

Single-Family Attached Housing (215)

Based upon methodology from ITE's Trip Generation, 11th Edition (2021)

Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used ¹	In/Out Distribution		Average Rate
		Total	Inbound	Outbound						
Single-Family Attached Housing	226 DU				215	Dwelling Units				
	Daily	1,672	836	836			T = 7.62 * X - 50.48	50%	50%	7.20
	AM Peak Hour (One Hour from 7-9)	112	35	77			T = 0.52 * X - 5.7	31%	69%	0.48
	PM Peak Hour (One Hour from 4-6)	132	75	57			T = 0.6 * X - 3.93	57%	43%	0.57
Reductions for Pass-By Trips										
	Daily	0	0	0						
	AM Peak Hour	0	0	0						
	PM Peak Hour	0	0	0						
TOTAL PROJECT TRIPS										
	Daily	1,672	836	836						
	AM Peak Hour	112	35	77						
	PM Peak Hour	132	75	57						

Note:

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

Multifamily Housing (Mid-Rise) (221)

Based upon methodology from ITE's Trip Generation, 11th Edition (2021)

Not Close to Rail Transit Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used ¹	In/Out Distribution		Average Rate
		Total	Inbound	Outbound						
Multifamily Housing (Mid-Rise)	1,042 DU				221	Dwelling Units				
General Urban/Suburban	Daily	4,924	2,462	2,462			T = 4.77 * X - 46.46	50%	50%	4.54
Adjacent Street Traffic 7-9 AM	AM Peak Hour	447	103	344			T = 0.44 * X - 11.61	23%	77%	0.37
Adjacent Street Traffic 4-6 PM	PM Peak Hour	407	248	159			T = 0.39 * X + 0.34	61%	39%	0.39
Reductions for Pass-By Trips										
	Daily	0	0	0						
	AM Peak Hour	0	0	0						
	PM Peak Hour	0	0	0						
TOTAL PROJECT TRIPS										
	Daily	4,924	2,462	2,462						
	AM Peak Hour	447	103	344						
	PM Peak Hour	407	248	159						

Note:

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

General Office Building (710)

Based upon methodology from ITE's Trip Generation, 11th Edition (2021)

Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used ¹	In/Out Distribution		Average Rate
		Total	Inbound	Outbound						
General Office Building	154,100 S.F.				710	1,000 S.F.				
	Daily	1,690	845	845			$LN(T) = 0.87 * LN(X/1000) + 3.05$	50%	50%	10.84
	AM Peak Hour	243	214	29			$LN(T) = 0.86 * LN(X/1000) + 1.16$	88%	12%	1.52
	PM Peak Hour	238	40	198			$LN(T) = 0.83 * LN(X/1000) + 1.29$	17%	83%	1.44
Reductions for Pass-By Trips										
	Daily	0	0	0						
	AM Peak Hour	0	0	0						
	PM Peak Hour	0	0	0						
TOTAL PROJECT TRIPS										
	Daily	1,690	845	845						
	AM Peak Hour	243	214	29						
	PM Peak Hour	238	40	198						

Note:

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

Shopping Center (>150K) (820)

Based upon methodology from ITE's Trip Generation, 11th Edition (2021)

Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used ¹	In/Out Distribution		Average Rate
		Total	Inbound	Outbound						
Shopping Center (>150K)	221,720 SF				820	1,000 SF				
Daily		11,652	5,826	5,826			$T = 26.11 * X/1000 + 5863.73$	50%	50%	37.01
AM Peak Hour		264	164	100			$T = 0.59 * X/1000 + 133.55$	62%	38%	0.84
PM Peak Hour		1,001	480	521			$LN(T) = 0.72 * LN(X/1000) + 3.02$	48%	52%	3.40
Saturday Daily		14,828	7,414	7,414			$T = 36.03 * X/1000 + 6840.22$	50%	50%	46.60
Saturday Peak Hour (of generator)		1,218	633	585			$LN(T) = 0.76 * LN(X/1000) + 3$	52%	48%	4.40
Reductions for Pass-By Trips										
Daily	29%	3,380	1,690	1,690						
AM Peak Hour		0	0	0						
PM Peak Hour	29%	290	139	151						
Saturday Daily		0	0	0						
Saturday Peak Hour		0	0	0						
TOTAL PROJECT TRIPS										
Daily		8,272	4,136	4,136						
AM Peak Hour		264	164	100						
PM Peak Hour		711	341	370						
Saturday Daily		14,828	7,414	7,414						
Saturday Peak Hour		1,218	633	585						

Note: Pass-By Percentages are from the ITE 11th Edition Appendices (2021)

¹ Where: T = Trips; X = Density by Variable; % = Pass-By Percentage

Supermarket (850)

Based upon methodology from ITE's Trip Generation, 11th Edition (2021)

Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used ¹	In/Out Distribution		Average Rate
		Total	Inbound	Outbound						
Supermarket	44,500 S.F.				850	1,000 S.F.				
	Daily	4,250	2,125	2,125			T = 83.39 * X/1000 + 539.33	50%	50%	93.84
	AM Peak Hour	127	75	52			T = 2.86 * X/1000	59%	41%	2.86
	PM Peak Hour	402	201	201			LN(T) = 0.81 * LN(X/1000) + 2.92	50%	50%	8.95
Reductions for Pass-By Trips										
	Daily	1,062	531	531						
	AM Peak Hour	0	0	0						
	PM Peak Hour	100	50	50						
TOTAL PROJECT TRIPS										
	Daily	3,188	1,594	1,594						
	AM Peak Hour	127	75	52						
	PM Peak Hour	302	151	151						

Note: Pass-By Percentages are from the ITE 11th Edition Apendices (2021)

¹ Where: T = Trips; X = Density by Variable; % = Pass-By Percentage

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	Westwood on the Chattahoochee DRI 4057			Organization:	NV5
Project Location:	South Fulton, GA			Performed By:	JP
Scenario Description:	Build			Date:	10/10/2023
Analysis Year:	2032			Checked By:	
Analysis Period:	AM Street Peak Hour			Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				243	214	29
Retail				391	239	152
Restaurant				0		
Cinema/Entertainment				0		
Residential				721	180	541
Hotel				0		
All Other Land Uses ²				0		
				1,355	633	722

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses ²	1.00	0%	0%	1.00	0%	0%

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

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		8	0	0	0	0
Retail	9		0	0	4	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	6	5	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	1,355	633	722
Internal Capture Percentage	5%	5%	4%
External Vehicle-Trips ⁵	1,291	601	690
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	7%	28%
Retail	5%	9%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	2%	2%
Hotel	N/A	N/A

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

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

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

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

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

⁶Person-Trips

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

Project Name:	Westwood on the Chattahoochee DRI 4057
Analysis Period:	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	214	214	1.00	29	29
Retail	1.00	239	239	1.00	152	152
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	180	180	1.00	541	541
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		8	18	0	0	0
Retail	44		20	0	21	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	11	5	108	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		76	0	0	0	0
Retail	9		0	0	4	0
Restaurant	30	19		0	9	0
Cinema/Entertainment	0	0	0		0	0
Residential	6	41	0	0		0
Hotel	6	10	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	15	199	214	199	0	0
Retail	13	226	239	226	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	4	176	180	176	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	8	21	29	21	0	0
Retail	13	139	152	139	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	11	530	541	530	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

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

²Person-Trips

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

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

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	Westwood on the Chattahoochee DRI 4057			Organization:	NV5
Project Location:	South Fulton, GA			Performed By:	JP
Scenario Description:	Build			Date:	10/10/2023
Analysis Year:	2032			Checked By:	
Analysis Period:	PM Street Peak Hour			Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				238	40	198
Retail				1,013	492	521
Restaurant				0		
Cinema/Entertainment				0		
Residential				761	463	298
Hotel				0		
All Other Land Uses ²				0		
				2,012	995	1,017

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses ²	1.00	0%	0%	1.00	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		2000	2000		2000	
Retail					2000	
Restaurant					2000	
Cinema/Entertainment					2000	
Residential		2000	2000			
Hotel					2000	

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		13	0	0	2	0
Retail	10		0	0	85	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	12	16	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	2,012	995	1,017
Internal Capture Percentage	14%	14%	14%
External Vehicle-Trips ⁵	1,736	857	879
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	55%	8%
Retail	6%	18%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	19%	9%
Hotel	N/A	N/A

¹ Land Use Codes (LUCs) from <i>Trip Generation Manual</i> , published by the Institute of Transportation Engineers.
² Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.
³ Enter trips assuming no transit or non-motorized trips (as assumed in ITE <i>Trip Generation Manual</i>).
⁴ Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made
⁵ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.
⁶ Person-Trips
*Indicates computation that has been rounded to the nearest whole number.
Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Westwood on the Chattahoochee DRI 4057
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	40	40	1.00	198	198
Retail	1.00	492	492	1.00	521	521
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	463	463	1.00	298	298
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		13	3	0	2	0
Retail	10		151	21	85	26
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	12	40	20	0		9
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		13	0	0	19	0
Retail	12		0	0	213	0
Restaurant	12	246		0	74	0
Cinema/Entertainment	2	20	0		19	0
Residential	23	16	0	0		0
Hotel	0	10	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	22	18	40	18	0	0
Retail	29	463	492	463	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	87	376	463	376	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	15	183	198	183	0	0
Retail	95	426	521	426	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	28	270	298	270	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

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

²Person-Trips

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

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

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	Westwood on the Chattahoochee DRI 4057			Organization:	NV5
Project Location:	South Fulton, GA			Performed By:	JP
Scenario Description:	Build			Date:	10/10/2023
Analysis Year:	2032			Checked By:	
Analysis Period:	Daily			Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				1,690	845	845
Retail				11,460	5,730	5,730
Restaurant				0		
Cinema/Entertainment				0		
Residential				8,810	4,405	4,405
Hotel				0		
All Other Land Uses ²				0		
				21,960	10,980	10,980

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses ²	1.00	0%	0%	1.00	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		2000	2000		2000	
Retail					2000	
Restaurant					2000	
Cinema/Entertainment					2000	
Residential		2000	2000			
Hotel					2000	

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		54	0	0	11	0
Retail	115		0	0	939	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	176	183	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	21,960	10,980	10,980
Internal Capture Percentage	13%	13%	13%
External Vehicle-Trips ⁵	19,004	9,502	9,502
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	34%	8%
Retail	4%	18%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	22%	8%
Hotel	N/A	N/A

¹ Land Use Codes (LUCs) from <i>Trip Generation Manual</i> , published by the Institute of Transportation Engineers.
² Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.
³ Enter trips assuming no transit or non-motorized trips (as assumed in ITE <i>Trip Generation Manual</i>).
⁴ Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made
⁵ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.
⁶ Person-Trips
*Indicates computation that has been rounded to the nearest whole number.
Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Westwood on the Chattahoochee DRI 4057
Analysis Period:	Daily

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	845	845	1.00	845	845
Retail	1.00	5730	5730	1.00	5730	5730
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	4405	4405	1.00	4405	4405
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		54	11	0	11	0
Retail	115		1662	229	939	287
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	176	592	296	0		132
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		147	0	0	176	0
Retail	262		0	0	2026	0
Restaurant	254	2865		0	705	0
Cinema/Entertainment	51	229	0		176	0
Residential	482	183	0	0		0
Hotel	0	115	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	291	554	845	554	0	0
Retail	237	5493	5730	5493	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	950	3455	4405	3455	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	65	780	845	780	0	0
Retail	1054	4676	5730	4676	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	359	4046	4405	4046	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

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

²Person-Trips

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

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

APPENDIX E: Capacity Analyses Reports

1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	170		675		310		575	300		315	465	
Storage Lanes	1		1		2		1	2		1	2	
Taper Length (ft)	115				300			225			200	
Lane Util. Factor	0.97	0.91	1.00	0.91	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95
Ped Bike Factor												
Frt	0.850			0.850			0.850			0.850		
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	2847	4759	1056	0	2993	4673	1392	2501	3167	1495	3303	3112
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	2847	4759	1056	0	2993	4673	1392	2501	3167	1495	3303	3112
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			291				291			267		
Link Speed (mph)	45			45			55			55		
Link Distance (ft)	2446			2324			3668			2456		
Travel Time (s)	37.1			35.2			45.5			30.4		

Intersection Summary

Area Type: Other

	
Lane Group	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	380
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1455
Flt Permitted	
Satd. Flow (perm)	1455
Right Turn on Red	Yes
Satd. Flow (RTOR)	361
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	

Intersection Summary

2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%		0%		0%		0%		0%		0%	
Storage Length (ft)	250		450	275		0	440		250	600		265
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	130			85			165			150		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt	0.850		0.850		0.850		0.850		0.850		0.850	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1845	1495	1770	1827	1302	1656	3112	1538	1456	2959	1583
Flt Permitted	0.387			0.496			0.405			0.233		
Satd. Flow (perm)	728	1845	1495	924	1827	1302	706	3112	1538	357	2959	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			477			300			205			211
Link Speed (mph)	45				45				55		55	
Link Distance (ft)	1126				2458				2597		3467	
Travel Time (s)	17.1				37.2				32.2		43.0	

Intersection Summary

Area Type: Other

3: SR 92/Fairburn Rd & Mt Vernon Rd

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%
Storage Length (ft)	0	0	335		250	300	
Storage Lanes	1	0	1		1	1	
Taper Length (ft)	50		125			135	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor							
Frt	0.947				0.850		
Flt Protected	0.970					0.950	
Satd. Flow (prot)	1691	0	1900	3374	1599	1770	3343
Flt Permitted	0.970					0.255	
Satd. Flow (perm)	1691	0	1900	3374	1599	475	3343
Right Turn on Red		Yes			Yes		
Satd. Flow (RTOR)	29				403		
Link Speed (mph)	40			45			45
Link Distance (ft)	1213			1812			3614
Travel Time (s)	20.7			27.5			54.8

Intersection Summary

Area Type: Other

4: SR 92/Fairburn Rd & Anneewakee Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		135	0		0	575		100	215		250
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	50			50			175			125		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850						0.850			0.850
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1787	1583	0	1900	0	1736	3406	1615	1900	3343	1568
Flt Permitted		0.748					0.082					
Satd. Flow (perm)	0	1407	1583	0	1900	0	150	3406	1615	1900	3343	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			248						30			94
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		2309			691			1956			2729	
Travel Time (s)		35.0			18.8			29.6			41.3	

Intersection Summary

Area Type: Other

Westwood Mixed-Use Development DRI #4057
5: SR 92/Fairburn Rd & Riverside Pkwy

2023 Existing AM

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%
Storage Length (ft)	0	600	325		365	650	
Storage Lanes	1	2	1		1	1	
Taper Length (ft)	50		150			75	
Lane Util. Factor	1.00	0.88	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor							
Frt		0.850			0.850		
Flt Protected	0.950					0.950	
Satd. Flow (prot)	1703	2656	1900	3471	1509	1752	3374
Flt Permitted	0.950					0.148	
Satd. Flow (perm)	1703	2656	1900	3471	1509	273	3374
Right Turn on Red		Yes			Yes		
Satd. Flow (RTOR)		36			186		
Link Speed (mph)	45			45			45
Link Distance (ft)	2302			1310			1956
Travel Time (s)	34.9			19.8			29.6
Intersection Summary							
Area Type:	Other						

6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%			0%			0%			0%
Storage Length (ft)		225		250	260		335	145		165	0	
Storage Lanes		1		1	1		1	1		1	0	
Taper Length (ft)		140			150			100			50	
Lane Util. Factor	0.95	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt				0.850			0.850			0.850		0.957
Flt Protected		0.950			0.950			0.950	0.963			0.996
Satd. Flow (prot)	0	1805	3406	1509	1770	3406	1615	1633	1670	1599	0	1800
Flt Permitted		0.542			0.950			0.950	0.963			0.376
Satd. Flow (perm)	0	1030	3406	1509	1770	3406	1615	1633	1670	1599	0	680
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				827			149			149		19
Link Speed (mph)			45			45			45			25
Link Distance (ft)			1310			1171			999			755
Travel Time (s)			19.8			17.7			15.1			20.6

Intersection Summary

Area Type: Other



Lane Group	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	

Intersection Summary

Westwood Mixed-Use Development DRI #4057
7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

2023 Existing AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	150		150	170		115		265		145	265	
Storage Lanes	1		1	1		1		1		1	1	
Taper Length (ft)	115			145				75			65	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor												
Frt	0.850			0.850			0.850			0.850		
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	1719	1792	1568	1656	1792	1242	0	1788	3406	1553	1271	3085
Flt Permitted	0.323			0.456				0.612			0.161	
Satd. Flow (perm)	584	1792	1568	795	1792	1242	0	1152	3406	1553	215	3085
Right Turn on Red	Yes			Yes			Yes			Yes		
Satd. Flow (RTOR)	188			261			255					
Link Speed (mph)	45			45			55			55		
Link Distance (ft)	3872			4194			801			5473		
Travel Time (s)	58.7			63.5			9.9			67.8		

Intersection Summary

Area Type: Other



Lane Group	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	280
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1524
Flt Permitted	
Satd. Flow (perm)	1524
Right Turn on Red	Yes
Satd. Flow (RTOR)	255
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	

Intersection Summary

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	65		275	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1805	1495	1810	1615	1805	1667
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1805	1495	1810	1615	1805	1667
Link Speed (mph)	25		55			55
Link Distance (ft)	272		1028			847
Travel Time (s)	7.4		12.7			45.4
Intersection Summary						
Area Type:	Other					

9: Cascade Palmetto Hwy & Cochran Rd

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	0	0	0			0
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.966				0.998	
Flt Protected	0.964					
Satd. Flow (prot)	1132	0	0	1827	1696	0
Flt Permitted	0.964					
Satd. Flow (perm)	1132	0	0	1827	1696	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	619			5732	1028	
Travel Time (s)	7.7			71.2	12.7	
Intersection Summary						
Area Type:	Other					

10: Cascade Palmetto Hwy & W Stubbs Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		175	260		240	300		290
Storage Lanes	0		0	0		1	1		1	1		1
Taper Length (ft)	50			50			85			85		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.987				0.850			0.850			0.850
Flt Protected		0.975			0.983		0.950			0.950		
Satd. Flow (prot)	0	1763	0	0	1808	1599	1583	1810	1538	1703	1610	1615
Flt Permitted		0.803			0.871		0.648			0.210		
Satd. Flow (perm)	0	1452	0	0	1602	1599	1080	1810	1538	376	1610	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				281			131			131
Link Speed (mph)		25			45			55			55	
Link Distance (ft)		829			1658			3254			5732	
Travel Time (s)		22.6			25.1			40.3			71.1	

Intersection Summary

Area Type: Other

11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	190		0	250		0	350		0	210		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	85			85			80			95		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.967			0.978			0.986			0.968		
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1715	0	1703	1741	0	1671	1749	0	1480	1625	0
Flt Permitted	0.269			0.143			0.533			0.497		
Satd. Flow (perm)	491	1715	0	256	1741	0	938	1749	0	774	1625	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			10			5			14	
Link Speed (mph)		50			50			55			50	
Link Distance (ft)		1759			2098			1918			9731	
Travel Time (s)		24.0			28.6			23.8			132.7	

Intersection Summary

Area Type: Other

12: W Stubbs Rd & Butner Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.995			0.916			0.998			0.970	
Flt Protected		0.987						0.996			0.974	
Satd. Flow (prot)	0	1826	0	0	1707	0	0	1825	0	0	1737	0
Flt Permitted		0.987						0.996			0.974	
Satd. Flow (perm)	0	1826	0	0	1707	0	0	1825	0	0	1737	0
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		937			898			614			765	
Travel Time (s)		11.6			11.1			7.6			9.5	
Intersection Summary												
Area Type:	Other											

1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	334	971	55	194	489	259	96	576	320	632	570	347
Future Volume (vph)	334	971	55	194	489	259	96	576	320	632	570	347
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	16.0	26.0	26.0	15.0	25.0	25.0	15.0	25.0	25.0	24.0	34.0	34.0
Total Split (%)	17.8%	28.9%	28.9%	16.7%	27.8%	27.8%	16.7%	27.8%	27.8%	26.7%	37.8%	37.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	10.0	20.0	20.0	9.0	19.0	19.0	7.6	18.0	18.0	17.0	30.0	30.0
Actuated g/C Ratio	0.11	0.22	0.22	0.10	0.21	0.21	0.08	0.20	0.20	0.19	0.33	0.33
v/c Ratio	1.10	0.96	0.12	0.92	0.52	0.52	0.48	0.95	0.65	1.06	0.57	0.50
Control Delay (s/veh)	119.9	54.6	0.5	76.4	33.6	6.9	47.0	61.9	14.5	88.6	28.5	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	119.9	54.6	0.5	76.4	33.6	6.9	47.0	61.9	14.5	88.6	28.5	5.4
LOS	F	D	A	E	C	A	D	E	B	F	C	A
Approach Delay (s/veh)		68.5			37.9			45.2			47.9	
Approach LOS		E			D			D			D	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.10

Intersection Signal Delay (s/veh): 51.0

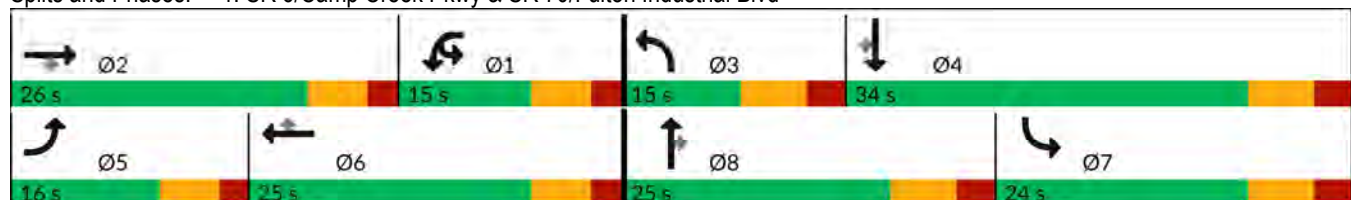
Intersection LOS: D

Intersection Capacity Utilization 85.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd



1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

																
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT				
Lane Configurations																
Traffic Volume (veh/h)	334	971	55	69	194	489	259	96	576	320	632	570				
Future Volume (veh/h)	334	971	55	69	194	489	259	96	576	320	632	570				
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0				
Lane Width Adj.	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Ped-Bike Adj(A_pbT)	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				
Work Zone On Approach	No				No				No			No				
Adj Sat Flow, veh/h/ln	1559	1767	1115		1648	1737	1663	1307	1693	1781	1811	1663				
Adj Flow Rate, veh/h	348	1011	57		202	509	270	100	600	333	658	594				
Peak Hour Factor	0.96	0.96	0.96		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96				
Percent Heavy Veh, %	23	9	53		17	11	16	40	14	8	6	16				
Cap, veh/h	324	1086	213		267	950	282	141	652	306	641	1061				
Arrive On Green	0.11	0.23	0.23		0.09	0.20	0.20	0.06	0.20	0.20	0.19	0.34				
Sat Flow, veh/h	2881	4823	945		3045	4742	1409	2415	3216	1510	3346	3159				
Grp Volume(v), veh/h	348	1011	57		202	509	270	100	600	333	658	594				
Grp Sat Flow(s),veh/h/ln	1440	1608	945		1522	1581	1409	1208	1608	1510	1673	1580				
Q Serve(g_s), s	10.0	18.2	3.2		5.8	8.5	9.7	3.6	16.2	18.0	17.0	13.7				
Cycle Q Clear(g_c), s	10.0	18.2	3.2		5.8	8.5	9.7	3.6	16.2	18.0	17.0	13.7				
Prop In Lane	1.00		1.00		1.00		1.00	1.00		1.00	1.00					
Lane Grp Cap(c), veh/h	324	1086	213		267	950	282	141	652	306	641	1061				
V/C Ratio(X)	1.07	0.93	0.27		0.76	0.54	0.96	0.71	0.92	1.09	1.03	0.56				
Avail Cap(c_a), veh/h	324	1086	213		309	1015	302	218	652	306	641	1061				
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				
Upstream Filter(I)	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Uniform Delay (d), s/veh	39.4	33.7	15.3		39.6	31.8	11.7	41.1	34.7	35.4	35.9	24.1				
Incr Delay (d2), s/veh	70.6	13.7	0.7		8.9	0.5	39.1	6.4	20.3	77.0	42.6	2.1				
Initial Q Delay(d3), s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
%ile BackOfQ(50%),veh/ln	6.5	8.0	0.9		2.4	3.1	7.8	1.1	7.6	12.5	10.1	4.8				
Unsig. Movement Delay, s/veh																
LnGrp Delay(d), s/veh	110.0	47.5	16.0		48.5	32.3	50.8	47.5	55.0	112.4	78.5	26.2				
LnGrp LOS	F	D	B		D	C	D	D	E	F	F	C				
Approach Vol, veh/h	1416				981				1033			1613				
Approach Delay, s/veh	61.5				40.7				72.8			49.5				
Approach LOS	E				D				E			D				
Timer - Assigned Phs	1	2	3	4	5	6	7	8								
Phs Duration (G+Y+Rc), s	13.8	26.0	12.2	36.8	16.0	23.8	24.0	25.0								
Change Period (Y+Rc), s	6.0	6.0	7.0	7.0	6.0	6.0	7.0	7.0								
Max Green Setting (Gmax), s	9.0	20.0	8.0	27.0	10.0	19.0	17.0	18.0								
Max Q Clear Time (g_c+I1), s	7.8	20.2	5.6	21.2	12.0	11.7	19.0	20.0								
Green Ext Time (p_c), s	0.1	0.0	0.1	2.4	0.0	2.4	0.0	0.0								
Intersection Summary																
HCM 7th Control Delay, s/veh	56.0															
HCM 7th LOS	E															
Notes																
User approved ignoring U-Turning movement.																



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	347
Future Volume (veh/h)	347
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1737
Adj Flow Rate, veh/h	361
Peak Hour Factor	0.96
Percent Heavy Veh, %	11
Cap, veh/h	494
Arrive On Green	0.34
Sat Flow, veh/h	1472
Grp Volume(v), veh/h	361
Grp Sat Flow(s),veh/h/ln	1472
Q Serve(g_s), s	19.2
Cycle Q Clear(g_c), s	19.2
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	494
V/C Ratio(X)	0.73
Avail Cap(c_a), veh/h	494
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	25.9
Incr Delay (d2), s/veh	9.2
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	7.2
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	35.1
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	244	270	448	57	249	34	269	772	64	37	611	136
Future Volume (vph)	244	270	448	57	249	34	269	772	64	37	611	136
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	12.0	25.0	25.0	12.0	25.0	25.0	16.0	31.0	31.0	12.0	27.0	27.0
Total Split (%)	15.0%	31.3%	31.3%	15.0%	31.3%	31.3%	20.0%	38.8%	38.8%	15.0%	33.8%	33.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.5	6.5	6.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	24.5	21.1	21.1	21.8	15.9	15.9	29.2	28.7	28.7	21.1	20.6	20.6
Actuated g/C Ratio	0.32	0.28	0.28	0.29	0.21	0.21	0.38	0.38	0.38	0.28	0.27	0.27
v/c Ratio	0.82	0.56	0.63	0.18	0.70	0.07	0.75	0.70	0.10	0.21	0.81	0.25
Control Delay (s/veh)	43.9	30.5	7.0	17.3	38.2	0.3	40.1	26.8	0.3	25.1	36.7	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.9	30.5	7.0	17.3	38.2	0.3	40.1	26.8	0.3	25.1	36.7	2.2
LOS	D	C	A	B	D	A	D	C	A	C	D	A
Approach Delay (s/veh)		23.0			30.9			28.5			30.2	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 76.1

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay (s/veh): 27.5

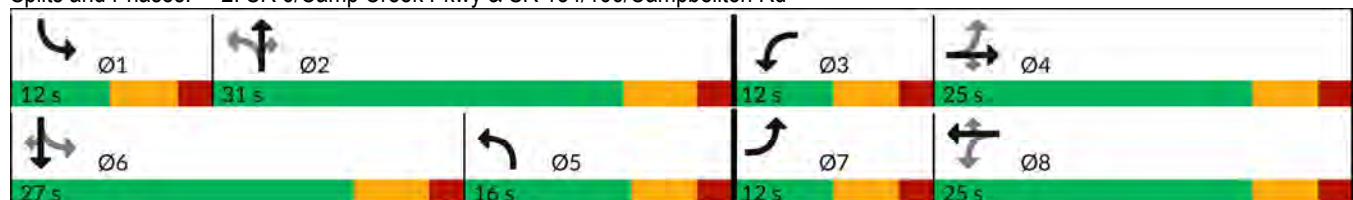
Intersection LOS: C

Intersection Capacity Utilization 78.8%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd



Westwood Mixed-Use Development DRI #4057
2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

2023 Existing AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	270	448	57	249	34	269	772	64	37	611	136
Future Volume (veh/h)	244	270	448	57	249	34	269	772	64	37	611	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1885	1856	1781	1870	1841	1544	1767	1663	1826	1544	1574	1870
Adj Flow Rate, veh/h	260	287	477	61	265	36	286	821	0	39	650	145
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	3	8	2	4	24	9	16	5	24	22	2
Cap, veh/h	289	391	318	233	326	232	327	1156		154	844	447
Arrive On Green	0.08	0.21	0.21	0.05	0.18	0.18	0.11	0.37	0.00	0.04	0.28	0.28
Sat Flow, veh/h	1795	1856	1510	1781	1841	1309	1682	3159	1547	1471	2991	1585
Grp Volume(v), veh/h	260	287	477	61	265	36	286	821	0	39	650	145
Grp Sat Flow(s),veh/h/ln	1795	1856	1510	1781	1841	1309	1682	1580	1547	1471	1495	1585
Q Serve(g_s), s	6.0	10.5	9.8	2.0	10.1	1.7	6.2	16.2	0.0	1.5	14.5	3.4
Cycle Q Clear(g_c), s	6.0	10.5	9.8	2.0	10.1	1.7	6.2	16.2	0.0	1.5	14.5	3.4
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	289	391	318	233	326	232	327	1156		154	844	447
V/C Ratio(X)	0.90	0.73	1.50	0.26	0.81	0.16	0.87	0.71		0.25	0.77	0.32
Avail Cap(c_a), veh/h	289	485	395	293	481	342	366	1156		221	844	447
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.1	26.8	11.6	23.0	28.7	25.3	29.5	19.7	0.0	23.6	23.9	8.6
Incr Delay (d2), s/veh	28.6	4.4	240.3	0.6	6.6	0.3	18.9	3.7	0.0	0.9	6.7	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	4.7	25.7	0.8	4.6	0.5	5.9	5.5	0.0	0.5	5.1	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.7	31.2	251.9	23.6	35.4	25.6	48.4	23.5	0.0	24.5	30.6	10.5
LnGrp LOS	E	C	F	C	D	C	D	C		C	C	B
Approach Vol, veh/h	1024			362			1107			834		
Approach Delay, s/veh	140.2			32.4			29.9			26.9		
Approach LOS	F			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	33.1	9.5	21.3	14.8	27.0	12.0	18.9				
Change Period (Y+Rc), s	6.0	6.5	6.0	6.0	6.5	* 6.5	6.0	6.0				
Max Green Setting (Gmax), s	6.0	24.5	6.0	19.0	10.0	* 21	6.0	19.0				
Max Q Clear Time (g_c+I1), s	3.5	18.2	4.0	12.5	8.2	16.5	8.0	12.1				
Green Ext Time (p_c), s	0.0	2.6	0.0	1.9	0.2	1.6	0.0	0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh	63.4											
HCM 7th LOS	E											
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.												

3: SR 92/Fairburn Rd & Mt Vernon Rd

	↖	↑	↗	↘	↓	
Lane Group	WBL	NBT	NBR	SBL	SBT	Ø5
Lane Configurations	↖↖	↑↑	↗	↘	↑↑	
Traffic Volume (vph)	192	829	367	132	1252	
Future Volume (vph)	192	829	367	132	1252	
Turn Type	Prot	NA	Perm	pm+pt	NA	
Protected Phases	3	2		1	6	5
Permitted Phases			2	6		
Detector Phase	3	2	2	1	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	25.0	12.0	25.0	12.0
Total Split (s)	36.0	61.0	61.0	13.0	62.0	12.0
Total Split (%)	32.7%	55.5%	55.5%	11.8%	56.4%	11%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag		Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None
Act Effct Green (s)	25.1	59.9	59.9	72.9	72.9	
Actuated g/C Ratio	0.23	0.54	0.54	0.66	0.66	
v/c Ratio	0.85	0.50	0.38	0.37	0.62	
Control Delay (s/veh)	56.1	10.7	1.5	14.1	12.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	56.1	10.7	1.5	14.1	12.9	
LOS	E	B	A	B	B	
Approach Delay (s/veh)	56.1	7.9			13.0	
Approach LOS	E	A			B	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 105 (95%), Referenced to phase 2:NBTU and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay (s/veh): 15.6

Intersection LOS: B

Intersection Capacity Utilization 71.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: SR 92/Fairburn Rd & Mt Vernon Rd



3: SR 92/Fairburn Rd & Mt Vernon Rd

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	192	123	0	829	367	132	1252
Future Volume (veh/h)	192	123	0	829	367	132	1252
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1841	1870		1796	1885	1870	1781
Adj Flow Rate, veh/h	211	135		911	403	145	1376
Peak Hour Factor	0.91	0.91		0.91	0.91	0.91	0.91
Percent Heavy Veh, %	4	2		7	1	2	8
Cap, veh/h	230	147		1706	799	262	2251
Arrive On Green	0.23	0.23		0.50	0.50	0.11	0.66
Sat Flow, veh/h	1017	651		3503	1598	1781	3474
Grp Volume(v), veh/h	347	0		911	403	145	1376
Grp Sat Flow(s), veh/h/ln	1673	0		1706	1598	1781	1692
Q Serve(g_s), s	22.3	0.0		20.0	6.1	4.3	25.2
Cycle Q Clear(g_c), s	22.3	0.0		20.0	6.1	4.3	25.2
Prop In Lane	0.61	0.39			1.00	1.00	
Lane Grp Cap(c), veh/h	378	0		1706	799	262	2251
V/C Ratio(X)	0.92	0.00		0.53	0.50	0.55	0.61
Avail Cap(c_a), veh/h	456	0		1706	799	262	2251
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.6	0.0		18.8	2.0	44.5	10.4
Incr Delay (d2), s/veh	21.2	0.0		1.2	2.3	2.5	1.2
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.1	0.0		7.5	5.5	3.7	8.1
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	62.8	0.0		20.0	4.3	47.0	11.7
LnGrp LOS	E			B	A	D	B
Approach Vol, veh/h	347			1314			1521
Approach Delay, s/veh	62.8			15.1			15.0
Approach LOS	E			B			B
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	18.1	61.0				79.1	30.9
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	7.0	55.0				56.0	30.0
Max Q Clear Time (g_c+l1), s	6.3	22.0				27.2	24.3
Green Ext Time (p_c), s	0.0	8.8				11.5	0.6
Intersection Summary							
HCM 7th Control Delay, s/veh			20.3				
HCM 7th LOS			C				
Notes							
User approved ignoring U-Turning movement.							

4: SR 92/Fairburn Rd & Anneewakee Rd

									
Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	NBR	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	206	0	703	15	263	876	15	1236	104
Future Volume (vph)	206	0	703	15	263	876	15	1236	104
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases		4		8	5	2		6	
Permitted Phases	4		4		2		2		6
Detector Phase	4	4	4	8	5	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	25.0	25.0	12.0	25.0	25.0	25.0	25.0
Total Split (s)	43.0	43.0	43.0	43.0	18.0	67.0	67.0	49.0	49.0
Total Split (%)	39.1%	39.1%	39.1%	39.1%	16.4%	60.9%	60.9%	44.5%	44.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead			Lag	Lag
Lead-Lag Optimize?					Yes			Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		37.0	37.0	37.0	61.0	61.0	61.0	43.0	43.0
Actuated g/C Ratio		0.34	0.34	0.34	0.55	0.55	0.55	0.39	0.39
v/c Ratio		0.45	1.04	0.02	1.06	0.48	0.02	0.98	0.16
Control Delay (s/veh)		32.3	69.6	24.7	95.7	8.2	0.1	42.5	3.3
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		32.3	69.6	24.7	95.7	8.2	0.1	42.5	3.3
LOS		C	E	C	F	A	A	D	A
Approach Delay (s/veh)		61.2		24.7		28.1		39.5	
Approach LOS		E		C		C		D	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 57 (52%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.06

Intersection Signal Delay (s/veh): 41.3

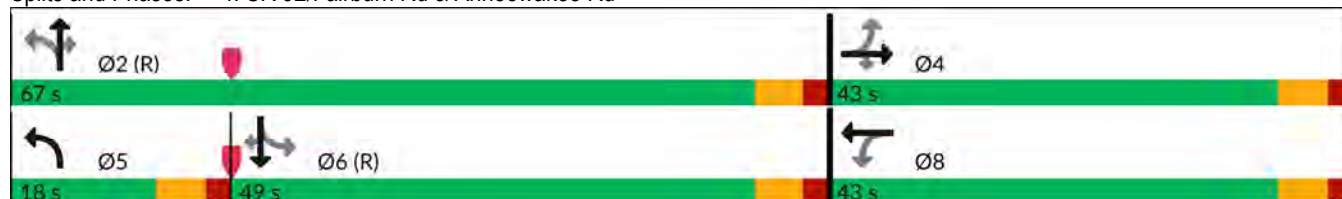
Intersection LOS: D

Intersection Capacity Utilization 96.9%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 4: SR 92/Fairburn Rd & Anneewakee Rd



4: SR 92/Fairburn Rd & Anneewakee Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	0	703	0	15	0	263	876	15	0	1236	104
Future Volume (veh/h)	206	0	703	0	15	0	263	876	15	0	1236	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1885	1900	1870	1900	1900	1900	1841	1811	1900	1900	1781	1856
Adj Flow Rate, veh/h	212	0	725	0	15	0	271	903	15	0	1274	107
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	0	2	0	0	0	4	6	0	0	8	3
Cap, veh/h	536	0	533	0	639	0	266	1908	893	65	1323	615
Arrive On Green	0.34	0.00	0.34	0.00	0.34	0.00	0.11	0.55	0.55	0.00	0.39	0.39
Sat Flow, veh/h	1398	0	1585	0	1900	0	1753	3441	1610	618	3385	1572
Grp Volume(v), veh/h	212	0	725	0	15	0	271	903	15	0	1274	107
Grp Sat Flow(s),veh/h/ln	1398	0	1585	0	1900	0	1753	1721	1610	618	1692	1572
Q Serve(g_s), s	12.9	0.0	37.0	0.0	0.6	0.0	12.0	17.4	0.5	0.0	40.4	4.9
Cycle Q Clear(g_c), s	13.5	0.0	37.0	0.0	0.6	0.0	12.0	17.4	0.5	0.0	40.4	4.9
Prop In Lane	1.00		1.00	0.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	536	0	533	0	639	0	266	1908	893	65	1323	615
V/C Ratio(X)	0.40	0.00	1.36	0.00	0.02	0.00	1.02	0.47	0.02	0.00	0.96	0.17
Avail Cap(c_a), veh/h	536	0	533	0	639	0	266	1908	893	65	1323	615
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	0.00	1.00	0.00	0.79	0.79	0.79	0.00	1.00	1.00
Uniform Delay (d), s/veh	28.9	0.0	36.5	0.0	24.4	0.0	32.4	14.8	11.0	0.0	32.7	21.9
Incr Delay (d2), s/veh	0.5	0.0	173.8	0.0	0.0	0.0	54.3	0.7	0.0	0.0	17.3	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	39.9	0.0	0.3	0.0	7.5	6.3	0.2	0.0	18.6	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.4	0.0	210.3	0.0	24.4	0.0	86.7	15.5	11.0	0.0	50.0	22.5
LnGrp LOS	C		F		C		F	B	B		D	C
Approach Vol, veh/h	937			15			1189			1381		
Approach Delay, s/veh	169.4			24.4			31.6			47.9		
Approach LOS	F			C			C			D		
Timer - Assigned Phs	2			4		5	6		8			
Phs Duration (G+Y+Rc), s	67.0			43.0		18.0	49.0		43.0			
Change Period (Y+Rc), s	6.0			6.0		6.0	6.0		6.0			
Max Green Setting (Gmax), s	61.0			37.0		12.0	43.0		37.0			
Max Q Clear Time (g_c+I1), s	19.4			39.0		14.0	42.4		2.6			
Green Ext Time (p_c), s	7.0			0.0		0.0	0.4		0.0			
Intersection Summary												
HCM 7th Control Delay, s/veh	74.6											
HCM 7th LOS	E											

5: SR 92/Fairburn Rd & Riverside Pkwy

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	109	326	863	173	560	1416
Future Volume (vph)	109	326	863	173	560	1416
Turn Type	Prot	pm+ov	NA	Perm	pm+pt	NA
Protected Phases	3	1	2		1	6
Permitted Phases		3		2	6	
Detector Phase	3	1	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	12.0	25.0	25.0	12.0	25.0
Total Split (s)	25.0	44.0	41.0	41.0	44.0	85.0
Total Split (%)	22.7%	40.0%	37.3%	37.3%	40.0%	77.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lead	Lag	Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effect Green (s)	12.8	55.6	42.4	42.4	85.2	85.2
Actuated g/C Ratio	0.12	0.51	0.39	0.39	0.77	0.77
v/c Ratio	0.59	0.26	0.69	0.27	0.85	0.58
Control Delay (s/veh)	57.6	13.3	12.7	1.5	31.4	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.6	13.3	12.7	1.5	31.4	3.4
LOS	E	B	B	A	C	A
Approach Delay (s/veh)	24.4		10.8			11.3
Approach LOS	C		B			B

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 6 (5%), Referenced to phase 2:NBTU and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay (s/veh): 12.8

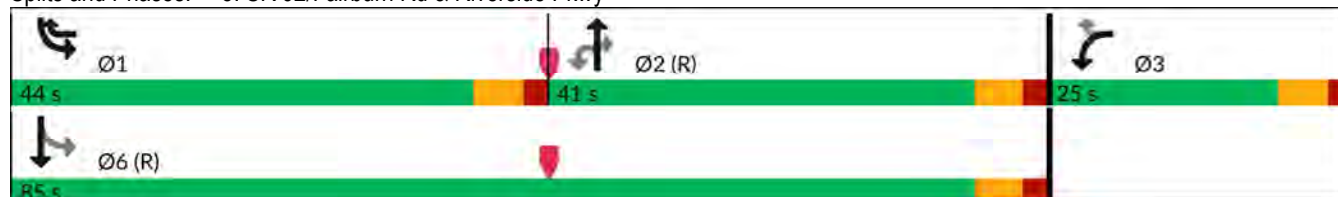
Intersection LOS: B

Intersection Capacity Utilization 75.9%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 5: SR 92/Fairburn Rd & Riverside Pkwy



5: SR 92/Fairburn Rd & Riverside Pkwy

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	109	326	0	863	173	560	1416
Future Volume (veh/h)	109	326	0	863	173	560	1416
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1811	1796		1841	1796	1856	1796
Adj Flow Rate, veh/h	117	351		928	186	602	1523
Peak Hour Factor	0.93	0.93		0.93	0.93	0.93	0.93
Percent Heavy Veh, %	6	7		4	7	3	7
Cap, veh/h	214	959		1674	729	624	2618
Arrive On Green	0.12	0.12		0.48	0.48	0.47	1.00
Sat Flow, veh/h	1725	2679		3589	1522	1767	3503
Grp Volume(v), veh/h	117	351		928	186	602	1523
Grp Sat Flow(s), veh/h/ln	1725	1340		1749	1522	1767	1706
Q Serve(g_s), s	7.0	10.7		20.7	8.0	22.0	0.0
Cycle Q Clear(g_c), s	7.0	10.7		20.7	8.0	22.0	0.0
Prop In Lane	1.00	1.00			1.00	1.00	
Lane Grp Cap(c), veh/h	214	959		1674	729	624	2618
V/C Ratio(X)	0.55	0.37		0.55	0.26	0.96	0.58
Avail Cap(c_a), veh/h	298	1089		1674	729	822	2618
HCM Platoon Ratio	1.00	1.00		1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00		0.70	0.70	0.09	0.09
Uniform Delay (d), s/veh	45.3	26.1		20.4	17.0	10.4	0.0
Incr Delay (d2), s/veh	2.2	0.2		0.9	0.6	3.3	0.1
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	3.3		8.0	2.7	5.4	0.0
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	47.5	26.3		21.3	17.6	13.7	0.1
LnGrp LOS	D	C		C	B	B	A
Approach Vol, veh/h	468			1114			2125
Approach Delay, s/veh	31.6			20.7			4.0
Approach LOS	C			C			A
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	31.7	58.6				90.4	19.6
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	38.0	35.0				79.0	19.0
Max Q Clear Time (g_c+l1), s	24.0	22.7				2.0	12.7
Green Ext Time (p_c), s	1.7	5.2				17.3	1.0
Intersection Summary							
HCM 7th Control Delay, s/veh			12.5				
HCM 7th LOS			B				
Notes							
User approved ignoring U-Turning movement.							

6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	10	9	658	833	47	288	13	690	93	103	12	85
Future Volume (vph)	10	9	658	833	47	288	13	690	93	103	12	85
Turn Type	pm+pt	pm+pt	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Perm	NA
Protected Phases	5	5	2		1	6		8	8			4
Permitted Phases	2	2		2			6			8	4	
Detector Phase	5	5	2	2	1	6	6	8	8	8	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	25.0	25.0	12.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	12.0	12.0	36.0	36.0	12.0	36.0	36.0	34.0	34.0	34.0	28.0	28.0
Total Split (%)	10.9%	10.9%	32.7%	32.7%	10.9%	32.7%	32.7%	30.9%	30.9%	30.9%	25.5%	25.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0
Lead/Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)		36.8	31.1	31.1	5.9	35.9	35.9	27.9	27.9	27.9		23.4
Actuated g/C Ratio		0.33	0.28	0.28	0.05	0.33	0.33	0.25	0.25	0.25		0.21
v/c Ratio		0.05	0.70	0.84	0.51	0.27	0.02	0.96	0.96	0.21		0.92
Control Delay (s/veh)		14.8	27.2	14.5	69.5	29.1	0.1	76.9	77.2	2.8		93.2
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay (s/veh)		14.8	27.2	14.5	69.5	29.1	0.1	76.9	77.2	2.8		93.2
LOS		B	C	B	E	C	A	E	E	A		F
Approach Delay (s/veh)			20.0			33.4			68.5			93.2
Approach LOS			C			C			E			F

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 10 (9%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay (s/veh): 40.1

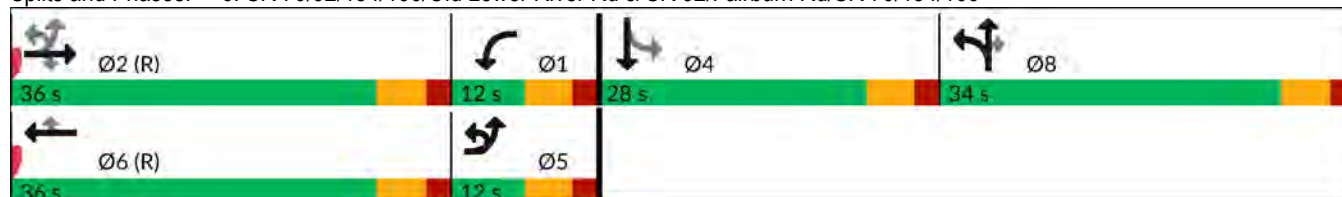
Intersection LOS: D

Intersection Capacity Utilization 78.7%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166



6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	10	9	658	833	47	288	13	690	93	103	12	85
Future Volume (veh/h)	10	9	658	833	47	288	13	690	93	103	12	85
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln		1900	1811	1796	1870	1811	1900	1826	1885	1885	1900	1885
Adj Flow Rate, veh/h		9	678	859	48	297	13	780	0	106	12	88
Peak Hour Factor		0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %		0	6	7	2	6	0	5	1	1	0	1
Cap, veh/h		581	938	415	289	938	439	848	0	390	15	109
Arrive On Green		0.16	0.27	0.27	0.16	0.27	0.27	0.24	0.00	0.24	0.10	0.10
Sat Flow, veh/h		1810	3441	1522	1781	3441	1610	3478	0	1598	145	1063
Grp Volume(v), veh/h		9	678	859	48	297	13	780	0	106	147	0
Grp Sat Flow(s),veh/h/ln		1810	1721	1522	1781	1721	1610	1739	0	1598	1776	0
Q Serve(g_s), s		0.0	19.6	30.0	2.6	7.6	0.7	24.0	0.0	5.9	8.9	0.0
Cycle Q Clear(g_c), s		0.0	19.6	30.0	2.6	7.6	0.7	24.0	0.0	5.9	8.9	0.0
Prop In Lane		1.00		1.00	1.00		1.00	1.00		1.00	0.08	
Lane Grp Cap(c), veh/h		581	938	415	289	938	439	848	0	390	183	0
V/C Ratio(X)		0.02	0.72	2.07	0.17	0.32	0.03	0.92	0.00	0.27	0.80	0.00
Avail Cap(c_a), veh/h		581	938	415	289	938	439	885	0	407	355	0
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.79	0.79	0.79	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		22.3	36.2	40.0	39.7	31.8	29.3	40.5	0.0	33.7	48.3	0.0
Incr Delay (d2), s/veh		0.0	3.8	487.6	0.3	0.9	0.1	14.2	0.0	0.4	8.0	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
%ile BackOfQ(50%),veh/ln		0.1	8.4	66.9	1.1	3.1	0.3	11.5	0.0	2.3	4.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		22.3	40.1	527.6	39.9	32.7	29.5	54.7	0.0	34.1	56.3	0.0
LnGrp LOS		C	D	F	D	C	C	D		C	E	
Approach Vol, veh/h			1546			358			886			147
Approach Delay, s/veh			310.9			33.6			52.3			56.3
Approach LOS			F			C			D			E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.9	36.0		17.3	23.9	36.0		32.8				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	30.0		22.0	6.0	30.0		28.0				
Max Q Clear Time (g_c+l1), s	4.6	32.0		10.9	2.0	9.6		26.0				
Green Ext Time (p_c), s	0.0	0.0		0.5	0.0	1.7		0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh			186.3									
HCM 7th LOS			F									
Notes												
User approved volume balancing among the lanes for turning movement.												
User approved ignoring U-Turning movement.												

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	46
Future Volume (veh/h)	46
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	47
Peak Hour Factor	0.97
Percent Heavy Veh, %	0
Cap, veh/h	58
Arrive On Green	0.10
Sat Flow, veh/h	568
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.32
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Westwood Mixed-Use Development DRI #4057
7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

2023 Existing AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	480	422	39	67	218	56	4	101	792	158	31	160
Future Volume (vph)	480	422	39	67	218	56	4	101	792	158	31	160
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4		3	8		5	5	2		1	6
Permitted Phases	4		4	8		8	2	2		2	6	
Detector Phase	7	4	4	3	8	8	5	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	25.0	12.0	25.0	25.0	12.0	12.0	25.0	25.0	12.0	25.0
Total Split (s)	23.0	36.0	36.0	12.0	25.0	25.0	12.0	12.0	30.0	30.0	12.0	30.0
Total Split (%)	25.6%	40.0%	40.0%	13.3%	27.8%	27.8%	13.3%	13.3%	33.3%	33.3%	13.3%	33.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.5	6.5	6.0	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	Max
Act Effect Green (s)	38.7	29.5	29.5	21.4	15.5	15.5		30.0	26.1	26.1	28.9	23.8
Actuated g/C Ratio	0.46	0.35	0.35	0.25	0.18	0.18		0.36	0.31	0.31	0.34	0.28
v/c Ratio	1.05	0.73	0.06	0.28	0.72	0.14		0.25	0.82	0.26	0.23	0.20
Control Delay (s/veh)	75.5	34.3	0.2	18.3	46.1	0.7		18.8	36.8	1.7	20.5	25.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	75.5	34.3	0.2	18.3	46.1	0.7		18.8	36.8	1.7	20.5	25.7
LOS	E	C	A	B	D	A		B	D	A	C	C
Approach Delay (s/veh)		53.9			33.2				29.8			14.7
Approach LOS		D			C				C			B

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 84.3

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.05

Intersection Signal Delay (s/veh): 36.8

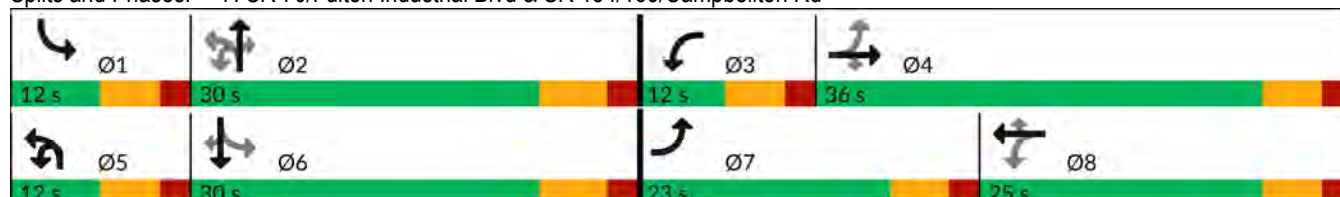
Intersection LOS: D

Intersection Capacity Utilization 84.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd





Lane Group	SBR
Lane Configurations	↗
Traffic Volume (vph)	140
Future Volume (vph)	140
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	25.0
Total Split (s)	30.0
Total Split (%)	33.3%
Yellow Time (s)	4.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Max
Act Effct Green (s)	23.8
Actuated g/C Ratio	0.28
v/c Ratio	0.25
Control Delay (s/veh)	1.0
Queue Delay	0.0
Total Delay (s/veh)	1.0
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	

Westwood Mixed-Use Development DRI #4057
7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

2023 Existing AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	480	422	39	67	218	56	4	101	792	158	31	160
Future Volume (veh/h)	480	422	39	67	218	56	4	101	792	158	31	160
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No			No				No			No	
Adj Sat Flow, veh/h/ln	1826	1811	1856	1767	1811	1455		1885	1811	1841	1278	1648
Adj Flow Rate, veh/h	522	459	42	73	237	61		110	861	172	34	174
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	6	3	9	6	30		1	6	4	42	17
Cap, veh/h	475	569	494	237	288	196		451	1069	485	156	882
Arrive On Green	0.20	0.31	0.31	0.05	0.16	0.16		0.06	0.31	0.31	0.03	0.28
Sat Flow, veh/h	1739	1811	1572	1682	1811	1233		1795	3441	1560	1217	3131
Grp Volume(v), veh/h	522	459	42	73	237	61		110	861	172	34	174
Grp Sat Flow(s),veh/h/ln	1739	1811	1572	1682	1811	1233		1795	1721	1560	1217	1566
Q Serve(g_s), s	17.0	19.4	1.6	3.0	10.6	3.6		3.6	19.2	7.1	1.6	3.5
Cycle Q Clear(g_c), s	17.0	19.4	1.6	3.0	10.6	3.6		3.6	19.2	7.1	1.6	3.5
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	475	569	494	237	288	196		451	1069	485	156	882
V/C Ratio(X)	1.10	0.81	0.09	0.31	0.82	0.31		0.24	0.81	0.35	0.22	0.20
Avail Cap(c_a), veh/h	475	651	565	276	412	281		470	1069	485	204	882
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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	26.3	20.2	27.6	33.9	31.0		19.2	26.4	22.3	22.0	22.8
Incr Delay (d2), s/veh	70.9	6.6	0.1	0.7	8.6	0.9		0.3	4.6	0.4	0.7	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.3	8.6	0.5	1.2	5.0	1.1		1.3	7.6	2.5	0.4	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	94.7	32.9	20.2	28.3	42.6	31.9		19.5	31.0	22.7	22.7	23.3
LnGrp LOS	F	C	C	C	D	C		B	C	C	C	C
Approach Vol, veh/h	1023			371				1143			360	
Approach Delay, s/veh	63.9			38.0				28.7			24.4	
Approach LOS	E			D				C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	32.4	10.1	32.2	11.1	30.0	23.0	19.3				
Change Period (Y+Rc), s	6.0	6.5	6.0	6.0	6.0	6.5	6.0	6.0				
Max Green Setting (Gmax), s	6.0	23.5	6.0	30.0	6.0	23.5	17.0	19.0				
Max Q Clear Time (g_c+l1), s	3.6	21.2	5.0	21.4	5.6	8.6	19.0	12.6				
Green Ext Time (p_c), s	0.0	1.3	0.0	1.8	0.0	1.2	0.0	0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh				41.8								
HCM 7th LOS				D								
Notes												
User approved ignoring U-Turning movement.												



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	140
Future Volume (veh/h)	140
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1811
Adj Flow Rate, veh/h	152
Peak Hour Factor	0.92
Percent Heavy Veh, %	6
Cap, veh/h	432
Arrive On Green	0.28
Sat Flow, veh/h	1535
Grp Volume(v), veh/h	152
Grp Sat Flow(s),veh/h/ln	1535
Q Serve(g_s), s	6.6
Cycle Q Clear(g_c), s	6.6
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	432
V/C Ratio(X)	0.35
Avail Cap(c_a), veh/h	432
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	23.9
Incr Delay (d2), s/veh	2.2
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	2.5
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	26.1
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Westwood Mixed-Use Development DRI #4057
8: Cascade Palmetto Hwy & Cascading Ln

2023 Existing AM

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	12	929	28	9	227
Future Vol, veh/h	31	12	929	28	9	227
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	65	-	275	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	8	5	0	0	14
Mvmt Flow	35	14	1056	32	10	258
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1334	1056	0	0	1056	0
Stage 1	1056	-	-	-	-	-
Stage 2	278	-	-	-	-	-
Critical Hdwy	6.4	6.28	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.372	-	-	2.2	-
Pot Cap-1 Maneuver	171	267	-	-	667	-
Stage 1	338	-	-	-	-	-
Stage 2	773	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	169	267	-	-	667	-
Mov Cap-2 Maneuver	169	-	-	-	-	-
Stage 1	338	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v28.35		0	0.4			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 169 267	667	-		
HCM Lane V/C Ratio	-	- 0.209 0.051	0.015	-		
HCM Control Delay (s/veh)	-	- 31.9 19.2	10.5	-		
HCM Lane LOS	-	- D C	B	-		
HCM 95th %tile Q(veh)	-	- 0.8 0.2	0	-		

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	3	3	976	249	4
Future Vol, veh/h	8	3	3	976	249	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	75	0	0	4	12	0
Mvmt Flow	9	3	3	1097	280	4
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1385	282	284	0	-	0
Stage 1	282	-	-	-	-	-
Stage 2	1103	-	-	-	-	-
Critical Hdwy	7.15	6.2	4.1	-	-	-
Critical Hdwy Stg 1	6.15	-	-	-	-	-
Critical Hdwy Stg 2	6.15	-	-	-	-	-
Follow-up Hdwy	4.175	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	111	762	1290	-	-	-
Stage 1	624	-	-	-	-	-
Stage 2	232	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	110	762	1290	-	-	-
Mov Cap-2 Maneuver	110	-	-	-	-	-
Stage 1	620	-	-	-	-	-
Stage 2	232	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	32.48	0.02		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	6	-	143	-	-	
HCM Lane V/C Ratio	0.003	-	0.086	-	-	
HCM Control Delay (s/veh)	7.8	0	32.5	-	-	
HCM Lane LOS	A	A	D	-	-	
HCM 95th %tile Q(veh)	0	-	0.3	-	-	

10: Cascade Palmetto Hwy & W Stubbs Rd

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	75	55	19	38	298	7	604	19	93	152	19
Future Volume (vph)	75	55	19	38	298	7	604	19	93	152	19
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8		5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	4	4	8	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	25.0	25.0	25.0	25.0	25.0	12.0	38.0	38.0	12.0	38.0	38.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	16.0%	50.7%	50.7%	16.0%	50.7%	50.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.5	6.5	6.0	6.5	6.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)		12.5		12.5	12.5	36.9	32.1	32.1	40.6	39.1	39.1
Actuated g/C Ratio		0.19		0.19	0.19	0.56	0.48	0.48	0.61	0.59	0.59
v/c Ratio		0.59		0.22	0.64	0.01	0.78	0.03	0.30	0.18	0.02
Control Delay (s/veh)		33.2		25.0	12.0	6.1	25.4	0.1	8.2	9.2	0.1
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		33.2		25.0	12.0	6.1	25.4	0.1	8.2	9.2	0.1
LOS		C		C	B	A	C	A	A	A	A
Approach Delay (s/veh)		33.2		14.1			24.4			8.2	
Approach LOS		C		B			C			A	

Intersection Summary

Cycle Length: 75

Actuated Cycle Length: 66.4

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay (s/veh): 19.6

Intersection LOS: B

Intersection Capacity Utilization 73.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 10: Cascade Palmetto Hwy & W Stubbs Rd



10: Cascade Palmetto Hwy & W Stubbs Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	55	14	19	38	298	7	604	19	93	152	19
Future Volume (veh/h)	75	55	14	19	38	298	7	604	19	93	152	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1870	1693	1900	1826	1885	1693	1826	1826	1811	1633	1900
Adj Flow Rate, veh/h	85	62	16	22	43	339	8	686	22	106	173	22
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	2	14	0	5	1	14	5	5	6	18	0
Cap, veh/h	216	144	31	171	299	381	582	805	682	282	804	793
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.01	0.44	0.44	0.06	0.49	0.49
Sat Flow, veh/h	585	605	130	435	1256	1598	1612	1826	1547	1725	1633	1610
Grp Volume(v), veh/h	163	0	0	65	0	339	8	686	22	106	173	22
Grp Sat Flow(s),veh/h/ln	1320	0	0	1690	0	1598	1612	1826	1547	1725	1633	1610
Q Serve(g_s), s	5.3	0.0	0.0	0.0	0.0	14.6	0.2	24.0	0.6	2.3	4.3	0.5
Cycle Q Clear(g_c), s	7.3	0.0	0.0	2.0	0.0	14.6	0.2	24.0	0.6	2.3	4.3	0.5
Prop In Lane	0.52		0.10	0.34		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	391	0	0	471	0	381	582	805	682	282	804	793
V/C Ratio(X)	0.42	0.00	0.00	0.14	0.00	0.89	0.01	0.85	0.03	0.38	0.22	0.03
Avail Cap(c_a), veh/h	426	0	0	515	0	425	701	805	682	321	804	793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.3	0.0	0.0	21.5	0.0	26.3	10.8	17.9	11.3	14.2	10.3	9.3
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.1	0.0	18.9	0.0	11.0	0.1	0.8	0.6	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	0.0	0.8	0.0	7.0	0.1	10.3	0.2	0.7	1.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.0	0.0	0.0	21.6	0.0	45.2	10.8	28.9	11.4	15.0	10.9	9.4
LnGrp LOS	C			C		D	B	C	B	B	B	A
Approach Vol, veh/h	163			404			716			301		
Approach Delay, s/veh	24.0			41.4			28.2			12.2		
Approach LOS	C			D			C			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	38.0		23.0	6.7	41.7		23.0				
Change Period (Y+Rc), s	6.0	6.5		6.0	6.0	6.5		6.0				
Max Green Setting (Gmax), s	6.0	31.5		19.0	6.0	31.5		19.0				
Max Q Clear Time (g_c+I1), s	4.3	26.0		9.3	2.2	6.3		16.6				
Green Ext Time (p_c), s	0.0	1.9		0.7	0.0	0.8		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh				28.1								
HCM 7th LOS				C								

11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	286	560	16	316	204	264	27	131
Future Volume (vph)	286	560	16	316	204	264	27	131
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	12.0	25.0	12.0	25.0	12.0	25.0
Total Split (s)	18.0	41.0	12.0	35.0	12.0	25.0	12.0	25.0
Total Split (%)	20.0%	45.6%	13.3%	38.9%	13.3%	27.8%	13.3%	27.8%
Yellow Time (s)	4.0	4.5	4.0	4.5	4.0	4.5	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.5	6.0	6.5	6.0	6.5	6.0	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effect Green (s)	41.2	38.4	29.4	23.1	28.8	26.0	24.9	18.5
Actuated g/C Ratio	0.49	0.46	0.35	0.27	0.34	0.31	0.30	0.22
v/c Ratio	0.72	0.94	0.09	0.79	0.56	0.55	0.10	0.47
Control Delay (s/veh)	24.4	43.3	12.5	40.0	29.7	32.4	20.1	32.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.4	43.3	12.5	40.0	29.7	32.4	20.1	32.2
LOS	C	D	B	D	C	C	C	C
Approach Delay (s/veh)		37.9		38.9		31.3		30.5
Approach LOS		D		D		C		C

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 84.3

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay (s/veh): 35.8

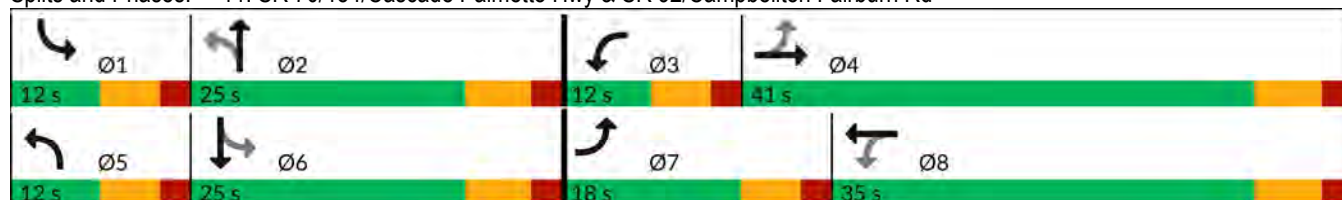
Intersection LOS: D

Intersection Capacity Utilization 84.6%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd



11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	286	560	160	16	316	53	204	264	26	27	131	36
Future Volume (veh/h)	286	560	160	16	316	53	204	264	26	27	131	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1841	1811	1737	1811	1841	1559	1781	1796	1781	1574	1663	1856
Adj Flow Rate, veh/h	295	577	165	16	326	55	210	272	27	28	135	37
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	6	11	6	4	23	8	7	8	22	16	3
Cap, veh/h	414	546	156	116	438	74	344	415	41	224	272	74
Arrive On Green	0.14	0.40	0.40	0.02	0.29	0.29	0.07	0.26	0.26	0.03	0.22	0.22
Sat Flow, veh/h	1753	1354	387	1725	1535	259	1697	1608	160	1499	1257	344
Grp Volume(v), veh/h	295	0	742	16	0	381	210	0	299	28	0	172
Grp Sat Flow(s),veh/h/ln	1753	0	1741	1725	0	1794	1697	0	1768	1499	0	1601
Q Serve(g_s), s	9.6	0.0	34.5	0.6	0.0	16.5	6.0	0.0	12.9	1.2	0.0	8.1
Cycle Q Clear(g_c), s	9.6	0.0	34.5	0.6	0.0	16.5	6.0	0.0	12.9	1.2	0.0	8.1
Prop In Lane	1.00		0.22	1.00		0.14	1.00		0.09	1.00		0.22
Lane Grp Cap(c), veh/h	414	0	702	116	0	512	344	0	456	224	0	346
V/C Ratio(X)	0.71	0.00	1.06	0.14	0.00	0.74	0.61	0.00	0.66	0.13	0.00	0.50
Avail Cap(c_a), veh/h	422	0	702	205	0	597	344	0	456	286	0	346
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	0.00	1.00
Uniform Delay (d), s/veh	18.7	0.0	25.5	24.4	0.0	27.7	27.7	0.0	28.4	25.4	0.0	29.5
Incr Delay (d2), s/veh	5.5	0.0	50.0	0.5	0.0	4.2	3.1	0.0	7.2	0.2	0.0	5.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	22.0	0.2	0.0	7.0	1.2	0.0	5.8	0.4	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.2	0.0	75.6	24.9	0.0	32.0	30.8	0.0	35.6	25.7	0.0	34.5
LnGrp LOS	C		F	C		C	C		D	C		C
Approach Vol, veh/h	1037			397			509			200		
Approach Delay, s/veh	60.9			31.7			33.6			33.2		
Approach LOS	E			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	28.6	7.6	41.0	12.0	25.0	17.6	30.9				
Change Period (Y+Rc), s	6.0	6.5	6.0	6.5	6.0	6.5	6.0	6.5				
Max Green Setting (Gmax), s	6.0	18.5	6.0	34.5	6.0	18.5	12.0	28.5				
Max Q Clear Time (g_c+I1), s	3.2	14.9	2.6	36.5	8.0	10.1	11.6	18.5				
Green Ext Time (p_c), s	0.0	0.5	0.0	0.0	0.0	0.5	0.0	1.4				
Intersection Summary												
HCM 7th Control Delay, s/veh	46.4											
HCM 7th LOS	D											

Intersection

Intersection Delay, s/veh 15.9

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	63	176	8	2	65	111	11	116	2	187	83	77
Future Vol, veh/h	63	176	8	2	65	111	11	116	2	187	83	77
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	3	2	0	0	2	2	9	3	0	2	1	9
Mvmt Flow	75	210	10	2	77	132	13	138	2	223	99	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, s/veh	5.3	12.1	12	19.8
HCM LOS	C	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	26%	1%	54%
Vol Thru, %	90%	71%	37%	24%
Vol Right, %	2%	3%	62%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	129	247	178	347
LT Vol	11	63	2	187
Through Vol	116	176	65	83
RT Vol	2	8	111	77
Lane Flow Rate	154	294	212	413
Geometry Grp	1	1	1	1
Degree of Util (X)	0.276	0.504	0.348	0.668
Departure Headway (Hd)	6.477	6.176	5.909	5.819
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	553	585	608	624
Service Time	4.53	4.202	3.959	3.836
HCM Lane V/C Ratio	0.278	0.503	0.349	0.662
HCM Control Delay, s/veh	12	15.3	12.1	19.8
HCM Lane LOS	B	C	B	C
HCM 95th-tile Q	1.1	2.8	1.6	5

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	7:05	7:05	7:05	7:05	7:05	7:05
End Time	8:15	8:15	8:15	8:15	8:15	8:15
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	18532	18701	18295	18379	18321	18443
Vehs Exited	18316	18455	18179	18173	17949	18216
Starting Vehs	909	829	916	836	820	858
Ending Vehs	1125	1075	1032	1042	1192	1087
Travel Distance (mi)	25590	25942	25375	25373	25065	25469
Travel Time (hr)	1056.9	1039.3	1052.5	974.4	1028.6	1030.3
Total Delay (hr)	491.7	465.5	491.4	413.9	475.1	467.5
Total Stops	24861	23425	22535	21962	22090	22975
Fuel Used (gal)	914.2	921.2	906.7	891.8	894.7	905.7

Interval #0 Information Seeding

Start Time	7:05
End Time	7:15
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:15
End Time	8:15
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	18532	18701	18295	18379	18321	18443
Vehs Exited	18316	18455	18179	18173	17949	18216
Starting Vehs	909	829	916	836	820	858
Ending Vehs	1125	1075	1032	1042	1192	1087
Travel Distance (mi)	25590	25942	25375	25373	25065	25469
Travel Time (hr)	1056.9	1039.3	1052.5	974.4	1028.6	1030.3
Total Delay (hr)	491.7	465.5	491.4	413.9	475.1	467.5
Total Stops	24861	23425	22535	21962	22090	22975
Fuel Used (gal)	914.2	921.2	906.7	891.8	894.7	905.7

Intersection: 1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	UL	L	T	T	T	R
Maximum Queue (ft)	285	463	333	331	292	120	262	267	190	174	152	246
Average Queue (ft)	207	257	230	227	181	37	130	132	112	101	50	63
95th Queue (ft)	320	474	308	307	271	90	235	230	173	159	116	165
Link Distance (ft)		2386	2386	2386	2386				2251	2251	2251	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	170					675	310	310				575
Storage Blk Time (%)	36	42					0	0				
Queuing Penalty (veh)	59	69					0	0				

Intersection: 1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	R	L	L	T	T	R
Maximum Queue (ft)	116	148	299	311	279	463	493	218	288	192
Average Queue (ft)	31	63	177	176	118	277	299	130	131	53
95th Queue (ft)	82	115	267	266	223	473	491	200	224	151
Link Distance (ft)			3585	3585				2380	2380	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	300	300			315	465	465			380
Storage Blk Time (%)			0	0	0	2	3			
Queuing Penalty (veh)			0	1	0	5	9			

Intersection: 2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

Movement	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	T	R	L	T	L	T	T	L	T	T	R
Maximum Queue (ft)	214	268	385	76	240	305	277	315	79	292	248	78
Average Queue (ft)	112	115	125	29	123	157	127	129	23	166	125	14
95th Queue (ft)	187	204	351	61	216	263	213	229	61	254	220	49
Link Distance (ft)		1034			2388		2554	2554		3417	3417	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250		450	275		440			600			265
Storage Blk Time (%)	0	0	0		0			0			0	
Queuing Penalty (veh)	4	0	0		0			0			0	

Intersection: 3: SR 92/Fairburn Rd & Mt Vernon Rd

Movement	WB	NB	NB	NB	SB	SB	SB
Directions Served	LR	T	T	R	L	T	T
Maximum Queue (ft)	341	237	231	146	136	251	266
Average Queue (ft)	168	114	111	67	62	124	145
95th Queue (ft)	298	207	197	121	110	227	250
Link Distance (ft)	1155	1768	1768			3582	3582
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)				250	300		
Storage Blk Time (%)			0			0	
Queuing Penalty (veh)			1			0	

Intersection: 4: SR 92/Fairburn Rd & Anneewakee Rd

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LTR	L	T	T	R	T	T	R
Maximum Queue (ft)	2307	210	44	337	170	180	35	1219	1226	325
Average Queue (ft)	1848	210	9	178	53	65	1	651	674	125
95th Queue (ft)	2796	210	33	294	118	131	25	1398	1429	379
Link Distance (ft)	2260		640		1924	1924		2669	2669	
Upstream Blk Time (%)	52									
Queuing Penalty (veh)	0									
Storage Bay Dist (ft)		135		575			100			250
Storage Blk Time (%)	6	73				2		52	45	
Queuing Penalty (veh)	40	150				0		0	47	

Intersection: 5: SR 92/Fairburn Rd & Riverside Pkwy

Movement	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	T	R	L	T	T
Maximum Queue (ft)	174	360	356	52	725	1783	1858
Average Queue (ft)	82	174	186	2	412	853	905
95th Queue (ft)	151	312	310	36	778	2092	2138
Link Distance (ft)	2236	1212	1212			1924	1924
Upstream Blk Time (%)						1	11
Queuing Penalty (veh)						9	103
Storage Bay Dist (ft)				365	650		
Storage Blk Time (%)		1	0		5	3	
Queuing Penalty (veh)		0	0		36	16	

Intersection: 6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB
Directions Served	UL	T	T	R	L	T	T	L	LT	R	LTR
Maximum Queue (ft)	110	1200	1228	390	80	118	128	245	691	280	190
Average Queue (ft)	11	305	1067	382	31	53	57	210	331	56	80
95th Queue (ft)	64	838	1548	447	67	98	109	289	549	240	151
Link Distance (ft)		1212	1212			1096	1096		941		700
Upstream Blk Time (%)		0	10						0		
Queuing Penalty (veh)		0	78						0		
Storage Bay Dist (ft)	225			250	260			145		165	
Storage Blk Time (%)		4	0	77				11	38		
Queuing Penalty (veh)		1	0	253				59	172		

Intersection: 7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	UL	T	T	R	L	T
Maximum Queue (ft)	265	1019	211	183	374	205	89	240	247	129	84	130
Average Queue (ft)	243	473	12	43	153	18	38	138	148	26	22	55
95th Queue (ft)	307	979	103	117	288	113	76	213	226	81	61	120
Link Distance (ft)		3811			4120			732	732			5415
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150		150	170		115	265			145	265	
Storage Blk Time (%)	49	16			25				9			
Queuing Penalty (veh)	225	81			30				15			

Intersection: 7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	91	109
Average Queue (ft)	13	17
95th Queue (ft)	54	71
Link Distance (ft)	5415	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		280
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Cascade Palmetto Hwy & Cascading Ln

Movement	WB	SB
Directions Served	L	L
Maximum Queue (ft)	58	26
Average Queue (ft)	22	4
95th Queue (ft)	50	18
Link Distance (ft)	238	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		175
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 9: Cascade Palmetto Hwy & Cochran Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	67	16
Average Queue (ft)	14	1
95th Queue (ft)	50	9
Link Distance (ft)	554	5666
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Cascade Palmetto Hwy & W Stubbs Rd

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	R	L	T	R
Maximum Queue (ft)	119	128	222	34	301	34	135	115	23
Average Queue (ft)	55	31	35	3	154	7	45	40	4
95th Queue (ft)	102	80	150	18	263	26	93	96	15
Link Distance (ft)	784	1614						5666	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			175	260		240	300		290
Storage Blk Time (%)			1		2				
Queuing Penalty (veh)			1		0				

Intersection: 11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	275	812	212	465	199	210	75	193
Average Queue (ft)	204	377	13	205	98	103	15	81
95th Queue (ft)	337	702	91	389	172	188	46	156
Link Distance (ft)		1710		2042		1869		
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	190		250		350		210	
Storage Blk Time (%)	4	26		11				0
Queuing Penalty (veh)	29	74		2				0

Intersection: 12: W Stubbs Rd & Butner Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	113	74	80	166
Average Queue (ft)	42	24	36	67
95th Queue (ft)	84	52	65	123
Link Distance (ft)	884	843	559	712
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 23: SR 70/154/Cascade Palmetto Hwy/Cascade Palmetto Hwy

Movement	NB
Directions Served	T
Maximum Queue (ft)	3866
Average Queue (ft)	193
95th Queue (ft)	2425
Link Distance (ft)	9659
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 1573

1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		  	  		 	 		 	 	
Traffic Volume (vph)	375	629	61	208	962	482	76	836	174	285	509	255
Future Volume (vph)	375	629	61	208	962	482	76	836	174	285	509	255
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	20.0	25.0	25.0	27.0	32.0	32.0	13.0	32.0	32.0	16.0	35.0	35.0
Total Split (%)	20.0%	25.0%	25.0%	27.0%	32.0%	32.0%	13.0%	32.0%	32.0%	16.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	14.0	18.1	18.1	21.6	25.6	25.6	6.0	25.0	25.0	9.0	30.6	30.6
Actuated g/C Ratio	0.14	0.18	0.18	0.22	0.26	0.26	0.06	0.25	0.25	0.09	0.31	0.31
v/c Ratio	0.94	0.78	0.15	0.40	0.82	0.88	0.57	1.08	0.37	1.06	0.54	0.45
Control Delay (s/veh)	73.2	46.0	0.7	35.8	41.2	35.8	61.6	92.4	6.8	113.0	32.2	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.2	46.0	0.7	35.8	41.2	35.8	61.6	92.4	6.8	113.0	32.2	6.2
LOS	E	D	A	D	D	D	E	F	A	F	C	A
Approach Delay (s/veh)		53.0			38.9			76.5			47.8	
Approach LOS		D			D			E			D	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 99.6

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.08

Intersection Signal Delay (s/veh): 52.2

Intersection LOS: D

Intersection Capacity Utilization 82.2%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd



1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

																											
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT															
Lane Configurations																											
Traffic Volume (veh/h)	375	629	61	53	208	962	482	76	836	174	285	509															
Future Volume (veh/h)	375	629	61	53	208	962	482	76	836	174	285	509															
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0															
Lane Width Adj.	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00															
Ped-Bike Adj(A_pbT)	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															
Work Zone On Approach	No				No				No			No															
Adj Sat Flow, veh/h/ln	1693	1767	1411		1767	1811	1811	1233	1767	1752	1767	1752															
Adj Flow Rate, veh/h	403	676	66		224	1034	518	82	899	187	306	547															
Peak Hour Factor	0.93	0.93	0.93		0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93															
Percent Heavy Veh, %	14	9	33		9	6	6	45	9	10	9	10															
Cap, veh/h	444	824	204		721	1235	383	114	851	376	298	981															
Arrive On Green	0.14	0.17	0.17		0.22	0.25	0.25	0.05	0.25	0.25	0.09	0.29															
Sat Flow, veh/h	3127	4823	1196		3264	4944	1535	2278	3357	1485	3264	3328															
Grp Volume(v), veh/h	403	676	66		224	1034	518	82	899	187	306	547															
Grp Sat Flow(s),veh/h/ln	1564	1608	1196		1632	1648	1535	1139	1678	1485	1632	1664															
Q Serve(g_s), s	12.5	13.3	3.7		5.7	19.6	17.3	3.5	25.0	10.6	9.0	13.7															
Cycle Q Clear(g_c), s	12.5	13.3	3.7		5.7	19.6	17.3	3.5	25.0	10.6	9.0	13.7															
Prop In Lane	1.00		1.00		1.00		1.00	1.00		1.00	1.00																
Lane Grp Cap(c), veh/h	444	824	204		721	1235	383	114	851	376	298	981															
V/C Ratio(X)	0.91	0.82	0.32		0.31	0.84	1.35	0.72	1.06	0.50	1.03	0.56															
Avail Cap(c_a), veh/h	444	929	230		721	1303	405	139	851	376	298	981															
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															
Upstream Filter(I)	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00															
Uniform Delay (d), s/veh	41.7	39.4	21.9		32.2	35.1	18.3	46.2	36.8	31.4	44.8	29.3															
Incr Delay (d2), s/veh	22.3	5.3	0.9		0.2	4.8	174.5	13.3	46.9	4.6	59.4	2.3															
Initial Q Delay(d3), s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0															
%ile BackOfQ(50%),veh/ln	6.0	5.4	1.3		2.2	7.9	23.9	1.1	14.9	4.0	5.9	5.3															
Unsig. Movement Delay, s/veh																											
LnGrp Delay(d), s/veh	63.9	44.8	22.8		32.4	39.9	192.8	59.5	83.8	36.1	104.2	31.6															
LnGrp LOS	E	D	C		C	D	F	E	F	D	F	C															
Approach Vol, veh/h	1145				1776				1168			1127															
Approach Delay, s/veh	50.2				83.5				74.4			53.3															
Approach LOS	D				F				E			D															
Timer - Assigned Phs	1	2	3	4	5	6	7	8																			
Phs Duration (G+Y+Rc), s	27.8	22.9	11.9	36.1	20.0	30.6	16.0	32.0																			
Change Period (Y+Rc), s	6.0	6.0	7.0	7.0	6.0	6.0	7.0	7.0																			
Max Green Setting (Gmax), s	21.0	19.0	6.0	28.0	14.0	26.0	9.0	25.0																			
Max Q Clear Time (g_c+l1), s	7.7	15.3	5.5	19.6	14.5	21.6	11.0	27.0																			
Green Ext Time (p_c), s	0.6	1.5	0.0	2.7	0.0	3.1	0.0	0.0																			
Intersection Summary																											
HCM 7th Control Delay, s/veh				67.7																							
HCM 7th LOS				E																							
Notes																											
User approved ignoring U-Turning movement.																											



Movement	SBR
Lane Configurations	↗
Traffic Volume (veh/h)	255
Future Volume (veh/h)	255
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1604
Adj Flow Rate, veh/h	274
Peak Hour Factor	0.93
Percent Heavy Veh, %	20
Cap, veh/h	401
Arrive On Green	0.29
Sat Flow, veh/h	1359
Grp Volume(v), veh/h	274
Grp Sat Flow(s),veh/h/ln	1359
Q Serve(g_s), s	17.6
Cycle Q Clear(g_c), s	17.6
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	401
V/C Ratio(X)	0.68
Avail Cap(c_a), veh/h	401
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	30.7
Incr Delay (d2), s/veh	9.1
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	6.3
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	39.9
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	151	276	396	55	301	77	458	979	86	28	618	220
Future Volume (vph)	151	276	396	55	301	77	458	979	86	28	618	220
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	12.0	25.0	25.0	12.0	25.0	25.0	25.0	41.0	41.0	12.0	28.0	28.0
Total Split (%)	13.3%	27.8%	27.8%	13.3%	27.8%	27.8%	27.8%	45.6%	45.6%	13.3%	31.1%	31.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.5	6.5	6.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	25.4	20.6	20.6	24.0	18.1	18.1	39.7	39.2	39.2	22.0	21.5	21.5
Actuated g/C Ratio	0.29	0.23	0.23	0.27	0.20	0.20	0.45	0.44	0.44	0.25	0.24	0.24
v/c Ratio	0.74	0.68	0.62	0.23	0.86	0.16	0.94	0.74	0.12	0.16	0.87	0.42
Control Delay (s/veh)	45.7	41.8	7.8	22.7	57.9	0.6	58.1	26.4	0.3	28.3	46.4	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.7	41.8	7.8	22.7	57.9	0.6	58.1	26.4	0.3	28.3	46.4	6.5
LOS	D	D	A	C	E	A	E	C	A	C	D	A
Approach Delay (s/veh)		26.2			43.2			34.5			35.7	
Approach LOS		C			D			C			D	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 89

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay (s/veh): 33.9

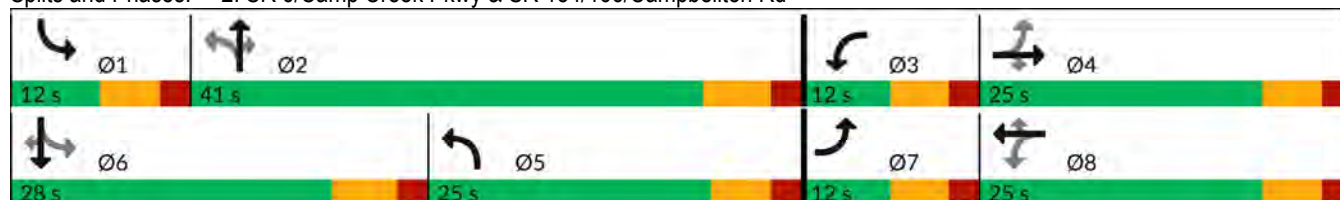
Intersection LOS: C

Intersection Capacity Utilization 87.1%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd



Westwood Mixed-Use Development DRI #4057
2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

2023 Existing PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	276	396	55	301	77	458	979	86	28	618	220
Future Volume (veh/h)	151	276	396	55	301	77	458	979	86	28	618	220
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1885	1826	1870	1856	1811	1826	1722	1870	1841	1693	1885
Adj Flow Rate, veh/h	162	297	426	59	324	83	492	1053	0	30	665	237
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	1	5	2	3	6	5	12	2	4	14	1
Cap, veh/h	226	417	342	213	365	302	465	1411		132	777	386
Arrive On Green	0.07	0.22	0.22	0.04	0.20	0.20	0.21	0.43	0.00	0.03	0.24	0.24
Sat Flow, veh/h	1767	1885	1547	1781	1856	1535	1739	3272	1585	1753	3216	1598
Grp Volume(v), veh/h	162	297	426	59	324	83	492	1053	0	30	665	237
Grp Sat Flow(s),veh/h/ln	1767	1885	1547	1781	1856	1535	1739	1636	1585	1753	1608	1598
Q Serve(g_s), s	6.0	13.0	10.7	2.3	15.1	4.1	19.0	24.0	0.0	1.2	17.6	8.5
Cycle Q Clear(g_c), s	6.0	13.0	10.7	2.3	15.1	4.1	19.0	24.0	0.0	1.2	17.6	8.5
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	226	417	342	213	365	302	465	1411		132	777	386
V/C Ratio(X)	0.72	0.71	1.25	0.28	0.89	0.27	1.06	0.75		0.23	0.86	0.61
Avail Cap(c_a), veh/h	226	417	342	256	396	328	465	1411		199	777	386
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.2	32.1	10.3	27.3	34.8	30.4	33.1	21.2	0.0	30.5	32.3	15.8
Incr Delay (d2), s/veh	10.3	5.6	132.6	0.7	19.9	0.5	58.0	3.6	0.0	0.9	11.7	7.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	6.2	15.7	1.0	8.4	1.5	16.4	8.5	0.0	0.5	7.4	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.6	37.7	143.0	28.0	54.7	30.8	91.1	24.9	0.0	31.3	44.0	23.0
LnGrp LOS	D	D	F	C	D	C	F	C		C	D	C
Approach Vol, veh/h	885				466				1545			
Approach Delay, s/veh	88.7				47.1				46.0			
Approach LOS	F				D				D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.6	44.9	9.8	25.7	25.5	28.0	12.0	23.5				
Change Period (Y+Rc), s	6.0	6.5	6.0	6.0	6.5	* 6.5	6.0	6.0				
Max Green Setting (Gmax), s	6.0	34.5	6.0	19.0	19.0	* 22	6.0	19.0				
Max Q Clear Time (g_c+l1), s	3.2	26.0	4.3	15.0	21.0	19.6	8.0	17.1				
Green Ext Time (p_c), s	0.0	4.1	0.0	1.3	0.0	0.9	0.0	0.4				

Intersection Summary

HCM 7th Control Delay, s/veh	54.1
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

3: SR 92/Fairburn Rd & Mt Vernon Rd

						
Lane Group	WBL	NBU	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	309	4	1321	221	54	1043
Future Volume (vph)	309	4	1321	221	54	1043
Turn Type	Prot	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	3	5	2		1	6
Permitted Phases		2		2	6	
Detector Phase	3	5	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	12.0	25.0	25.0	12.0	25.0
Total Split (s)	41.0	12.0	57.0	57.0	12.0	57.0
Total Split (%)	37.3%	10.9%	51.8%	51.8%	10.9%	51.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effect Green (s)	32.2	56.2	56.2	56.2	63.4	63.4
Actuated g/C Ratio	0.29	0.51	0.51	0.51	0.58	0.58
v/c Ratio	0.91	0.02	0.78	0.25	0.29	0.54
Control Delay (s/veh)	57.4	12.3	19.5	1.2	26.1	17.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.4	12.3	19.5	1.2	26.1	17.0
LOS	E	B	B	A	C	B
Approach Delay (s/veh)	57.4		16.8			17.4
Approach LOS	E		B			B

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 11 (10%), Referenced to phase 2:NBTU and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay (s/veh): 23.1

Intersection LOS: C

Intersection Capacity Utilization 81.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: SR 92/Fairburn Rd & Mt Vernon Rd



3: SR 92/Fairburn Rd & Mt Vernon Rd

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	309	152	4	1321	221	54	1043
Future Volume (veh/h)	309	152	4	1321	221	54	1043
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1885	1885		1826	1856	1900	1826
Adj Flow Rate, veh/h	319	157		1362	228	56	1075
Peak Hour Factor	0.97	0.97		0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1		5	3	0	5
Cap, veh/h	339	167		1608	729	209	2073
Arrive On Green	0.29	0.29		0.46	0.46	0.08	0.60
Sat Flow, veh/h	1154	568		3561	1572	1810	3561
Grp Volume(v), veh/h	477	0		1362	228	56	1075
Grp Sat Flow(s), veh/h/ln	1725	0		1735	1572	1810	1735
Q Serve(g_s), s	29.7	0.0		38.1	2.5	0.0	19.9
Cycle Q Clear(g_c), s	29.7	0.0		38.1	2.5	0.0	19.9
Prop In Lane	0.67	0.33			1.00	1.00	
Lane Grp Cap(c), veh/h	506	0		1608	729	209	2073
V/C Ratio(X)	0.94	0.00		0.85	0.31	0.27	0.52
Avail Cap(c_a), veh/h	549	0		1608	729	209	2073
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.0	0.0		26.0	1.2	46.6	12.9
Incr Delay (d2), s/veh	24.0	0.0		5.7	1.1	0.7	0.9
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.4	0.0		15.7	3.2	1.4	7.1
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	61.9	0.0		31.8	2.3	47.3	13.8
LnGrp LOS	E			C	A	D	B
Approach Vol, veh/h	477			1590			1131
Approach Delay, s/veh	61.9			27.5			15.5
Approach LOS	E			C			B
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	14.7	57.0				71.7	38.3
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	6.0	51.0				51.0	35.0
Max Q Clear Time (g_c+l1), s	2.0	40.1				21.9	31.7
Green Ext Time (p_c), s	0.0	6.9				8.2	0.6
Intersection Summary							
HCM 7th Control Delay, s/veh			28.4				
HCM 7th LOS			C				
Notes							
User approved ignoring U-Turning movement.							

4: SR 92/Fairburn Rd & Anneewakee Rd

										
Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	138	0	360	4	788	1360	2	2	933	218
Future Volume (vph)	138	0	360	4	788	1360	2	2	933	218
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases		4		8	5	2			6	
Permitted Phases	4		4		2		2	6		6
Detector Phase	4	4	4	8	5	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	25.0	25.0	12.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	25.0	25.0	25.0	25.0	48.0	85.0	85.0	37.0	37.0	37.0
Total Split (%)	22.7%	22.7%	22.7%	22.7%	43.6%	77.3%	77.3%	33.6%	33.6%	33.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead			Lag	Lag	Lag
Lead-Lag Optimize?					Yes			Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		15.7	15.7	15.7	82.3	82.3	82.3	31.0	31.0	31.0
Actuated g/C Ratio		0.14	0.14	0.14	0.75	0.75	0.75	0.28	0.28	0.28
v/c Ratio		0.73	0.69	0.02	1.04	0.56	0.00	0.02	1.03	0.38
Control Delay (s/veh)		65.4	11.3	33.0	60.4	4.2	0.0	30.5	66.0	6.0
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		65.4	11.3	33.0	60.4	4.2	0.0	30.5	66.0	6.0
LOS		E	B	C	E	A	A	C	E	A
Approach Delay (s/veh)		26.3		33.0		24.8			54.6	
Approach LOS		C		C		C			D	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 81 (74%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.04

Intersection Signal Delay (s/veh): 34.1

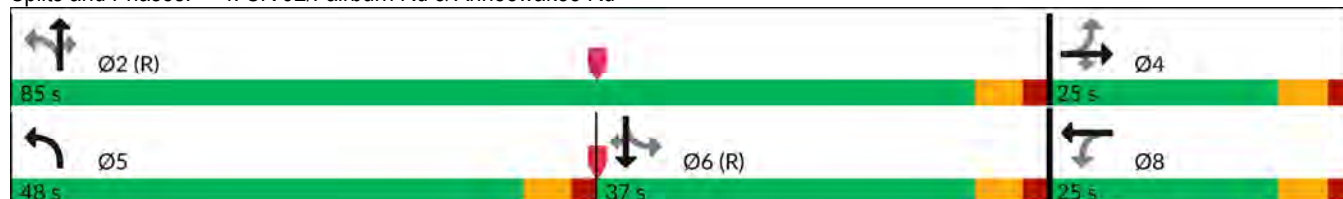
Intersection LOS: C

Intersection Capacity Utilization 98.8%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 4: SR 92/Fairburn Rd & Anneewakee Rd



4: SR 92/Fairburn Rd & Anneewakee Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	0	360	0	4	2	788	1360	2	2	933	218
Future Volume (veh/h)	138	0	360	0	4	2	788	1360	2	2	933	218
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1885	1900	1885	1900	1900	1900	1885	1826	1900	1900	1826	1900
Adj Flow Rate, veh/h	147	0	383	0	4	2	838	1447	2	2	993	232
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	0	1	0	0	0	1	5	0	0	5	0
Cap, veh/h	309	0	276	0	206	103	751	2492	1156	171	978	454
Arrive On Green	0.17	0.00	0.17	0.00	0.17	0.17	0.38	0.72	0.72	0.28	0.28	0.28
Sat Flow, veh/h	1409	0	1598	0	1195	597	1795	3469	1610	373	3469	1610
Grp Volume(v), veh/h	147	0	383	0	0	6	838	1447	2	2	993	232
Grp Sat Flow(s),veh/h/ln	1409	0	1598	0	0	1792	1795	1735	1610	373	1735	1610
Q Serve(g_s), s	10.4	0.0	19.0	0.0	0.0	0.3	42.0	22.2	0.0	0.4	31.0	13.3
Cycle Q Clear(g_c), s	10.7	0.0	19.0	0.0	0.0	0.3	42.0	22.2	0.0	0.4	31.0	13.3
Prop In Lane	1.00		1.00	0.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	309	0	276	0	0	310	751	2492	1156	171	978	454
V/C Ratio(X)	0.48	0.00	1.39	0.00	0.00	0.02	1.12	0.58	0.00	0.01	1.02	0.51
Avail Cap(c_a), veh/h	309	0	276	0	0	310	751	2492	1156	171	978	454
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	0.00	0.00	1.00	0.55	0.55	0.55	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.2	0.0	45.5	0.0	0.0	37.8	29.1	7.5	4.4	28.5	39.5	33.1
Incr Delay (d2), s/veh	1.1	0.0	195.4	0.0	0.0	0.0	62.7	0.5	0.0	0.1	32.7	4.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	22.5	0.0	0.0	0.1	30.0	6.4	0.0	0.0	17.0	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.4	0.0	240.9	0.0	0.0	37.8	91.8	8.0	4.4	28.6	72.2	37.2
LnGrp LOS	D		F			D	F	A	A	C	F	D
Approach Vol, veh/h	530			6			2287			1227		
Approach Delay, s/veh	186.1			37.8			38.7			65.6		
Approach LOS	F			D			D			E		
Timer - Assigned Phs	2			4		5	6		8			
Phs Duration (G+Y+Rc), s	85.0			25.0		48.0	37.0		25.0			
Change Period (Y+Rc), s	6.0			6.0		6.0	6.0		6.0			
Max Green Setting (Gmax), s	79.0			19.0		42.0	31.0		19.0			
Max Q Clear Time (g_c+I1), s	24.2			21.0		44.0	33.0		2.3			
Green Ext Time (p_c), s	14.9			0.0		0.0	0.0		0.0			
Intersection Summary												
HCM 7th Control Delay, s/veh	66.1											
HCM 7th LOS	E											

5: SR 92/Fairburn Rd & Riverside Pkwy

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	113	621	1527	54	270	1064
Future Volume (vph)	113	621	1527	54	270	1064
Turn Type	Prot	pm+ov	NA	Perm	pm+pt	NA
Protected Phases	3	1	2		1	6
Permitted Phases		3		2	6	
Detector Phase	3	1	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	12.0	25.0	25.0	12.0	25.0
Total Split (s)	25.0	23.0	62.0	62.0	23.0	85.0
Total Split (%)	22.7%	20.9%	56.4%	56.4%	20.9%	77.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lag	Lead	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effect Green (s)	12.4	35.4	62.6	62.6	85.6	85.6
Actuated g/C Ratio	0.11	0.32	0.57	0.57	0.78	0.78
v/c Ratio	0.57	0.70	0.80	0.06	0.77	0.41
Control Delay (s/veh)	56.9	35.3	6.9	0.3	41.6	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.9	35.3	6.9	0.3	41.6	1.1
LOS	E	D	A	A	D	A
Approach Delay (s/veh)	38.6		6.6			9.3
Approach LOS	D		A			A

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 108 (98%), Referenced to phase 2:NBTU and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay (s/veh): 14.0

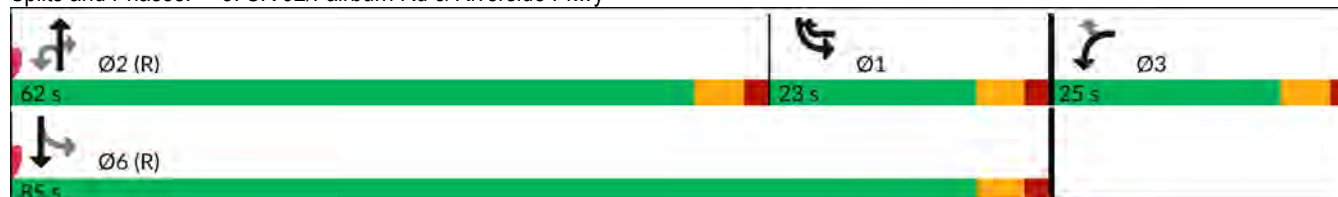
Intersection LOS: B

Intersection Capacity Utilization 78.4%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 5: SR 92/Fairburn Rd & Riverside Pkwy



5: SR 92/Fairburn Rd & Riverside Pkwy

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	113	621	0	1527	54	270	1064
Future Volume (veh/h)	113	621	0	1527	54	270	1064
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1885	1870		1841	1841	1856	1841
Adj Flow Rate, veh/h	116	640		1574	56	278	1097
Peak Hour Factor	0.97	0.97		0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	2		4	4	3	4
Cap, veh/h	181	913		1780	794	493	2763
Arrive On Green	0.10	0.10		0.51	0.51	0.15	0.53
Sat Flow, veh/h	1795	2790		3589	1560	1767	3589
Grp Volume(v), veh/h	116	640		1574	56	278	1097
Grp Sat Flow(s), veh/h/ln	1795	1395		1749	1560	1767	1749
Q Serve(g_s), s	6.8	0.0		44.2	1.2	10.0	20.6
Cycle Q Clear(g_c), s	6.8	0.0		44.2	1.2	10.0	20.6
Prop In Lane	1.00	1.00			1.00	1.00	
Lane Grp Cap(c), veh/h	181	913		1780	794	493	2763
V/C Ratio(X)	0.64	0.70		0.88	0.07	0.56	0.40
Avail Cap(c_a), veh/h	310	1113		1780	794	493	2763
HCM Platoon Ratio	1.00	1.00		1.00	1.00	0.67	0.67
Upstream Filter(I)	1.00	1.00		0.57	0.57	0.25	0.25
Uniform Delay (d), s/veh	47.5	32.3		24.1	4.5	38.2	10.3
Incr Delay (d2), s/veh	3.7	1.5		4.1	0.1	0.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	7.3		17.4	0.7	6.9	8.4
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	51.3	33.8		28.2	4.6	38.5	10.4
LnGrp LOS	D	C		C	A	D	B
Approach Vol, veh/h	756			1630			1375
Approach Delay, s/veh	36.5			27.4			16.1
Approach LOS	D			C			B
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	30.9	62.0				92.9	17.1
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	17.0	56.0				79.0	19.0
Max Q Clear Time (g_c+l1), s	12.0	46.2				22.6	8.8
Green Ext Time (p_c), s	0.4	6.9				9.4	2.3
Intersection Summary							
HCM 7th Control Delay, s/veh			25.1				
HCM 7th LOS			C				
Notes							
User approved ignoring U-Turning movement.							

6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	3	22	360	780	108	932	31	620	18	58	16	31
Future Volume (vph)	3	22	360	780	108	932	31	620	18	58	16	31
Turn Type	pm+pt	pm+pt	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Perm	NA
Protected Phases	5	5	2		1	6		8	8			4
Permitted Phases	2	2		2			6			8	4	
Detector Phase	5	5	2	2	1	6	6	8	8	8	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	25.0	25.0	12.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	12.0	12.0	39.0	39.0	14.0	41.0	41.0	31.0	31.0	31.0	26.0	26.0
Total Split (%)	10.9%	10.9%	35.5%	35.5%	12.7%	37.3%	37.3%	28.2%	28.2%	28.2%	23.6%	23.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)		35.8	35.8	35.8	8.9	43.6	43.6	24.5	24.5	24.5		16.7
Actuated g/C Ratio		0.33	0.33	0.33	0.08	0.40	0.40	0.22	0.22	0.22		0.15
v/c Ratio		0.12	0.33	0.77	0.79	0.71	0.04	0.90	0.91	0.12		1.04
Control Delay (s/veh)		19.1	16.3	14.1	85.8	33.9	0.1	69.2	71.0	0.5		151.2
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay (s/veh)		19.1	16.3	14.1	85.8	33.9	0.1	69.2	71.0	0.5		151.2
LOS		B	B	B	F	C	A	E	E	A		F
Approach Delay (s/veh)			14.9			38.2			64.3			151.2
Approach LOS			B			D			E			F

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 14 (13%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.04

Intersection Signal Delay (s/veh): 38.0

Intersection LOS: D

Intersection Capacity Utilization 73.4%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166



6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	3	22	360	780	108	932	31	620	18	58	16	31
Future Volume (veh/h)	3	22	360	780	108	932	31	620	18	58	16	31
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		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
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln		1826	1841	1841	1870	1841	1900	1841	1900	1870	1811	1856
Adj Flow Rate, veh/h		23	375	812	112	971	32	660	0	60	17	32
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %		5	4	4	2	4	0	4	0	2	6	3
Cap, veh/h		427	1544	689	130	1113	512	734	0	332	22	42
Arrive On Green		0.20	0.44	0.44	0.07	0.32	0.32	0.21	0.00	0.21	0.06	0.06
Sat Flow, veh/h		1739	3497	1560	1781	3497	1610	3506	0	1585	381	716
Grp Volume(v), veh/h		23	375	812	112	971	32	660	0	60	77	0
Grp Sat Flow(s),veh/h/ln		1739	1749	1560	1781	1749	1610	1753	0	1585	1724	0
Q Serve(g_s), s		0.0	7.4	48.6	6.8	28.8	1.5	20.2	0.0	3.4	4.8	0.0
Cycle Q Clear(g_c), s		0.0	7.4	48.6	6.8	28.8	1.5	20.2	0.0	3.4	4.8	0.0
Prop In Lane		1.00		1.00	1.00		1.00	1.00		1.00	0.22	
Lane Grp Cap(c), veh/h		427	1544	689	130	1113	512	734	0	332	101	0
V/C Ratio(X)		0.05	0.24	1.18	0.86	0.87	0.06	0.90	0.00	0.18	0.77	0.00
Avail Cap(c_a), veh/h		427	1544	689	130	1113	512	797	0	360	313	0
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		33.7	19.2	30.7	50.5	35.4	26.1	42.4	0.0	35.7	51.0	0.0
Incr Delay (d2), s/veh		0.0	0.3	94.1	41.5	9.5	0.2	12.5	0.0	0.3	11.4	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
%ile BackOfQ(50%),veh/ln		0.5	2.9	34.7	4.5	13.1	0.6	9.7	0.0	1.3	2.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		33.7	19.6	124.8	92.0	44.9	26.3	54.9	0.0	36.0	62.4	0.0
LnGrp LOS		C	B	F	F	D	C	D		D	E	
Approach Vol, veh/h			1210			1115			720			77
Approach Delay, s/veh			90.4			49.1			53.3			62.4
Approach LOS			F			D			D			E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	54.6		12.4	27.6	41.0		29.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	8.0	33.0		20.0	6.0	35.0		25.0				
Max Q Clear Time (g_c+I1), s	8.8	50.6		6.8	2.0	30.8		22.2				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	2.3		0.9				
Intersection Summary												
HCM 7th Control Delay, s/veh			66.4									
HCM 7th LOS			E									
Notes												
User approved volume balancing among the lanes for turning movement.												
User approved ignoring U-Turning movement.												

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	27
Future Volume (veh/h)	27
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	28
Peak Hour Factor	0.96
Percent Heavy Veh, %	0
Cap, veh/h	37
Arrive On Green	0.06
Sat Flow, veh/h	627
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.36
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Westwood Mixed-Use Development DRI #4057
7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

2023 Existing PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	173	297	73	115	442	19	19	118	294	85	100	598
Future Volume (vph)	173	297	73	115	442	19	19	118	294	85	100	598
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4		3	8		5	5	2		1	6
Permitted Phases	4		4	8		8	2	2		2	6	
Detector Phase	7	4	4	3	8	8	5	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	25.0	12.0	25.0	25.0	12.0	12.0	25.0	25.0	12.0	25.0
Total Split (s)	12.0	30.0	30.0	12.0	30.0	30.0	12.0	12.0	36.0	36.0	12.0	36.0
Total Split (%)	13.3%	33.3%	33.3%	13.3%	33.3%	33.3%	13.3%	13.3%	40.0%	40.0%	13.3%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.5	6.5	6.0	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	Max
Act Effect Green (s)	30.0	24.0	24.0	30.0	24.0	24.0		37.2	31.9	31.9	36.0	29.5
Actuated g/C Ratio	0.33	0.27	0.27	0.33	0.27	0.27		0.41	0.35	0.35	0.40	0.33
v/c Ratio	0.94	0.64	0.14	0.40	0.97	0.04		0.48	0.27	0.13	0.24	0.57
Control Delay (s/veh)	76.6	36.2	0.5	22.2	67.5	0.2		20.6	22.5	0.4	15.5	27.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.6	36.2	0.5	22.2	67.5	0.2		20.6	22.5	0.4	15.5	27.4
LOS	E	D	A	C	E	A		C	C	A	B	C
Approach Delay (s/veh)		44.3			56.2				18.4			32.6
Approach LOS		D			E				B			C

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay (s/veh): 36.8

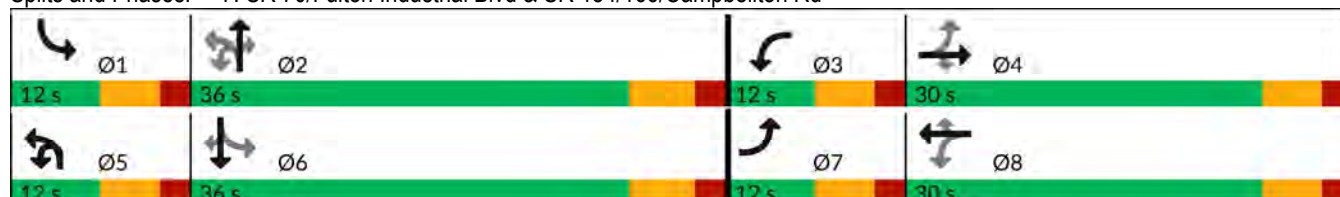
Intersection LOS: D

Intersection Capacity Utilization 86.6%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd





Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	651
Future Volume (vph)	651
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	25.0
Total Split (s)	36.0
Total Split (%)	40.0%
Yellow Time (s)	4.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Max
Act Effct Green (s)	29.5
Actuated g/C Ratio	0.33
v/c Ratio	0.95
Control Delay (s/veh)	40.0
Queue Delay	0.0
Total Delay (s/veh)	40.0
LOS	D
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	

7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	173	297	73	115	442	19	19	118	294	85	100	598
Future Volume (veh/h)	173	297	73	115	442	19	19	118	294	85	100	598
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No			No				No			No	
Adj Sat Flow, veh/h/ln	1826	1856	1885	1885	1841	1352		1811	1722	1900	1767	1811
Adj Flow Rate, veh/h	184	316	78	122	470	20		126	313	90	106	636
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	3	1	1	4	37		6	12	0	9	6
Cap, veh/h	209	495	426	316	491	305		265	1098	540	425	1128
Arrive On Green	0.07	0.27	0.27	0.07	0.27	0.27		0.07	0.34	0.34	0.06	0.33
Sat Flow, veh/h	1739	1856	1598	1795	1841	1145		1725	3272	1610	1682	3441
Grp Volume(v), veh/h	184	316	78	122	470	20		126	313	90	106	636
Grp Sat Flow(s),veh/h/ln	1739	1856	1598	1795	1841	1145		1725	1636	1610	1682	1721
Q Serve(g_s), s	6.0	13.5	3.4	4.4	22.6	1.2		4.3	6.3	3.5	3.7	13.7
Cycle Q Clear(g_c), s	6.0	13.5	3.4	4.4	22.6	1.2		4.3	6.3	3.5	3.7	13.7
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	209	495	426	316	491	305		265	1098	540	425	1128
V/C Ratio(X)	0.88	0.64	0.18	0.39	0.96	0.07		0.48	0.29	0.17	0.25	0.56
Avail Cap(c_a), veh/h	209	495	426	316	491	305		265	1098	540	438	1128
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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.9	29.2	25.4	22.6	32.5	24.6		19.3	22.0	21.1	18.3	24.9
Incr Delay (d2), s/veh	31.9	2.7	0.2	0.8	30.0	0.1		1.3	0.1	0.1	0.3	2.0
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
%ile BackOfQ(50%),veh/ln	4.5	6.0	1.2	1.8	13.4	0.3		1.6	2.2	1.3	1.3	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.8	31.9	25.6	23.4	62.5	24.7		20.7	22.1	21.2	18.6	27.0
LnGrp LOS	E	C	C	C	E	C		C	C	C	B	C
Approach Vol, veh/h	578			612				529			1435	
Approach Delay, s/veh	39.9			53.5				21.6			108.9	
Approach LOS	D			D				C			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.3	36.7	12.0	30.0	12.0	36.0	12.0	30.0				
Change Period (Y+Rc), s	6.0	6.5	6.0	6.0	6.0	6.5	6.0	6.0				
Max Green Setting (Gmax), s	6.0	29.5	6.0	24.0	6.0	29.5	6.0	24.0				
Max Q Clear Time (g_c+l1), s	5.7	8.3	6.4	15.5	6.3	31.5	8.0	24.6				
Green Ext Time (p_c), s	0.0	1.9	0.0	1.2	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	70.9											
HCM 7th LOS	E											
Notes												
User approved ignoring U-Turning movement.												



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	651
Future Volume (veh/h)	651
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1856
Adj Flow Rate, veh/h	693
Peak Hour Factor	0.94
Percent Heavy Veh, %	3
Cap, veh/h	515
Arrive On Green	0.33
Sat Flow, veh/h	1572
Grp Volume(v), veh/h	693
Grp Sat Flow(s),veh/h/ln	1572
Q Serve(g_s), s	29.5
Cycle Q Clear(g_c), s	29.5
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	515
V/C Ratio(X)	1.34
Avail Cap(c_a), veh/h	515
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	30.2
Incr Delay (d2), s/veh	167.6
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	34.2
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	197.9
LnGrp LOS	F
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Westwood Mixed-Use Development DRI #4057
8: Cascade Palmetto Hwy & Cascading Ln

2023 Existing PM

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	16	433	33	24	716
Future Vol, veh/h	17	16	433	33	24	716
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	65	-	275	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	6	9	3	4	5
Mvmt Flow	18	17	456	35	25	754
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1260	456	0	0	456	0
Stage 1	456	-	-	-	-	-
Stage 2	804	-	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.14	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.236	-
Pot Cap-1 Maneuver	185	596	-	-	1095	-
Stage 1	630	-	-	-	-	-
Stage 2	433	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	180	596	-	-	1095	-
Mov Cap-2 Maneuver	180	-	-	-	-	-
Stage 1	630	-	-	-	-	-
Stage 2	423	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v	19.43	0	0.27			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	180	596	1095	-
HCM Lane V/C Ratio	-	-	0.099	0.028	0.023	-
HCM Control Delay (s/veh)	-	-	27.2	11.2	8.4	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.1	-

Westwood Mixed-Use Development DRI #4057
9: Cascade Palmetto Hwy & Cochran Rd

2023 Existing PM

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1	0	458	740	2
Future Vol, veh/h	5	1	0	458	740	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	9	5	0
Mvmt Flow	5	1	0	482	779	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1262	780	781	0	-	0
Stage 1	780	-	-	-	-	-
Stage 2	482	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	189	399	845	-	-	-
Stage 1	455	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	189	399	845	-	-	-
Mov Cap-2 Maneuver	189	-	-	-	-	-
Stage 1	455	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v22.89		0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	845	-	208	-	-	
HCM Lane V/C Ratio	-	-	0.03	-	-	
HCM Control Delay (s/veh)	0	-	22.9	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

10: Cascade Palmetto Hwy & W Stubbs Rd

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	31	21	33	31	257	11	160	18	229	481	46
Future Volume (vph)	31	21	33	31	257	11	160	18	229	481	46
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8		5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	4	4	8	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	25.0	25.0	25.0	25.0	25.0	12.0	27.0	27.0	13.0	28.0	28.0
Total Split (%)	38.5%	38.5%	38.5%	38.5%	38.5%	18.5%	41.5%	41.5%	20.0%	43.1%	43.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.5	6.5	6.0	6.5	6.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)		8.3		8.3	8.3	26.7	20.6	20.6	33.1	31.3	31.3
Actuated g/C Ratio		0.15		0.15	0.15	0.49	0.38	0.38	0.61	0.58	0.58
v/c Ratio		0.33		0.30	0.59	0.02	0.29	0.03	0.36	0.51	0.05
Control Delay (s/veh)		19.0		23.7	8.9	5.4	14.3	0.1	6.8	12.6	0.1
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		19.0		23.7	8.9	5.4	14.3	0.1	6.8	12.6	0.1
LOS		B		C	A	A	B	A	A	B	A
Approach Delay (s/veh)		19.0		11.8			12.4			10.1	
Approach LOS		B		B			B			B	

Intersection Summary

Cycle Length: 65

Actuated Cycle Length: 54.3

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay (s/veh): 11.3

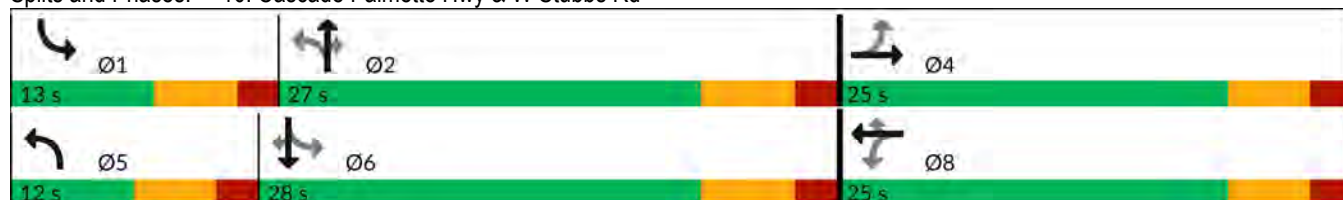
Intersection LOS: B

Intersection Capacity Utilization 55.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 10: Cascade Palmetto Hwy & W Stubbs Rd



10: Cascade Palmetto Hwy & W Stubbs Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	21	23	33	31	257	11	160	18	229	481	46
Future Volume (veh/h)	31	21	23	33	31	257	11	160	18	229	481	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1900	1900	1900	1841	1900	1618	1811	1870	1811	1870
Adj Flow Rate, veh/h	34	23	25	36	34	279	12	174	20	249	523	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	5	0	0	0	4	0	19	6	2	6	2
Cap, veh/h	182	120	94	246	205	339	345	569	539	652	816	714
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.02	0.35	0.35	0.11	0.45	0.45
Sat Flow, veh/h	434	553	433	702	943	1560	1810	1618	1535	1781	1811	1585
Grp Volume(v), veh/h	82	0	0	70	0	279	12	174	20	249	523	50
Grp Sat Flow(s),veh/h/ln	1420	0	0	1645	0	1560	1810	1618	1535	1781	1811	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	9.9	0.2	4.6	0.5	4.8	13.0	1.0
Cycle Q Clear(g_c), s	2.3	0.0	0.0	1.7	0.0	9.9	0.2	4.6	0.5	4.8	13.0	1.0
Prop In Lane	0.41		0.30	0.51		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	396	0	0	451	0	339	345	569	539	652	816	714
V/C Ratio(X)	0.21	0.00	0.00	0.16	0.00	0.82	0.03	0.31	0.04	0.38	0.64	0.07
Avail Cap(c_a), veh/h	541	0	0	623	0	508	503	569	539	662	816	714
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	0.0	0.0	18.6	0.0	21.8	12.2	13.8	12.4	9.0	12.4	9.1
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.2	0.0	6.7	0.0	1.4	0.1	0.4	3.8	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.7	0.0	3.7	0.1	1.5	0.2	1.3	4.5	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.0	0.0	0.0	18.7	0.0	28.5	12.3	15.1	12.6	9.4	16.2	9.3
LnGrp LOS	B			B		C	B	B	B	A	B	A
Approach Vol, veh/h		82			349			206			822	
Approach Delay, s/veh		19.0			26.5			14.7			13.7	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.7	27.0		18.7	6.9	32.8		18.7				
Change Period (Y+Rc), s	6.0	6.5		6.0	6.0	6.5		6.0				
Max Green Setting (Gmax), s	7.0	20.5		19.0	6.0	21.5		19.0				
Max Q Clear Time (g_c+I1), s	6.8	6.6		4.3	2.2	15.0		11.9				
Green Ext Time (p_c), s	0.0	0.7		0.3	0.0	1.6		0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh			17.2									
HCM 7th LOS			B									

11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	42	343	14	593	216	128	49	254
Future Volume (vph)	42	343	14	593	216	128	49	254
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	12.0	25.0	12.0	25.0	12.0	25.0
Total Split (s)	12.0	39.0	12.0	39.0	15.0	37.0	12.0	34.0
Total Split (%)	12.0%	39.0%	12.0%	39.0%	15.0%	37.0%	12.0%	34.0%
Yellow Time (s)	4.0	4.5	4.0	4.5	4.0	4.5	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.5	6.0	6.5	6.0	6.5	6.0	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effect Green (s)	38.8	37.2	36.5	32.6	41.5	35.8	34.0	27.6
Actuated g/C Ratio	0.41	0.39	0.38	0.34	0.44	0.38	0.36	0.29
v/c Ratio	0.25	0.78	0.06	1.01	0.96	0.23	0.13	1.00
Control Delay (s/veh)	19.6	34.3	16.1	72.4	76.6	24.7	17.7	71.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.6	34.3	16.1	72.4	76.6	24.7	17.7	71.3
LOS	B	C	B	E	E	C	B	E
Approach Delay (s/veh)		33.2		71.2		56.6		66.5
Approach LOS		C		E		E		E

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 95.2

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.01

Intersection Signal Delay (s/veh): 57.3

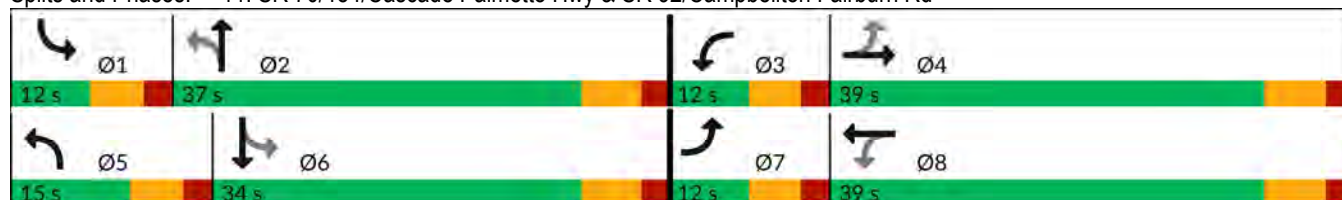
Intersection LOS: E

Intersection Capacity Utilization 91.5%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd



11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	343	180	14	593	18	216	128	7	49	254	252
Future Volume (veh/h)	42	343	180	14	593	18	216	128	7	49	254	252
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1796	1856	1796	1900	1856	1322	1826	1648	1693	1604	1796	1885
Adj Flow Rate, veh/h	43	354	186	14	611	19	223	132	7	51	262	260
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	7	3	7	0	3	39	5	17	14	20	7	1
Cap, veh/h	134	404	212	159	597	19	235	521	28	427	234	232
Arrive On Green	0.04	0.35	0.35	0.02	0.33	0.33	0.09	0.34	0.34	0.04	0.28	0.28
Sat Flow, veh/h	1711	1145	602	1810	1790	56	1739	1551	82	1527	827	821
Grp Volume(v), veh/h	43	0	540	14	0	630	223	0	139	51	0	522
Grp Sat Flow(s),veh/h/ln	1711	0	1747	1810	0	1846	1739	0	1633	1527	0	1648
Q Serve(g_s), s	1.6	0.0	28.2	0.5	0.0	32.5	8.8	0.0	6.0	2.3	0.0	27.5
Cycle Q Clear(g_c), s	1.6	0.0	28.2	0.5	0.0	32.5	8.8	0.0	6.0	2.3	0.0	27.5
Prop In Lane	1.00		0.34	1.00		0.03	1.00		0.05	1.00		0.50
Lane Grp Cap(c), veh/h	134	0	616	159	0	616	235	0	549	427	0	465
V/C Ratio(X)	0.32	0.00	0.88	0.09	0.00	1.02	0.95	0.00	0.25	0.12	0.00	1.12
Avail Cap(c_a), veh/h	179	0	616	241	0	616	235	0	549	462	0	465
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	0.00	1.00
Uniform Delay (d), s/veh	25.3	0.0	29.5	24.4	0.0	32.5	25.2	0.0	23.5	23.3	0.0	35.0
Incr Delay (d2), s/veh	1.4	0.0	13.4	0.2	0.0	42.4	45.1	0.0	1.1	0.1	0.0	79.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	13.0	0.2	0.0	20.4	6.1	0.0	2.3	0.8	0.0	20.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.7	0.0	43.0	24.6	0.0	74.8	70.3	0.0	24.6	23.4	0.0	114.4
LnGrp LOS	C		D	C		F	E		C	C		F
Approach Vol, veh/h	583			644			362			573		
Approach Delay, s/veh	41.8			73.7			52.8			106.3		
Approach LOS	D			E			D			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.7	39.3	7.6	40.9	15.0	34.0	9.4	39.0				
Change Period (Y+Rc), s	6.0	6.5	6.0	6.5	6.0	6.5	6.0	6.5				
Max Green Setting (Gmax), s	6.0	30.5	6.0	32.5	9.0	27.5	6.0	32.5				
Max Q Clear Time (g_c+I1), s	4.3	8.0	2.5	30.2	10.8	29.5	3.6	34.5				
Green Ext Time (p_c), s	0.0	0.6	0.0	0.7	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	70.2											
HCM 7th LOS	E											

Intersection

Intersection Delay, s/veh 16.7

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	42	67	10	4	199	225	15	191	3	104	80	84
Future Vol, veh/h	42	67	10	4	199	225	15	191	3	104	80	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	4	4	0	2	0	1	3	4
Mvmt Flow	46	73	11	4	216	245	16	208	3	113	87	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, s/veh	1.5	20.9	13.4	14.8
HCM LOS	B	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	35%	1%	39%
Vol Thru, %	91%	56%	46%	30%
Vol Right, %	1%	8%	53%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	209	119	428	268
LT Vol	15	42	4	104
Through Vol	191	67	199	80
RT Vol	3	10	225	84
Lane Flow Rate	227	129	465	291
Geometry Grp	1	1	1	1
Degree of Util (X)	0.396	0.232	0.712	0.489
Departure Headway (Hd)	6.275	6.465	5.508	6.046
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	572	554	661	594
Service Time	4.328	4.522	3.508	4.096
HCM Lane V/C Ratio	0.397	0.233	0.703	0.49
HCM Control Delay, s/veh	13.4	11.5	20.9	14.8
HCM Lane LOS	B	B	C	B
HCM 95th-tile Q	1.9	0.9	5.9	2.7

Summary of All Intervals

Run Number	6	7	8	9	10	Avg
Start Time	4:50	4:50	4:50	4:50	4:50	4:50
End Time	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	19802	19359	19596	19889	19447	19620
Vehs Exited	19423	19101	19204	19307	19094	19223
Starting Vehs	927	1003	966	870	922	937
Ending Vehs	1306	1261	1358	1452	1275	1325
Travel Distance (mi)	27728	27300	27443	27773	27213	27492
Travel Time (hr)	1141.3	1169.3	1198.9	1174.4	1093.8	1155.6
Total Delay (hr)	531.9	569.0	594.3	563.6	496.0	551.0
Total Stops	24761	24053	24930	24786	23640	24436
Fuel Used (gal)	981.3	977.4	985.1	993.1	961.5	979.7

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	6	7	8	9	10	Avg
Vehs Entered	19802	19359	19596	19889	19447	19620
Vehs Exited	19423	19101	19204	19307	19094	19223
Starting Vehs	927	1003	966	870	922	937
Ending Vehs	1306	1261	1358	1452	1275	1325
Travel Distance (mi)	27728	27300	27443	27773	27213	27492
Travel Time (hr)	1141.3	1169.3	1198.9	1174.4	1093.8	1155.6
Total Delay (hr)	531.9	569.0	594.3	563.6	496.0	551.0
Total Stops	24761	24053	24930	24786	23640	24436
Fuel Used (gal)	981.3	977.4	985.1	993.1	961.5	979.7

Intersection: 1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	UL	L	T	T	T	R
Maximum Queue (ft)	237	270	249	248	201	70	172	180	285	550	547	533
Average Queue (ft)	144	147	171	165	106	30	66	87	187	249	263	330
95th Queue (ft)	221	225	229	225	206	66	130	148	256	589	711	634
Link Distance (ft)		2386	2386	2386	2386				2251	2251	2251	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	170					675	310	310				575
Storage Blk Time (%)	6	5							0		0	14
Queuing Penalty (veh)	10	9							0		0	45

Intersection: 1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	R	L	L	T	T	R
Maximum Queue (ft)	99	441	799	803	460	243	265	226	231	176
Average Queue (ft)	26	158	497	499	205	118	151	135	121	47
95th Queue (ft)	76	477	970	968	531	221	246	201	201	129
Link Distance (ft)			3585	3585				2380	2380	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	300	300			315	465	465			380
Storage Blk Time (%)			39	36						
Queuing Penalty (veh)			30	63						

Intersection: 2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

Movement	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	T	R	L	T	L	T	T	L	T	T	R
Maximum Queue (ft)	212	234	342	135	352	594	884	829	58	306	308	136
Average Queue (ft)	87	122	65	34	177	449	385	335	13	183	168	39
95th Queue (ft)	169	201	254	90	298	678	925	843	40	281	279	98
Link Distance (ft)		1034			2388		2554	2554		3417	3417	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250		450	275		440			600			265
Storage Blk Time (%)	0	0	0		2	34	0	2			1	
Queuing Penalty (veh)	3	0	1		1	164	0	2			3	

Intersection: 3: SR 92/Fairburn Rd & Mt Vernon Rd

Movement	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LR	U	T	T	R	L	T	T
Maximum Queue (ft)	516	22	345	319	83	116	242	244
Average Queue (ft)	281	2	199	194	43	42	129	149
95th Queue (ft)	470	12	311	299	72	89	214	230
Link Distance (ft)	1155		1768	1768			3582	3582
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		335			250	300		
Storage Blk Time (%)			1	4				
Queuing Penalty (veh)			0	9				

Intersection: 4: SR 92/Fairburn Rd & Anneewakee Rd

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	LTR	L	T	T	L	T	T	R
Maximum Queue (ft)	226	205	18	731	916	805	142	1516	1529	325
Average Queue (ft)	100	98	2	575	342	274	8	859	892	239
95th Queue (ft)	191	194	15	849	1063	857	86	1807	1848	449
Link Distance (ft)	2260		640		1924	1924		2669	2669	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		135		575			215			250
Storage Blk Time (%)	5	4		25	0	5		61	57	
Queuing Penalty (veh)	16	5		169	0	0		1	124	

Intersection: 5: SR 92/Fairburn Rd & Riverside Pkwy

Movement	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	R	R	T	T	L	T	T
Maximum Queue (ft)	197	360	318	363	344	434	339	438
Average Queue (ft)	71	153	70	150	169	218	99	146
95th Queue (ft)	142	363	266	291	301	392	555	635
Link Distance (ft)	2236			1212	1212		1924	1924
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		600	600			650		
Storage Blk Time (%)				0	0		0	
Queuing Penalty (veh)				0	0		0	

Intersection: 6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB
Directions Served	UL	T	T	R	L	T	T	L	LT	R	LTR
Maximum Queue (ft)	62	846	1058	390	199	285	283	245	447	166	120
Average Queue (ft)	16	143	770	382	81	166	163	174	210	6	42
95th Queue (ft)	43	487	1348	431	157	269	270	257	335	69	88
Link Distance (ft)		1212	1212			1096	1096		941		700
Upstream Blk Time (%)		0	3								
Queuing Penalty (veh)		0	15								
Storage Bay Dist (ft)	225			250	260			145		165	
Storage Blk Time (%)		0		74	0	1	0	12	23		
Queuing Penalty (veh)		0		134	1	1	0	45	84		

Intersection: 7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	UL	T	T	R	L	T
Maximum Queue (ft)	245	422	159	315	726	205	170	114	135	37	129	3299
Average Queue (ft)	118	162	9	138	367	35	68	43	53	5	33	1146
95th Queue (ft)	220	305	87	344	687	163	132	89	112	23	89	3470
Link Distance (ft)		3811			4120			732	732			5415
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150		150	170		115	265			145	265	
Storage Blk Time (%)	11	9		0	56				0			1
Queuing Penalty (veh)	42	23		0	75				0			1

Intersection: 7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	3569	330
Average Queue (ft)	1757	328
95th Queue (ft)	3722	353
Link Distance (ft)	5415	
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		280
Storage Blk Time (%)	0	87
Queuing Penalty (veh)	1	261

Intersection: 8: Cascade Palmetto Hwy & Cascading Ln

Movement	WB	SB	B25
Directions Served	L	L	T
Maximum Queue (ft)	50	37	139
Average Queue (ft)	15	6	5
95th Queue (ft)	44	25	98
Link Distance (ft)	238		732
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		175	
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 9: Cascade Palmetto Hwy & Cochran Rd

Movement	EB
Directions Served	LR
Maximum Queue (ft)	34
Average Queue (ft)	7
95th Queue (ft)	29
Link Distance (ft)	554
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: Cascade Palmetto Hwy & W Stubbs Rd

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	R	L	T	R
Maximum Queue (ft)	72	68	35	33	145	47	133	228	30
Average Queue (ft)	26	30	1	8	52	7	61	92	9
95th Queue (ft)	60	65	25	28	109	27	112	179	26
Link Distance (ft)	784	1614						5666	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			175	260		240	300		290
Storage Blk Time (%)			0						
Queuing Penalty (veh)			0						

Intersection: 11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	190	513	334	1420	261	131	305	2078
Average Queue (ft)	36	221	43	911	123	43	140	1147
95th Queue (ft)	124	442	215	1639	223	99	366	2289
Link Distance (ft)		1710		2042		1869		
Upstream Blk Time (%)				4				
Queuing Penalty (veh)				0				
Storage Bay Dist (ft)	190		250		350		210	
Storage Blk Time (%)		13		66				71
Queuing Penalty (veh)		6		9				35

Intersection: 12: W Stubbs Rd & Butner Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	49	201	102	102
Average Queue (ft)	18	85	49	54
95th Queue (ft)	37	165	84	85
Link Distance (ft)	884	843	559	712
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 23: SR 70/154/Cascade Palmetto Hwy/Cascade Palmetto Hwy

Movement	NB
Directions Served	T
Maximum Queue (ft)	1921
Average Queue (ft)	64
95th Queue (ft)	1353
Link Distance (ft)	9659
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 1390

1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	399	1160	66	232	584	310	115	688	382	755	681	415
Future Volume (vph)	399	1160	66	232	584	310	115	688	382	755	681	415
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	16.0	26.0	26.0	15.0	25.0	25.0	15.0	25.0	25.0	24.0	34.0	34.0
Total Split (%)	17.8%	28.9%	28.9%	16.7%	27.8%	27.8%	16.7%	27.8%	27.8%	26.7%	37.8%	37.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	10.0	20.0	20.0	9.0	19.0	19.0	7.7	18.0	18.0	17.0	27.3	27.3
Actuated g/C Ratio	0.11	0.22	0.22	0.10	0.21	0.21	0.09	0.20	0.20	0.19	0.30	0.30
v/c Ratio	1.32	1.14	0.15	1.09	0.62	0.59	0.56	1.13	0.78	1.26	0.75	0.60
Control Delay (s/veh)	197.5	109.5	0.7	119.4	35.3	8.6	50.1	113.1	23.4	163.3	34.3	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	197.5	109.5	0.7	119.4	35.3	8.6	50.1	113.1	23.4	163.3	34.3	7.2
LOS	F	F	A	F	D	A	D	F	C	F	C	A
Approach Delay (s/veh)		126.7			50.3			78.1			80.9	
Approach LOS		F			D			E			F	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.32

Intersection Signal Delay (s/veh): 86.7

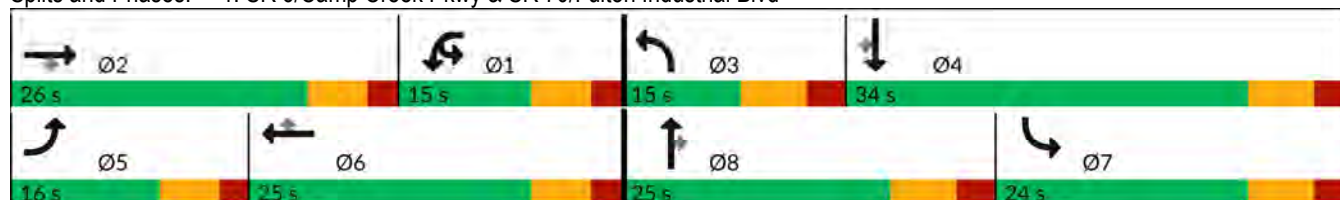
Intersection LOS: F

Intersection Capacity Utilization 98.2%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd



1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	399	1160	66	82	232	584	310	115	688	382	755	681
Future Volume (veh/h)	399	1160	66	82	232	584	310	115	688	382	755	681
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No				No			No			No
Adj Sat Flow, veh/h/ln	1559	1767	1115		1648	1737	1663	1307	1693	1781	1811	1663
Adj Flow Rate, veh/h	416	1208	69		242	608	323	120	717	398	786	709
Peak Hour Factor	0.96	0.96	0.96		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	23	9	53		17	11	16	40	14	8	6	16
Cap, veh/h	320	1072	210		304	1000	297	164	643	302	632	1014
Arrive On Green	0.11	0.22	0.22		0.10	0.21	0.21	0.07	0.20	0.20	0.19	0.32
Sat Flow, veh/h	2881	4823	945		3045	4742	1409	2415	3216	1510	3346	3159
Grp Volume(v), veh/h	416	1208	69		242	608	323	120	717	398	786	709
Grp Sat Flow(s),veh/h/ln	1440	1608	945		1522	1581	1409	1208	1608	1510	1673	1580
Q Serve(g_s), s	10.0	20.0	4.0		7.0	10.4	11.0	4.4	18.0	18.0	17.0	17.7
Cycle Q Clear(g_c), s	10.0	20.0	4.0		7.0	10.4	11.0	4.4	18.0	18.0	17.0	17.7
Prop In Lane	1.00		1.00		1.00		1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	320	1072	210		304	1000	297	164	643	302	632	1014
V/C Ratio(X)	1.30	1.13	0.33		0.80	0.61	1.09	0.73	1.11	1.32	1.24	0.70
Avail Cap(c_a), veh/h	320	1072	210		305	1001	298	215	643	302	632	1014
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
Upstream Filter(I)	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.0	35.0	15.5		39.6	32.1	11.8	41.1	36.0	36.0	36.5	26.7
Incr Delay (d2), s/veh	155.8	69.3	0.9		13.7	1.1	77.4	8.6	71.2	164.5	122.4	4.0
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
%ile BackOfQ(50%),veh/ln	10.3	14.2	1.2		3.1	3.9	11.6	1.4	12.8	19.8	17.1	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	195.8	104.3	16.4		53.3	33.2	89.2	49.7	107.2	200.5	158.9	30.7
LnGrp LOS	F	F	B		D	C	F	D	F	F	F	C
Approach Vol, veh/h		1693				1173			1235			1927
Approach Delay, s/veh		123.2				52.8			131.7			88.3
Approach LOS		F				D			F			F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	26.0	13.1	35.9	16.0	25.0	24.0	25.0				
Change Period (Y+Rc), s	6.0	6.0	7.0	7.0	6.0	6.0	7.0	7.0				
Max Green Setting (Gmax), s	9.0	20.0	8.0	27.0	10.0	19.0	17.0	18.0				
Max Q Clear Time (g_c+I1), s	9.0	22.0	6.4	27.4	12.0	13.0	19.0	20.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			100.1									
HCM 7th LOS			F									
Notes												
User approved ignoring U-Turning movement.												



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	415
Future Volume (veh/h)	415
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1737
Adj Flow Rate, veh/h	432
Peak Hour Factor	0.96
Percent Heavy Veh, %	11
Cap, veh/h	473
Arrive On Green	0.32
Sat Flow, veh/h	1472
Grp Volume(v), veh/h	432
Grp Sat Flow(s),veh/h/ln	1472
Q Serve(g_s), s	25.4
Cycle Q Clear(g_c), s	25.4
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	473
V/C Ratio(X)	0.91
Avail Cap(c_a), veh/h	473
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	29.3
Incr Delay (d2), s/veh	24.7
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	11.2
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	54.1
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	292	323	535	68	298	41	321	923	76	44	730	163
Future Volume (vph)	292	323	535	68	298	41	321	923	76	44	730	163
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	12.0	25.0	25.0	12.0	25.0	25.0	16.0	31.0	31.0	12.0	27.0	27.0
Total Split (%)	15.0%	31.3%	31.3%	15.0%	31.3%	31.3%	20.0%	38.8%	38.8%	15.0%	33.8%	33.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.5	6.5	6.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	24.8	20.1	20.1	23.5	17.6	17.6	30.0	29.5	29.5	21.0	20.5	20.5
Actuated g/C Ratio	0.32	0.26	0.26	0.30	0.22	0.22	0.38	0.38	0.38	0.27	0.26	0.26
v/c Ratio	1.11	0.73	0.77	0.26	0.78	0.08	0.98	0.84	0.12	0.26	1.01	0.30
Control Delay (s/veh)	114.4	38.8	14.2	18.6	43.3	0.3	75.8	34.0	0.3	26.6	65.5	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	114.4	38.8	14.2	18.6	43.3	0.3	75.8	34.0	0.3	26.6	65.5	3.6
LOS	F	D	B	B	D	A	E	C	A	C	E	A
Approach Delay (s/veh)		46.6			34.8			42.2			52.9	
Approach LOS		D			C			D			D	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 78.6

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.11

Intersection Signal Delay (s/veh): 45.4

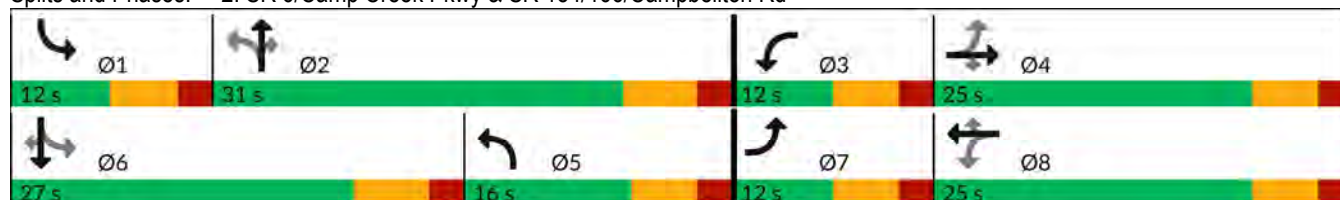
Intersection LOS: D

Intersection Capacity Utilization 90.2%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd



2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	292	323	535	68	298	41	321	923	76	44	730	163
Future Volume (veh/h)	292	323	535	68	298	41	321	923	76	44	730	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1885	1856	1781	1870	1841	1544	1767	1663	1826	1544	1574	1870
Adj Flow Rate, veh/h	311	344	569	72	317	44	341	982	0	47	777	173
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	3	8	2	4	24	9	16	5	24	22	2
Cap, veh/h	269	423	344	216	370	263	312	1142		154	796	422
Arrive On Green	0.08	0.23	0.23	0.05	0.20	0.20	0.13	0.36	0.00	0.04	0.27	0.27
Sat Flow, veh/h	1795	1856	1510	1781	1841	1309	1682	3159	1547	1471	2991	1585
Grp Volume(v), veh/h	311	344	569	72	317	44	341	982	0	47	777	173
Grp Sat Flow(s),veh/h/ln	1795	1856	1510	1781	1841	1309	1682	1580	1547	1471	1495	1585
Q Serve(g_s), s	6.0	13.5	10.9	2.4	12.8	2.1	10.0	22.2	0.0	2.0	19.8	4.7
Cycle Q Clear(g_c), s	6.0	13.5	10.9	2.4	12.8	2.1	10.0	22.2	0.0	2.0	19.8	4.7
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	269	423	344	216	370	263	312	1142		154	796	422
V/C Ratio(X)	1.15	0.81	1.65	0.33	0.86	0.17	1.09	0.86		0.31	0.98	0.41
Avail Cap(c_a), veh/h	269	458	373	264	454	323	312	1142		208	796	422
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	28.2	11.5	23.4	29.7	25.4	32.0	22.8	0.0	25.7	28.0	10.5
Incr Delay (d2), s/veh	103.0	10.1	306.2	0.9	12.7	0.3	78.1	8.5	0.0	1.1	26.5	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	6.7	32.3	1.0	6.5	0.6	11.9	8.2	0.0	0.7	9.1	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	131.8	38.2	317.7	24.3	42.4	25.7	110.1	31.3	0.0	26.8	54.5	13.5
LnGrp LOS	F	D	F	C	D	C	F	C		C	D	B
Approach Vol, veh/h	1224			433			1323			997		
Approach Delay, s/veh	191.9			37.7			51.6			46.1		
Approach LOS	F			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.2	34.3	9.9	23.6	16.5	27.0	12.0	21.5				
Change Period (Y+Rc), s	6.0	6.5	6.0	6.0	6.5	* 6.5	6.0	6.0				
Max Green Setting (Gmax), s	6.0	24.5	6.0	19.0	10.0	* 21	6.0	19.0				
Max Q Clear Time (g_c+I1), s	4.0	24.2	4.4	15.5	12.0	21.8	8.0	14.8				
Green Ext Time (p_c), s	0.0	0.2	0.0	1.5	0.0	0.0	0.0	0.7				

Intersection Summary

HCM 7th Control Delay, s/veh	91.9
HCM 7th LOS	F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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

3: SR 92/Fairburn Rd & Mt Vernon Rd

	↖	↑	↗	↘	↓	
Lane Group	WBL	NBT	NBR	SBL	SBT	Ø5
Lane Configurations	↖↖	↑↑	↗	↘	↑↑	
Traffic Volume (vph)	229	991	439	158	1496	
Future Volume (vph)	229	991	439	158	1496	
Turn Type	Prot	NA	Perm	pm+pt	NA	
Protected Phases	3	2		1	6	5
Permitted Phases			2	6		
Detector Phase	3	2	2	1	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	25.0	12.0	25.0	12.0
Total Split (s)	36.0	61.0	61.0	13.0	62.0	12.0
Total Split (%)	32.7%	55.5%	55.5%	11.8%	56.4%	11%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag		Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None
Act Effect Green (s)	28.1	56.9	56.9	69.9	69.9	
Actuated g/C Ratio	0.26	0.52	0.52	0.64	0.64	
v/c Ratio	0.91	0.62	0.46	0.56	0.77	
Control Delay (s/veh)	62.6	14.9	2.4	26.7	18.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	62.6	14.9	2.4	26.7	18.1	
LOS	E	B	A	C	B	
Approach Delay (s/veh)	62.6	11.1			18.9	
Approach LOS	E	B			B	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 105 (95%), Referenced to phase 2:NBTU and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay (s/veh): 20.4

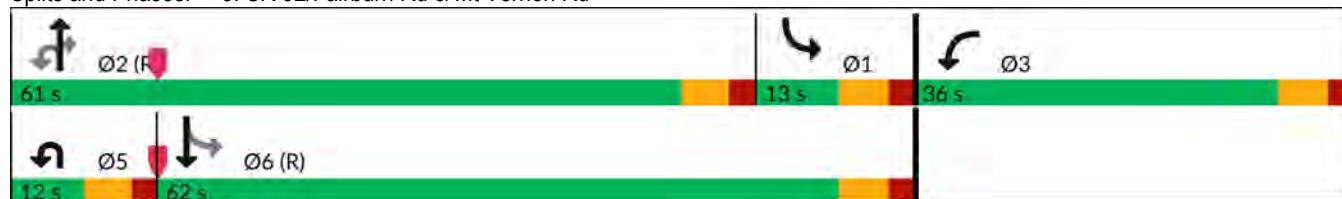
Intersection LOS: C

Intersection Capacity Utilization 82.2%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: SR 92/Fairburn Rd & Mt Vernon Rd



3: SR 92/Fairburn Rd & Mt Vernon Rd

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	229	147	0	991	439	158	1496
Future Volume (veh/h)	229	147	0	991	439	158	1496
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1841	1870		1796	1885	1870	1781
Adj Flow Rate, veh/h	252	162		1089	482	174	1644
Peak Hour Factor	0.91	0.91		0.91	0.91	0.91	0.91
Percent Heavy Veh, %	4	2		7	1	2	8
Cap, veh/h	267	172		1706	799	196	2125
Arrive On Green	0.26	0.26		0.50	0.50	0.07	0.63
Sat Flow, veh/h	1016	653		3503	1598	1781	3474
Grp Volume(v), veh/h	415	0		1089	482	174	1644
Grp Sat Flow(s), veh/h/ln	1672	0		1706	1598	1781	1692
Q Serve(g_s), s	26.7	0.0		25.8	6.1	6.6	38.7
Cycle Q Clear(g_c), s	26.7	0.0		25.8	6.1	6.6	38.7
Prop In Lane	0.61	0.39			1.00	1.00	
Lane Grp Cap(c), veh/h	440	0		1706	799	196	2125
V/C Ratio(X)	0.94	0.00		0.64	0.60	0.89	0.77
Avail Cap(c_a), veh/h	456	0		1706	799	196	2125
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	0.0		20.2	1.3	49.1	14.8
Incr Delay (d2), s/veh	27.8	0.0		1.8	3.4	35.5	2.8
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.0	0.0		9.8	6.6	6.5	13.3
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	67.5	0.0		22.0	4.6	84.6	17.6
LnGrp LOS	E			C	A	F	B
Approach Vol, veh/h	415			1571			1818
Approach Delay, s/veh	67.5			16.7			24.1
Approach LOS	E			B			C
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	14.0	61.0				75.0	35.0
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	7.0	55.0				56.0	30.0
Max Q Clear Time (g_c+I1), s	8.6	27.8				40.7	28.7
Green Ext Time (p_c), s	0.0	10.6				9.9	0.2
Intersection Summary							
HCM 7th Control Delay, s/veh			25.8				
HCM 7th LOS			C				
Notes							
User approved ignoring U-Turning movement.							

4: SR 92/Fairburn Rd & Anneewakee Rd

									
Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	NBR	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	246	0	840	18	314	1047	18	1477	124
Future Volume (vph)	246	0	840	18	314	1047	18	1477	124
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases		4		8	5	2		6	
Permitted Phases	4		4		2		2		6
Detector Phase	4	4	4	8	5	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	25.0	25.0	12.0	25.0	25.0	25.0	25.0
Total Split (s)	43.0	43.0	43.0	43.0	18.0	67.0	67.0	49.0	49.0
Total Split (%)	39.1%	39.1%	39.1%	39.1%	16.4%	60.9%	60.9%	44.5%	44.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead			Lag	Lag
Lead-Lag Optimize?					Yes			Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effect Green (s)		37.0	37.0	37.0	61.0	61.0	61.0	43.0	43.0
Actuated g/C Ratio		0.34	0.34	0.34	0.55	0.55	0.55	0.39	0.39
v/c Ratio		0.54	1.25	0.03	1.27	0.57	0.02	1.17	0.19
Control Delay (s/veh)		34.7	149.0	24.8	166.5	6.3	0.1	107.2	7.5
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		34.7	149.0	24.8	166.5	6.3	0.1	107.2	7.5
LOS		C	F	C	F	A	A	F	A
Approach Delay (s/veh)		123.1		24.8		42.7		99.5	
Approach LOS		F		C		D		F	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 57 (52%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 160

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.27

Intersection Signal Delay (s/veh): 86.2

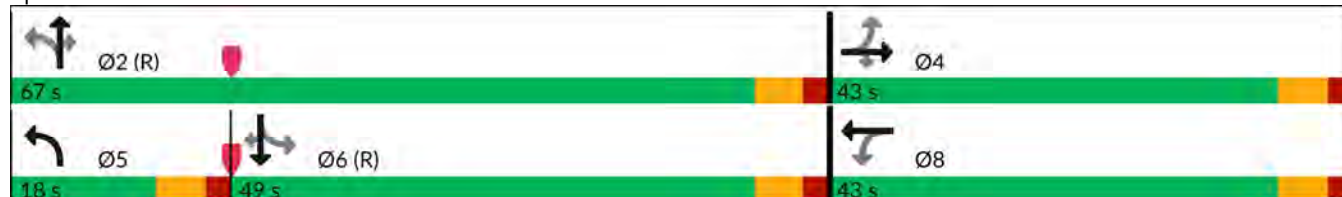
Intersection LOS: F

Intersection Capacity Utilization 112.0%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 4: SR 92/Fairburn Rd & Anneewakee Rd



4: SR 92/Fairburn Rd & Anneewakee Rd

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	246	0	840	0	18	0	314	1047	18	0	1477	124	
Future Volume (veh/h)	246	0	840	0	18	0	314	1047	18	0	1477	124	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Lane Width 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	
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	1885	1900	1870	1900	1900	1900	1841	1811	1900	1900	1781	1856	
Adj Flow Rate, veh/h	254	0	866	0	19	0	324	1079	19	0	1523	128	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Percent Heavy Veh, %	1	0	2	0	0	0	4	6	0	0	8	3	
Cap, veh/h	532	0	533	0	639	0	257	1908	893	65	1323	615	
Arrive On Green	0.34	0.00	0.34	0.00	0.34	0.00	0.11	0.55	0.55	0.00	0.39	0.39	
Sat Flow, veh/h	1387	0	1585	0	1900	0	1753	3441	1610	522	3385	1572	
Grp Volume(v), veh/h	254	0	866	0	19	0	324	1079	19	0	1523	128	
Grp Sat Flow(s),veh/h/ln	1387	0	1585	0	1900	0	1753	1721	1610	522	1692	1572	
Q Serve(g_s), s	16.1	0.0	37.0	0.0	0.7	0.0	12.0	22.4	0.6	0.0	43.0	5.9	
Cycle Q Clear(g_c), s	16.9	0.0	37.0	0.0	0.7	0.0	12.0	22.4	0.6	0.0	43.0	5.9	
Prop In Lane	1.00		1.00	0.00		0.00	1.00		1.00	1.00		1.00	
Lane Grp Cap(c), veh/h	532	0	533	0	639	0	257	1908	893	65	1323	615	
V/C Ratio(X)	0.48	0.00	1.62	0.00	0.03	0.00	1.26	0.57	0.02	0.00	1.15	0.21	
Avail Cap(c_a), veh/h	532	0	533	0	639	0	257	1908	893	65	1323	615	
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	0.00	1.00	0.00	0.49	0.49	0.49	0.00	1.00	1.00	
Uniform Delay (d), s/veh	30.1	0.0	36.5	0.0	24.5	0.0	34.0	15.9	11.0	0.0	33.5	22.2	
Incr Delay (d2), s/veh	0.7	0.0	289.5	0.0	0.0	0.0	132.7	0.6	0.0	0.0	77.1	0.8	
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	5.3	0.0	57.0	0.0	0.3	0.0	12.8	8.0	0.2	0.0	30.5	2.2	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d), s/veh	30.8	0.0	326.0	0.0	24.5	0.0	166.6	16.5	11.1	0.0	110.6	23.0	
LnGrp LOS	C		F		C		F	B	B		F	C	
Approach Vol, veh/h	1120			19			1422			1651			
Approach Delay, s/veh	259.0			24.5			50.6			103.8			
Approach LOS	F			C			D			F			
Timer - Assigned Phs	2			4		5	6	8					
Phs Duration (G+Y+Rc), s	67.0			43.0		18.0	49.0	43.0					
Change Period (Y+Rc), s	6.0			6.0		6.0	6.0	6.0					
Max Green Setting (Gmax), s	61.0			37.0		12.0	43.0	37.0					
Max Q Clear Time (g_c+I1), s	24.4			39.0		14.0	45.0	2.7					
Green Ext Time (p_c), s	8.8			0.0		0.0	0.0	0.1					
Intersection Summary													
HCM 7th Control Delay, s/veh	126.8												
HCM 7th LOS	F												

5: SR 92/Fairburn Rd & Riverside Pkwy

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	130	390	1031	207	669	1692
Future Volume (vph)	130	390	1031	207	669	1692
Turn Type	Prot	pm+ov	NA	Perm	pm+pt	NA
Protected Phases	3	1	2		1	6
Permitted Phases		3		2	6	
Detector Phase	3	1	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	12.0	25.0	25.0	12.0	25.0
Total Split (s)	25.0	44.0	41.0	41.0	44.0	85.0
Total Split (%)	22.7%	40.0%	37.3%	37.3%	40.0%	77.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lead	Lag	Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effect Green (s)	14.1	63.0	35.0	35.0	83.9	83.9
Actuated g/C Ratio	0.13	0.57	0.32	0.32	0.76	0.76
v/c Ratio	0.64	0.27	1.00	0.35	0.96	0.71
Control Delay (s/veh)	58.4	12.0	37.7	2.0	33.3	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	58.4	12.0	37.7	2.0	33.3	4.0
LOS	E	B	D	A	C	A
Approach Delay (s/veh)	23.6		31.8			12.3
Approach LOS	C		C			B

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 6 (5%), Referenced to phase 2:NBTU and 6:SBTL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay (s/veh): 19.6

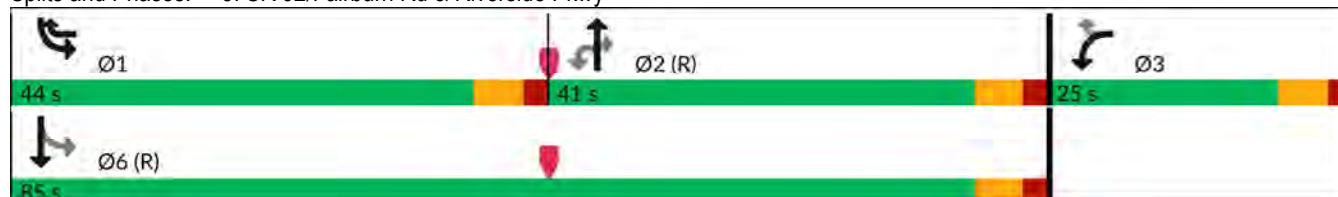
Intersection LOS: B

Intersection Capacity Utilization 87.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 5: SR 92/Fairburn Rd & Riverside Pkwy



5: SR 92/Fairburn Rd & Riverside Pkwy

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	130	390	0	1031	207	669	1692
Future Volume (veh/h)	130	390	0	1031	207	669	1692
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1811	1796		1841	1796	1856	1796
Adj Flow Rate, veh/h	140	419		1109	223	719	1819
Peak Hour Factor	0.93	0.93		0.93	0.93	0.93	0.93
Percent Heavy Veh, %	6	7		4	7	3	7
Cap, veh/h	219	1265		1273	554	704	2608
Arrive On Green	0.13	0.13		0.36	0.36	0.69	1.00
Sat Flow, veh/h	1725	2679		3589	1522	1767	3503
Grp Volume(v), veh/h	140	419		1109	223	719	1819
Grp Sat Flow(s), veh/h/ln	1725	1340		1749	1522	1767	1706
Q Serve(g_s), s	8.5	10.8		32.5	12.0	38.0	0.0
Cycle Q Clear(g_c), s	8.5	10.8		32.5	12.0	38.0	0.0
Prop In Lane	1.00	1.00			1.00	1.00	
Lane Grp Cap(c), veh/h	219	1265		1273	554	704	2608
V/C Ratio(X)	0.64	0.33		0.87	0.40	1.02	0.70
Avail Cap(c_a), veh/h	298	1388		1273	554	704	2608
HCM Platoon Ratio	1.00	1.00		1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00		0.50	0.50	0.09	0.09
Uniform Delay (d), s/veh	45.6	18.2		32.6	26.1	10.3	0.0
Incr Delay (d2), s/veh	3.1	0.2		4.4	1.1	16.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	3.1		13.7	4.3	6.4	0.1
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	48.7	18.3		37.0	27.1	26.5	0.1
LnGrp LOS	D	B		D	C	F	A
Approach Vol, veh/h	559			1332			2538
Approach Delay, s/veh	25.9			35.3			7.6
Approach LOS	C			D			A
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	44.0	46.1				90.1	19.9
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	38.0	35.0				79.0	19.0
Max Q Clear Time (g_c+l1), s	40.0	34.5				2.0	12.8
Green Ext Time (p_c), s	0.0	0.4				25.3	1.2
Intersection Summary							
HCM 7th Control Delay, s/veh			18.3				
HCM 7th LOS			B				
Notes							
User approved ignoring U-Turning movement.							

6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	12	11	786	996	56	344	16	825	111	123	14	102
Future Volume (vph)	12	11	786	996	56	344	16	825	111	123	14	102
Turn Type	pm+pt	pm+pt	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Perm	NA
Protected Phases	5	5	2		1	6		8	8			4
Permitted Phases	2	2		2			6			8	4	
Detector Phase	5	5	2	2	1	6	6	8	8	8	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	25.0	25.0	12.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	12.0	12.0	36.0	36.0	12.0	36.0	36.0	34.0	34.0	34.0	28.0	28.0
Total Split (%)	10.9%	10.9%	32.7%	32.7%	10.9%	32.7%	32.7%	30.9%	30.9%	30.9%	25.5%	25.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0
Lead/Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)		35.7	30.0	30.0	6.0	34.8	34.8	28.0	28.0	28.0		24.4
Actuated g/C Ratio		0.32	0.27	0.27	0.05	0.32	0.32	0.25	0.25	0.25		0.22
v/c Ratio		0.07	0.87	1.04	0.60	0.33	0.03	1.15	1.15	0.25		1.11
Control Delay (s/veh)		14.5	34.6	48.6	77.3	30.3	0.1	129.8	129.0	4.8		141.8
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay (s/veh)		14.5	34.6	48.6	77.3	30.3	0.1	129.8	129.0	4.8		141.8
LOS		B	C	D	E	C	A	F	F	A		F
Approach Delay (s/veh)			42.1			35.5			114.9			141.8
Approach LOS			D			D			F			F

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 10 (9%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.15

Intersection Signal Delay (s/veh): 68.6

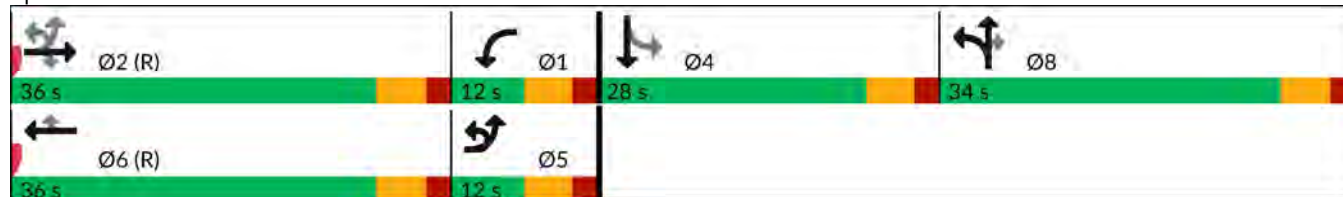
Intersection LOS: E

Intersection Capacity Utilization 90.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166



6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	12	11	786	996	56	344	16	825	111	123	14	102
Future Volume (veh/h)	12	11	786	996	56	344	16	825	111	123	14	102
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		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
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln		1900	1811	1796	1870	1811	1900	1826	1885	1885	1900	1885
Adj Flow Rate, veh/h		11	810	1027	58	355	16	932	0	127	14	105
Peak Hour Factor		0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %		0	6	7	2	6	0	5	1	1	0	1
Cap, veh/h		503	938	415	239	938	439	885	0	407	17	127
Arrive On Green		0.13	0.27	0.27	0.13	0.27	0.27	0.25	0.00	0.25	0.12	0.12
Sat Flow, veh/h		1810	3441	1522	1781	3441	1610	3478	0	1598	141	1059
Grp Volume(v), veh/h		11	810	1027	58	355	16	932	0	127	176	0
Grp Sat Flow(s),veh/h/ln		1810	1721	1522	1781	1721	1610	1739	0	1598	1775	0
Q Serve(g_s), s		0.0	24.6	30.0	3.2	9.2	0.8	28.0	0.0	7.1	10.7	0.0
Cycle Q Clear(g_c), s		0.0	24.6	30.0	3.2	9.2	0.8	28.0	0.0	7.1	10.7	0.0
Prop In Lane		1.00		1.00	1.00		1.00	1.00		1.00	0.08	
Lane Grp Cap(c), veh/h		503	938	415	239	938	439	885	0	407	213	0
V/C Ratio(X)		0.02	0.86	2.47	0.24	0.38	0.04	1.05	0.00	0.31	0.83	0.00
Avail Cap(c_a), veh/h		503	938	415	239	938	439	885	0	407	355	0
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.65	0.65	0.65	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		25.4	38.0	40.0	42.6	32.4	29.4	41.0	0.0	33.2	47.3	0.0
Incr Delay (d2), s/veh		0.0	7.1	667.9	0.5	1.2	0.2	45.1	0.0	0.4	7.8	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
%ile BackOfQ(50%),veh/ln		0.2	10.8	87.7	1.4	3.8	0.3	17.0	0.0	2.7	5.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		25.5	45.1	707.9	43.1	33.6	29.5	86.1	0.0	33.6	55.1	0.0
LnGrp LOS		C	D	F	D	C	C	F		C	E	
Approach Vol, veh/h			1848			429			1059			176
Approach Delay, s/veh			413.3			34.7			79.8			55.1
Approach LOS			F			C			E			E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.8	36.0		19.2	20.8	36.0		34.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	30.0		22.0	6.0	30.0		28.0				
Max Q Clear Time (g_c+l1), s	5.2	32.0		12.7	2.0	11.2		30.0				
Green Ext Time (p_c), s	0.0	0.0		0.6	0.0	2.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			248.6									
HCM 7th LOS			F									
Notes												
User approved volume balancing among the lanes for turning movement.												
User approved ignoring U-Turning movement.												

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	55
Future Volume (veh/h)	55
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	57
Peak Hour Factor	0.97
Percent Heavy Veh, %	0
Cap, veh/h	69
Arrive On Green	0.12
Sat Flow, veh/h	575
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.32
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Westwood Mixed-Use Development DRI #4057
7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

2032 No-Build AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	574	504	47	80	261	67	5	121	947	189	37	191
Future Volume (vph)	574	504	47	80	261	67	5	121	947	189	37	191
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4		3	8		5	5	2		1	6
Permitted Phases	4		4	8		8	2	2		2	6	
Detector Phase	7	4	4	3	8	8	5	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	25.0	12.0	25.0	25.0	12.0	12.0	25.0	25.0	12.0	25.0
Total Split (s)	23.0	36.0	36.0	12.0	25.0	25.0	12.0	12.0	30.0	30.0	12.0	30.0
Total Split (%)	25.6%	40.0%	40.0%	13.3%	27.8%	27.8%	13.3%	13.3%	33.3%	33.3%	13.3%	33.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.5	6.5	6.0	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	Max
Act Effect Green (s)	40.7	31.2	31.2	23.6	17.7	17.7		32.5	28.4	28.4	29.9	23.5
Actuated g/C Ratio	0.46	0.35	0.35	0.27	0.20	0.20		0.37	0.32	0.32	0.34	0.26
v/c Ratio	1.37	0.87	0.08	0.44	0.80	0.16		0.31	0.94	0.31	0.29	0.25
Control Delay (s/veh)	201.2	44.6	0.2	22.9	51.5	0.7		20.2	49.7	2.9	22.5	27.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	201.2	44.6	0.2	22.9	51.5	0.7		20.2	49.7	2.9	22.5	27.1
LOS	F	D	A	C	D	A		C	D	A	C	C
Approach Delay (s/veh)		122.6			37.5				39.8			16.2
Approach LOS		F			D				D			B

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 88.7

Natural Cycle: 140

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.37

Intersection Signal Delay (s/veh): 65.8

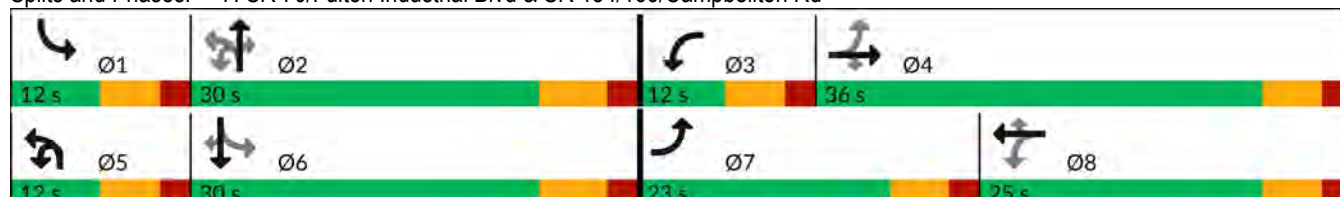
Intersection LOS: E

Intersection Capacity Utilization 96.3%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd





Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	167
Future Volume (vph)	167
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	25.0
Total Split (s)	30.0
Total Split (%)	33.3%
Yellow Time (s)	4.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Max
Act Effct Green (s)	23.5
Actuated g/C Ratio	0.26
v/c Ratio	0.31
Control Delay (s/veh)	2.4
Queue Delay	0.0
Total Delay (s/veh)	2.4
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	

7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	574	504	47	80	261	67	5	121	947	189	37	191
Future Volume (veh/h)	574	504	47	80	261	67	5	121	947	189	37	191
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No			No				No			No	
Adj Sat Flow, veh/h/ln	1826	1811	1856	1767	1811	1455		1885	1811	1841	1278	1648
Adj Flow Rate, veh/h	624	548	51	87	284	73		132	1029	205	40	208
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	6	3	9	6	30		1	6	4	42	17
Cap, veh/h	457	589	511	203	339	231		423	1040	471	127	843
Arrive On Green	0.19	0.33	0.33	0.06	0.19	0.19		0.07	0.30	0.30	0.04	0.27
Sat Flow, veh/h	1739	1811	1572	1682	1811	1233		1795	3441	1560	1217	3131
Grp Volume(v), veh/h	624	548	51	87	284	73		132	1029	205	40	208
Grp Sat Flow(s),veh/h/ln	1739	1811	1572	1682	1811	1233		1795	1721	1560	1217	1566
Q Serve(g_s), s	17.0	25.6	2.0	3.6	13.2	4.5		4.6	26.0	9.2	2.1	4.5
Cycle Q Clear(g_c), s	17.0	25.6	2.0	3.6	13.2	4.5		4.6	26.0	9.2	2.1	4.5
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	457	589	511	203	339	231		423	1040	471	127	843
V/C Ratio(X)	1.37	0.93	0.10	0.43	0.84	0.32		0.31	0.99	0.43	0.31	0.25
Avail Cap(c_a), veh/h	457	622	540	223	394	268		423	1040	471	167	843
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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.7	28.5	20.5	27.5	34.2	30.7		20.8	30.3	24.5	25.0	25.0
Incr Delay (d2), s/veh	178.3	20.2	0.1	1.4	13.1	0.8		0.4	25.3	0.6	1.4	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.4	13.4	0.7	1.4	6.7	1.3		1.8	13.1	3.2	0.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	202.0	48.7	20.6	29.0	47.4	31.5		21.2	55.6	25.1	26.4	25.7
LnGrp LOS	F	D	C	C	D	C		C	E	C	C	C
Approach Vol, veh/h	1223			444				1366			430	
Approach Delay, s/veh	125.7			41.1				47.7			27.5	
Approach LOS	F			D				D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	32.9	10.9	34.4	12.0	30.0	23.0	22.3				
Change Period (Y+Rc), s	6.0	6.5	6.0	6.0	6.0	6.5	6.0	6.0				
Max Green Setting (Gmax), s	6.0	23.5	6.0	30.0	6.0	23.5	17.0	19.0				
Max Q Clear Time (g_c+l1), s	4.1	28.0	5.6	27.6	6.6	10.6	19.0	15.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.8	0.0	1.4	0.0	0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh	71.9											
HCM 7th LOS	E											
Notes												
User approved ignoring U-Turning movement.												



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	167
Future Volume (veh/h)	167
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1811
Adj Flow Rate, veh/h	182
Peak Hour Factor	0.92
Percent Heavy Veh, %	6
Cap, veh/h	413
Arrive On Green	0.27
Sat Flow, veh/h	1535
Grp Volume(v), veh/h	182
Grp Sat Flow(s),veh/h/ln	1535
Q Serve(g_s), s	8.6
Cycle Q Clear(g_c), s	8.6
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	413
V/C Ratio(X)	0.44
Avail Cap(c_a), veh/h	413
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	26.5
Incr Delay (d2), s/veh	3.4
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	3.3
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	29.9
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	14	1110	33	11	271
Future Vol, veh/h	37	14	1110	33	11	271
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	65	-	275	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	8	5	0	0	14
Mvmt Flow	42	16	1261	38	13	308
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1594	1261	0	0	1261	0
Stage 1	1261	-	-	-	-	-
Stage 2	333	-	-	-	-	-
Critical Hdwy	6.4	6.28	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.372	-	-	2.2	-
Pot Cap-1 Maneuver	119	202	-	-	558	-
Stage 1	269	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	116	202	-	-	558	-
Mov Cap-2 Maneuver	116	-	-	-	-	-
Stage 1	269	-	-	-	-	-
Stage 2	714	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v	44.82	0	0.45			
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	116	202	558	-
HCM Lane V/C Ratio	-	-	0.362	0.079	0.022	-
HCM Control Delay (s/veh)	-	-	52.6	24.4	11.6	-
HCM Lane LOS	-	-	F	C	B	-
HCM 95th %tile Q(veh)	-	-	1.5	0.3	0.1	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	4	4	1166	298	5
Future Vol, veh/h	10	4	4	1166	298	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	75	0	0	4	12	0
Mvmt Flow	11	4	4	1310	335	6
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1657	338	340	0	-	0
Stage 1	338	-	-	-	-	-
Stage 2	1319	-	-	-	-	-
Critical Hdwy	7.15	6.2	4.1	-	-	-
Critical Hdwy Stg 1	6.15	-	-	-	-	-
Critical Hdwy Stg 2	6.15	-	-	-	-	-
Follow-up Hdwy	4.175	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	72	709	1230	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	177	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	71	709	1230	-	-	-
Mov Cap-2 Maneuver	71	-	-	-	-	-
Stage 1	577	-	-	-	-	-
Stage 2	177	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v49.73		0.03		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	6	-	96	-	-	
HCM Lane V/C Ratio	0.004	-	0.164	-	-	
HCM Control Delay (s/veh)	7.9	0	49.7	-	-	
HCM Lane LOS	A	A	E	-	-	
HCM 95th %tile Q(veh)	0	-	0.6	-	-	

10: Cascade Palmetto Hwy & W Stubbs Rd

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	90	66	23	45	356	8	722	23	111	182	23
Future Volume (vph)	90	66	23	45	356	8	722	23	111	182	23
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8		5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	4	4	8	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	25.0	25.0	25.0	25.0	25.0	12.0	38.0	38.0	12.0	38.0	38.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	16.0%	50.7%	50.7%	16.0%	50.7%	50.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.5	6.5	6.0	6.5	6.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)		14.0		14.0	14.0	36.9	32.1	32.1	40.6	39.0	39.0
Actuated g/C Ratio		0.21		0.21	0.21	0.54	0.47	0.47	0.60	0.57	0.57
v/c Ratio		0.65		0.24	0.78	0.01	0.96	0.03	0.51	0.22	0.03
Control Delay (s/veh)		35.1		24.8	21.8	6.6	44.9	0.1	17.9	10.0	0.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		35.1		24.8	21.8	6.6	44.9	0.1	17.9	10.0	0.0
LOS		D		C	C	A	D	A	B	A	A
Approach Delay (s/veh)		35.1		22.3			43.1			12.0	
Approach LOS		D		C			D			B	

Intersection Summary

Cycle Length: 75

Actuated Cycle Length: 67.9

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay (s/veh): 31.1

Intersection LOS: C

Intersection Capacity Utilization 84.9%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 10: Cascade Palmetto Hwy & W Stubbs Rd



10: Cascade Palmetto Hwy & W Stubbs Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	66	17	23	45	356	8	722	23	111	182	23
Future Volume (veh/h)	90	66	17	23	45	356	8	722	23	111	182	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1870	1693	1900	1826	1885	1693	1826	1826	1811	1633	1900
Adj Flow Rate, veh/h	102	75	19	26	51	405	9	820	26	126	207	26
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	2	14	0	5	1	14	5	5	6	18	0
Cap, veh/h	217	146	31	177	314	412	535	781	662	206	783	772
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.01	0.43	0.43	0.06	0.48	0.48
Sat Flow, veh/h	553	567	120	432	1216	1598	1612	1826	1547	1725	1633	1610
Grp Volume(v), veh/h	196	0	0	77	0	405	9	820	26	126	207	26
Grp Sat Flow(s),veh/h/ln	1241	0	0	1648	0	1598	1612	1826	1547	1725	1633	1610
Q Serve(g_s), s	7.6	0.0	0.0	0.0	0.0	18.5	0.2	31.5	0.7	3.0	5.6	0.6
Cycle Q Clear(g_c), s	10.0	0.0	0.0	2.4	0.0	18.5	0.2	31.5	0.7	3.0	5.6	0.6
Prop In Lane	0.52		0.10	0.34		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	395	0	0	491	0	412	535	781	662	206	783	772
V/C Ratio(X)	0.50	0.00	0.00	0.16	0.00	0.98	0.02	1.05	0.04	0.61	0.26	0.03
Avail Cap(c_a), veh/h	395	0	0	491	0	412	648	781	662	238	783	772
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.8	0.0	0.0	21.2	0.0	27.1	11.7	21.1	12.3	17.0	11.4	10.1
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.1	0.0	39.5	0.0	46.0	0.1	3.5	0.8	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	0.0	1.0	0.0	10.8	0.1	20.5	0.2	1.1	1.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.8	0.0	0.0	21.3	0.0	66.6	11.7	67.0	12.4	20.6	12.3	10.2
LnGrp LOS	C			C		E	B	F	B	C	B	B
Approach Vol, veh/h	196			482			855			359		
Approach Delay, s/veh	24.8			59.4			64.8			15.0		
Approach LOS	C			E			E			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	38.0		25.0	6.8	41.8		25.0				
Change Period (Y+Rc), s	6.0	6.5		6.0	6.0	6.5		6.0				
Max Green Setting (Gmax), s	6.0	31.5		19.0	6.0	31.5		19.0				
Max Q Clear Time (g_c+I1), s	5.0	33.5		12.0	2.2	7.6		20.5				
Green Ext Time (p_c), s	0.0	0.0		0.7	0.0	1.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				49.8								
HCM 7th LOS				D								

11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	342	669	19	378	244	316	32	157
Future Volume (vph)	342	669	19	378	244	316	32	157
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	12.0	25.0	12.0	25.0	12.0	25.0
Total Split (s)	18.0	41.0	12.0	35.0	12.0	25.0	12.0	25.0
Total Split (%)	20.0%	45.6%	13.3%	38.9%	13.3%	27.8%	13.3%	27.8%
Yellow Time (s)	4.0	4.5	4.0	4.5	4.0	4.5	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.5	6.0	6.5	6.0	6.5	6.0	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effect Green (s)	44.0	38.9	31.8	25.5	27.6	23.6	24.9	18.5
Actuated g/C Ratio	0.51	0.45	0.37	0.29	0.32	0.27	0.29	0.21
v/c Ratio	0.95	1.14	0.11	0.88	0.77	0.75	0.15	0.58
Control Delay (s/veh)	52.7	105.0	12.7	48.6	44.1	44.0	21.8	36.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.7	105.0	12.7	48.6	44.1	44.0	21.8	36.9
LOS	D	F	B	D	D	D	C	D
Approach Delay (s/veh)		90.1		47.0		44.1		34.8
Approach LOS		F		D		D		C

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 87.1

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.14

Intersection Signal Delay (s/veh): 66.0

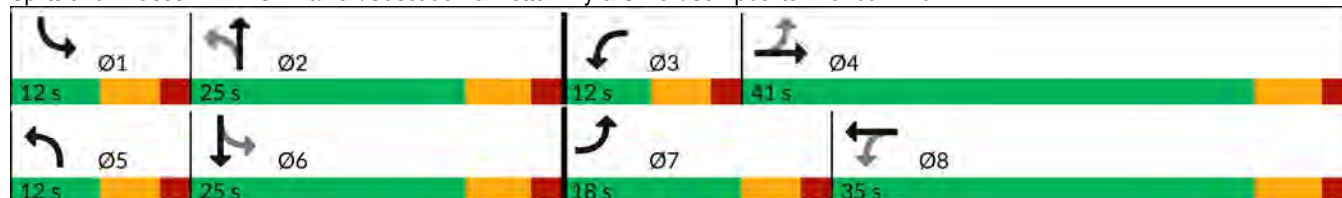
Intersection LOS: E

Intersection Capacity Utilization 96.2%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd



11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	342	669	191	19	378	63	244	316	31	32	157	43
Future Volume (veh/h)	342	669	191	19	378	63	244	316	31	32	157	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1841	1811	1737	1811	1841	1559	1781	1796	1781	1574	1663	1856
Adj Flow Rate, veh/h	353	690	197	20	390	65	252	326	32	33	162	44
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	6	11	6	4	23	8	7	8	22	16	3
Cap, veh/h	366	544	155	122	437	73	314	408	40	186	271	74
Arrive On Green	0.14	0.40	0.40	0.02	0.28	0.28	0.07	0.25	0.25	0.03	0.22	0.22
Sat Flow, veh/h	1753	1355	387	1725	1538	256	1697	1610	158	1499	1259	342
Grp Volume(v), veh/h	353	0	887	20	0	455	252	0	358	33	0	206
Grp Sat Flow(s),veh/h/ln	1753	0	1741	1725	0	1795	1697	0	1768	1499	0	1601
Q Serve(g_s), s	12.0	0.0	34.5	0.7	0.0	20.9	6.0	0.0	16.3	1.5	0.0	10.0
Cycle Q Clear(g_c), s	12.0	0.0	34.5	0.7	0.0	20.9	6.0	0.0	16.3	1.5	0.0	10.0
Prop In Lane	1.00		0.22	1.00		0.14	1.00		0.09	1.00		0.21
Lane Grp Cap(c), veh/h	366	0	699	122	0	510	314	0	448	186	0	345
V/C Ratio(X)	0.96	0.00	1.27	0.16	0.00	0.89	0.80	0.00	0.80	0.18	0.00	0.60
Avail Cap(c_a), veh/h	366	0	699	204	0	595	314	0	448	244	0	345
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	0.00	1.00
Uniform Delay (d), s/veh	20.3	0.0	25.7	24.4	0.0	29.5	30.9	0.0	30.0	25.9	0.0	30.3
Incr Delay (d2), s/veh	37.4	0.0	131.8	0.6	0.0	14.3	14.0	0.0	13.8	0.4	0.0	7.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	0.0	37.9	0.3	0.0	10.1	3.3	0.0	7.9	0.5	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.7	0.0	157.5	25.0	0.0	43.8	44.9	0.0	43.8	26.4	0.0	37.8
LnGrp LOS	E		F	C		D	D		D	C		D
Approach Vol, veh/h	1240			475			610			239		
Approach Delay, s/veh	129.1			43.0			44.3			36.2		
Approach LOS	F			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	28.3	7.9	41.0	12.0	25.0	18.0	30.9				
Change Period (Y+Rc), s	6.0	6.5	6.0	6.5	6.0	6.5	6.0	6.5				
Max Green Setting (Gmax), s	6.0	18.5	6.0	34.5	6.0	18.5	12.0	28.5				
Max Q Clear Time (g_c+l1), s	3.5	18.3	2.7	36.5	8.0	12.0	14.0	22.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.5	0.0	1.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	84.3											
HCM 7th LOS	F											

Intersection

Intersection Delay, s/veh 29.4

Intersection LOS D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	75	210	10	2	78	133	13	139	2	223	99	92
Future Vol, veh/h	75	210	10	2	78	133	13	139	2	223	99	92
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	3	2	0	0	2	2	9	3	0	2	1	9
Mvmt Flow	89	250	12	2	93	158	15	165	2	265	118	110
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, s/veh	24.4	16.5	15.4	44.7
HCM LOS	C	C	C	E

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	25%	1%	54%
Vol Thru, %	90%	71%	37%	24%
Vol Right, %	1%	3%	62%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	154	295	213	414
LT Vol	13	75	2	223
Through Vol	139	210	78	99
RT Vol	2	10	133	92
Lane Flow Rate	183	351	254	493
Geometry Grp	1	1	1	1
Degree of Util (X)	0.386	0.688	0.487	0.907
Departure Headway (Hd)	7.571	7.051	6.921	6.624
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	473	509	517	552
Service Time	5.65	5.12	5	4.624
HCM Lane V/C Ratio	0.387	0.69	0.491	0.893
HCM Control Delay, s/veh	15.4	24.4	16.5	44.7
HCM Lane LOS	C	C	C	E
HCM 95th-tile Q	1.8	5.2	2.6	10.8

Summary of All Intervals

Run Number	11	12	13	14	15	Avg
Start Time	7:05	7:05	7:05	7:05	7:05	7:05
End Time	8:15	8:15	8:15	8:15	8:15	8:15
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	21567	21506	21724	18278	21664	20949
Vehs Exited	20603	20580	20780	16630	20773	19872
Starting Vehs	1181	1141	1222	1261	1177	1198
Ending Vehs	2145	2067	2166	2909	2068	2268
Travel Distance (mi)	28778	29009	29351	21802	29409	27670
Travel Time (hr)	1953.2	1963.9	1918.5	3993.0	1977.1	2361.1
Total Delay (hr)	1318.6	1326.0	1271.4	3527.5	1330.3	1754.8
Total Stops	38042	36118	36334	24578	36404	34300
Fuel Used (gal)	1208.3	1212.3	1204.9	1482.4	1226.6	1266.9

Interval #0 Information Seeding

Start Time	7:05
End Time	7:15
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:15
End Time	8:15
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	11	12	13	14	15	Avg
Vehs Entered	21567	21506	21724	18278	21664	20949
Vehs Exited	20603	20580	20780	16630	20773	19872
Starting Vehs	1181	1141	1222	1261	1177	1198
Ending Vehs	2145	2067	2166	2909	2068	2268
Travel Distance (mi)	28778	29009	29351	21802	29409	27670
Travel Time (hr)	1953.2	1963.9	1918.5	3993.0	1977.1	2361.1
Total Delay (hr)	1318.6	1326.0	1271.4	3527.5	1330.3	1754.8
Total Stops	38042	36118	36334	24578	36404	34300
Fuel Used (gal)	1208.3	1212.3	1204.9	1482.4	1226.6	1266.9

Intersection: 1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	UL	L	T	T	T	R
Maximum Queue (ft)	285	2213	2174	1897	837	114	430	437	545	425	172	289
Average Queue (ft)	275	1353	1017	703	374	40	279	294	219	177	75	111
95th Queue (ft)	317	2488	2328	1568	737	89	475	528	649	568	147	239
Link Distance (ft)		2386	2386	2386	2386				2251	2251	2251	
Upstream Blk Time (%)		6	0									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	170					675	310	310				575
Storage Blk Time (%)	80	89					23	27	0			
Queuing Penalty (veh)	159	176					45	52	0			

Intersection: 1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	R	L	L	T	T	R
Maximum Queue (ft)	124	485	1056	1037	428	565	665	2397	2378	330
Average Queue (ft)	35	212	587	597	313	549	639	1640	1552	86
95th Queue (ft)	86	558	1361	1362	564	654	770	2937	2942	223
Link Distance (ft)			3585	3585				2380	2380	
Upstream Blk Time (%)								24	9	
Queuing Penalty (veh)								0	0	
Storage Bay Dist (ft)	300	300			315	465	465			380
Storage Blk Time (%)			47	45	7	65	86	0		1
Queuing Penalty (veh)			54	173	24	220	292	0		3

Intersection: 2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

Movement	EB	EB	EB	B31	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	T	L	T	L	T	T	L	T	T
Maximum Queue (ft)	373	970	600	1582	143	345	605	1025	987	92	442	438
Average Queue (ft)	240	641	462	507	39	181	454	496	447	30	259	234
95th Queue (ft)	416	1373	780	1899	111	324	721	1079	997	72	403	411
Link Distance (ft)		1034		3316		2388		2554	2554		3417	3417
Upstream Blk Time (%)		19		1								
Queuing Penalty (veh)		0		0								
Storage Bay Dist (ft)	250		450		275		440			600		
Storage Blk Time (%)	33	1	37			4	47	0	4		0	11
Queuing Penalty (veh)	284	7	228			3	216	0	3		0	18

Intersection: 2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

Movement	SB
Directions Served	R
Maximum Queue (ft)	347
Average Queue (ft)	53
95th Queue (ft)	221
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	265
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: SR 92/Fairburn Rd & Mt Vernon Rd

Movement	WB	NB	NB	NB	SB	SB	SB
Directions Served	LR	T	T	R	L	T	T
Maximum Queue (ft)	542	266	252	151	210	1145	1133
Average Queue (ft)	350	151	142	74	73	615	621
95th Queue (ft)	883	280	276	147	174	2433	2413
Link Distance (ft)	1155	1768	1768			3582	3582
Upstream Blk Time (%)	12					11	0
Queuing Penalty (veh)	0					0	0
Storage Bay Dist (ft)				250	300		
Storage Blk Time (%)		0	1			15	
Queuing Penalty (veh)		0	4			24	

Intersection: 4: SR 92/Fairburn Rd & Anneewakee Rd

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB	B48	B48	B49
Directions Served	LT	R	LTR	L	T	T	T	T	R	T	T	T
Maximum Queue (ft)	2321	210	52	332	188	193	2775	2775	325	892	894	1575
Average Queue (ft)	2222	208	13	183	49	60	2172	2183	152	402	401	485
95th Queue (ft)	2588	216	41	356	124	138	3448	3448	415	1072	1067	1669
Link Distance (ft)	2260		640		1924	1924	2669	2669		792	792	1768
Upstream Blk Time (%)	86						52	52		37	37	14
Queuing Penalty (veh)	0						445	453		316	317	124
Storage Bay Dist (ft)		135		575					250			
Storage Blk Time (%)	6	77				2	72	69	0			
Queuing Penalty (veh)	54	189				0	0	85	0			

Intersection: 4: SR 92/Fairburn Rd & Anneewakee Rd

Movement	B49
Directions Served	T
Maximum Queue (ft)	1573
Average Queue (ft)	487
95th Queue (ft)	1673
Link Distance (ft)	1768
Upstream Blk Time (%)	15
Queuing Penalty (veh)	126
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: SR 92/Fairburn Rd & Riverside Pkwy

Movement	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	T	R	L	T	T
Maximum Queue (ft)	617	445	428	206	724	1932	1992
Average Queue (ft)	400	250	255	40	355	1167	1225
95th Queue (ft)	1574	534	530	261	787	2496	2538
Link Distance (ft)	2236	1212	1212			1924	1924
Upstream Blk Time (%)	11					11	31
Queuing Penalty (veh)	0					125	363
Storage Bay Dist (ft)				365	650		
Storage Blk Time (%)	15	9	6		0	22	
Queuing Penalty (veh)	57	0	13		4	149	

Intersection: 6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

Movement	EB	EB	EB	EB	WB	WB	WB	B41	B41	NB	NB	NB
Directions Served	UL	T	T	R	L	T	T	T	T	L	LT	R
Maximum Queue (ft)	37	1164	1233	312	98	361	367	553	551	242	980	224
Average Queue (ft)	7	477	1091	311	37	271	278	300	298	235	772	86
95th Queue (ft)	27	1196	1497	568	90	966	968	1576	1570	268	1166	299
Link Distance (ft)		1212	1212			1096	1096	2739	2739		941	
Upstream Blk Time (%)		20	29			17	17	6	5		32	
Queuing Penalty (veh)		182	261			0	0	0	0		0	
Storage Bay Dist (ft)	225			250	260					145		165
Storage Blk Time (%)		25	20	64		20	20			45	59	
Queuing Penalty (veh)		6	201	253		11	3			288	317	

Intersection: 6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

Movement	SB
Directions Served	LTR
Maximum Queue (ft)	299
Average Queue (ft)	208
95th Queue (ft)	615
Link Distance (ft)	700
Upstream Blk Time (%)	18
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	UL	T	T	R	L	T
Maximum Queue (ft)	265	3869	156	315	631	205	261	409	448	290	110	156
Average Queue (ft)	263	3304	7	92	296	84	80	224	249	104	28	59
95th Queue (ft)	276	4721	76	261	640	246	228	394	427	292	81	120
Link Distance (ft)		3811			4120			732	732			5415
Upstream Blk Time (%)		56										
Queuing Penalty (veh)		0										
Storage Bay Dist (ft)	150		150	170		115	265			145	265	
Storage Blk Time (%)	70	18			55	1	0	8	32	1		
Queuing Penalty (veh)	388	112			80	2	0	10	61	3		

Intersection: 7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	113	118
Average Queue (ft)	16	22
95th Queue (ft)	66	82
Link Distance (ft)	5415	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		280
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Cascade Palmetto Hwy & Cascading Ln

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	66	13	32
Average Queue (ft)	25	0	6
95th Queue (ft)	60	9	23
Link Distance (ft)	238		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		65	175
Storage Blk Time (%)	1	0	
Queuing Penalty (veh)	0	0	

Intersection: 9: Cascade Palmetto Hwy & Cochran Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	77	1164
Average Queue (ft)	17	39
95th Queue (ft)	59	807
Link Distance (ft)	554	5666
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Cascade Palmetto Hwy & W Stubbs Rd

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	R	L	T	R
Maximum Queue (ft)	178	340	260	216	703	295	116	132	29
Average Queue (ft)	70	73	129	10	352	42	49	40	5
95th Queue (ft)	130	227	285	89	681	209	90	98	19
Link Distance (ft)	784	1614						5666	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			175	260		240	300		290
Storage Blk Time (%)		0	14		23				
Queuing Penalty (veh)		1	9		7				

Intersection: 11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	275	1773	275	705	353	433	85	218
Average Queue (ft)	250	1662	25	306	159	192	24	98
95th Queue (ft)	344	2020	147	598	294	346	63	179
Link Distance (ft)		1710		2042		1869		
Upstream Blk Time (%)		54						
Queuing Penalty (veh)		0						
Storage Bay Dist (ft)	190		250		350		210	
Storage Blk Time (%)	5	46		24	0	2		0
Queuing Penalty (veh)	47	159		5	1	5		0

Intersection: 12: W Stubbs Rd & Butner Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	108	96	94	231
Average Queue (ft)	53	32	43	95
95th Queue (ft)	99	68	74	180
Link Distance (ft)	884	843	559	712
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 23: SR 70/154/Cascade Palmetto Hwy/Cascade Palmetto Hwy

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 7216

1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 		 	 	
Traffic Volume (vph)	448	752	73	249	1150	576	91	999	208	341	608	305
Future Volume (vph)	448	752	73	249	1150	576	91	999	208	341	608	305
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	20.0	25.0	25.0	27.0	32.0	32.0	13.0	32.0	32.0	16.0	35.0	35.0
Total Split (%)	20.0%	25.0%	25.0%	27.0%	32.0%	32.0%	13.0%	32.0%	32.0%	16.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	14.0	19.0	19.0	21.0	26.0	26.0	6.0	25.0	25.0	9.0	28.0	28.0
Actuated g/C Ratio	0.14	0.19	0.19	0.21	0.26	0.26	0.06	0.25	0.25	0.09	0.28	0.28
v/c Ratio	1.12	0.89	0.18	0.49	0.97	1.05	0.68	1.30	0.42	1.27	0.71	0.54
Control Delay (s/veh)	121.2	53.3	0.9	37.7	56.8	73.0	70.1	175.5	6.8	184.4	37.5	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	121.2	53.3	0.9	37.7	56.8	73.0	70.1	175.5	6.8	184.4	37.5	6.8
LOS	F	D	A	D	E	E	E	F	A	F	D	A
Approach Delay (s/veh)		74.2			58.5			141.0			70.0	
Approach LOS		E			E			F			E	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Natural Cycle: 140

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.30

Intersection Signal Delay (s/veh): 82.6

Intersection LOS: F

Intersection Capacity Utilization 94.0%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd



1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

																												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT																
Lane Configurations																												
Traffic Volume (veh/h)	448	752	73	63	249	1150	576	91	999	208	341	608																
Future Volume (veh/h)	448	752	73	63	249	1150	576	91	999	208	341	608																
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0																
Lane Width Adj.	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00																
Ped-Bike Adj(A_pbT)	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																
Work Zone On Approach	No				No				No			No																
Adj Sat Flow, veh/h/ln	1693	1767	1411		1767	1811	1811	1233	1767	1752	1767	1752																
Adj Flow Rate, veh/h	482	809	78		268	1237	619	98	1074	224	367	654																
Peak Hour Factor	0.93	0.93	0.93		0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93																
Percent Heavy Veh, %	14	9	33		9	6	6	45	9	10	9	10																
Cap, veh/h	438	903	224		694	1286	399	133	839	371	294	938																
Arrive On Green	0.14	0.19	0.19		0.21	0.26	0.26	0.06	0.25	0.25	0.09	0.28																
Sat Flow, veh/h	3127	4823	1196		3264	4944	1535	2278	3357	1485	3264	3328																
Grp Volume(v), veh/h	482	809	78		268	1237	619	98	1074	224	367	654																
Grp Sat Flow(s),veh/h/ln	1564	1608	1196		1632	1648	1535	1139	1678	1485	1632	1664																
Q Serve(g_s), s	14.0	16.4	4.4		7.0	24.7	18.3	4.2	25.0	13.3	9.0	17.6																
Cycle Q Clear(g_c), s	14.0	16.4	4.4		7.0	24.7	18.3	4.2	25.0	13.3	9.0	17.6																
Prop In Lane	1.00		1.00		1.00		1.00	1.00		1.00	1.00																	
Lane Grp Cap(c), veh/h	438	903	224		694	1286	399	133	839	371	294	938																
V/C Ratio(X)	1.10	0.90	0.35		0.39	0.96	1.55	0.74	1.28	0.60	1.25	0.70																
Avail Cap(c_a), veh/h	438	916	227		694	1286	399	137	839	371	294	938																
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																
Upstream Filter(I)	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00																
Uniform Delay (d), s/veh	43.0	39.7	20.9		33.8	36.5	18.3	46.3	37.5	33.1	45.5	32.1																
Incr Delay (d2), s/veh	73.2	11.3	0.9		0.4	16.9	260.1	18.4	135.1	7.1	137.3	4.3																
Initial Q Delay(d3), s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0																
%ile BackOfQ(50%),veh/ln	9.6	7.1	1.6		2.7	11.3	34.5	1.5	25.2	5.2	9.0	7.1																
Unsig. Movement Delay, s/veh																												
LnGrp Delay(d), s/veh	116.2	50.9	21.8		34.1	53.4	278.4	64.8	172.6	40.2	182.8	36.4																
LnGrp LOS	F	D	C		C	D	F	E	F	D	F	D																
Approach Vol, veh/h	1369				2124				1396			1349																
Approach Delay, s/veh	72.3				116.5				143.8			80.8																
Approach LOS	E				F				F			F																
Timer - Assigned Phs	1	2	3	4	5	6	7	8																				
Phs Duration (G+Y+Rc), s	27.3	24.7	12.8	35.2	20.0	32.0	16.0	32.0																				
Change Period (Y+Rc), s	6.0	6.0	7.0	7.0	6.0	6.0	7.0	7.0																				
Max Green Setting (Gmax), s	21.0	19.0	6.0	28.0	14.0	26.0	9.0	25.0																				
Max Q Clear Time (g_c+I1), s	9.0	18.4	6.2	24.9	16.0	26.7	11.0	27.0																				
Green Ext Time (p_c), s	0.7	0.3	0.0	1.5	0.0	0.0	0.0	0.0																				
Intersection Summary																												
HCM 7th Control Delay, s/veh				105.2																								
HCM 7th LOS				F																								
Notes																												
User approved ignoring U-Turning movement.																												



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	305
Future Volume (veh/h)	305
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1604
Adj Flow Rate, veh/h	328
Peak Hour Factor	0.93
Percent Heavy Veh, %	20
Cap, veh/h	383
Arrive On Green	0.28
Sat Flow, veh/h	1359
Grp Volume(v), veh/h	328
Grp Sat Flow(s),veh/h/ln	1359
Q Serve(g_s), s	22.9
Cycle Q Clear(g_c), s	22.9
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	383
V/C Ratio(X)	0.86
Avail Cap(c_a), veh/h	383
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	34.0
Incr Delay (d2), s/veh	21.1
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	9.1
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	55.1
LnGrp LOS	E
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	330	473	66	360	92	547	1170	103	33	739	263
Future Volume (vph)	180	330	473	66	360	92	547	1170	103	33	739	263
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	12.0	25.0	25.0	12.0	25.0	25.0	25.0	41.0	41.0	12.0	28.0	28.0
Total Split (%)	13.3%	27.8%	27.8%	13.3%	27.8%	27.8%	27.8%	45.6%	45.6%	13.3%	31.1%	31.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.5	6.5	6.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	26.2	21.4	21.4	24.9	19.0	19.0	39.8	39.3	39.3	22.0	21.5	21.5
Actuated g/C Ratio	0.29	0.24	0.24	0.28	0.21	0.21	0.44	0.44	0.44	0.24	0.24	0.24
v/c Ratio	1.00	0.79	0.68	0.32	0.99	0.19	1.27	0.89	0.14	0.19	1.05	0.52
Control Delay (s/veh)	94.9	48.7	8.2	24.6	82.0	0.8	166.7	35.2	0.8	28.8	81.9	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	94.9	48.7	8.2	24.6	82.0	0.8	166.7	35.2	0.8	28.8	81.9	12.2
LOS	F	D	A	C	F	A	F	D	A	C	F	B
Approach Delay (s/veh)		37.7			60.2			72.8			62.5	
Approach LOS		D			E			E			E	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.27

Intersection Signal Delay (s/veh): 60.9

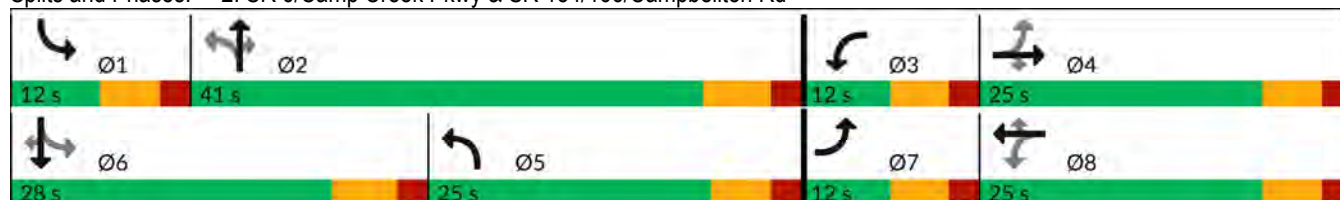
Intersection LOS: E

Intersection Capacity Utilization 100.1%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd



2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	330	473	66	360	92	547	1170	103	33	739	263
Future Volume (veh/h)	180	330	473	66	360	92	547	1170	103	33	739	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1885	1826	1870	1856	1811	1826	1722	1870	1841	1693	1885
Adj Flow Rate, veh/h	194	355	509	71	387	99	588	1258	0	35	795	283
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	1	5	2	3	6	5	12	2	4	14	1
Cap, veh/h	198	434	356	195	390	322	445	1377		136	764	380
Arrive On Green	0.07	0.23	0.23	0.05	0.21	0.21	0.21	0.42	0.00	0.03	0.24	0.24
Sat Flow, veh/h	1767	1885	1547	1781	1856	1535	1739	3272	1585	1753	3216	1598
Grp Volume(v), veh/h	194	355	509	71	387	99	588	1258	0	35	795	283
Grp Sat Flow(s),veh/h/ln	1767	1885	1547	1781	1856	1535	1739	1636	1585	1753	1608	1598
Q Serve(g_s), s	6.0	16.2	11.4	2.8	18.8	4.9	19.0	32.7	0.0	1.5	21.5	10.9
Cycle Q Clear(g_c), s	6.0	16.2	11.4	2.8	18.8	4.9	19.0	32.7	0.0	1.5	21.5	10.9
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	198	434	356	195	390	322	445	1377		136	764	380
V/C Ratio(X)	0.98	0.82	1.43	0.36	0.99	0.31	1.32	0.91		0.26	1.04	0.75
Avail Cap(c_a), veh/h	198	434	356	231	390	322	445	1377		196	764	380
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	33.0	10.5	27.4	35.7	30.2	34.1	24.7	0.0	31.2	34.5	17.1
Incr Delay (d2), s/veh	57.5	11.6	208.4	1.1	43.8	0.5	160.1	10.8	0.0	1.0	43.6	12.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	8.3	23.9	1.2	12.7	1.8	27.9	12.9	0.0	0.6	12.2	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.4	44.7	218.9	28.5	79.4	30.7	194.2	35.5	0.0	32.2	78.1	29.7
LnGrp LOS	F	D	F	C	E	C	F	D		C	F	C
Approach Vol, veh/h	1058			557			1846			1113		
Approach Delay, s/veh	136.7			64.3			86.0			64.3		
Approach LOS	F			E			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	44.6	10.2	26.8	25.5	28.0	12.0	25.0				
Change Period (Y+Rc), s	6.0	6.5	6.0	6.0	6.5	* 6.5	6.0	6.0				
Max Green Setting (Gmax), s	6.0	34.5	6.0	19.0	19.0	* 22	6.0	19.0				
Max Q Clear Time (g_c+I1), s	3.5	34.7	4.8	18.2	21.0	23.5	8.0	20.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	89.8
HCM 7th LOS	F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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

3: SR 92/Fairburn Rd & Mt Vernon Rd

						
Lane Group	WBL	NBU	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	369	5	1579	264	65	1246
Future Volume (vph)	369	5	1579	264	65	1246
Turn Type	Prot	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	3	5	2		1	6
Permitted Phases		2		2	6	
Detector Phase	3	5	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	12.0	25.0	25.0	12.0	25.0
Total Split (s)	41.0	12.0	57.0	57.0	12.0	57.0
Total Split (%)	37.3%	10.9%	51.8%	51.8%	10.9%	51.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effect Green (s)	35.0	53.4	53.4	53.4	60.6	60.6
Actuated g/C Ratio	0.32	0.49	0.49	0.49	0.55	0.55
v/c Ratio	1.00	0.03	0.98	0.31	0.38	0.68
Control Delay (s/veh)	74.1	13.0	35.3	2.3	32.5	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	74.1	13.0	35.3	2.3	32.5	20.8
LOS	E	B	D	A	C	C
Approach Delay (s/veh)	74.1		30.5			21.4
Approach LOS	E		C			C

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 11 (10%), Referenced to phase 2:NBTU and 6:SBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay (s/veh): 33.8

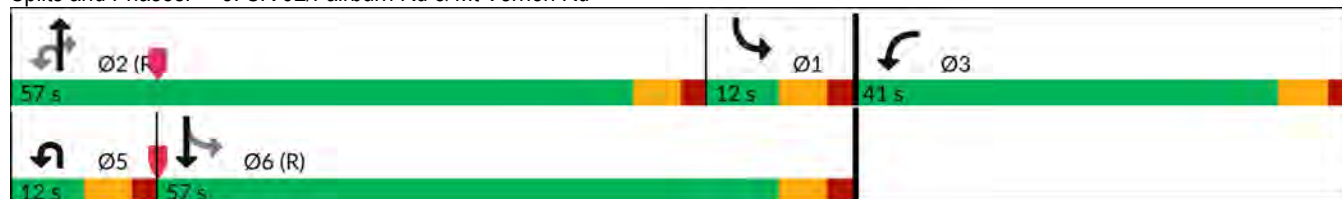
Intersection LOS: C

Intersection Capacity Utilization 94.4%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 3: SR 92/Fairburn Rd & Mt Vernon Rd



3: SR 92/Fairburn Rd & Mt Vernon Rd

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations				 			 
Traffic Volume (veh/h)	369	182	5	1579	264	65	1246
Future Volume (veh/h)	369	182	5	1579	264	65	1246
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1885	1885		1826	1856	1900	1826
Adj Flow Rate, veh/h	380	188		1628	272	67	1285
Peak Hour Factor	0.97	0.97		0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1		5	3	0	5
Cap, veh/h	367	181		1608	729	164	1987
Arrive On Green	0.32	0.32		0.46	0.46	0.05	0.57
Sat Flow, veh/h	1152	570		3561	1572	1810	3561
Grp Volume(v), veh/h	569	0		1628	272	67	1285
Grp Sat Flow(s), veh/h/ln	1725	0		1735	1572	1810	1735
Q Serve(g_s), s	35.0	0.0		51.0	2.5	0.0	27.7
Cycle Q Clear(g_c), s	35.0	0.0		51.0	2.5	0.0	27.7
Prop In Lane	0.67	0.33			1.00	1.00	
Lane Grp Cap(c), veh/h	549	0		1608	729	164	1987
V/C Ratio(X)	1.04	0.00		1.01	0.37	0.41	0.65
Avail Cap(c_a), veh/h	549	0		1608	729	164	1987
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	0.0		29.5	0.8	49.2	15.9
Incr Delay (d2), s/veh	48.2	0.0		25.5	1.5	1.6	1.6
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.4	0.0		24.9	3.8	1.8	10.1
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	85.7	0.0		55.0	2.3	50.8	17.6
LnGrp LOS	F			F	A	D	B
Approach Vol, veh/h	569			1900			1352
Approach Delay, s/veh	85.7			47.4			19.2
Approach LOS	F			D			B
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.0	57.0				69.0	41.0
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	6.0	51.0				51.0	35.0
Max Q Clear Time (g_c+l1), s	2.0	53.0				29.7	37.0
Green Ext Time (p_c), s	0.0	0.0				9.2	0.0
Intersection Summary							
HCM 7th Control Delay, s/veh			43.2				
HCM 7th LOS			D				
Notes							
User approved ignoring U-Turning movement.							

4: SR 92/Fairburn Rd & Anneewakee Rd

										
Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	165	0	430	5	942	1625	2	2	1115	261
Future Volume (vph)	165	0	430	5	942	1625	2	2	1115	261
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases		4		8	5	2			6	
Permitted Phases	4		4		2		2	6		6
Detector Phase	4	4	4	8	5	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	25.0	25.0	12.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	25.0	25.0	25.0	25.0	48.0	85.0	85.0	37.0	37.0	37.0
Total Split (%)	22.7%	22.7%	22.7%	22.7%	43.6%	77.3%	77.3%	33.6%	33.6%	33.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead			Lag	Lag	Lag
Lead-Lag Optimize?					Yes			Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		17.1	17.1	17.1	80.9	80.9	80.9	31.0	31.0	31.0
Actuated g/C Ratio		0.16	0.16	0.16	0.74	0.74	0.74	0.28	0.28	0.28
v/c Ratio		0.80	0.72	0.02	1.28	0.68	0.00	0.03	1.23	0.45
Control Delay (s/veh)		71.0	11.1	33.4	154.1	6.5	0.0	36.5	137.4	7.8
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		71.0	11.1	33.4	154.1	6.5	0.0	36.5	137.4	7.8
LOS		E	B	C	F	A	A	D	F	A
Approach Delay (s/veh)		27.7		33.4		60.6			112.7	
Approach LOS		C		C		E			F	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 81 (74%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 170

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.28

Intersection Signal Delay (s/veh): 72.0

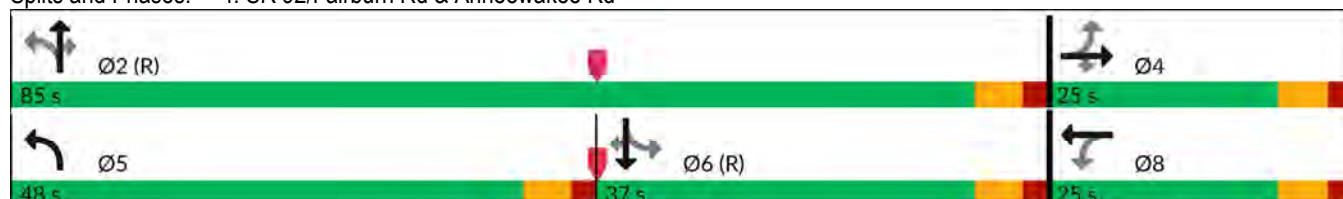
Intersection LOS: E

Intersection Capacity Utilization 113.8%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 4: SR 92/Fairburn Rd & Anneewakee Rd



4: SR 92/Fairburn Rd & Anneewakee Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	0	430	0	5	2	942	1625	2	2	1115	261
Future Volume (veh/h)	165	0	430	0	5	2	942	1625	2	2	1115	261
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1885	1900	1885	1900	1900	1900	1885	1826	1900	1900	1826	1900
Adj Flow Rate, veh/h	176	0	457	0	5	2	1002	1729	2	2	1186	278
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	0	1	0	0	0	1	5	0	0	5	0
Cap, veh/h	308	0	276	0	223	89	751	2492	1156	146	978	454
Arrive On Green	0.17	0.00	0.17	0.00	0.17	0.17	0.38	0.72	0.72	0.28	0.28	0.28
Sat Flow, veh/h	1404	0	1598	0	1291	516	1795	3469	1610	284	3469	1610
Grp Volume(v), veh/h	176	0	457	0	0	7	1002	1729	2	2	1186	278
Grp Sat Flow(s),veh/h/ln	1404	0	1598	0	0	1807	1795	1735	1610	284	1735	1610
Q Serve(g_s), s	12.8	0.0	19.0	0.0	0.0	0.4	42.0	30.8	0.0	0.6	31.0	16.5
Cycle Q Clear(g_c), s	13.2	0.0	19.0	0.0	0.0	0.4	42.0	30.8	0.0	0.6	31.0	16.5
Prop In Lane	1.00		1.00	0.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	308	0	276	0	0	312	751	2492	1156	146	978	454
V/C Ratio(X)	0.57	0.00	1.66	0.00	0.00	0.02	1.33	0.69	0.00	0.01	1.21	0.61
Avail Cap(c_a), veh/h	308	0	276	0	0	312	751	2492	1156	146	978	454
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	0.00	0.00	1.00	0.26	0.26	0.26	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.3	0.0	45.5	0.0	0.0	37.8	29.1	8.7	4.4	28.6	39.5	34.3
Incr Delay (d2), s/veh	2.5	0.0	310.9	0.0	0.0	0.0	152.9	0.4	0.0	0.2	105.4	6.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	31.4	0.0	0.0	0.2	48.8	8.8	0.0	0.0	26.8	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.8	0.0	356.4	0.0	0.0	37.8	182.0	9.1	4.4	28.7	144.9	40.4
LnGrp LOS	D		F			D	F	A	A	C	F	D
Approach Vol, veh/h	633			7			2733			1466		
Approach Delay, s/veh	270.0			37.8			72.5			124.9		
Approach LOS	F			D			E			F		
Timer - Assigned Phs	2			4		5	6	8				
Phs Duration (G+Y+Rc), s	85.0			25.0		48.0	37.0	25.0				
Change Period (Y+Rc), s	6.0			6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	79.0			19.0		42.0	31.0	19.0				
Max Q Clear Time (g_c+I1), s	32.8			21.0		44.0	33.0	2.4				
Green Ext Time (p_c), s	19.6			0.0		0.0	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	114.2											
HCM 7th LOS	F											

5: SR 92/Fairburn Rd & Riverside Pkwy

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	135	742	1825	65	323	1272
Future Volume (vph)	135	742	1825	65	323	1272
Turn Type	Prot	pm+ov	NA	Perm	pm+pt	NA
Protected Phases	3	1	2		1	6
Permitted Phases		3		2	6	
Detector Phase	3	1	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	12.0	25.0	25.0	12.0	25.0
Total Split (s)	25.0	23.0	62.0	62.0	23.0	85.0
Total Split (%)	22.7%	20.9%	56.4%	56.4%	20.9%	77.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lag	Lead	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effect Green (s)	13.8	36.8	61.2	61.2	84.2	84.2
Actuated g/C Ratio	0.13	0.33	0.56	0.56	0.77	0.77
v/c Ratio	0.62	0.81	0.97	0.07	0.99	0.49
Control Delay (s/veh)	57.2	40.4	14.1	0.3	53.8	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.2	40.4	14.1	0.3	53.8	2.4
LOS	E	D	B	A	D	A
Approach Delay (s/veh)	43.0		13.6			12.8
Approach LOS	D		B			B

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 108 (98%), Referenced to phase 2:NBTU and 6:SBTL, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay (s/veh): 19.2

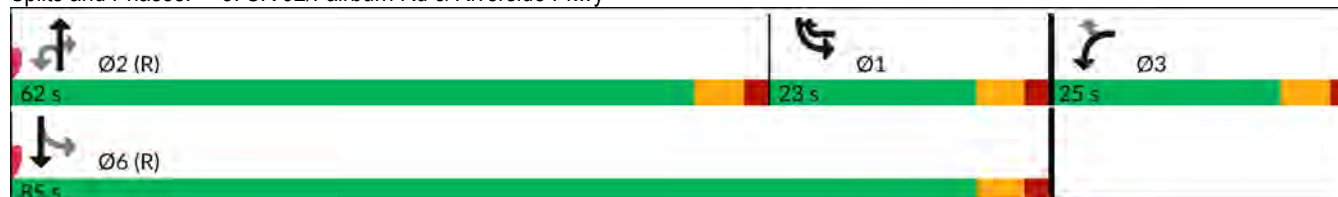
Intersection LOS: B

Intersection Capacity Utilization 90.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 5: SR 92/Fairburn Rd & Riverside Pkwy



5: SR 92/Fairburn Rd & Riverside Pkwy

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	135	742	0	1825	65	323	1272
Future Volume (veh/h)	135	742	0	1825	65	323	1272
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1885	1870		1841	1841	1856	1841
Adj Flow Rate, veh/h	139	765		1881	67	333	1311
Peak Hour Factor	0.97	0.97		0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	2		4	4	3	4
Cap, veh/h	208	913		1780	794	439	2711
Arrive On Green	0.12	0.12		0.51	0.51	0.14	0.52
Sat Flow, veh/h	1795	2790		3589	1560	1767	3589
Grp Volume(v), veh/h	139	765		1881	67	333	1311
Grp Sat Flow(s), veh/h/ln	1795	1395		1749	1560	1767	1749
Q Serve(g_s), s	8.2	4.7		56.0	1.3	15.7	26.5
Cycle Q Clear(g_c), s	8.2	4.7		56.0	1.3	15.7	26.5
Prop In Lane	1.00	1.00			1.00	1.00	
Lane Grp Cap(c), veh/h	208	913		1780	794	439	2711
V/C Ratio(X)	0.67	0.84		1.06	0.08	0.76	0.48
Avail Cap(c_a), veh/h	310	1072		1780	794	439	2711
HCM Platoon Ratio	1.00	1.00		1.00	1.00	0.67	0.67
Upstream Filter(I)	1.00	1.00		0.19	0.19	0.09	0.09
Uniform Delay (d), s/veh	46.6	34.3		27.0	4.1	42.4	12.3
Incr Delay (d2), s/veh	3.7	5.2		28.6	0.0	0.7	0.1
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	9.6		27.8	0.8	8.9	10.8
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	50.3	39.5		55.6	4.1	43.1	12.4
LnGrp LOS	D	D		F	A	D	B
Approach Vol, veh/h	904			1948			1644
Approach Delay, s/veh	41.2			53.8			18.6
Approach LOS	D			D			B
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	29.3	62.0				91.3	18.7
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	17.0	56.0				79.0	19.0
Max Q Clear Time (g_c+I1), s	17.7	58.0				28.5	10.2
Green Ext Time (p_c), s	0.0	0.0				12.4	2.6
Intersection Summary							
HCM 7th Control Delay, s/veh			38.4				
HCM 7th LOS			D				
Notes							
User approved ignoring U-Turning movement.							

6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	4	26	430	932	129	1114	37	741	22	69	19	37
Future Volume (vph)	4	26	430	932	129	1114	37	741	22	69	19	37
Turn Type	pm+pt	pm+pt	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Perm	NA
Protected Phases	5	5	2		1	6		8	8			4
Permitted Phases	2	2		2			6			8	4	
Detector Phase	5	5	2	2	1	6	6	8	8	8	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	25.0	25.0	12.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	12.0	12.0	39.0	39.0	14.0	41.0	41.0	31.0	31.0	31.0	26.0	26.0
Total Split (%)	10.9%	10.9%	35.5%	35.5%	12.7%	37.3%	37.3%	28.2%	28.2%	28.2%	23.6%	23.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)		33.0	33.0	33.0	8.0	39.8	39.8	25.0	25.0	25.0		20.0
Actuated g/C Ratio		0.30	0.30	0.30	0.07	0.36	0.36	0.23	0.23	0.23		0.18
v/c Ratio		0.20	0.43	0.92	1.05	0.92	0.06	1.05	1.06	0.14		1.00
Control Delay (s/veh)		28.4	22.0	26.7	142.8	48.0	0.2	103.2	105.8	0.6		130.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay (s/veh)		28.4	22.0	26.7	142.8	48.0	0.2	103.2	105.8	0.6		130.9
LOS		C	C	C	F	D	A	F	F	A		F
Approach Delay (s/veh)			25.3			56.2			95.9			130.9
Approach LOS			C			E			F			F

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 14 (13%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.06

Intersection Signal Delay (s/veh): 55.2

Intersection LOS: E

Intersection Capacity Utilization 84.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166



6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	4	26	430	932	129	1114	37	741	22	69	19	37
Future Volume (veh/h)	4	26	430	932	129	1114	37	741	22	69	19	37
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		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
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln		1826	1841	1841	1870	1841	1900	1841	1900	1870	1811	1856
Adj Flow Rate, veh/h		27	448	971	134	1160	39	788	0	72	20	39
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %		5	4	4	2	4	0	4	0	2	6	3
Cap, veh/h		356	1444	644	130	1113	512	797	0	360	26	50
Arrive On Green		0.17	0.41	0.41	0.07	0.32	0.32	0.23	0.00	0.23	0.07	0.07
Sat Flow, veh/h		1739	3497	1560	1781	3497	1610	3506	0	1585	375	731
Grp Volume(v), veh/h		27	448	971	134	1160	39	788	0	72	92	0
Grp Sat Flow(s),veh/h/ln		1739	1749	1560	1781	1749	1610	1753	0	1585	1725	0
Q Serve(g_s), s		0.0	9.5	45.4	8.0	35.0	1.9	24.6	0.0	4.0	5.8	0.0
Cycle Q Clear(g_c), s		0.0	9.5	45.4	8.0	35.0	1.9	24.6	0.0	4.0	5.8	0.0
Prop In Lane		1.00		1.00	1.00		1.00	1.00		1.00	0.22	
Lane Grp Cap(c), veh/h		356	1444	644	130	1113	512	797	0	360	119	0
V/C Ratio(X)		0.08	0.31	1.51	1.03	1.04	0.08	0.99	0.00	0.20	0.77	0.00
Avail Cap(c_a), veh/h		356	1444	644	130	1113	512	797	0	360	314	0
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.85	0.85	0.85	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		38.1	21.8	32.3	51.0	37.5	26.2	42.4	0.0	34.4	50.4	0.0
Incr Delay (d2), s/veh		0.1	0.5	235.4	88.5	38.7	0.3	29.0	0.0	0.3	10.1	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
%ile BackOfQ(50%),veh/ln		0.6	3.8	57.9	6.6	20.1	0.7	13.4	0.0	1.5	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		38.2	22.2	267.7	139.5	76.2	26.5	71.4	0.0	34.7	60.5	0.0
LnGrp LOS		D	C	F	F	F	C	E		C	E	
Approach Vol, veh/h			1446			1333			860			92
Approach Delay, s/veh			187.4			81.1			68.3			60.5
Approach LOS			F			F			E			E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	51.4		13.6	24.4	41.0		31.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	8.0	33.0		20.0	6.0	35.0		25.0				
Max Q Clear Time (g_c+I1), s	10.0	47.4		7.8	2.0	37.0		26.6				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			118.8									
HCM 7th LOS			F									
Notes												
User approved volume balancing among the lanes for turning movement.												
User approved ignoring U-Turning movement.												

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	32
Future Volume (veh/h)	32
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	33
Peak Hour Factor	0.96
Percent Heavy Veh, %	0
Cap, veh/h	43
Arrive On Green	0.07
Sat Flow, veh/h	619
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.36
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	207	355	87	137	528	23	23	141	351	102	120	715
Future Volume (vph)	207	355	87	137	528	23	23	141	351	102	120	715
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4		3	8		5	5	2		1	6
Permitted Phases	4		4	8		8	2	2		2	6	
Detector Phase	7	4	4	3	8	8	5	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	25.0	12.0	25.0	25.0	12.0	12.0	25.0	25.0	12.0	25.0
Total Split (s)	12.0	30.0	30.0	12.0	30.0	30.0	12.0	12.0	36.0	36.0	12.0	36.0
Total Split (%)	13.3%	33.3%	33.3%	13.3%	33.3%	33.3%	13.3%	13.3%	40.0%	40.0%	13.3%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.5	6.5	6.0	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	Max
Act Effect Green (s)	30.0	24.0	24.0	30.0	24.0	24.0		36.0	29.5	29.5	36.0	29.5
Actuated g/C Ratio	0.33	0.27	0.27	0.33	0.27	0.27		0.40	0.33	0.33	0.40	0.33
v/c Ratio	1.13	0.77	0.16	0.56	1.15	0.05		0.69	0.35	0.17	0.31	0.68
Control Delay (s/veh)	128.6	42.5	0.6	28.0	122.9	0.2		31.9	24.2	1.0	16.7	29.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	128.6	42.5	0.6	28.0	122.9	0.2		31.9	24.2	1.0	16.7	29.9
LOS	F	D	A	C	F	A		C	C	A	B	C
Approach Delay (s/veh)		64.3			99.9				22.4			72.0
Approach LOS		E			F				C			E

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Natural Cycle: 140

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.19

Intersection Signal Delay (s/veh): 67.4

Intersection LOS: E

Intersection Capacity Utilization 100.5%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd





Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	778
Future Volume (vph)	778
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	25.0
Total Split (s)	36.0
Total Split (%)	40.0%
Yellow Time (s)	4.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Max
Act Effct Green (s)	29.5
Actuated g/C Ratio	0.33
v/c Ratio	1.19
Control Delay (s/veh)	119.3
Queue Delay	0.0
Total Delay (s/veh)	119.3
LOS	F
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	

7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	207	355	87	137	528	23	23	141	351	102	120	715
Future Volume (veh/h)	207	355	87	137	528	23	23	141	351	102	120	715
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No			No				No			No	
Adj Sat Flow, veh/h/ln	1826	1856	1885	1885	1841	1352		1811	1722	1900	1767	1811
Adj Flow Rate, veh/h	220	378	93	146	562	24		150	373	109	128	761
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	3	1	1	4	37		6	12	0	9	6
Cap, veh/h	196	495	426	273	491	305		238	1073	528	400	1128
Arrive On Green	0.07	0.27	0.27	0.07	0.27	0.27		0.07	0.33	0.33	0.07	0.33
Sat Flow, veh/h	1739	1856	1598	1795	1841	1145		1725	3272	1610	1682	3441
Grp Volume(v), veh/h	220	378	93	146	562	24		150	373	109	128	761
Grp Sat Flow(s),veh/h/ln	1739	1856	1598	1795	1841	1145		1725	1636	1610	1682	1721
Q Serve(g_s), s	6.0	16.9	4.1	5.3	24.0	1.4		5.2	7.8	4.4	4.5	17.2
Cycle Q Clear(g_c), s	6.0	16.9	4.1	5.3	24.0	1.4		5.2	7.8	4.4	4.5	17.2
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	196	495	426	273	491	305		238	1073	528	400	1128
V/C Ratio(X)	1.12	0.76	0.22	0.53	1.14	0.08		0.63	0.35	0.21	0.32	0.67
Avail Cap(c_a), veh/h	196	495	426	273	491	305		238	1073	528	400	1128
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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	30.4	25.7	23.6	33.0	24.7		21.2	23.0	21.8	18.3	26.1
Incr Delay (d2), s/veh	101.2	7.0	0.3	2.0	86.9	0.1		5.3	0.2	0.2	0.5	3.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	8.0	1.5	2.2	21.7	0.4		2.2	2.7	1.6	1.6	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	130.2	37.3	26.0	25.7	119.9	24.8		26.5	23.1	22.0	18.7	29.3
LnGrp LOS	F	D	C	C	F	C		C	C	C	B	C
Approach Vol, veh/h	691			732				632			1717	
Approach Delay, s/veh	65.4			98.0				23.7			164.9	
Approach LOS	E			F				C			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	36.0	12.0	30.0	12.0	36.0	12.0	30.0				
Change Period (Y+Rc), s	6.0	6.5	6.0	6.0	6.0	6.5	6.0	6.0				
Max Green Setting (Gmax), s	6.0	29.5	6.0	24.0	6.0	29.5	6.0	24.0				
Max Q Clear Time (g_c+I1), s	6.5	9.8	7.3	18.9	7.2	31.5	8.0	26.0				
Green Ext Time (p_c), s	0.0	2.3	0.0	1.1	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	110.0											
HCM 7th LOS	F											
Notes												
User approved ignoring U-Turning movement.												



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	778
Future Volume (veh/h)	778
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1856
Adj Flow Rate, veh/h	828
Peak Hour Factor	0.94
Percent Heavy Veh, %	3
Cap, veh/h	515
Arrive On Green	0.33
Sat Flow, veh/h	1572
Grp Volume(v), veh/h	828
Grp Sat Flow(s),veh/h/ln	1572
Q Serve(g_s), s	29.5
Cycle Q Clear(g_c), s	29.5
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	515
V/C Ratio(X)	1.61
Avail Cap(c_a), veh/h	515
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	30.2
Incr Delay (d2), s/veh	281.9
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	50.5
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	312.1
LnGrp LOS	F
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	19	517	39	29	856
Future Vol, veh/h	20	19	517	39	29	856
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	65	-	275	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	6	9	3	4	5
Mvmt Flow	21	20	544	41	31	901
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1506	544	0	0	544	0
Stage 1	544	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.14	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.236	-
Pot Cap-1 Maneuver	130	531	-	-	1015	-
Stage 1	574	-	-	-	-	-
Stage 2	365	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	126	531	-	-	1015	-
Mov Cap-2 Maneuver	126	-	-	-	-	-
Stage 1	574	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v	25.9	0	0.28			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 126 531	1015	-		
HCM Lane V/C Ratio	-	- 0.166 0.038	0.03	-		
HCM Control Delay (s/veh)	-	- 39.1 12	8.7	-		
HCM Lane LOS	-	- E B	A	-		
HCM 95th %tile Q(veh)	-	- 0.6 0.1	0.1	-		

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	1	0	547	884	2
Future Vol, veh/h	6	1	0	547	884	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	9	5	0
Mvmt Flow	6	1	0	576	931	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1507	932	933	0	-	0
Stage 1	932	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	134	326	742	-	-	-
Stage 1	387	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	134	326	742	-	-	-
Mov Cap-2 Maneuver	134	-	-	-	-	-
Stage 1	387	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v30.83		0		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	742	-	147	-	-	
HCM Lane V/C Ratio	-	-	0.05	-	-	
HCM Control Delay (s/veh)	0	-	30.8	-	-	
HCM Lane LOS	A	-	D	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

10: Cascade Palmetto Hwy & W Stubbs Rd

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	37	25	39	37	307	13	191	22	274	575	55
Future Volume (vph)	37	25	39	37	307	13	191	22	274	575	55
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8		5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	4	4	8	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	25.0	25.0	25.0	25.0	25.0	12.0	27.0	27.0	13.0	28.0	28.0
Total Split (%)	38.5%	38.5%	38.5%	38.5%	38.5%	18.5%	41.5%	41.5%	20.0%	43.1%	43.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.5	6.5	6.0	6.5	6.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)		8.8		8.8	8.8	26.8	20.6	20.6	33.2	31.4	31.4
Actuated g/C Ratio		0.16		0.16	0.16	0.49	0.38	0.38	0.60	0.57	0.57
v/c Ratio		0.37		0.34	0.63	0.03	0.35	0.04	0.44	0.61	0.06
Control Delay (s/veh)		19.4		24.2	8.9	5.7	15.3	0.1	8.2	15.5	0.1
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		19.4		24.2	8.9	5.7	15.3	0.1	8.2	15.5	0.1
LOS		B		C	A	A	B	A	A	B	A
Approach Delay (s/veh)		19.4		11.9			13.3			12.3	
Approach LOS		B		B			B			B	

Intersection Summary

Cycle Length: 65

Actuated Cycle Length: 54.9

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay (s/veh): 12.8

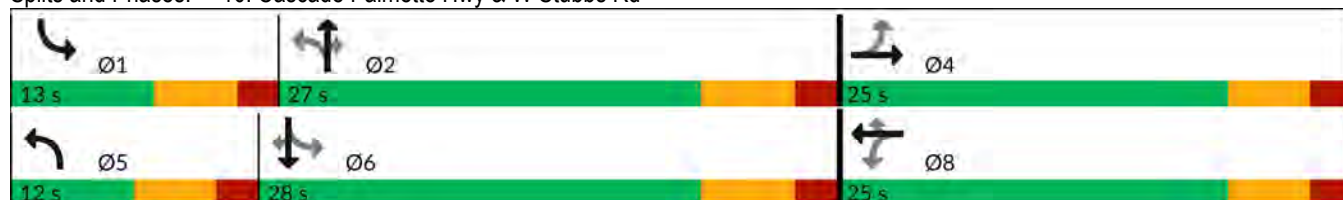
Intersection LOS: B

Intersection Capacity Utilization 61.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 10: Cascade Palmetto Hwy & W Stubbs Rd



10: Cascade Palmetto Hwy & W Stubbs Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	25	27	39	37	307	13	191	22	274	575	55
Future Volume (veh/h)	37	25	27	39	37	307	13	191	22	274	575	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1900	1900	1900	1841	1900	1618	1811	1870	1811	1870
Adj Flow Rate, veh/h	40	27	29	42	40	334	14	208	24	298	625	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	5	0	0	0	4	0	19	6	2	6	2
Cap, veh/h	193	128	103	267	229	388	251	542	514	593	782	685
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.02	0.33	0.33	0.11	0.43	0.43
Sat Flow, veh/h	442	517	415	718	921	1560	1810	1618	1535	1781	1811	1585
Grp Volume(v), veh/h	96	0	0	82	0	334	14	208	24	298	625	60
Grp Sat Flow(s),veh/h/ln	1374	0	0	1638	0	1560	1810	1618	1535	1781	1811	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	12.5	0.3	6.0	0.6	6.4	18.3	1.4
Cycle Q Clear(g_c), s	2.7	0.0	0.0	2.1	0.0	12.5	0.3	6.0	0.6	6.4	18.3	1.4
Prop In Lane	0.42		0.30	0.51		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	425	0	0	496	0	388	251	542	514	593	782	685
V/C Ratio(X)	0.23	0.00	0.00	0.17	0.00	0.86	0.06	0.38	0.05	0.50	0.80	0.09
Avail Cap(c_a), veh/h	505	0	0	594	0	484	397	542	514	593	782	685
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	0.0	0.0	18.1	0.0	22.0	14.2	15.5	13.8	10.6	15.1	10.3
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.2	0.0	12.4	0.1	2.1	0.2	0.7	8.4	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.8	0.0	5.3	0.1	2.0	0.2	1.8	7.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.6	0.0	0.0	18.2	0.0	34.4	14.3	17.6	13.9	11.3	23.4	10.5
LnGrp LOS	B			B		C	B	B	B	B	C	B
Approach Vol, veh/h	96			416			246			983		
Approach Delay, s/veh	18.6			31.2			17.0			19.0		
Approach LOS	B			C			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	27.0		21.2	7.1	32.9		21.2				
Change Period (Y+Rc), s	6.0	6.5		6.0	6.0	6.5		6.0				
Max Green Setting (Gmax), s	7.0	20.5		19.0	6.0	21.5		19.0				
Max Q Clear Time (g_c+I1), s	8.4	8.0		4.7	2.3	20.3		14.5				
Green Ext Time (p_c), s	0.0	0.8		0.4	0.0	0.5		0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh				21.6								
HCM 7th LOS				C								

11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	50	410	17	709	258	153	59	304
Future Volume (vph)	50	410	17	709	258	153	59	304
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	12.0	25.0	12.0	25.0	12.0	25.0
Total Split (s)	12.0	39.0	12.0	39.0	15.0	37.0	12.0	34.0
Total Split (%)	12.0%	39.0%	12.0%	39.0%	15.0%	37.0%	12.0%	34.0%
Yellow Time (s)	4.0	4.5	4.0	4.5	4.0	4.5	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.5	6.0	6.5	6.0	6.5	6.0	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effect Green (s)	40.1	37.3	37.7	32.6	40.8	33.2	34.0	27.6
Actuated g/C Ratio	0.41	0.38	0.39	0.33	0.42	0.34	0.35	0.28
v/c Ratio	0.31	0.95	0.10	1.24	1.16	0.30	0.16	1.22
Control Delay (s/veh)	20.8	55.6	16.8	153.4	136.5	27.5	18.6	145.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.8	55.6	16.8	153.4	136.5	27.5	18.6	145.0
LOS	C	E	B	F	F	C	B	F
Approach Delay (s/veh)		53.0		150.2		94.6		133.7
Approach LOS		D		F		F		F

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 97.6

Natural Cycle: 170

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.24

Intersection Signal Delay (s/veh): 110.4

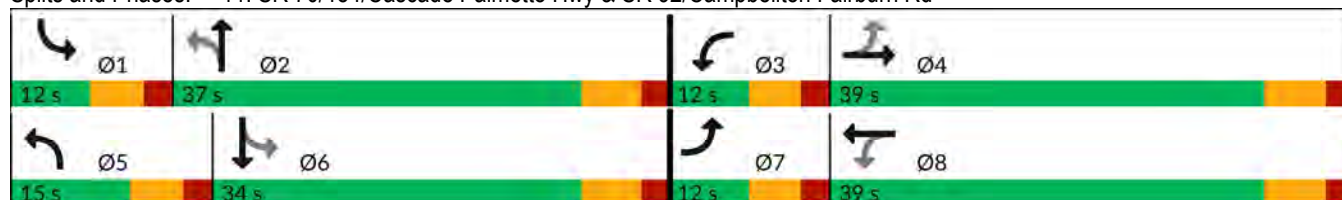
Intersection LOS: F

Intersection Capacity Utilization 106.1%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd



11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	50	410	215	17	709	22	258	153	8	59	304	301	
Future Volume (veh/h)	50	410	215	17	709	22	258	153	8	59	304	301	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Lane Width 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	
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	1796	1856	1796	1900	1856	1322	1826	1648	1693	1604	1796	1885	
Adj Flow Rate, veh/h	52	423	222	18	731	23	266	158	8	61	313	310	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Percent Heavy Veh, %	7	3	7	0	3	39	5	17	14	20	7	1	
Cap, veh/h	140	403	211	109	595	19	234	516	26	405	233	231	
Arrive On Green	0.04	0.35	0.35	0.02	0.33	0.33	0.09	0.33	0.33	0.04	0.28	0.28	
Sat Flow, veh/h	1711	1146	601	1810	1789	56	1739	1555	79	1527	828	820	
Grp Volume(v), veh/h	52	0	645	18	0	754	266	0	166	61	0	623	
Grp Sat Flow(s),veh/h/ln	1711	0	1747	1810	0	1845	1739	0	1634	1527	0	1649	
Q Serve(g_s), s	1.9	0.0	34.3	0.6	0.0	32.5	9.0	0.0	7.4	2.8	0.0	27.5	
Cycle Q Clear(g_c), s	1.9	0.0	34.3	0.6	0.0	32.5	9.0	0.0	7.4	2.8	0.0	27.5	
Prop In Lane	1.00		0.34	1.00		0.03	1.00		0.05	1.00		0.50	
Lane Grp Cap(c), veh/h	140	0	614	109	0	613	234	0	542	405	0	464	
V/C Ratio(X)	0.37	0.00	1.05	0.16	0.00	1.23	1.14	0.00	0.31	0.15	0.00	1.34	
Avail Cap(c_a), veh/h	179	0	614	185	0	613	234	0	542	435	0	464	
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	0.00	1.00	
Uniform Delay (d), s/veh	25.3	0.0	31.7	26.1	0.0	32.6	26.3	0.0	24.3	23.4	0.0	35.1	
Incr Delay (d2), s/veh	1.6	0.0	50.4	0.7	0.0	117.1	101.2	0.0	1.5	0.2	0.0	168.6	
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.8	0.0	21.7	0.3	0.0	33.1	10.0	0.0	2.8	0.9	0.0	31.9	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d), s/veh	27.0	0.0	82.1	26.8	0.0	149.7	127.5	0.0	25.7	23.6	0.0	203.7	
LnGrp LOS	C		F	C		F	F		C	C		F	
Approach Vol, veh/h	697				772				432				684
Approach Delay, s/veh	78.0				146.8				88.4				187.7
Approach LOS	E				F				F				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	10.0	39.0	7.9	40.8	15.0	34.0	9.8	39.0					
Change Period (Y+Rc), s	6.0	6.5	6.0	6.5	6.0	6.5	6.0	6.5					
Max Green Setting (Gmax), s	6.0	30.5	6.0	32.5	9.0	27.5	6.0	32.5					
Max Q Clear Time (g_c+l1), s	4.8	9.4	2.6	36.3	11.0	29.5	3.9	34.5					
Green Ext Time (p_c), s	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0					
Intersection Summary													
HCM 7th Control Delay, s/veh	129.3												
HCM 7th LOS	F												

Intersection

Intersection Delay, s/veh 35.2

Intersection LOS E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	50	80	12	5	238	269	18	228	4	124	96	100
Future Vol, veh/h	50	80	12	5	238	269	18	228	4	124	96	100
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	4	4	0	2	0	1	3	4
Mvmt Flow	54	87	13	5	259	292	20	248	4	135	104	109
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, s/veh	4.5	56.1	19.1	23.6
HCM LOS	B	F	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	35%	1%	39%
Vol Thru, %	91%	56%	46%	30%
Vol Right, %	2%	8%	53%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	250	142	512	320
LT Vol	18	50	5	124
Through Vol	228	80	238	96
RT Vol	4	12	269	100
Lane Flow Rate	272	154	557	348
Geometry Grp	1	1	1	1
Degree of Util (X)	0.551	0.328	0.973	0.676
Departure Headway (Hd)	7.303	7.652	6.292	6.996
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	492	468	579	515
Service Time	5.388	5.746	4.292	5.074
HCM Lane V/C Ratio	0.553	0.329	0.962	0.676
HCM Control Delay, s/veh	19.1	14.5	56.1	23.6
HCM Lane LOS	C	B	F	C
HCM 95th-tile Q	3.3	1.4	13.5	5

Summary of All Intervals

Run Number	16	17	18	19	20	Avg
Start Time	4:50	4:50	4:50	4:50	4:50	4:50
End Time	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	23061	22899	22833	23227	22699	22940
Vehs Exited	21264	21128	20942	21636	20792	21152
Starting Vehs	1345	1204	1212	1285	1310	1272
Ending Vehs	3142	2975	3103	2876	3217	3061
Travel Distance (mi)	30629	30322	30227	31267	29792	30447
Travel Time (hr)	2330.9	2157.0	2321.7	2197.6	2312.8	2264.0
Total Delay (hr)	1658.4	1491.3	1659.4	1510.8	1658.4	1595.6
Total Stops	39842	38422	40055	39924	40185	39691
Fuel Used (gal)	1311.9	1270.2	1301.8	1298.7	1285.5	1293.6

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	16	17	18	19	20	Avg
Vehs Entered	23061	22899	22833	23227	22699	22940
Vehs Exited	21264	21128	20942	21636	20792	21152
Starting Vehs	1345	1204	1212	1285	1310	1272
Ending Vehs	3142	2975	3103	2876	3217	3061
Travel Distance (mi)	30629	30322	30227	31267	29792	30447
Travel Time (hr)	2330.9	2157.0	2321.7	2197.6	2312.8	2264.0
Total Delay (hr)	1658.4	1491.3	1659.4	1510.8	1658.4	1595.6
Total Stops	39842	38422	40055	39924	40185	39691
Fuel Used (gal)	1311.9	1270.2	1301.8	1298.7	1285.5	1293.6

Intersection: 1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	UL	L	T	T	T	R
Maximum Queue (ft)	285	1023	467	447	270	106	164	180	1557	1955	2000	625
Average Queue (ft)	259	500	211	208	147	42	81	97	374	1108	1196	584
95th Queue (ft)	333	935	349	328	238	85	144	159	1155	2261	2348	746
Link Distance (ft)		2386	2386	2386	2386				2251	2251	2251	
Upstream Blk Time (%)									0	3	8	
Queuing Penalty (veh)									0	0	0	
Storage Bay Dist (ft)	170					675	310	310				575
Storage Blk Time (%)	68	69							1		0	74
Queuing Penalty (veh)	153	155							4		1	285

Intersection: 1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	R	L	L	T	T	R
Maximum Queue (ft)	105	525	2867	2799	460	490	575	880	821	246
Average Queue (ft)	27	371	1700	1692	411	389	430	331	256	90
95th Queue (ft)	78	733	2897	2862	622	683	751	852	713	203
Link Distance (ft)			3585	3585				2380	2380	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	300	300			315	465	465			380
Storage Blk Time (%)			80	77		28	39	0		
Queuing Penalty (veh)			72	161		84	118	0		

Intersection: 2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	L	T
Maximum Queue (ft)	217	440	511	359	874	383	605	2588	2561	80	204	499
Average Queue (ft)	107	178	195	98	458	48	603	1881	1834	3	23	294
95th Queue (ft)	186	381	517	311	1141	404	623	3090	3079	56	126	500
Link Distance (ft)		1034			2388	2388		2554	2554			3417
Upstream Blk Time (%)								32	14			
Queuing Penalty (veh)								0	0			
Storage Bay Dist (ft)	250		450	275			440			250	600	
Storage Blk Time (%)	0	2	6		34		84		4			2
Queuing Penalty (veh)	0	11	29		22		494		4			1

Intersection: 2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	509	316
Average Queue (ft)	275	109
95th Queue (ft)	515	313
Link Distance (ft)	3417	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		265
Storage Blk Time (%)	18	0
Queuing Penalty (veh)	47	0

Intersection: 3: SR 92/Fairburn Rd & Mt Vernon Rd

Movement	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LR	U	T	T	R	L	T	T
Maximum Queue (ft)	826	28	529	513	345	324	937	943
Average Queue (ft)	537	4	295	285	81	66	251	272
95th Queue (ft)	933	19	466	462	253	200	672	682
Link Distance (ft)	1155		1768	1768			3582	3582
Upstream Blk Time (%)	3							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)		335			250	300		
Storage Blk Time (%)			7	17			9	
Queuing Penalty (veh)			0	44			6	

Intersection: 4: SR 92/Fairburn Rd & Anneewakee Rd

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB	SB	B48	B48
Directions Served	LT	R	LTR	L	T	T	L	T	T	R	T	T
Maximum Queue (ft)	464	210	35	750	2090	2087	147	2779	2778	325	899	893
Average Queue (ft)	157	133	4	734	1725	1624	5	2112	2125	294	354	354
95th Queue (ft)	346	240	21	833	2741	2779	70	3441	3428	445	1022	1019
Link Distance (ft)	2260		640		1924	1924		2669	2669		792	792
Upstream Blk Time (%)					65	38		47	48		32	32
Queuing Penalty (veh)					839	489		379	390		256	260
Storage Bay Dist (ft)		135		575			215			250		
Storage Blk Time (%)	8	18		64	0	9		78	77	0		
Queuing Penalty (veh)	35	30		518	3	0		2	201	2		

Intersection: 4: SR 92/Fairburn Rd & Anneewakee Rd

Movement	B49	B49
Directions Served	T	T
Maximum Queue (ft)	1709	1704
Average Queue (ft)	397	400
95th Queue (ft)	1482	1486
Link Distance (ft)	1768	1768
Upstream Blk Time (%)	3	3
Queuing Penalty (veh)	27	26
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: SR 92/Fairburn Rd & Riverside Pkwy

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	R	T	T	R	L	T	T
Maximum Queue (ft)	1273	649	593	1250	1245	515	725	1926	1966
Average Queue (ft)	458	398	329	878	883	185	449	1048	1114
95th Queue (ft)	1597	778	727	1568	1564	592	806	2286	2333
Link Distance (ft)	2236			1212	1212			1924	1924
Upstream Blk Time (%)	4			4	8			1	15
Queuing Penalty (veh)	0			35	76			9	116
Storage Bay Dist (ft)		600	600			365	650		
Storage Blk Time (%)	3	20	12	45	44		2	4	
Queuing Penalty (veh)	20	27	16	0	29		11	12	

Intersection: 6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B41	B41	NB	NB
Directions Served	UL	T	T	R	L	T	T	R	T	T	L	LT
Maximum Queue (ft)	56	1163	1236	390	410	1209	1208	475	1589	1577	245	614
Average Queue (ft)	14	216	1152	388	233	655	660	111	336	334	204	290
95th Queue (ft)	42	772	1460	426	496	1364	1370	441	1320	1314	280	504
Link Distance (ft)		1212	1212			1096	1096		2739	2739		941
Upstream Blk Time (%)		0	19			31	30					
Queuing Penalty (veh)		0	133			0	0					
Storage Bay Dist (ft)	225			250	260			335			145	
Storage Blk Time (%)		0		83	0	50	45				19	33
Queuing Penalty (veh)		0		180	1	65	17				89	145

Intersection: 6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

Movement	NB	SB
Directions Served	R	LTR
Maximum Queue (ft)	280	150
Average Queue (ft)	26	47
95th Queue (ft)	160	98
Link Distance (ft)		700
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	165	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	UL	T	T	R	L	T
Maximum Queue (ft)	265	828	265	315	3189	205	253	152	130	58	327	5296
Average Queue (ft)	195	430	31	246	1998	51	117	50	59	10	87	3036
95th Queue (ft)	321	1071	172	434	3614	197	235	111	112	37	268	6015
Link Distance (ft)		3811			4120			732	732			5415
Upstream Blk Time (%)					3							8
Queuing Penalty (veh)					0							0
Storage Bay Dist (ft)	150		150	170		115	265			145	265	
Storage Blk Time (%)	51	18		0	76		1		0			22
Queuing Penalty (veh)	223	52		2	121		2		0			26

Intersection: 7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	5314	330
Average Queue (ft)	3357	329
95th Queue (ft)	5804	343
Link Distance (ft)	5415	
Upstream Blk Time (%)	14	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		280
Storage Blk Time (%)	4	85
Queuing Penalty (veh)	31	303

Intersection: 8: Cascade Palmetto Hwy & Cascading Ln

Movement	WB	WB	SB	B25	B25
Directions Served	L	R	L	T	
Maximum Queue (ft)	66	21	36	769	148
Average Queue (ft)	18	1	8	44	5
95th Queue (ft)	49	15	28	335	104
Link Distance (ft)	238			732	732
Upstream Blk Time (%)				0	0
Queuing Penalty (veh)				1	0
Storage Bay Dist (ft)		65	175		
Storage Blk Time (%)	0				
Queuing Penalty (veh)	0				

Intersection: 9: Cascade Palmetto Hwy & Cochran Rd

Movement	EB
Directions Served	LR
Maximum Queue (ft)	39
Average Queue (ft)	8
95th Queue (ft)	30
Link Distance (ft)	554
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: Cascade Palmetto Hwy & W Stubbs Rd

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	R	L	T	R
Maximum Queue (ft)	86	99	89	37	170	50	148	223	34
Average Queue (ft)	30	38	3	8	67	9	70	97	9
95th Queue (ft)	65	79	37	28	136	31	119	182	26
Link Distance (ft)	784	1614						5666	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			175	260		240	300		290
Storage Blk Time (%)			0						
Queuing Penalty (veh)			0						

Intersection: 11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	275	804	335	2098	326	178	305	4202
Average Queue (ft)	77	427	49	1856	165	62	153	2651
95th Queue (ft)	239	836	229	2543	289	134	385	4447
Link Distance (ft)		1710		2042		1869		
Upstream Blk Time (%)				71				
Queuing Penalty (veh)				0				
Storage Bay Dist (ft)	190		250		350		210	
Storage Blk Time (%)		36		69	0			79
Queuing Penalty (veh)		18		12	0			47

Intersection: 12: W Stubbs Rd & Butner Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	67	434	153	176
Average Queue (ft)	29	223	71	80
95th Queue (ft)	57	414	121	148
Link Distance (ft)	884	843	559	712
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 23: SR 70/154/Cascade Palmetto Hwy/Cascade Palmetto Hwy

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 6965

1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 		 	 	
Traffic Volume (vph)	482	1291	66	232	698	310	115	688	382	755	681	487
Future Volume (vph)	482	1291	66	232	698	310	115	688	382	755	681	487
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	16.0	26.0	26.0	15.0	25.0	25.0	15.0	25.0	25.0	24.0	34.0	34.0
Total Split (%)	17.8%	28.9%	28.9%	16.7%	27.8%	27.8%	16.7%	27.8%	27.8%	26.7%	37.8%	37.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	10.0	20.0	20.0	9.0	19.0	19.0	7.7	18.0	18.0	17.0	27.3	27.3
Actuated g/C Ratio	0.11	0.22	0.22	0.10	0.21	0.21	0.09	0.20	0.20	0.19	0.30	0.30
v/c Ratio	1.54	1.26	0.15	1.09	0.72	0.59	0.56	1.13	0.78	1.26	0.75	0.69
Control Delay (s/veh)	286.3	156.8	0.7	119.4	37.9	8.6	50.1	113.1	23.4	163.3	34.3	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	286.3	156.8	0.7	119.4	37.9	8.6	50.1	113.1	23.4	163.3	34.3	11.9
LOS	F	F	A	F	D	A	D	F	C	F	C	B
Approach Delay (s/veh)		185.1			50.4			78.1			79.3	
Approach LOS		F			D			E			E	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Natural Cycle: 140

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.54

Intersection Signal Delay (s/veh): 104.0

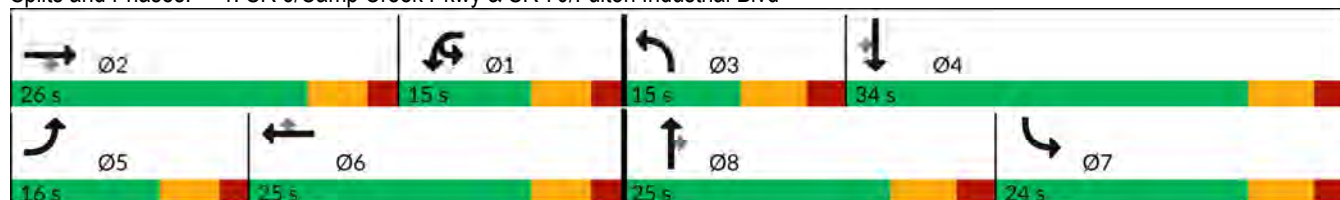
Intersection LOS: F

Intersection Capacity Utilization 100.8%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd



1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	 	  			 	  		 	 		 	 
Traffic Volume (veh/h)	482	1291	66	82	232	698	310	115	688	382	755	681
Future Volume (veh/h)	482	1291	66	82	232	698	310	115	688	382	755	681
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No				No			No			No
Adj Sat Flow, veh/h/ln	1618	1781	1115		1648	1767	1663	1307	1693	1781	1811	1663
Adj Flow Rate, veh/h	502	1345	69		242	727	323	120	717	398	786	709
Peak Hour Factor	0.96	0.96	0.96		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	19	8	53		17	9	16	40	14	8	6	16
Cap, veh/h	332	1081	210		304	1017	297	164	643	302	632	1014
Arrive On Green	0.11	0.22	0.22		0.10	0.21	0.21	0.07	0.20	0.20	0.19	0.32
Sat Flow, veh/h	2990	4863	945		3045	4823	1409	2415	3216	1510	3346	3159
Grp Volume(v), veh/h	502	1345	69		242	727	323	120	717	398	786	709
Grp Sat Flow(s),veh/h/ln	1495	1621	945		1522	1608	1409	1208	1608	1510	1673	1580
Q Serve(g_s), s	10.0	20.0	4.0		7.0	12.6	11.0	4.4	18.0	18.0	17.0	17.7
Cycle Q Clear(g_c), s	10.0	20.0	4.0		7.0	12.6	11.0	4.4	18.0	18.0	17.0	17.7
Prop In Lane	1.00		1.00		1.00		1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	332	1081	210		304	1017	297	164	643	302	632	1014
V/C Ratio(X)	1.51	1.24	0.33		0.80	0.71	1.09	0.73	1.11	1.32	1.24	0.70
Avail Cap(c_a), veh/h	332	1081	210		305	1018	298	215	643	302	632	1014
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
Upstream Filter(I)	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.0	35.0	15.5		39.6	33.0	11.8	41.1	36.0	36.0	36.5	26.7
Incr Delay (d2), s/veh	244.7	117.8	0.9		13.7	2.4	77.4	8.6	71.2	164.5	122.4	4.0
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
%ile BackOfQ(50%),veh/ln	14.8	19.1	1.2		3.1	4.8	11.6	1.4	12.8	19.8	17.1	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	284.7	152.8	16.4		53.3	35.4	89.2	49.7	107.2	200.5	158.9	30.7
LnGrp LOS	F	F	B		D	D	F	D	F	F	F	C
Approach Vol, veh/h		1916				1292			1235			2002
Approach Delay, s/veh		182.4				52.2			131.7			95.3
Approach LOS		F				D			F			F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	26.0	13.1	35.9	16.0	25.0	24.0	25.0				
Change Period (Y+Rc), s	6.0	6.0	7.0	7.0	6.0	6.0	7.0	7.0				
Max Green Setting (Gmax), s	9.0	20.0	8.0	27.0	10.0	19.0	17.0	18.0				
Max Q Clear Time (g_c+l1), s	9.0	22.0	6.4	30.9	12.0	14.6	19.0	20.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			119.5									
HCM 7th LOS			F									
Notes												
User approved ignoring U-Turning movement.												



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	487
Future Volume (veh/h)	487
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1767
Adj Flow Rate, veh/h	507
Peak Hour Factor	0.96
Percent Heavy Veh, %	9
Cap, veh/h	481
Arrive On Green	0.32
Sat Flow, veh/h	1497
Grp Volume(v), veh/h	507
Grp Sat Flow(s),veh/h/ln	1497
Q Serve(g_s), s	28.9
Cycle Q Clear(g_c), s	28.9
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	481
V/C Ratio(X)	1.05
Avail Cap(c_a), veh/h	481
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	30.5
Incr Delay (d2), s/veh	56.2
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	16.7
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	86.8
LnGrp LOS	F
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	292	351	617	68	322	41	393	923	76	44	730	163
Future Volume (vph)	292	351	617	68	322	41	393	923	76	44	730	163
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	12.0	25.0	25.0	12.0	25.0	25.0	16.0	31.0	31.0	12.0	27.0	27.0
Total Split (%)	15.0%	31.3%	31.3%	15.0%	31.3%	31.3%	20.0%	38.8%	38.8%	15.0%	33.8%	33.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.5	6.5	6.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	25.1	20.4	20.4	23.7	17.8	17.8	29.9	29.4	29.4	21.0	20.5	20.5
Actuated g/C Ratio	0.32	0.26	0.26	0.30	0.23	0.23	0.38	0.37	0.37	0.27	0.26	0.26
v/c Ratio	1.19	0.78	0.89	0.28	0.83	0.08	1.19	0.85	0.12	0.27	1.01	0.31
Control Delay (s/veh)	142.1	42.2	25.5	19.0	47.9	0.3	142.3	34.3	0.3	26.6	66.4	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	142.1	42.2	25.5	19.0	47.9	0.3	142.3	34.3	0.3	26.6	66.4	3.6
LOS	F	D	C	B	D	A	F	C	A	C	E	A
Approach Delay (s/veh)		57.2			38.8			62.9			53.6	
Approach LOS		E			D			E			D	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 78.9

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.19

Intersection Signal Delay (s/veh): 56.4

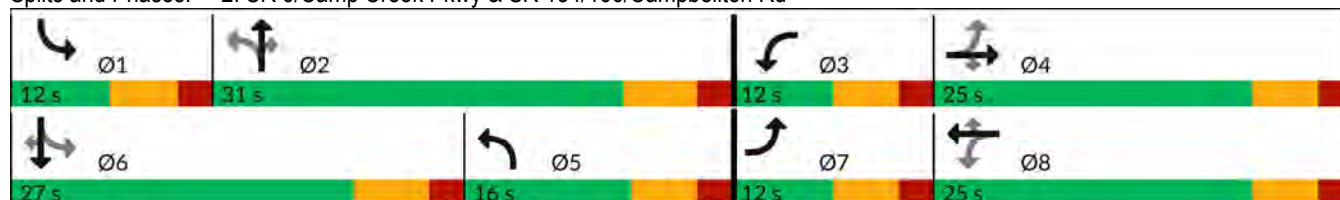
Intersection LOS: E

Intersection Capacity Utilization 95.5%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd



2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	292	351	617	68	322	41	393	923	76	44	730	163
Future Volume (veh/h)	292	351	617	68	322	41	393	923	76	44	730	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1885	1856	1796	1870	1841	1544	1781	1663	1826	1544	1574	1870
Adj Flow Rate, veh/h	311	373	656	72	343	44	418	982	0	47	777	173
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	3	7	2	4	24	8	16	5	24	22	2
Cap, veh/h	263	444	364	208	392	279	309	1124		152	784	416
Arrive On Green	0.08	0.24	0.24	0.05	0.21	0.21	0.13	0.36	0.00	0.04	0.26	0.26
Sat Flow, veh/h	1795	1856	1522	1781	1841	1309	1697	3159	1547	1471	2991	1585
Grp Volume(v), veh/h	311	373	656	72	343	44	418	982	0	47	777	173
Grp Sat Flow(s),veh/h/ln	1795	1856	1522	1781	1841	1309	1697	1580	1547	1471	1495	1585
Q Serve(g_s), s	6.0	15.0	11.6	2.4	14.1	2.1	10.0	22.7	0.0	2.0	20.2	4.8
Cycle Q Clear(g_c), s	6.0	15.0	11.6	2.4	14.1	2.1	10.0	22.7	0.0	2.0	20.2	4.8
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	263	444	364	208	392	279	309	1124		152	784	416
V/C Ratio(X)	1.18	0.84	1.80	0.35	0.87	0.16	1.35	0.87		0.31	0.99	0.42
Avail Cap(c_a), veh/h	263	451	370	255	448	318	309	1124		205	784	416
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.6	28.3	11.5	23.3	29.7	25.0	32.6	23.5	0.0	26.3	28.7	11.0
Incr Delay (d2), s/veh	114.2	13.1	371.4	1.0	15.9	0.3	178.2	9.5	0.0	1.1	29.9	3.0
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	10.1	7.7	40.8	1.0	7.4	0.6	20.5	8.6	0.0	0.7	9.5	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	142.8	41.4	382.9	24.3	45.6	25.3	210.7	33.0	0.0	27.4	58.6	14.1
LnGrp LOS	F	D	F	C	D	C	F	C		C	E	B
Approach Vol, veh/h	1340			459			1400			997		
Approach Delay, s/veh	232.1			40.3			86.1			49.4		
Approach LOS	F			D			F			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.2	34.3	10.0	24.7	16.5	27.0	12.0	22.6				
Change Period (Y+Rc), s	6.0	6.5	6.0	6.0	6.5	* 6.5	6.0	6.0				
Max Green Setting (Gmax), s	6.0	24.5	6.0	19.0	10.0	* 21	6.0	19.0				
Max Q Clear Time (g_c+l1), s	4.0	24.7	4.4	17.0	12.0	22.2	8.0	16.1				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.6				

Intersection Summary

HCM 7th Control Delay, s/veh 119.0

HCM 7th LOS F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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

3: SR 92/Fairburn Rd & Mt Vernon Rd

	↖	↑	↗	↘	↓	
Lane Group	WBL	NBT	NBR	SBL	SBT	Ø5
Lane Configurations	↖↖	↑↑	↗	↘	↑↑	
Traffic Volume (vph)	253	1073	467	158	1568	
Future Volume (vph)	253	1073	467	158	1568	
Turn Type	Prot	NA	Perm	pm+pt	NA	
Protected Phases	3	2		1	6	5
Permitted Phases			2	6		
Detector Phase	3	2	2	1	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	25.0	12.0	25.0	12.0
Total Split (s)	36.0	61.0	61.0	13.0	62.0	12.0
Total Split (%)	32.7%	55.5%	55.5%	11.8%	56.4%	11%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag		Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None
Act Effect Green (s)	29.0	56.0	56.0	69.0	69.0	
Actuated g/C Ratio	0.26	0.51	0.51	0.63	0.63	
v/c Ratio	0.94	0.68	0.48	0.64	0.82	
Control Delay (s/veh)	67.0	17.9	3.3	34.4	20.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	67.0	17.9	3.3	34.4	20.4	
LOS	E	B	A	C	C	
Approach Delay (s/veh)	67.0	13.5			21.7	
Approach LOS	E	B			C	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 105 (95%), Referenced to phase 2:NBTU and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay (s/veh): 23.2

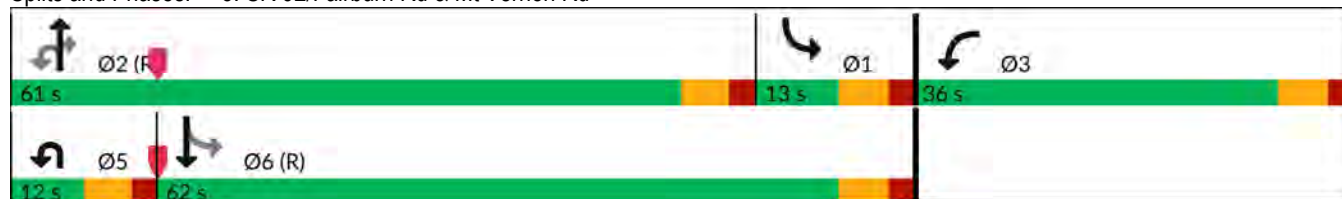
Intersection LOS: C

Intersection Capacity Utilization 85.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: SR 92/Fairburn Rd & Mt Vernon Rd



3: SR 92/Fairburn Rd & Mt Vernon Rd

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	253	147	0	1073	467	158	1568
Future Volume (veh/h)	253	147	0	1073	467	158	1568
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1856	1870		1811	1885	1870	1781
Adj Flow Rate, veh/h	278	162		1179	513	174	1723
Peak Hour Factor	0.91	0.91		0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	2		6	1	2	8
Cap, veh/h	291	169		1721	799	179	2092
Arrive On Green	0.27	0.27		0.50	0.50	0.06	0.62
Sat Flow, veh/h	1066	621		3532	1598	1781	3474
Grp Volume(v), veh/h	441	0		1179	513	174	1723
Grp Sat Flow(s), veh/h/ln	1690	0		1721	1598	1781	1692
Q Serve(g_s), s	28.2	0.0		28.7	6.1	6.7	43.5
Cycle Q Clear(g_c), s	28.2	0.0		28.7	6.1	6.7	43.5
Prop In Lane	0.63	0.37			1.00	1.00	
Lane Grp Cap(c), veh/h	461	0		1721	799	179	2092
V/C Ratio(X)	0.96	0.00		0.69	0.64	0.97	0.82
Avail Cap(c_a), veh/h	461	0		1721	799	179	2092
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	0.0		20.9	1.1	50.1	16.3
Incr Delay (d2), s/veh	31.0	0.0		2.2	3.9	59.2	3.8
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.2	0.0		11.0	7.1	7.3	15.3
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	70.3	0.0		23.2	5.1	109.3	20.2
LnGrp LOS	E			C	A	F	C
Approach Vol, veh/h	441			1692			1897
Approach Delay, s/veh	70.3			17.7			28.3
Approach LOS	E			B			C
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	13.0	61.0				74.0	36.0
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	7.0	55.0				56.0	30.0
Max Q Clear Time (g_c+I1), s	8.7	30.7				45.5	30.2
Green Ext Time (p_c), s	0.0	11.2				7.7	0.0
Intersection Summary							
HCM 7th Control Delay, s/veh			28.5				
HCM 7th LOS			C				
Notes							
User approved ignoring U-Turning movement.							

4: SR 92/Fairburn Rd & Anneewakee Rd

									
Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	NBR	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	246	0	864	18	342	1157	18	1573	124
Future Volume (vph)	246	0	864	18	342	1157	18	1573	124
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases		4		8	5	2		6	
Permitted Phases	4		4		2		2		6
Detector Phase	4	4	4	8	5	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	25.0	25.0	12.0	25.0	25.0	25.0	25.0
Total Split (s)	43.0	43.0	43.0	43.0	18.0	67.0	67.0	49.0	49.0
Total Split (%)	39.1%	39.1%	39.1%	39.1%	16.4%	60.9%	60.9%	44.5%	44.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead			Lag	Lag
Lead-Lag Optimize?					Yes			Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		37.0	37.0	37.0	61.0	61.0	61.0	43.0	43.0
Actuated g/C Ratio		0.34	0.34	0.34	0.55	0.55	0.55	0.39	0.39
v/c Ratio		0.54	1.29	0.03	1.38	0.63	0.02	1.24	0.19
Control Delay (s/veh)		34.7	164.9	24.8	209.2	6.9	0.1	139.8	8.8
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		34.7	164.9	24.8	209.2	6.9	0.1	139.8	8.8
LOS		C	F	C	F	A	A	F	A
Approach Delay (s/veh)		136.0		24.8		52.4		130.2	
Approach LOS		F		C		D		F	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 57 (52%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 170

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.38

Intersection Signal Delay (s/veh): 104.1

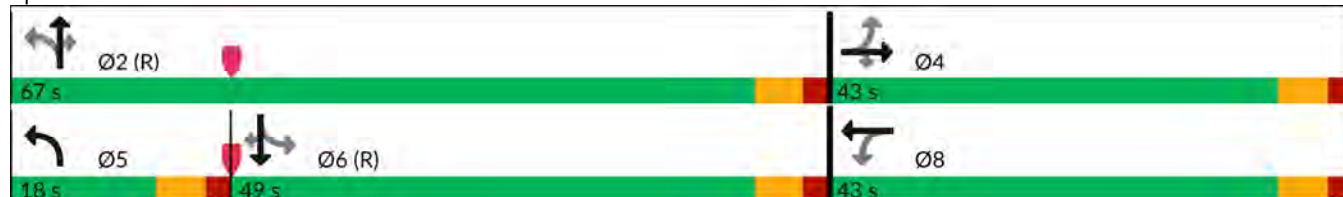
Intersection LOS: F

Intersection Capacity Utilization 116.1%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 4: SR 92/Fairburn Rd & Anneewakee Rd



4: SR 92/Fairburn Rd & Anneewakee Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	246	0	864	0	18	0	342	1157	18	0	1573	124
Future Volume (veh/h)	246	0	864	0	18	0	342	1157	18	0	1573	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1885	1900	1870	1900	1900	1900	1841	1811	1900	1900	1781	1856
Adj Flow Rate, veh/h	254	0	891	0	19	0	353	1193	19	0	1622	128
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	0	2	0	0	0	4	6	0	0	8	3
Cap, veh/h	532	0	533	0	639	0	257	1908	893	65	1323	615
Arrive On Green	0.34	0.00	0.34	0.00	0.34	0.00	0.11	0.55	0.55	0.00	0.39	0.39
Sat Flow, veh/h	1387	0	1585	0	1900	0	1753	3441	1610	468	3385	1572
Grp Volume(v), veh/h	254	0	891	0	19	0	353	1193	19	0	1622	128
Grp Sat Flow(s),veh/h/ln	1387	0	1585	0	1900	0	1753	1721	1610	468	1692	1572
Q Serve(g_s), s	16.1	0.0	37.0	0.0	0.7	0.0	12.0	26.0	0.6	0.0	43.0	5.9
Cycle Q Clear(g_c), s	16.9	0.0	37.0	0.0	0.7	0.0	12.0	26.0	0.6	0.0	43.0	5.9
Prop In Lane	1.00		1.00	0.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	532	0	533	0	639	0	257	1908	893	65	1323	615
V/C Ratio(X)	0.48	0.00	1.67	0.00	0.03	0.00	1.38	0.63	0.02	0.00	1.23	0.21
Avail Cap(c_a), veh/h	532	0	533	0	639	0	257	1908	893	65	1323	615
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	0.00	1.00	0.00	0.27	0.27	0.27	0.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	0.0	36.5	0.0	24.5	0.0	34.0	16.7	11.0	0.0	33.5	22.2
Incr Delay (d2), s/veh	0.7	0.0	310.2	0.0	0.0	0.0	175.5	0.4	0.0	0.0	108.6	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	60.1	0.0	0.3	0.0	15.9	9.3	0.2	0.0	36.3	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.8	0.0	346.7	0.0	24.5	0.0	209.5	17.1	11.1	0.0	142.1	23.0
LnGrp LOS	C		F		C		F	B	B		F	C
Approach Vol, veh/h	1145			19			1565			1750		
Approach Delay, s/veh	276.6			24.5			60.4			133.4		
Approach LOS	F			C			E			F		
Timer - Assigned Phs	2			4		5	6		8			
Phs Duration (G+Y+Rc), s	67.0			43.0		18.0	49.0		43.0			
Change Period (Y+Rc), s	6.0			6.0		6.0	6.0		6.0			
Max Green Setting (Gmax), s	61.0			37.0		12.0	43.0		37.0			
Max Q Clear Time (g_c+I1), s	28.0			39.0		14.0	45.0		2.7			
Green Ext Time (p_c), s	9.9			0.0		0.0	0.0		0.1			
Intersection Summary												
HCM 7th Control Delay, s/veh	144.0											
HCM 7th LOS	F											

5: SR 92/Fairburn Rd & Riverside Pkwy

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	154	390	1169	235	669	1812
Future Volume (vph)	154	390	1169	235	669	1812
Turn Type	Prot	pm+ov	NA	Perm	pm+pt	NA
Protected Phases	3	1	2		1	6
Permitted Phases		3		2	6	
Detector Phase	3	1	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	12.0	25.0	25.0	12.0	25.0
Total Split (s)	25.0	44.0	41.0	41.0	44.0	85.0
Total Split (%)	22.7%	40.0%	37.3%	37.3%	40.0%	77.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lead	Lag	Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effect Green (s)	15.3	63.0	35.0	35.0	82.7	82.7
Actuated g/C Ratio	0.14	0.57	0.32	0.32	0.75	0.75
v/c Ratio	0.70	0.27	1.14	0.39	0.98	0.76
Control Delay (s/veh)	60.3	12.3	90.1	2.4	36.9	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	60.3	12.3	90.1	2.4	36.9	4.7
LOS	E	B	F	A	D	A
Approach Delay (s/veh)	25.9		75.4			13.4
Approach LOS	C		E			B

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 6 (5%), Referenced to phase 2:NBTU and 6:SBTL, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.14

Intersection Signal Delay (s/veh): 34.6

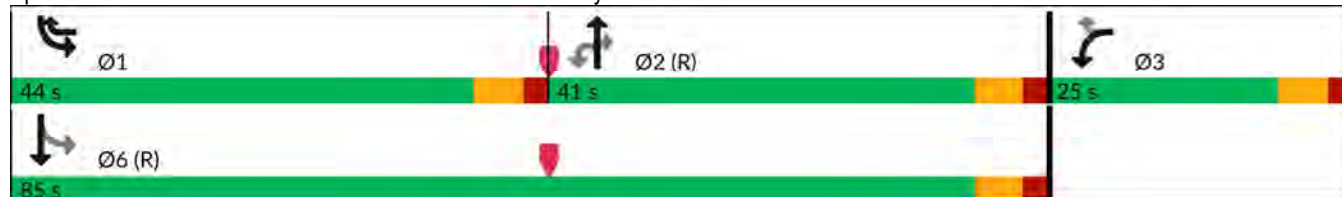
Intersection LOS: C

Intersection Capacity Utilization 92.9%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 5: SR 92/Fairburn Rd & Riverside Pkwy



5: SR 92/Fairburn Rd & Riverside Pkwy

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	154	390	0	1169	235	669	1812
Future Volume (veh/h)	154	390	0	1169	235	669	1812
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1826	1796		1841	1811	1856	1811
Adj Flow Rate, veh/h	166	419		1257	253	719	1948
Peak Hour Factor	0.93	0.93		0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	7		4	6	3	6
Cap, veh/h	221	1266		1272	558	678	2628
Arrive On Green	0.13	0.13		0.36	0.36	0.69	1.00
Sat Flow, veh/h	1739	2679		3589	1535	1767	3532
Grp Volume(v), veh/h	166	419		1257	253	719	1948
Grp Sat Flow(s), veh/h/ln	1739	1340		1749	1535	1767	1721
Q Serve(g_s), s	10.1	10.8		39.3	13.8	38.0	0.0
Cycle Q Clear(g_c), s	10.1	10.8		39.3	13.8	38.0	0.0
Prop In Lane	1.00	1.00			1.00	1.00	
Lane Grp Cap(c), veh/h	221	1266		1272	558	678	2628
V/C Ratio(X)	0.75	0.33		0.99	0.45	1.06	0.74
Avail Cap(c_a), veh/h	300	1388		1272	558	678	2628
HCM Platoon Ratio	1.00	1.00		1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00		0.53	0.53	0.09	0.09
Uniform Delay (d), s/veh	46.3	18.1		34.8	26.7	12.1	0.0
Incr Delay (d2), s/veh	6.9	0.2		15.8	1.4	30.8	0.2
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	3.1		18.3	5.0	11.8	0.1
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	53.2	18.3		50.6	28.1	42.9	0.2
LnGrp LOS	D	B		D	C	F	A
Approach Vol, veh/h	585			1510			2667
Approach Delay, s/veh	28.2			46.8			11.7
Approach LOS	C			D			B
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	44.0	46.0				90.0	20.0
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	38.0	35.0				79.0	19.0
Max Q Clear Time (g_c+I1), s	40.0	41.3				2.0	12.8
Green Ext Time (p_c), s	0.0	0.0				29.5	1.2
Intersection Summary							
HCM 7th Control Delay, s/veh			24.8				
HCM 7th LOS			C				
Notes							
User approved ignoring U-Turning movement.							

6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	12	11	930	996	84	510	16	825	111	147	14	102
Future Volume (vph)	12	11	930	996	84	510	16	825	111	147	14	102
Turn Type	pm+pt	pm+pt	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Perm	NA
Protected Phases	5	5	2		1	6		8	8			4
Permitted Phases	2	2		2			6			8	4	
Detector Phase	5	5	2	2	1	6	6	8	8	8	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	25.0	25.0	12.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	12.0	12.0	36.0	36.0	12.0	36.0	36.0	34.0	34.0	34.0	28.0	28.0
Total Split (%)	10.9%	10.9%	32.7%	32.7%	10.9%	32.7%	32.7%	30.9%	30.9%	30.9%	25.5%	25.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0
Lead/Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)		35.7	30.0	30.0	6.0	37.2	37.2	28.0	28.0	28.0		22.0
Actuated g/C Ratio		0.32	0.27	0.27	0.05	0.34	0.34	0.25	0.25	0.25		0.20
v/c Ratio		0.09	1.02	1.05	0.90	0.45	0.02	1.15	1.15	0.29		1.30
Control Delay (s/veh)		14.8	59.0	51.7	119.5	31.1	0.1	129.8	129.0	7.2		213.4
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay (s/veh)		14.8	59.0	51.7	119.5	31.1	0.1	129.8	129.0	7.2		213.4
LOS		B	E	D	F	C	A	F	F	A		F
Approach Delay (s/veh)			54.8			42.5			112.8			213.4
Approach LOS			D			D			F			F

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 10 (9%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.30

Intersection Signal Delay (s/veh): 76.4

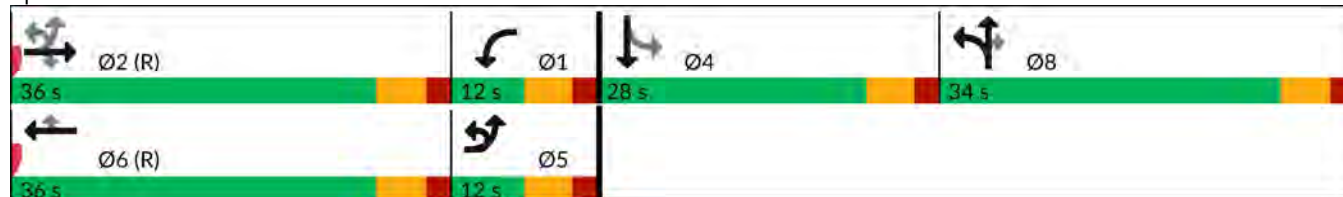
Intersection LOS: E

Intersection Capacity Utilization 90.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166



6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	12	11	930	996	84	510	16	825	111	147	14	102
Future Volume (veh/h)	12	11	930	996	84	510	16	825	111	147	14	102
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		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
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln		1900	1826	1796	1885	1841	1900	1826	1885	1885	1900	1885
Adj Flow Rate, veh/h		11	959	1027	87	526	16	932	0	152	14	105
Peak Hour Factor		0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %		0	5	7	1	4	0	5	1	1	0	1
Cap, veh/h		435	946	415	241	954	439	885	0	407	17	127
Arrive On Green		0.13	0.27	0.27	0.13	0.27	0.27	0.25	0.00	0.25	0.12	0.12
Sat Flow, veh/h		1810	3469	1522	1795	3497	1610	3478	0	1598	141	1059
Grp Volume(v), veh/h		11	959	1027	87	526	16	932	0	152	176	0
Grp Sat Flow(s),veh/h/ln		1810	1735	1522	1795	1749	1610	1739	0	1598	1775	0
Q Serve(g_s), s		0.0	30.0	30.0	4.8	14.2	0.8	28.0	0.0	8.6	10.7	0.0
Cycle Q Clear(g_c), s		0.0	30.0	30.0	4.8	14.2	0.8	28.0	0.0	8.6	10.7	0.0
Prop In Lane		1.00		1.00	1.00		1.00	1.00		1.00	0.08	
Lane Grp Cap(c), veh/h		435	946	415	241	954	439	885	0	407	213	0
V/C Ratio(X)		0.03	1.01	2.47	0.36	0.55	0.04	1.05	0.00	0.37	0.83	0.00
Avail Cap(c_a), veh/h		435	946	415	241	954	439	885	0	407	355	0
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.57	0.57	0.57	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		29.0	40.0	40.0	43.3	34.2	29.4	41.0	0.0	33.8	47.3	0.0
Incr Delay (d2), s/veh		0.0	25.5	667.3	0.9	2.3	0.2	45.1	0.0	0.6	7.8	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
%ile BackOfQ(50%),veh/ln		0.2	15.5	87.6	2.2	6.1	0.3	17.0	0.0	3.3	5.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		29.0	65.5	707.3	44.2	36.5	29.5	86.1	0.0	34.3	55.1	0.0
LnGrp LOS		C	F	F	D	D	C	F		C	E	
Approach Vol, veh/h			1997			629			1084			176
Approach Delay, s/veh			395.4			37.4			78.8			55.1
Approach LOS			F			D			E			E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.8	36.0		19.2	20.8	36.0		34.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	30.0		22.0	6.0	30.0		28.0				
Max Q Clear Time (g_c+l1), s	6.8	32.0		12.7	2.0	16.2		30.0				
Green Ext Time (p_c), s	0.0	0.0		0.6	0.0	2.7		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	233.7
HCM 7th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

User approved ignoring U-Turning movement.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	55
Future Volume (veh/h)	55
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	57
Peak Hour Factor	0.97
Percent Heavy Veh, %	0
Cap, veh/h	69
Arrive On Green	0.12
Sat Flow, veh/h	575
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.32
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Westwood Mixed-Use Development DRI #4057
7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

2032 Build AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	574	504	215	176	261	67	5	315	1161	299	37	377
Future Volume (vph)	574	504	215	176	261	67	5	315	1161	299	37	377
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4		3	8		5	5	2		1	6
Permitted Phases	4		4	8		8	2	2		2	6	
Detector Phase	7	4	4	3	8	8	5	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	25.0	12.0	25.0	25.0	12.0	12.0	25.0	25.0	12.0	25.0
Total Split (s)	23.0	36.0	36.0	12.0	25.0	25.0	12.0	12.0	30.0	30.0	12.0	30.0
Total Split (%)	25.6%	40.0%	40.0%	13.3%	27.8%	27.8%	13.3%	13.3%	33.3%	33.3%	13.3%	33.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.5	6.5	6.0	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	Max
Act Effect Green (s)	41.0	29.0	29.0	23.9	17.9	17.9		32.5	28.4	28.4	29.9	23.5
Actuated g/C Ratio	0.46	0.33	0.33	0.27	0.20	0.20		0.37	0.32	0.32	0.34	0.26
v/c Ratio	1.39	0.94	0.36	0.96	0.79	0.16		0.97	1.15	0.48	0.29	0.47
Control Delay (s/veh)	210.1	55.8	7.5	78.4	50.5	0.7		69.2	109.9	9.7	22.5	29.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	210.1	55.8	7.5	78.4	50.5	0.7		69.2	109.9	9.7	22.5	29.9
LOS	F	E	A	E	D	A		E	F	A	C	C
Approach Delay (s/veh)		116.3			53.6				85.8			21.5
Approach LOS		F			D				F			C

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 89

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.39

Intersection Signal Delay (s/veh): 82.4

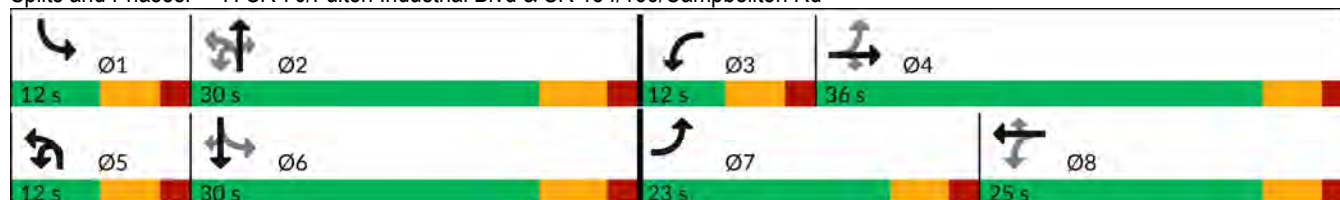
Intersection LOS: F

Intersection Capacity Utilization 102.2%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd





Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	167
Future Volume (vph)	167
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	25.0
Total Split (s)	30.0
Total Split (%)	33.3%
Yellow Time (s)	4.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Max
Act Effct Green (s)	23.5
Actuated g/C Ratio	0.26
v/c Ratio	0.31
Control Delay (s/veh)	2.4
Queue Delay	0.0
Total Delay (s/veh)	2.4
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	

7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	574	504	215	176	261	67	5	315	1161	299	37	377
Future Volume (veh/h)	574	504	215	176	261	67	5	315	1161	299	37	377
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No			No				No			No	
Adj Sat Flow, veh/h/ln	1826	1811	1885	1841	1811	1455		1885	1826	1870	1278	1767
Adj Flow Rate, veh/h	624	548	234	191	284	73		342	1262	325	40	410
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	6	1	4	6	30		1	5	2	42	9
Cap, veh/h	466	588	519	221	364	248		337	1029	470	124	888
Arrive On Green	0.19	0.32	0.32	0.07	0.20	0.20		0.07	0.30	0.30	0.04	0.26
Sat Flow, veh/h	1739	1811	1598	1753	1811	1233		1795	3469	1585	1217	3357
Grp Volume(v), veh/h	624	548	234	191	284	73		342	1262	325	40	410
Grp Sat Flow(s),veh/h/ln	1739	1811	1598	1753	1811	1233		1795	1735	1585	1217	1678
Q Serve(g_s), s	17.0	26.0	10.3	6.0	13.2	4.5		6.0	26.4	16.1	2.1	9.1
Cycle Q Clear(g_c), s	17.0	26.0	10.3	6.0	13.2	4.5		6.0	26.4	16.1	2.1	9.1
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	466	588	519	221	364	248		337	1029	470	124	888
V/C Ratio(X)	1.34	0.93	0.45	0.86	0.78	0.29		1.01	1.23	0.69	0.32	0.46
Avail Cap(c_a), veh/h	466	611	539	221	387	264		337	1029	470	163	888
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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	29.0	23.7	31.3	33.6	30.1		32.0	31.3	27.7	25.6	27.4
Incr Delay (d2), s/veh	166.3	20.8	0.6	27.9	9.3	0.7		52.9	110.6	4.3	1.5	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.5	13.7	3.7	2.8	6.4	1.3		8.9	25.6	6.2	0.6	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	190.2	49.8	24.3	59.2	42.9	30.8		84.9	141.9	31.9	27.1	29.1
LnGrp LOS	F	D	C	E	D	C		F	F	C	C	C
Approach Vol, veh/h	1406			548				1929			632	
Approach Delay, s/veh	107.9			47.0				113.2			29.5	
Approach LOS	F			D				F			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	32.9	12.0	34.9	12.0	30.0	23.0	23.9				
Change Period (Y+Rc), s	6.0	6.5	6.0	6.0	6.0	6.5	6.0	6.0				
Max Green Setting (Gmax), s	6.0	23.5	6.0	30.0	6.0	23.5	17.0	19.0				
Max Q Clear Time (g_c+l1), s	4.1	28.4	8.0	28.0	8.0	11.1	19.0	15.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.8	0.0	2.3	0.0	0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh	91.8											
HCM 7th LOS	F											
Notes												
User approved ignoring U-Turning movement.												



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	167
Future Volume (veh/h)	167
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1811
Adj Flow Rate, veh/h	182
Peak Hour Factor	0.92
Percent Heavy Veh, %	6
Cap, veh/h	406
Arrive On Green	0.26
Sat Flow, veh/h	1535
Grp Volume(v), veh/h	182
Grp Sat Flow(s),veh/h/ln	1535
Q Serve(g_s), s	8.8
Cycle Q Clear(g_c), s	8.8
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	406
V/C Ratio(X)	0.45
Avail Cap(c_a), veh/h	406
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	27.3
Incr Delay (d2), s/veh	3.6
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	3.4
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	30.8
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Westwood Mixed-Use Development DRI #4057
8: Cascade Palmetto Hwy & Site Dwy E/Cascading Ln

2032 Build AM

										
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	442	0	0	14	108	1157	33	11	428	270
Future Volume (vph)	442	0	0	14	108	1157	33	11	428	270
Turn Type	Split	NA	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	4	4	8		5	2		1	6	4
Permitted Phases				8	2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	25.0	25.0	25.0	25.0	13.0	48.0	48.0	12.0	47.0	25.0
Total Split (%)	22.7%	22.7%	22.7%	22.7%	11.8%	43.6%	43.6%	10.9%	42.7%	22.7%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	Min	Min	None	Min	None
Act Effect Green (s)	18.3	18.3	7.6	7.6	42.7	41.7	41.7	35.5	30.5	55.9
Actuated g/C Ratio	0.22	0.22	0.09	0.09	0.50	0.49	0.49	0.42	0.36	0.66
v/c Ratio	0.75	0.54	0.26	0.05	0.28	0.78	0.04	0.07	0.41	0.26
Control Delay (s/veh)	48.0	16.9	43.3	0.4	14.2	24.4	0.1	13.6	22.7	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.0	16.9	43.3	0.4	14.2	24.4	0.1	13.6	22.7	1.5
LOS	D	B	D	A	B	C	A	B	C	A
Approach Delay (s/veh)		32.6	31.4			22.9			14.5	
Approach LOS		C	C			C			B	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 84.9

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay (s/veh): 22.6

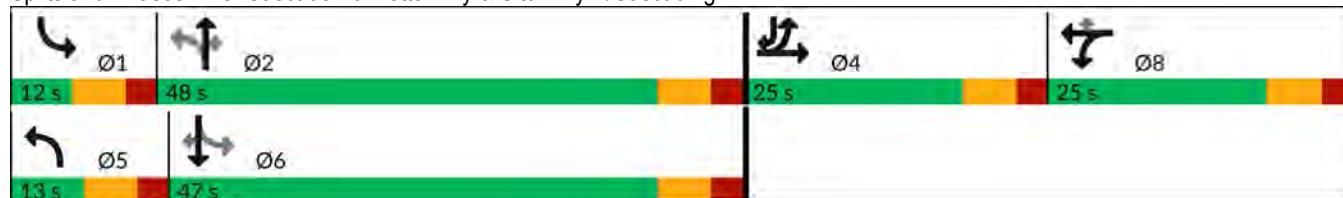
Intersection LOS: C

Intersection Capacity Utilization 73.8%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 8: Cascade Palmetto Hwy & Site Dwy E/Cascading Ln



Westwood Mixed-Use Development DRI #4057
8: Cascade Palmetto Hwy & Site Dwy E/Cascading Ln

2032 Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	442	0	41	37	0	14	108	1157	33	11	428	270
Future Volume (veh/h)	442	0	41	37	0	14	108	1157	33	11	428	270
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1781	1900	1826	1900	1900	1767	1900
Adj Flow Rate, veh/h	546	0	0	42	0	16	123	1315	38	12	486	307
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	8	0	5	0	0	9	0
Cap, veh/h	647	340	0	79	0	66	392	1506	699	147	1303	913
Arrive On Green	0.18	0.00	0.00	0.04	0.00	0.04	0.06	0.43	0.43	0.01	0.39	0.39
Sat Flow, veh/h	3619	1900	0	1810	0	1510	1810	3469	1610	1810	3357	1610
Grp Volume(v), veh/h	546	0	0	42	0	16	123	1315	38	12	486	307
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1810	0	1510	1810	1735	1610	1810	1678	1610
Q Serve(g_s), s	12.4	0.0	0.0	1.9	0.0	0.9	3.4	29.4	1.2	0.3	8.8	8.7
Cycle Q Clear(g_c), s	12.4	0.0	0.0	1.9	0.0	0.9	3.4	29.4	1.2	0.3	8.8	8.7
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	647	340	0	79	0	66	392	1506	699	147	1303	913
V/C Ratio(X)	0.84	0.00	0.00	0.53	0.00	0.24	0.31	0.87	0.05	0.08	0.37	0.34
Avail Cap(c_a), veh/h	765	402	0	383	0	319	410	1670	775	227	1577	1044
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	0.0	0.0	39.8	0.0	39.3	14.4	22.0	14.0	19.2	18.6	9.9
Incr Delay (d2), s/veh	7.5	0.0	0.0	5.4	0.0	1.9	0.5	5.0	0.0	0.2	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	0.0	0.0	1.0	0.0	0.4	1.2	11.0	0.4	0.1	3.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.3	0.0	0.0	45.2	0.0	41.2	14.9	27.0	14.0	19.5	18.8	10.1
LnGrp LOS	D			D		D	B	C	B	B	B	B
Approach Vol, veh/h	546			58			1476			805		
Approach Delay, s/veh	41.3			44.1			25.7			15.5		
Approach LOS	D			D			C			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	44.0		22.2	12.1	40.1		10.7				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	5.0	41.0		18.0	6.0	40.0		18.0				
Max Q Clear Time (g_c+I1), s	2.3	31.4		14.4	5.4	10.8		3.9				
Green Ext Time (p_c), s	0.0	5.5		0.8	0.0	4.0		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh				26.2								
HCM 7th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

Westwood Mixed-Use Development DRI #4057
9: Cascade Palmetto Hwy & Cochran Rd

2032 Build AM

Intersection						
Int Delay, s/veh	16.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	45	41	1280	429	41
Future Vol, veh/h	51	45	41	1280	429	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	15	0	0	4	8	0
Mvmt Flow	57	51	46	1438	482	46
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2035	505	528	0	-	0
Stage 1	505	-	-	-	-	-
Stage 2	1530	-	-	-	-	-
Critical Hdwy	6.55	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.55	-	-	-	-	-
Follow-up Hdwy	3.635	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	58	571	1049	-	-	-
Stage 1	580	-	-	-	-	-
Stage 2	184	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 45	571	1049	-	-	-
Mov Cap-2 Maneuver	~ 45	-	-	-	-	-
Stage 1	454	-	-	-	-	-
Stage 2	184	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/veh	18.15	0.27		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	56	-	79	-	-	
HCM Lane V/C Ratio	0.044	-	1.363	-	-	
HCM Control Delay (s/veh)	8.6	-	318.2	-	-	
HCM Lane LOS	A	A	F	-	-	
HCM 95th %tile Q(veh)	0.1	-	8.4	-	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

10: Cascade Palmetto Hwy & W Stubbs Rd

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	115	66	23	45	398	8	806	23	160	278	50
Future Volume (vph)	115	66	23	45	398	8	806	23	160	278	50
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8		5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	4	4	8	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	25.0	25.0	25.0	25.0	25.0	12.0	38.0	38.0	12.0	38.0	38.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	16.0%	50.7%	50.7%	16.0%	50.7%	50.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.5	6.5	6.0	6.5	6.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)		15.6		15.6	15.6	37.8	31.6	31.6	43.0	41.3	41.3
Actuated g/C Ratio		0.22		0.22	0.22	0.53	0.44	0.44	0.60	0.58	0.58
v/c Ratio		0.72		0.23	0.86	0.02	1.15	0.03	0.77	0.32	0.06
Control Delay (s/veh)		38.8		24.3	31.4	6.8	105.6	0.1	37.3	11.1	0.1
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		38.8		24.3	31.4	6.8	105.6	0.1	37.3	11.1	0.1
LOS		D		C	C	A	F	A	D	B	A
Approach Delay (s/veh)		38.8		30.4			101.8			18.6	
Approach LOS		D		C			F			B	

Intersection Summary

Cycle Length: 75

Actuated Cycle Length: 71.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.15

Intersection Signal Delay (s/veh): 58.4

Intersection LOS: E

Intersection Capacity Utilization 93.4%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 10: Cascade Palmetto Hwy & W Stubbs Rd



10: Cascade Palmetto Hwy & W Stubbs Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	66	17	23	45	398	8	806	23	160	278	50
Future Volume (veh/h)	115	66	17	23	45	398	8	806	23	160	278	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1693	1900	1826	1885	1693	1826	1826	1841	1722	1900
Adj Flow Rate, veh/h	131	75	19	26	51	452	9	916	26	182	316	57
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	14	0	5	1	14	5	5	4	12	0
Cap, veh/h	222	116	24	170	301	405	456	767	650	236	841	787
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.01	0.42	0.42	0.08	0.49	0.49
Sat Flow, veh/h	575	456	95	418	1189	1598	1612	1826	1547	1753	1722	1610
Grp Volume(v), veh/h	225	0	0	77	0	452	9	916	26	182	316	57
Grp Sat Flow(s),veh/h/ln	1126	0	0	1606	0	1598	1612	1826	1547	1753	1722	1610
Q Serve(g_s), s	11.6	0.0	0.0	0.0	0.0	19.0	0.2	31.5	0.7	4.2	8.6	1.4
Cycle Q Clear(g_c), s	14.0	0.0	0.0	2.5	0.0	19.0	0.2	31.5	0.7	4.2	8.6	1.4
Prop In Lane	0.58		0.08	0.34		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	361	0	0	471	0	405	456	767	650	236	841	787
V/C Ratio(X)	0.62	0.00	0.00	0.16	0.00	1.12	0.02	1.19	0.04	0.77	0.38	0.07
Avail Cap(c_a), veh/h	361	0	0	471	0	405	566	767	650	236	841	787
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	0.0	0.0	21.8	0.0	28.0	12.3	21.8	12.8	16.9	12.0	10.2
Incr Delay (d2), s/veh	3.3	0.0	0.0	0.2	0.0	80.4	0.0	100.1	0.1	14.4	1.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	0.0	1.0	0.0	15.5	0.1	32.0	0.2	2.2	2.9	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.4	0.0	0.0	22.0	0.0	108.4	12.3	121.9	12.9	31.3	13.3	10.3
LnGrp LOS	C			C		F	B	F	B	C	B	B
Approach Vol, veh/h	225			529			951			555		
Approach Delay, s/veh	29.4			95.8			117.8			18.9		
Approach LOS	C			F			F			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	38.0		25.0	6.9	43.1		25.0				
Change Period (Y+Rc), s	6.0	6.5		6.0	6.0	6.5		6.0				
Max Green Setting (Gmax), s	6.0	31.5		19.0	6.0	31.5		19.0				
Max Q Clear Time (g_c+I1), s	6.2	33.5		16.0	2.2	10.6		21.0				
Green Ext Time (p_c), s	0.0	0.0		0.4	0.0	1.7		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				79.6								
HCM 7th LOS				E								

11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	372	669	19	378	244	340	66	185
Future Volume (vph)	372	669	19	378	244	340	66	185
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	12.0	25.0	12.0	25.0	12.0	25.0
Total Split (s)	18.0	41.0	12.0	35.0	12.0	25.0	12.0	25.0
Total Split (%)	20.0%	45.6%	13.3%	38.9%	13.3%	27.8%	13.3%	27.8%
Yellow Time (s)	4.0	4.5	4.0	4.5	4.0	4.5	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.5	6.0	6.5	6.0	6.5	6.0	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effect Green (s)	45.1	39.9	32.9	26.6	26.3	21.1	24.9	18.5
Actuated g/C Ratio	0.51	0.45	0.37	0.30	0.30	0.24	0.28	0.21
v/c Ratio	1.06	1.13	0.11	0.91	0.95	0.91	0.36	0.75
Control Delay (s/veh)	85.8	98.7	12.7	52.1	74.4	62.5	26.0	45.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	85.8	98.7	12.7	52.1	74.4	62.5	26.0	45.1
LOS	F	F	B	D	E	E	C	D
Approach Delay (s/veh)		94.8		50.5		67.2		41.3
Approach LOS		F		D		E		D

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 88.2

Natural Cycle: 140

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.13

Intersection Signal Delay (s/veh): 73.7

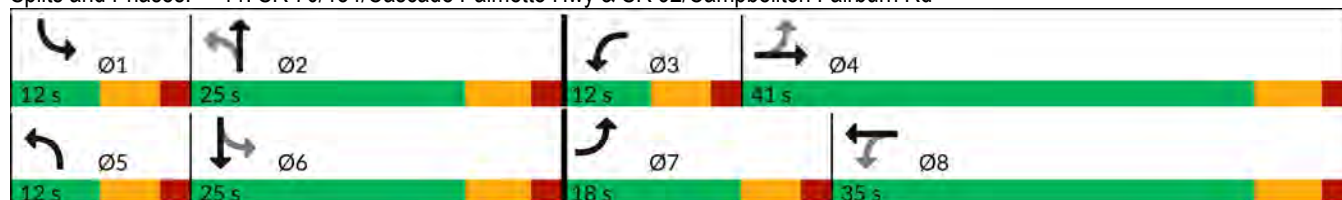
Intersection LOS: E

Intersection Capacity Utilization 99.8%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd



11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	372	669	191	19	378	93	244	340	31	66	185	77
Future Volume (veh/h)	372	669	191	19	378	93	244	340	31	66	185	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1841	1811	1737	1811	1841	1678	1781	1796	1781	1737	1693	1870
Adj Flow Rate, veh/h	384	690	197	20	390	96	252	351	32	68	191	79
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	6	11	6	4	15	8	7	8	11	14	2
Cap, veh/h	352	559	160	120	424	104	254	379	35	179	240	99
Arrive On Green	0.14	0.41	0.41	0.02	0.30	0.30	0.07	0.23	0.23	0.05	0.21	0.21
Sat Flow, veh/h	1753	1355	387	1725	1426	351	1697	1622	148	1654	1137	470
Grp Volume(v), veh/h	384	0	887	20	0	486	252	0	383	68	0	270
Grp Sat Flow(s),veh/h/ln	1753	0	1741	1725	0	1778	1697	0	1770	1654	0	1608
Q Serve(g_s), s	12.0	0.0	36.1	0.7	0.0	23.1	6.0	0.0	18.5	2.8	0.0	13.9
Cycle Q Clear(g_c), s	12.0	0.0	36.1	0.7	0.0	23.1	6.0	0.0	18.5	2.8	0.0	13.9
Prop In Lane	1.00		0.22	1.00		0.20	1.00		0.08	1.00		0.29
Lane Grp Cap(c), veh/h	352	0	718	120	0	529	254	0	414	179	0	340
V/C Ratio(X)	1.09	0.00	1.23	0.17	0.00	0.92	0.99	0.00	0.93	0.38	0.00	0.79
Avail Cap(c_a), veh/h	352	0	718	200	0	579	254	0	414	216	0	340
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	0.00	1.00
Uniform Delay (d), s/veh	20.7	0.0	25.7	24.4	0.0	29.7	33.3	0.0	32.8	26.8	0.0	32.7
Incr Delay (d2), s/veh	74.4	0.0	117.5	0.6	0.0	19.1	54.5	0.0	29.1	1.3	0.0	17.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	0.0	36.3	0.3	0.0	11.7	6.1	0.0	10.5	1.1	0.0	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	95.1	0.0	143.3	25.0	0.0	48.8	87.9	0.0	61.9	28.2	0.0	50.0
LnGrp LOS	F		F	C		D	F		E	C		D
Approach Vol, veh/h	1271			506			635			338		
Approach Delay, s/veh	128.7			47.9			72.2			45.6		
Approach LOS	F			D			E			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	27.0	7.9	42.6	12.0	25.0	18.0	32.5				
Change Period (Y+Rc), s	6.0	6.5	6.0	6.5	6.0	6.5	6.0	6.5				
Max Green Setting (Gmax), s	6.0	18.5	6.0	34.5	6.0	18.5	12.0	28.5				
Max Q Clear Time (g_c+I1), s	4.8	20.5	2.7	38.1	8.0	15.9	14.0	25.1				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.9				
Intersection Summary												
HCM 7th Control Delay, s/veh	90.6											
HCM 7th LOS	F											

Intersection

Intersection Delay, s/veh 45

Intersection LOS E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	75	210	10	2	78	151	13	163	2	244	127	92
Future Vol, veh/h	75	210	10	2	78	151	13	163	2	244	127	92
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	3	2	0	0	2	2	9	2	0	1	1	9
Mvmt Flow	89	250	12	2	93	180	15	194	2	290	151	110
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, s/veh	28.1	19.4	17.9	79
HCM LOS	D	C	C	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	25%	1%	53%
Vol Thru, %	92%	71%	34%	27%
Vol Right, %	1%	3%	65%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	178	295	231	463
LT Vol	13	75	2	244
Through Vol	163	210	78	127
RT Vol	2	10	151	92
Lane Flow Rate	212	351	275	551
Geometry Grp	1	1	1	1
Degree of Util (X)	0.461	0.721	0.552	1.048
Departure Headway (Hd)	8.141	7.687	7.528	6.843
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	445	474	481	529
Service Time	6.141	5.687	5.528	4.939
HCM Lane V/C Ratio	0.476	0.741	0.572	1.042
HCM Control Delay, s/veh	17.9	28.1	19.4	79
HCM Lane LOS	C	D	C	F
HCM 95th-tile Q	2.4	5.7	3.3	15.9

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	13	8	12	14	0
Future Vol, veh/h	0	13	8	12	14	0
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	64	64	64	64	64	64
Heavy Vehicles, %	0	55	0	0	0	0
Mvmt Flow	0	20	13	19	22	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	31	0	-	0	33	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	20	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1594	-	-	-	986	1074
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1008	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1594	-	-	-	986	1074
Mov Cap-2 Maneuver	-	-	-	-	986	-
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1008	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	0	0		8.73		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1594	-	-	-	986	
HCM Lane V/C Ratio	-	-	-	-	0.022	
HCM Control Delay (s/veh)	0	-	-	-	8.7	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	27	20	24	28	0
Future Vol, veh/h	0	27	20	24	28	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	75	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	0	26	0	0	0	0
Mvmt Flow	0	42	31	38	44	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	69	0	-	0	73	31
Stage 1	-	-	-	-	31	-
Stage 2	-	-	-	-	42	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1545	-	-	-	935	1049
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	985	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1545	-	-	-	935	1049
Mov Cap-2 Maneuver	-	-	-	-	935	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	985	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	0	0		9.04		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1545	-	-	-	935	
HCM Lane V/C Ratio	-	-	-	-	0.047	
HCM Control Delay (s/veh)	0	-	-	-	9	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	54	44	37	41	0
Future Vol, veh/h	0	54	44	37	41	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	75	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	0	13	0	0	0	0
Mvmt Flow	0	84	69	58	64	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	127	0	-	0	153	69
Stage 1	-	-	-	-	69	-
Stage 2	-	-	-	-	84	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1472	-	-	-	843	1000
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	944	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1472	-	-	-	843	1000
Mov Cap-2 Maneuver	-	-	-	-	843	-
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	944	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	0	0		9.62		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1472	-	-	-	843	
HCM Lane V/C Ratio	-	-	-	-	0.076	
HCM Control Delay (s/veh)	0	-	-	-	9.6	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↑↑	↗
Traffic Vol, veh/h	0	83	0	1299	392	114
Future Vol, veh/h	0	83	0	1299	392	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	-	0	-	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	4	9	0
Mvmt Flow	0	92	0	1443	436	127
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	218	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	793	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	793	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v10.14		0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT EBLn1		SBT			
Capacity (veh/h)	- 793		-			
HCM Lane V/C Ratio	- 0.116		-			
HCM Control Delay (s/veh)	- 10.1		-			
HCM Lane LOS	- B		-			
HCM 95th %tile Q(veh)	- 0.4		-			

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	7	6	1608	703	30
Future Vol, veh/h	35	7	6	1608	703	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	3	5	0
Mvmt Flow	39	8	7	1787	781	33
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1688	781	814	0	-	0
Stage 1	781	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Critical Hdwy	6.6	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	95	398	822	-	-	-
Stage 1	455	-	-	-	-	-
Stage 2	359	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	93	398	822	-	-	-
Mov Cap-2 Maneuver	93	-	-	-	-	-
Stage 1	448	-	-	-	-	-
Stage 2	359	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	62.46	0.19		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	13	-	107	-	-	
HCM Lane V/C Ratio	0.008	-	0.436	-	-	
HCM Control Delay (s/veh)	9.4	0.2	62.5	-	-	
HCM Lane LOS	A	A	F	-	-	
HCM 95th %tile Q(veh)	0	-	1.9	-	-	

Summary of All Intervals

Run Number	21	22	23	24	25	Avg
Start Time	7:05	7:05	7:05	7:05	7:05	7:05
End Time	8:15	8:15	8:15	8:15	8:15	8:15
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	23927	24437	23546	23630	23826	23877
Vehs Exited	22377	22772	21972	21843	22101	22215
Starting Vehs	1376	1466	1323	1464	1472	1420
Ending Vehs	2926	3131	2897	3251	3197	3080
Travel Distance (mi)	31570	32290	31146	30947	31271	31445
Travel Time (hr)	2527.4	2646.3	2776.8	2872.8	2757.3	2716.1
Total Delay (hr)	1827.8	1932.6	2087.5	2187.8	2065.5	2020.2
Total Stops	46147	50508	46793	49260	50014	48544
Fuel Used (gal)	1405.4	1450.8	1452.6	1464.9	1445.8	1443.9

Interval #0 Information Seeding

Start Time	7:05
End Time	7:15
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:15
End Time	8:15
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	21	22	23	24	25	Avg
Vehs Entered	23927	24437	23546	23630	23826	23877
Vehs Exited	22377	22772	21972	21843	22101	22215
Starting Vehs	1376	1466	1323	1464	1472	1420
Ending Vehs	2926	3131	2897	3251	3197	3080
Travel Distance (mi)	31570	32290	31146	30947	31271	31445
Travel Time (hr)	2527.4	2646.3	2776.8	2872.8	2757.3	2716.1
Total Delay (hr)	1827.8	1932.6	2087.5	2187.8	2065.5	2020.2
Total Stops	46147	50508	46793	49260	50014	48544
Fuel Used (gal)	1405.4	1450.8	1452.6	1464.9	1445.8	1443.9

Intersection: 1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	UL	L	T	T	T	R
Maximum Queue (ft)	285	2438	2438	2418	2260	660	304	314	256	236	196	230
Average Queue (ft)	281	1933	1809	1508	1112	338	190	194	150	141	95	104
95th Queue (ft)	295	3000	3091	2710	2197	936	322	327	221	210	177	210
Link Distance (ft)		2386	2386	2386	2386				2251	2251	2251	
Upstream Blk Time (%)		42	18	10	1							
Queuing Penalty (veh)		0	0	0	0							
Storage Bay Dist (ft)	170					675	310	310				575
Storage Blk Time (%)	86	93			47		5	5	0			
Queuing Penalty (veh)	208	224			31		11	12	0			

Intersection: 1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	R	L	L	T	T	R
Maximum Queue (ft)	161	450	1197	1218	444	565	665	2441	2438	354
Average Queue (ft)	44	313	832	842	379	552	646	1874	1819	118
95th Queue (ft)	120	686	1523	1555	592	634	757	3102	3130	266
Link Distance (ft)			3585	3585				2380	2380	
Upstream Blk Time (%)								37	15	
Queuing Penalty (veh)								0	0	
Storage Bay Dist (ft)	300	300			315	465	465			380
Storage Blk Time (%)		0	62	61	9	69	88		0	0
Queuing Penalty (veh)		0	71	232	31	234	298		0	1

Intersection: 2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

Movement	EB	EB	EB	B31	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	T	L	T	L	T	T	R	L	T
Maximum Queue (ft)	368	1138	600	2714	247	435	605	2433	2388	158	228	595
Average Queue (ft)	214	704	504	844	51	202	594	1571	1493	5	35	324
95th Queue (ft)	371	1419	775	2717	160	374	674	2654	2601	80	180	581
Link Distance (ft)		1034		3316		2388		2554	2554			3417
Upstream Blk Time (%)		22		4				5	1			
Queuing Penalty (veh)		0		0				0	0			
Storage Bay Dist (ft)	250		450		275		440			250	600	
Storage Blk Time (%)	20	2	61			9	93	0	6			3
Queuing Penalty (veh)	196	20	392			6	427	0	4			1

Intersection: 2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	578	338
Average Queue (ft)	303	98
95th Queue (ft)	594	354
Link Distance (ft)	3417	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		265
Storage Blk Time (%)	22	
Queuing Penalty (veh)	36	

Intersection: 3: SR 92/Fairburn Rd & Mt Vernon Rd

Movement	WB	NB	NB	NB	SB	SB	SB
Directions Served	LR	T	T	R	L	T	T
Maximum Queue (ft)	521	353	338	245	435	2539	2510
Average Queue (ft)	257	190	183	98	169	636	648
95th Queue (ft)	489	305	291	175	431	1980	1969
Link Distance (ft)	1155	1768	1768			3582	3582
Upstream Blk Time (%)						0	
Queuing Penalty (veh)						0	
Storage Bay Dist (ft)				250	300		
Storage Blk Time (%)		1	2			26	
Queuing Penalty (veh)		0	9			41	

Intersection: 4: SR 92/Fairburn Rd & Anneewakee Rd

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB	B48	B48	B49
Directions Served	LT	R	LTR	L	T	T	T	T	R	T	T	T
Maximum Queue (ft)	2316	210	56	480	555	210	2788	2787	325	909	908	1790
Average Queue (ft)	2260	210	10	271	79	77	2400	2406	187	523	524	767
95th Queue (ft)	2477	211	38	439	346	153	3411	3401	449	1211	1207	2100
Link Distance (ft)	2260		640		1924	1924	2669	2669		792	792	1768
Upstream Blk Time (%)	89				0		63	64		53	53	3
Queuing Penalty (veh)	0				1		574	587		478	483	32
Storage Bay Dist (ft)		135		575					250			
Storage Blk Time (%)	9	71		0		4	66	63				
Queuing Penalty (veh)	73	175		0		1	0	78				

Intersection: 4: SR 92/Fairburn Rd & Anneewakee Rd

Movement	B49
Directions Served	T
Maximum Queue (ft)	1805
Average Queue (ft)	769
95th Queue (ft)	2104
Link Distance (ft)	1768
Upstream Blk Time (%)	5
Queuing Penalty (veh)	45
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: SR 92/Fairburn Rd & Riverside Pkwy

Movement	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	T	R	L	T	T
Maximum Queue (ft)	267	1119	1132	515	725	1921	1973
Average Queue (ft)	128	775	787	352	471	970	1030
95th Queue (ft)	228	1372	1386	743	840	2186	2228
Link Distance (ft)	2236	1212	1212			1924	1924
Upstream Blk Time (%)		4	8			1	11
Queuing Penalty (veh)		28	53			7	131
Storage Bay Dist (ft)				365	650		
Storage Blk Time (%)		53	53	1	4	6	
Queuing Penalty (veh)		0	125	3	33	38	

Intersection: 6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B41	B41	NB	NB
Directions Served	UL	T	T	R	L	T	T	R	T	T	L	LT
Maximum Queue (ft)	76	1137	1225	390	266	520	524	95	133	126	245	985
Average Queue (ft)	11	344	1142	390	112	224	234	3	13	12	240	839
95th Queue (ft)	41	787	1415	391	297	699	702	67	138	133	260	1187
Link Distance (ft)		1212	1212			1096	1096		2739	2739		941
Upstream Blk Time (%)		0	11			3	3					30
Queuing Penalty (veh)		0	104			0	0					0
Storage Bay Dist (ft)	225			250	260			335			145	
Storage Blk Time (%)		17	2	81	0	17	17				41	52
Queuing Penalty (veh)		4	17	376	0	14	3				278	292

Intersection: 6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

Movement	NB	SB
Directions Served	R	LTR
Maximum Queue (ft)	280	199
Average Queue (ft)	135	90
95th Queue (ft)	365	171
Link Distance (ft)		700
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	165	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	B25	SB
Directions Served	L	T	R	L	T	R	UL	T	T	R	T	L
Maximum Queue (ft)	265	3867	265	276	460	205	340	746	710	289	781	159
Average Queue (ft)	263	3349	61	131	232	70	325	539	333	128	168	31
95th Queue (ft)	281	4726	243	276	443	228	393	816	640	311	989	95
Link Distance (ft)		3811			4120			732	732		1946	
Upstream Blk Time (%)		53						10	0		0	
Queuing Penalty (veh)		0						81	2		5	
Storage Bay Dist (ft)	150		150	170		115	265			145		265
Storage Blk Time (%)	63	22		6	47	0	82	6	33	1		
Queuing Penalty (veh)	456	173		19	115	1	476	19	100	7		

Intersection: 7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	266	201	98
Average Queue (ft)	134	63	17
95th Queue (ft)	229	164	60
Link Distance (ft)	5415	5415	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			280
Storage Blk Time (%)	1	0	
Queuing Penalty (veh)	0	0	

Intersection: 8: Cascade Palmetto Hwy & Site Dwy E/Cascading Ln

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	LTR	LT	L	T	T	R	L	T	T	R
Maximum Queue (ft)	357	322	74	410	598	594	400	38	150	164	83
Average Queue (ft)	193	154	32	157	334	351	96	6	67	76	16
95th Queue (ft)	315	291	68	435	655	648	377	25	122	139	62
Link Distance (ft)	597	597	226		553	553			785	785	
Upstream Blk Time (%)					7	7					
Queuing Penalty (veh)					46	46					
Storage Bay Dist (ft)				310			275	175			250
Storage Blk Time (%)			2		35	41			0		
Queuing Penalty (veh)			0		38	13			0		

Intersection: 9: Cascade Palmetto Hwy & Cochran Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	515	2218
Average Queue (ft)	314	232
95th Queue (ft)	656	1268
Link Distance (ft)	548	5666
Upstream Blk Time (%)	26	0
Queuing Penalty (veh)	25	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Cascade Palmetto Hwy & W Stubbs Rd

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	R	L	T	R
Maximum Queue (ft)	178	554	260	342	1370	355	144	143	25
Average Queue (ft)	81	240	213	19	901	73	63	52	7
95th Queue (ft)	152	575	332	129	1738	291	116	116	23
Link Distance (ft)	784	1614						5666	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			175	260		240	300		290
Storage Blk Time (%)		0	53		50				
Queuing Penalty (veh)		1	36		16				

Intersection: 11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	275	1771	334	1482	430	1011	265	378
Average Queue (ft)	256	1700	83	883	288	473	52	171
95th Queue (ft)	342	2029	312	1869	524	1097	160	320
Link Distance (ft)		1710		2042		1869		
Upstream Blk Time (%)		61		7				
Queuing Penalty (veh)		0		0				
Storage Bay Dist (ft)	190		250		350		210	
Storage Blk Time (%)	14	44		64	24	15		10
Queuing Penalty (veh)	121	164		12	87	37		6

Intersection: 12: W Stubbs Rd & Butner Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	179	100	122	442
Average Queue (ft)	73	43	50	190
95th Queue (ft)	152	81	87	383
Link Distance (ft)	884	843	559	712
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: Cochran Rd & Site Dwy A

Movement	SB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	12
95th Queue (ft)	32
Link Distance (ft)	446
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 14: Cochran Rd & Site Dwy B

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	18	51
Average Queue (ft)	1	19
95th Queue (ft)	13	46
Link Distance (ft)	702	494
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Cochran Rd & Site Dwy C

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	289	198
Average Queue (ft)	66	58
95th Queue (ft)	305	216
Link Distance (ft)	608	524
Upstream Blk Time (%)	1	1
Queuing Penalty (veh)	1	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Cascade Palmetto Hwy & Site Dwy D

Movement	NB
Directions Served	T
Maximum Queue (ft)	386
Average Queue (ft)	90
95th Queue (ft)	338
Link Distance (ft)	376
Upstream Blk Time (%)	3
Queuing Penalty (veh)	37
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 17: Cascade Palmetto Hwy & Site Dwy F

Movement	EB	NB	NB
Directions Served	LR	LT	T
Maximum Queue (ft)	494	817	826
Average Queue (ft)	396	659	672
95th Queue (ft)	599	1001	1013
Link Distance (ft)	492	785	785
Upstream Blk Time (%)	55	4	10
Queuing Penalty (veh)	0	35	83
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 23: SR 70/154/Cascade Palmetto Hwy/Cascade Palmetto Hwy

Movement

Directions Served

Maximum Queue (ft)

Average Queue (ft)

95th Queue (ft)

Link Distance (ft)

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

Intersection: 41: Bend

Movement

EB

Directions Served

T

Maximum Queue (ft)

389

Average Queue (ft)

13

95th Queue (ft)

199

Link Distance (ft)

1096

Upstream Blk Time (%)

0

Queuing Penalty (veh)

0

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 8781

1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  		 	 		 	 	
Traffic Volume (vph)	553	923	73	249	1313	576	91	999	208	341	608	408
Future Volume (vph)	553	923	73	249	1313	576	91	999	208	341	608	408
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	20.0	25.0	25.0	27.0	32.0	32.0	13.0	32.0	32.0	16.0	35.0	35.0
Total Split (%)	20.0%	25.0%	25.0%	27.0%	32.0%	32.0%	13.0%	32.0%	32.0%	16.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	14.0	19.0	19.0	21.0	26.0	26.0	6.0	25.0	25.0	9.0	28.0	28.0
Actuated g/C Ratio	0.14	0.19	0.19	0.21	0.26	0.26	0.06	0.25	0.25	0.09	0.28	0.28
v/c Ratio	1.35	1.08	0.18	0.49	1.10	1.05	0.68	1.30	0.42	1.27	0.71	0.65
Control Delay (s/veh)	206.8	92.0	0.9	37.7	92.8	73.0	70.1	175.5	6.8	184.4	37.5	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	206.8	92.0	0.9	37.7	92.8	73.0	70.1	175.5	6.8	184.4	37.5	10.1
LOS	F	F	A	D	F	E	E	F	A	F	D	B
Approach Delay (s/veh)		128.7			79.8			141.0			66.2	
Approach LOS		F			E			F			E	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.35

Intersection Signal Delay (s/veh): 101.1

Intersection LOS: F

Intersection Capacity Utilization 100.2%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd



1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	553	923	73	63	249	1313	576	91	999	208	341	608
Future Volume (veh/h)	553	923	73	63	249	1313	576	91	999	208	341	608
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No				No			No			No
Adj Sat Flow, veh/h/ln	1737	1796	1411		1767	1826	1811	1233	1767	1752	1767	1752
Adj Flow Rate, veh/h	595	992	78		268	1412	619	98	1074	224	367	654
Peak Hour Factor	0.93	0.93	0.93		0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	11	7	33		9	5	6	45	9	10	9	10
Cap, veh/h	449	932	227		685	1296	399	133	839	371	294	938
Arrive On Green	0.14	0.19	0.19		0.21	0.26	0.26	0.06	0.25	0.25	0.09	0.28
Sat Flow, veh/h	3209	4904	1196		3264	4985	1535	2278	3357	1485	3264	3328
Grp Volume(v), veh/h	595	992	78		268	1412	619	98	1074	224	367	654
Grp Sat Flow(s),veh/h/ln	1605	1635	1196		1632	1662	1535	1139	1678	1485	1632	1664
Q Serve(g_s), s	14.0	19.0	4.3		7.1	26.0	18.3	4.2	25.0	13.3	9.0	17.6
Cycle Q Clear(g_c), s	14.0	19.0	4.3		7.1	26.0	18.3	4.2	25.0	13.3	9.0	17.6
Prop In Lane	1.00		1.00		1.00		1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	449	932	227		685	1296	399	133	839	371	294	938
V/C Ratio(X)	1.32	1.06	0.34		0.39	1.09	1.55	0.74	1.28	0.60	1.25	0.70
Avail Cap(c_a), veh/h	449	932	227		685	1296	399	137	839	371	294	938
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
Upstream Filter(I)	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	40.5	20.7		34.0	37.0	18.3	46.3	37.5	33.1	45.5	32.1
Incr Delay (d2), s/veh	160.8	48.3	0.9		0.4	53.1	260.1	18.4	135.1	7.1	137.3	4.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.3	11.4	1.6		2.7	16.3	34.5	1.5	25.2	5.2	9.0	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	203.8	88.8	21.6		34.4	90.1	278.4	64.8	172.6	40.2	182.8	36.4
LnGrp LOS	F	F	C		C	F	F	E	F	D	F	D
Approach Vol, veh/h		1665				2299			1396			1460
Approach Delay, s/veh		126.7				134.3			143.8			95.1
Approach LOS		F				F			F			F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.0	25.0	12.8	35.2	20.0	32.0	16.0	32.0				
Change Period (Y+Rc), s	6.0	6.0	7.0	7.0	6.0	6.0	7.0	7.0				
Max Green Setting (Gmax), s	21.0	19.0	6.0	28.0	14.0	26.0	9.0	25.0				
Max Q Clear Time (g_c+l1), s	9.1	21.0	6.2	30.2	16.0	28.0	11.0	27.0				
Green Ext Time (p_c), s	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			126.0									
HCM 7th LOS			F									
Notes												
User approved ignoring U-Turning movement.												



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	408
Future Volume (veh/h)	408
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1678
Adj Flow Rate, veh/h	439
Peak Hour Factor	0.93
Percent Heavy Veh, %	15
Cap, veh/h	401
Arrive On Green	0.28
Sat Flow, veh/h	1422
Grp Volume(v), veh/h	439
Grp Sat Flow(s),veh/h/ln	1422
Q Serve(g_s), s	28.2
Cycle Q Clear(g_c), s	28.2
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	401
V/C Ratio(X)	1.10
Avail Cap(c_a), veh/h	401
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	35.9
Incr Delay (d2), s/veh	73.3
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	17.1
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	109.2
LnGrp LOS	F
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	365	579	66	394	92	650	1170	103	33	739	263
Future Volume (vph)	180	365	579	66	394	92	650	1170	103	33	739	263
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	12.0	25.0	25.0	12.0	25.0	25.0	25.0	41.0	41.0	12.0	28.0	28.0
Total Split (%)	13.3%	27.8%	27.8%	13.3%	27.8%	27.8%	27.8%	45.6%	45.6%	13.3%	31.1%	31.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.5	6.5	6.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	26.2	21.4	21.4	24.9	19.0	19.0	39.8	39.3	39.3	22.0	21.5	21.5
Actuated g/C Ratio	0.29	0.24	0.24	0.28	0.21	0.21	0.44	0.44	0.44	0.24	0.24	0.24
v/c Ratio	1.00	0.88	0.77	0.37	1.09	0.19	1.49	0.89	0.14	0.19	1.05	0.53
Control Delay (s/veh)	94.9	57.2	11.7	26.1	107.7	0.8	259.6	35.2	0.8	28.8	81.9	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	94.9	57.2	11.7	26.1	107.7	0.8	259.6	35.2	0.8	28.8	81.9	14.0
LOS	F	E	B	C	F	A	F	D	A	C	F	B
Approach Delay (s/veh)		39.8			80.1			109.2			63.0	
Approach LOS		D			F			F			E	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.49

Intersection Signal Delay (s/veh): 78.6

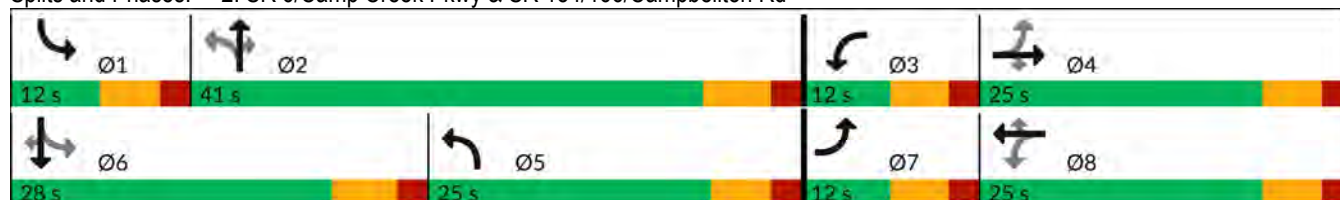
Intersection LOS: E

Intersection Capacity Utilization 107.6%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd



2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	365	579	66	394	92	650	1170	103	33	739	263
Future Volume (veh/h)	180	365	579	66	394	92	650	1170	103	33	739	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1885	1841	1870	1856	1811	1841	1722	1870	1841	1693	1885
Adj Flow Rate, veh/h	194	392	623	71	424	99	699	1258	0	35	795	283
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	1	4	2	3	6	4	12	2	4	14	1
Cap, veh/h	197	434	359	177	390	322	448	1377		136	764	380
Arrive On Green	0.07	0.23	0.23	0.05	0.21	0.21	0.21	0.42	0.00	0.03	0.24	0.24
Sat Flow, veh/h	1767	1885	1560	1781	1856	1535	1753	3272	1585	1753	3216	1598
Grp Volume(v), veh/h	194	392	623	71	424	99	699	1258	0	35	795	283
Grp Sat Flow(s),veh/h/ln	1767	1885	1560	1781	1856	1535	1753	1636	1585	1753	1608	1598
Q Serve(g_s), s	6.0	18.3	11.4	2.8	19.0	4.9	19.0	32.7	0.0	1.5	21.5	10.9
Cycle Q Clear(g_c), s	6.0	18.3	11.4	2.8	19.0	4.9	19.0	32.7	0.0	1.5	21.5	10.9
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	197	434	359	177	390	322	448	1377		136	764	380
V/C Ratio(X)	0.99	0.90	1.73	0.40	1.09	0.31	1.56	0.91		0.26	1.04	0.75
Avail Cap(c_a), veh/h	197	434	359	213	390	322	448	1377		196	764	380
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	33.8	10.5	27.8	35.8	30.2	34.1	24.7	0.0	31.2	34.5	17.1
Incr Delay (d2), s/veh	60.0	21.8	341.9	1.5	71.5	0.5	263.5	10.8	0.0	1.0	43.6	12.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	10.5	37.4	1.2	15.8	1.8	40.9	12.9	0.0	0.6	12.2	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	92.0	55.7	352.4	29.3	107.2	30.7	297.5	35.5	0.0	32.2	78.1	29.7
LnGrp LOS	F	E	F	C	F	C	F	D		C	F	C
Approach Vol, veh/h	1209			594			1957			1113		
Approach Delay, s/veh	214.4			85.1			129.1			64.3		
Approach LOS	F			F			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	44.6	10.2	26.8	25.5	28.0	12.0	25.0				
Change Period (Y+Rc), s	6.0	6.5	6.0	6.0	6.5	* 6.5	6.0	6.0				
Max Green Setting (Gmax), s	6.0	34.5	6.0	19.0	19.0	* 22	6.0	19.0				
Max Q Clear Time (g_c+I1), s	3.5	34.7	4.8	20.3	21.0	23.5	8.0	21.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 7th Control Delay, s/veh 130.1

HCM 7th LOS F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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

3: SR 92/Fairburn Rd & Mt Vernon Rd

						
Lane Group	WBL	NBU	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	403	5	1685	299	65	1349
Future Volume (vph)	403	5	1685	299	65	1349
Turn Type	Prot	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	3	5	2		1	6
Permitted Phases		2		2	6	
Detector Phase	3	5	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	12.0	25.0	25.0	12.0	25.0
Total Split (s)	41.0	12.0	57.0	57.0	12.0	57.0
Total Split (%)	37.3%	10.9%	51.8%	51.8%	10.9%	51.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effect Green (s)	35.0	53.4	53.4	53.4	60.6	60.6
Actuated g/C Ratio	0.32	0.49	0.49	0.49	0.55	0.55
v/c Ratio	1.06	0.03	1.04	0.35	0.38	0.73
Control Delay (s/veh)	90.4	15.2	52.7	3.7	32.5	22.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	90.4	15.2	52.7	3.7	32.5	22.5
LOS	F	B	D	A	C	C
Approach Delay (s/veh)	90.4		45.3			23.0
Approach LOS	F		D			C

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 11 (10%), Referenced to phase 2:NBTU and 6:SBTL, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.06

Intersection Signal Delay (s/veh): 44.0

Intersection LOS: D

Intersection Capacity Utilization 97.5%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 3: SR 92/Fairburn Rd & Mt Vernon Rd



3: SR 92/Fairburn Rd & Mt Vernon Rd

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	403	182	5	1685	299	65	1349
Future Volume (veh/h)	403	182	5	1685	299	65	1349
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1885	1885		1826	1856	1900	1826
Adj Flow Rate, veh/h	415	188		1737	308	67	1391
Peak Hour Factor	0.97	0.97		0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1		5	3	0	5
Cap, veh/h	378	171		1608	729	164	1987
Arrive On Green	0.32	0.32		0.46	0.46	0.05	0.57
Sat Flow, veh/h	1188	538		3561	1572	1810	3561
Grp Volume(v), veh/h	604	0		1737	308	67	1391
Grp Sat Flow(s), veh/h/ln	1729	0		1735	1572	1810	1735
Q Serve(g_s), s	35.0	0.0		51.0	2.9	0.0	31.5
Cycle Q Clear(g_c), s	35.0	0.0		51.0	2.9	0.0	31.5
Prop In Lane	0.69	0.31			1.00	1.00	
Lane Grp Cap(c), veh/h	550	0		1608	729	164	1987
V/C Ratio(X)	1.10	0.00		1.08	0.42	0.41	0.70
Avail Cap(c_a), veh/h	550	0		1608	729	164	1987
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	0.0		29.5	0.8	49.2	16.8
Incr Delay (d2), s/veh	67.9	0.0		47.4	1.8	1.6	2.1
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.5	0.0		29.8	4.4	1.8	11.6
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	105.4	0.0		76.9	2.6	50.8	18.8
LnGrp LOS	F			F	A	D	B
Approach Vol, veh/h	604			2045			1458
Approach Delay, s/veh	105.4			65.7			20.3
Approach LOS	F			E			C
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.0	57.0				69.0	41.0
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	6.0	51.0				51.0	35.0
Max Q Clear Time (g_c+I1), s	2.0	53.0				33.5	37.0
Green Ext Time (p_c), s	0.0	0.0				9.1	0.0
Intersection Summary							
HCM 7th Control Delay, s/veh			55.4				
HCM 7th LOS			E				
Notes							
User approved ignoring U-Turning movement.							

4: SR 92/Fairburn Rd & Anneewakee Rd

										
Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	165	0	464	5	977	1766	2	2	1252	261
Future Volume (vph)	165	0	464	5	977	1766	2	2	1252	261
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases		4		8	5	2			6	
Permitted Phases	4		4		2		2	6		6
Detector Phase	4	4	4	8	5	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	25.0	25.0	12.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	25.0	25.0	25.0	25.0	48.0	85.0	85.0	37.0	37.0	37.0
Total Split (%)	22.7%	22.7%	22.7%	22.7%	43.6%	77.3%	77.3%	33.6%	33.6%	33.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead			Lag	Lag	Lag
Lead-Lag Optimize?					Yes			Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effect Green (s)		17.2	17.2	17.2	80.8	80.8	80.8	31.0	31.0	31.0
Actuated g/C Ratio		0.16	0.16	0.16	0.73	0.73	0.73	0.28	0.28	0.28
v/c Ratio		0.80	0.74	0.02	1.33	0.74	0.00	0.03	1.38	0.46
Control Delay (s/veh)		69.7	11.3	33.4	175.8	6.9	0.0	33.5	201.7	9.7
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		69.7	11.3	33.4	175.8	6.9	0.0	33.5	201.7	9.7
LOS		E	B	C	F	A	A	C	F	A
Approach Delay (s/veh)		26.6		33.4		67.0			168.4	
Approach LOS		C		C		E			F	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 81 (74%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 180

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.38

Intersection Signal Delay (s/veh): 93.1

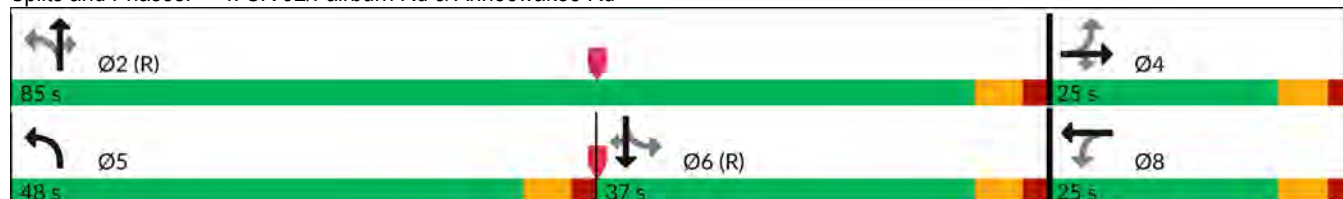
Intersection LOS: F

Intersection Capacity Utilization 119.5%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 4: SR 92/Fairburn Rd & Anneewakee Rd



4: SR 92/Fairburn Rd & Anneewakee Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	0	464	0	5	2	977	1766	2	2	1252	261
Future Volume (veh/h)	165	0	464	0	5	2	977	1766	2	2	1252	261
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1885	1900	1885	1900	1900	1900	1885	1826	1900	1900	1826	1900
Adj Flow Rate, veh/h	176	0	494	0	5	2	1039	1879	2	2	1332	278
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	0	1	0	0	0	1	5	0	0	5	0
Cap, veh/h	308	0	276	0	223	89	751	2492	1156	135	978	454
Arrive On Green	0.17	0.00	0.17	0.00	0.17	0.17	0.38	0.72	0.72	0.28	0.28	0.28
Sat Flow, veh/h	1404	0	1598	0	1291	516	1795	3469	1610	246	3469	1610
Grp Volume(v), veh/h	176	0	494	0	0	7	1039	1879	2	2	1332	278
Grp Sat Flow(s),veh/h/ln	1404	0	1598	0	0	1807	1795	1735	1610	246	1735	1610
Q Serve(g_s), s	12.8	0.0	19.0	0.0	0.0	0.4	42.0	36.6	0.0	0.6	31.0	16.5
Cycle Q Clear(g_c), s	13.2	0.0	19.0	0.0	0.0	0.4	42.0	36.6	0.0	0.6	31.0	16.5
Prop In Lane	1.00		1.00	0.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	308	0	276	0	0	312	751	2492	1156	135	978	454
V/C Ratio(X)	0.57	0.00	1.79	0.00	0.00	0.02	1.38	0.75	0.00	0.01	1.36	0.61
Avail Cap(c_a), veh/h	308	0	276	0	0	312	751	2492	1156	135	978	454
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	0.00	0.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.3	0.0	45.5	0.0	0.0	37.8	29.1	9.5	4.4	28.6	39.5	34.3
Incr Delay (d2), s/veh	2.5	0.0	369.8	0.0	0.0	0.0	173.4	0.2	0.0	0.2	169.7	6.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	35.9	0.0	0.0	0.2	53.1	10.4	0.0	0.0	35.6	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.8	0.0	415.3	0.0	0.0	37.8	202.5	9.7	4.4	28.8	209.2	40.4
LnGrp LOS	D		F			D	F	A	A	C	F	D
Approach Vol, veh/h		670			7			2920			1612	
Approach Delay, s/veh		318.2			37.8			78.3			179.9	
Approach LOS		F			D			E			F	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		85.0		25.0	48.0	37.0		25.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		79.0		19.0	42.0	31.0		19.0				
Max Q Clear Time (g_c+I1), s		38.6		21.0	44.0	33.0		2.4				
Green Ext Time (p_c), s		21.3		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			140.5									
HCM 7th LOS			F									

5: SR 92/Fairburn Rd & Riverside Pkwy

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	169	742	2001	100	323	1443
Future Volume (vph)	169	742	2001	100	323	1443
Turn Type	Prot	pm+ov	NA	Perm	pm+pt	NA
Protected Phases	3	1	2		1	6
Permitted Phases		3		2	6	
Detector Phase	3	1	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	12.0	25.0	25.0	12.0	25.0
Total Split (s)	25.0	23.0	62.0	62.0	23.0	85.0
Total Split (%)	22.7%	20.9%	56.4%	56.4%	20.9%	77.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lag	Lead	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effect Green (s)	15.4	38.4	59.6	59.6	82.6	82.6
Actuated g/C Ratio	0.14	0.35	0.54	0.54	0.75	0.75
v/c Ratio	0.70	0.78	1.10	0.11	0.99	0.57
Control Delay (s/veh)	59.7	38.0	55.8	0.3	54.2	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.7	38.0	55.8	0.3	54.2	4.4
LOS	E	D	E	A	D	A
Approach Delay (s/veh)	42.0		53.2			13.5
Approach LOS	D		D			B

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 108 (98%), Referenced to phase 2:NBTU and 6:SBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.10

Intersection Signal Delay (s/veh): 36.4

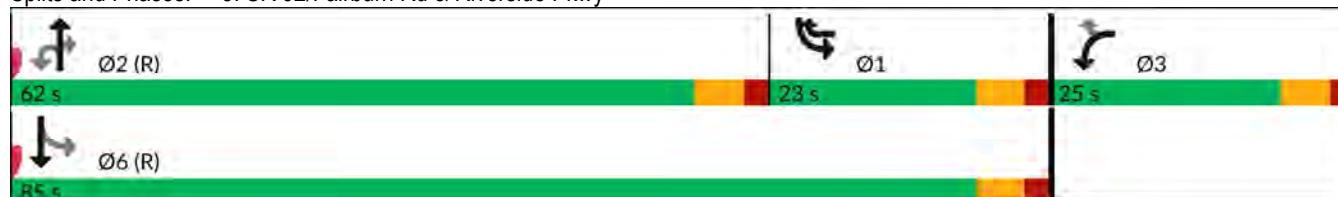
Intersection LOS: D

Intersection Capacity Utilization 97.6%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 5: SR 92/Fairburn Rd & Riverside Pkwy



5: SR 92/Fairburn Rd & Riverside Pkwy

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	169	742	0	2001	100	323	1443
Future Volume (veh/h)	169	742	0	2001	100	323	1443
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1885	1870		1841	1870	1856	1841
Adj Flow Rate, veh/h	174	765		2063	103	333	1488
Peak Hour Factor	0.97	0.97		0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	2		4	2	3	4
Cap, veh/h	237	913		1780	807	411	2655
Arrive On Green	0.13	0.13		0.51	0.51	0.13	0.51
Sat Flow, veh/h	1795	2790		3589	1585	1767	3589
Grp Volume(v), veh/h	174	765		2063	103	333	1488
Grp Sat Flow(s), veh/h/ln	1795	1395		1749	1585	1767	1749
Q Serve(g_s), s	10.2	6.5		56.0	1.9	16.0	32.2
Cycle Q Clear(g_c), s	10.2	6.5		56.0	1.9	16.0	32.2
Prop In Lane	1.00	1.00			1.00	1.00	
Lane Grp Cap(c), veh/h	237	913		1780	807	411	2655
V/C Ratio(X)	0.73	0.84		1.16	0.13	0.81	0.56
Avail Cap(c_a), veh/h	310	1027		1780	807	411	2655
HCM Platoon Ratio	1.00	1.00		1.00	1.00	0.67	0.67
Upstream Filter(I)	1.00	1.00		0.09	0.09	0.09	0.09
Uniform Delay (d), s/veh	45.9	34.3		27.0	3.7	43.8	14.4
Incr Delay (d2), s/veh	6.2	5.7		72.1	0.0	1.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	9.7		38.5	1.2	9.1	13.2
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	52.1	40.0		99.1	3.7	45.0	14.5
LnGrp LOS	D	D		F	A	D	B
Approach Vol, veh/h	939			2166			1821
Approach Delay, s/veh	42.2			94.5			20.1
Approach LOS	D			F			C
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	27.5	62.0				89.5	20.5
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	17.0	56.0				79.0	19.0
Max Q Clear Time (g_c+l1), s	18.0	58.0				34.2	12.2
Green Ext Time (p_c), s	0.0	0.0				15.0	2.3
Intersection Summary							
HCM 7th Control Delay, s/veh			57.0				
HCM 7th LOS			E				
Notes							
User approved ignoring U-Turning movement.							

6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	4	26	635	932	164	1325	37	741	22	104	19	37
Future Volume (vph)	4	26	635	932	164	1325	37	741	22	104	19	37
Turn Type	pm+pt	pm+pt	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Perm	NA
Protected Phases	5	5	2		1	6		8	8			4
Permitted Phases	2	2		2			6			8	4	
Detector Phase	5	5	2	2	1	6	6	8	8	8	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	25.0	25.0	12.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	12.0	12.0	39.0	39.0	14.0	41.0	41.0	31.0	31.0	31.0	26.0	26.0
Total Split (%)	10.9%	10.9%	35.5%	35.5%	12.7%	37.3%	37.3%	28.2%	28.2%	28.2%	23.6%	23.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)		33.0	33.0	33.0	8.0	39.8	39.8	25.0	25.0	25.0		20.0
Actuated g/C Ratio		0.30	0.30	0.30	0.07	0.36	0.36	0.23	0.23	0.23		0.18
v/c Ratio		0.20	0.63	0.93	1.33	1.10	0.06	1.05	1.06	0.21		1.00
Control Delay (s/veh)		32.8	28.3	25.1	230.7	91.6	0.2	103.2	105.8	0.9		130.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay (s/veh)		32.8	28.3	25.1	230.7	91.6	0.2	103.2	105.8	0.9		130.9
LOS		C	C	C	F	F	A	F	F	A		F
Approach Delay (s/veh)			26.5			104.3			92.1			130.9
Approach LOS			C			F			F			F

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 14 (13%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 160

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.33

Intersection Signal Delay (s/veh): 71.8

Intersection LOS: E

Intersection Capacity Utilization 86.7%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166



6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	4	26	635	932	164	1325	37	741	22	104	19	37
Future Volume (veh/h)	4	26	635	932	164	1325	37	741	22	104	19	37
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		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
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln		1826	1856	1841	1885	1841	1900	1841	1900	1885	1811	1856
Adj Flow Rate, veh/h		27	661	971	171	1380	39	788	0	108	20	39
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %		5	3	4	1	4	0	4	0	1	6	3
Cap, veh/h		356	1455	644	131	1113	512	797	0	363	26	50
Arrive On Green		0.17	0.41	0.41	0.07	0.32	0.32	0.23	0.00	0.23	0.07	0.07
Sat Flow, veh/h		1739	3526	1560	1795	3497	1610	3506	0	1598	375	731
Grp Volume(v), veh/h		27	661	971	171	1380	39	788	0	108	92	0
Grp Sat Flow(s),veh/h/ln		1739	1763	1560	1795	1749	1610	1753	0	1598	1725	0
Q Serve(g_s), s		0.0	14.9	45.4	8.0	35.0	1.9	24.6	0.0	6.2	5.8	0.0
Cycle Q Clear(g_c), s		0.0	14.9	45.4	8.0	35.0	1.9	24.6	0.0	6.2	5.8	0.0
Prop In Lane		1.00		1.00	1.00		1.00	1.00		1.00	0.22	
Lane Grp Cap(c), veh/h		356	1455	644	131	1113	512	797	0	363	119	0
V/C Ratio(X)		0.08	0.45	1.51	1.31	1.24	0.08	0.99	0.00	0.30	0.77	0.00
Avail Cap(c_a), veh/h		356	1455	644	131	1113	512	797	0	363	314	0
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.78	0.78	0.78	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		38.1	23.3	32.3	51.0	37.5	26.2	42.4	0.0	35.2	50.4	0.0
Incr Delay (d2), s/veh		0.1	0.8	234.9	183.6	115.8	0.3	29.0	0.0	0.5	10.1	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
%ile BackOfQ(50%),veh/ln		0.6	6.0	57.8	10.1	32.0	0.7	13.4	0.0	2.4	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		38.2	24.1	267.2	234.6	153.3	26.5	71.4	0.0	35.7	60.5	0.0
LnGrp LOS		D	C	F	F	F	C	E		D	E	
Approach Vol, veh/h			1659			1590			896			92
Approach Delay, s/veh			166.6			159.0			67.1			60.5
Approach LOS			F			F			E			E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	51.4		13.6	24.4	41.0		31.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	8.0	33.0		20.0	6.0	35.0		25.0				
Max Q Clear Time (g_c+I1), s	10.0	47.4		7.8	2.0	37.0		26.6				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			140.4									
HCM 7th LOS			F									
Notes												
User approved volume balancing among the lanes for turning movement.												
User approved ignoring U-Turning movement.												

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	32
Future Volume (veh/h)	32
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	33
Peak Hour Factor	0.96
Percent Heavy Veh, %	0
Cap, veh/h	43
Arrive On Green	0.07
Sat Flow, veh/h	619
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.36
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Westwood Mixed-Use Development DRI #4057
7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

2032 Build PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	207	355	327	274	528	23	23	387	627	243	120	981
Future Volume (vph)	207	355	327	274	528	23	23	387	627	243	120	981
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4		3	8		5	5	2		1	6
Permitted Phases	4		4	8		8	2	2		2	6	
Detector Phase	7	4	4	3	8	8	5	5	2	2	1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	25.0	12.0	25.0	25.0	12.0	12.0	25.0	25.0	12.0	25.0
Total Split (s)	12.0	30.0	30.0	12.0	30.0	30.0	12.0	12.0	36.0	36.0	12.0	36.0
Total Split (%)	13.3%	33.3%	33.3%	13.3%	33.3%	33.3%	13.3%	13.3%	40.0%	40.0%	13.3%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.5	6.5	6.0	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	Max
Act Effect Green (s)	30.0	24.0	24.0	30.0	24.0	24.0		36.0	29.5	29.5	36.0	29.5
Actuated g/C Ratio	0.33	0.27	0.27	0.33	0.27	0.27		0.40	0.33	0.33	0.40	0.33
v/c Ratio	1.13	0.77	0.61	1.11	1.15	0.05		2.16	0.60	0.37	0.46	0.92
Control Delay (s/veh)	128.6	42.5	18.1	116.7	122.9	0.2		555.7	28.1	4.6	20.4	43.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	128.6	42.5	18.1	116.7	122.9	0.2		555.7	28.1	4.6	20.4	43.1
LOS	F	D	B	F	F	A		F	C	A	C	D
Approach Delay (s/veh)		53.6			117.5				192.6			83.6
Approach LOS		D			F				F			F

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Natural Cycle: 160

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 2.16

Intersection Signal Delay (s/veh): 112.5

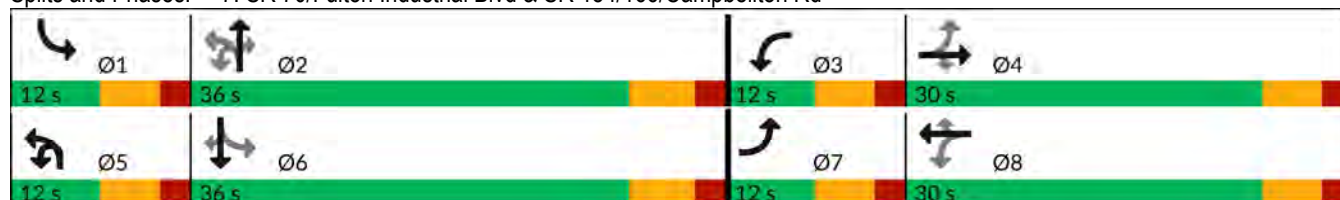
Intersection LOS: F

Intersection Capacity Utilization 114.1%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd





Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	778
Future Volume (vph)	778
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	25.0
Total Split (s)	36.0
Total Split (%)	40.0%
Yellow Time (s)	4.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Recall Mode	Max
Act Effct Green (s)	29.5
Actuated g/C Ratio	0.33
v/c Ratio	1.24
Control Delay (s/veh)	144.4
Queue Delay	0.0
Total Delay (s/veh)	144.4
LOS	F
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	

7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	207	355	327	274	528	23	23	387	627	243	120	981
Future Volume (veh/h)	207	355	327	274	528	23	23	387	627	243	120	981
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No				No			No
Adj Sat Flow, veh/h/ln	1826	1856	1900	1900	1841	1352		1870	1796	1900	1767	1841
Adj Flow Rate, veh/h	220	378	348	291	562	24		412	667	259	128	1044
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	3	0	0	4	37		2	7	0	9	4
Cap, veh/h	196	495	429	259	491	305		209	1119	528	286	1146
Arrive On Green	0.07	0.27	0.27	0.07	0.27	0.27		0.07	0.33	0.33	0.07	0.33
Sat Flow, veh/h	1739	1856	1610	1810	1841	1145		1781	3413	1610	1682	3497
Grp Volume(v), veh/h	220	378	348	291	562	24		412	667	259	128	1044
Grp Sat Flow(s),veh/h/ln	1739	1856	1610	1810	1841	1145		1781	1706	1610	1682	1749
Q Serve(g_s), s	6.0	16.9	18.2	6.0	24.0	1.4		6.0	14.7	11.6	4.5	25.7
Cycle Q Clear(g_c), s	6.0	16.9	18.2	6.0	24.0	1.4		6.0	14.7	11.6	4.5	25.7
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	196	495	429	259	491	305		209	1119	528	286	1146
V/C Ratio(X)	1.12	0.76	0.81	1.12	1.14	0.08		1.97	0.60	0.49	0.45	0.91
Avail Cap(c_a), veh/h	196	495	429	259	491	305		209	1119	528	286	1146
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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	30.4	30.9	31.6	33.0	24.7		26.4	25.3	24.2	19.4	29.0
Incr Delay (d2), s/veh	101.2	7.0	11.1	93.1	86.9	0.1		454.2	0.9	0.7	1.1	12.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	8.0	7.9	9.2	21.7	0.4		29.0	5.4	4.2	1.6	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	130.2	37.3	42.0	124.7	119.9	24.8		480.6	26.1	24.9	20.5	41.3
LnGrp LOS	F	D	D	F	F	C		F	C	C	C	D
Approach Vol, veh/h		946			877				1338			2000
Approach Delay, s/veh		60.7			118.9				165.9			152.1
Approach LOS		E			F				F			F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	36.0	12.0	30.0	12.0	36.0	12.0	30.0				
Change Period (Y+Rc), s	6.0	6.5	6.0	6.0	6.0	6.5	6.0	6.0				
Max Green Setting (Gmax), s	6.0	29.5	6.0	24.0	6.0	29.5	6.0	24.0				
Max Q Clear Time (g_c+I1), s	6.5	16.7	8.0	20.2	8.0	31.5	8.0	26.0				
Green Ext Time (p_c), s	0.0	3.9	0.0	1.3	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			133.3									
HCM 7th LOS			F									
Notes												
User approved ignoring U-Turning movement.												



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	778
Future Volume (veh/h)	778
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1856
Adj Flow Rate, veh/h	828
Peak Hour Factor	0.94
Percent Heavy Veh, %	3
Cap, veh/h	515
Arrive On Green	0.33
Sat Flow, veh/h	1572
Grp Volume(v), veh/h	828
Grp Sat Flow(s),veh/h/ln	1572
Q Serve(g_s), s	29.5
Cycle Q Clear(g_c), s	29.5
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	515
V/C Ratio(X)	1.61
Avail Cap(c_a), veh/h	515
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	30.2
Incr Delay (d2), s/veh	281.9
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	50.5
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	312.1
LnGrp LOS	F
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Westwood Mixed-Use Development DRI #4057
8: Cascade Palmetto Hwy & Site Dwy E/Cascading Ln

2032 Build PM

										
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	623	0	0	19	211	522	39	29	1003	462
Future Volume (vph)	623	0	0	19	211	522	39	29	1003	462
Turn Type	Split	NA	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	4	4	8		5	2		1	6	4
Permitted Phases				8	2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	31.0	31.0	25.0	25.0	15.0	42.0	42.0	12.0	39.0	31.0
Total Split (%)	28.2%	28.2%	22.7%	22.7%	13.6%	38.2%	38.2%	10.9%	35.5%	28.2%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag					Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	Min	Min	None	Min	None
Act Effct Green (s)	24.1	24.1	6.7	6.7	45.0	40.5	40.5	37.2	32.2	63.4
Actuated g/C Ratio	0.26	0.26	0.07	0.07	0.48	0.43	0.43	0.40	0.34	0.68
v/c Ratio	0.86	0.67	0.17	0.07	0.97	0.38	0.05	0.08	0.89	0.39
Control Delay (s/veh)	55.2	23.5	46.3	0.5	78.2	21.9	0.1	15.0	40.8	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.2	23.5	46.3	0.5	78.2	21.9	0.1	15.0	40.8	1.7
LOS	E	C	D	A	E	C	A	B	D	A
Approach Delay (s/veh)		39.5	23.9			36.2			28.2	
Approach LOS		D	C			D			C	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 93.7

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay (s/veh): 32.9

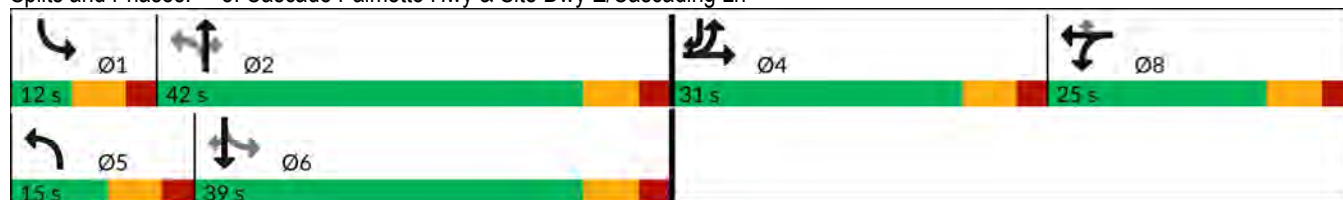
Intersection LOS: C

Intersection Capacity Utilization 83.7%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 8: Cascade Palmetto Hwy & Site Dwy E/Cascading Ln



Westwood Mixed-Use Development DRI #4057
8: Cascade Palmetto Hwy & Site Dwy E/Cascading Ln

2032 Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	623	0	94	20	0	19	211	522	39	29	1003	462
Future Volume (veh/h)	623	0	94	20	0	19	211	522	39	29	1003	462
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1811	1900	1811	1900	1767	1856	1841	1841	1900
Adj Flow Rate, veh/h	748	0	0	21	0	20	222	549	41	31	1056	486
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	6	0	6	0	9	3	4	4	0
Cap, veh/h	848	445	0	64	0	54	254	1325	621	356	1179	920
Arrive On Green	0.23	0.00	0.00	0.04	0.00	0.04	0.09	0.39	0.39	0.03	0.34	0.34
Sat Flow, veh/h	3619	1900	0	1810	0	1535	1810	3357	1572	1753	3497	1610
Grp Volume(v), veh/h	748	0	0	21	0	20	222	549	41	31	1056	486
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1810	0	1535	1810	1678	1572	1753	1749	1610
Q Serve(g_s), s	18.3	0.0	0.0	1.0	0.0	1.2	7.3	10.8	1.5	1.0	26.2	17.0
Cycle Q Clear(g_c), s	18.3	0.0	0.0	1.0	0.0	1.2	7.3	10.8	1.5	1.0	26.2	17.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	848	445	0	64	0	54	254	1325	621	356	1179	920
V/C Ratio(X)	0.88	0.00	0.00	0.33	0.00	0.37	0.87	0.41	0.07	0.09	0.90	0.53
Avail Cap(c_a), veh/h	949	498	0	356	0	302	254	1325	621	399	1223	940
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.8	0.0	0.0	43.1	0.0	43.1	22.2	20.0	17.2	18.9	28.8	12.0
Incr Delay (d2), s/veh	9.1	0.0	0.0	2.9	0.0	4.1	26.8	0.2	0.0	0.1	8.7	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	0.0	0.0	0.5	0.0	0.5	4.6	3.8	0.5	0.4	11.1	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.9	0.0	0.0	46.0	0.0	47.3	49.0	20.3	17.3	19.0	37.5	12.6
LnGrp LOS	D			D		D	D	C	B	B	D	B
Approach Vol, veh/h	748					41	812			1573		
Approach Delay, s/veh	42.9					46.6	28.0			29.5		
Approach LOS	D					D	C			C		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	9.7	43.1	28.4		15.0	37.8	10.2					
Change Period (Y+Rc), s	7.0	7.0	7.0		7.0	7.0	7.0					
Max Green Setting (Gmax), s	5.0	35.0	24.0		8.0	32.0	18.0					
Max Q Clear Time (g_c+I1), s	3.0	12.8	20.3		9.3	28.2	3.2					
Green Ext Time (p_c), s	0.0	3.3	1.2		0.0	2.6	0.1					
Intersection Summary												
HCM 7th Control Delay, s/veh	32.5											
HCM 7th LOS	C											
Notes												
User approved volume balancing among the lanes for turning movement.												

Intersection						
Int Delay, s/veh	33.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	78	54	70	691	1059	53
Future Vol, veh/h	78	54	70	691	1059	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	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	7	4	0
Mvmt Flow	82	57	74	727	1115	56
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2017	1143	1171	0	-	0
Stage 1	1143	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 65	246	604	-	-	-
Stage 1	307	-	-	-	-	-
Stage 2	411	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 52	246	604	-	-	-
Mov Cap-2 Maneuver	~ 52	-	-	-	-	-
Stage 1	244	-	-	-	-	-
Stage 2	411	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s/veh	505.66		1.08		0	
HCM LOS	F					
Minor Lane/Major Mvmt	NBL		NBT	EBLn1	SBT	SBR
Capacity (veh/h)	166		-	76	-	-
HCM Lane V/C Ratio	0.122		-	1.819	-	-
HCM Control Delay (s/veh)	11.8		0	505.7	-	-
HCM Lane LOS	B		A	F	-	-
HCM 95th %tile Q(veh)	0.4		-	12.1	-	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

10: Cascade Palmetto Hwy & W Stubbs Rd

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	71	25	39	37	367	13	311	22	335	706	91
Future Volume (vph)	71	25	39	37	367	13	311	22	335	706	91
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8		5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	4	4	8	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	25.0	25.0	25.0	25.0	25.0	12.0	27.0	27.0	13.0	28.0	28.0
Total Split (%)	38.5%	38.5%	38.5%	38.5%	38.5%	18.5%	41.5%	41.5%	20.0%	43.1%	43.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.5	6.5	6.0	6.5	6.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)		10.1		10.1	10.1	26.8	20.6	20.6	33.2	31.5	31.5
Actuated g/C Ratio		0.18		0.18	0.18	0.48	0.37	0.37	0.59	0.56	0.56
v/c Ratio		0.49		0.29	0.66	0.04	0.55	0.04	0.61	0.76	0.10
Control Delay (s/veh)		23.8		22.2	8.3	6.5	19.3	0.1	14.0	20.6	1.5
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		23.8		22.2	8.3	6.5	19.3	0.1	14.0	20.6	1.5
LOS		C		C	A	A	B	A	B	C	A
Approach Delay (s/veh)		23.8		10.6			17.6			17.1	
Approach LOS		C		B			B			B	

Intersection Summary

Cycle Length: 65

Actuated Cycle Length: 56.3

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay (s/veh): 16.2

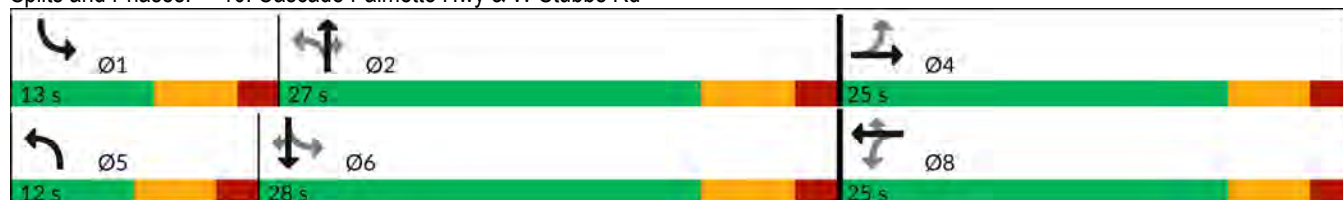
Intersection LOS: B

Intersection Capacity Utilization 70.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 10: Cascade Palmetto Hwy & W Stubbs Rd



10: Cascade Palmetto Hwy & W Stubbs Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	25	27	39	37	367	13	311	22	335	706	91
Future Volume (veh/h)	71	25	27	39	37	367	13	311	22	335	706	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1900	1900	1900	1856	1900	1722	1811	1885	1826	1885
Adj Flow Rate, veh/h	77	27	29	42	40	399	14	338	24	364	767	99
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	5	0	0	0	3	0	12	6	1	5	1
Cap, veh/h	253	89	70	297	258	441	144	552	492	468	754	660
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.02	0.32	0.32	0.11	0.41	0.41
Sat Flow, veh/h	584	316	251	755	920	1572	1810	1722	1535	1795	1826	1598
Grp Volume(v), veh/h	133	0	0	82	0	399	14	338	24	364	767	99
Grp Sat Flow(s),veh/h/ln	1151	0	0	1675	0	1572	1810	1722	1535	1795	1826	1598
Q Serve(g_s), s	3.8	0.0	0.0	0.0	0.0	15.6	0.3	10.6	0.7	7.0	26.4	2.5
Cycle Q Clear(g_c), s	5.9	0.0	0.0	2.1	0.0	15.6	0.3	10.6	0.7	7.0	26.4	2.5
Prop In Lane	0.58		0.22	0.51		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	412	0	0	555	0	441	144	552	492	468	754	660
V/C Ratio(X)	0.32	0.00	0.00	0.15	0.00	0.90	0.10	0.61	0.05	0.78	1.02	0.15
Avail Cap(c_a), veh/h	431	0	0	581	0	467	282	552	492	468	754	660
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.5	0.0	0.0	17.3	0.0	22.2	17.4	18.4	15.0	15.8	18.8	11.7
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.1	0.0	20.3	0.3	5.0	0.2	8.1	37.2	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	0.8	0.0	7.4	0.1	4.2	0.2	3.6	16.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.0	0.0	0.0	17.4	0.0	42.4	17.7	23.4	15.2	23.9	56.0	12.2
LnGrp LOS	B			B		D	B	C	B	C	F	B
Approach Vol, veh/h		133			481			376			1230	
Approach Delay, s/veh		19.0			38.2			22.6			43.0	
Approach LOS		B			D			C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	27.0		23.9	7.1	32.9		23.9				
Change Period (Y+Rc), s	6.0	6.5		6.0	6.0	6.5		6.0				
Max Green Setting (Gmax), s	7.0	20.5		19.0	6.0	21.5		19.0				
Max Q Clear Time (g_c+I1), s	9.0	12.6		7.9	2.3	28.4		17.6				
Green Ext Time (p_c), s	0.0	1.1		0.6	0.0	0.0		0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			37.0									
HCM 7th LOS			D									

11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	93	410	17	709	258	187	103	347
Future Volume (vph)	93	410	17	709	258	187	103	347
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	12.0	25.0	12.0	25.0	12.0	25.0
Total Split (s)	12.0	39.0	12.0	39.0	15.0	37.0	12.0	34.0
Total Split (%)	12.0%	39.0%	12.0%	39.0%	15.0%	37.0%	12.0%	34.0%
Yellow Time (s)	4.0	4.5	4.0	4.5	4.0	4.5	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.5	6.0	6.5	6.0	6.5	6.0	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effect Green (s)	40.1	37.3	37.7	32.6	40.8	33.2	34.1	27.6
Actuated g/C Ratio	0.41	0.38	0.39	0.33	0.42	0.34	0.35	0.28
v/c Ratio	0.55	0.95	0.10	1.32	1.16	0.36	0.26	1.39
Control Delay (s/veh)	29.2	55.6	16.8	183.8	136.5	28.4	20.0	215.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.2	55.6	16.8	183.8	136.5	28.4	20.0	215.0
LOS	C	E	B	F	F	C	B	F
Approach Delay (s/veh)		52.2		180.1		90.0		189.8
Approach LOS		D		F		F		F

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 97.6

Natural Cycle: 180

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.39

Intersection Signal Delay (s/veh): 134.8

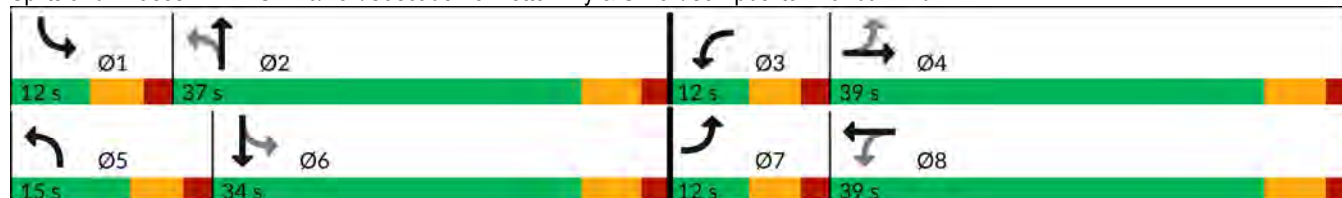
Intersection LOS: F

Intersection Capacity Utilization 120.9%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd



11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	410	215	17	709	65	258	187	8	103	347	345
Future Volume (veh/h)	93	410	215	17	709	65	258	187	8	103	347	345
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1841	1856	1796	1900	1856	1707	1826	1693	1693	1722	1811	1885
Adj Flow Rate, veh/h	96	423	222	18	731	67	266	193	8	106	358	356
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	3	7	0	3	13	5	14	14	12	6	1
Cap, veh/h	164	413	217	108	549	50	230	496	21	404	231	230
Arrive On Green	0.05	0.36	0.36	0.02	0.33	0.33	0.09	0.31	0.31	0.06	0.28	0.28
Sat Flow, veh/h	1753	1146	601	1810	1674	153	1739	1614	67	1640	833	829
Grp Volume(v), veh/h	96	0	645	18	0	798	266	0	201	106	0	714
Grp Sat Flow(s),veh/h/ln	1753	0	1747	1810	0	1828	1739	0	1680	1640	0	1662
Q Serve(g_s), s	3.6	0.0	35.7	0.7	0.0	32.5	9.0	0.0	9.3	4.5	0.0	27.5
Cycle Q Clear(g_c), s	3.6	0.0	35.7	0.7	0.0	32.5	9.0	0.0	9.3	4.5	0.0	27.5
Prop In Lane	1.00		0.34	1.00		0.08	1.00		0.04	1.00		0.50
Lane Grp Cap(c), veh/h	164	0	629	108	0	599	230	0	517	404	0	461
V/C Ratio(X)	0.59	0.00	1.02	0.17	0.00	1.33	1.15	0.00	0.39	0.26	0.00	1.55
Avail Cap(c_a), veh/h	179	0	629	182	0	599	230	0	517	404	0	461
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	0.00	1.00
Uniform Delay (d), s/veh	25.5	0.0	31.7	26.7	0.0	33.3	27.7	0.0	27.0	23.5	0.0	35.8
Incr Delay (d2), s/veh	4.2	0.0	42.4	0.7	0.0	160.7	107.3	0.0	2.2	0.3	0.0	257.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	21.0	0.3	0.0	39.9	10.4	0.0	3.7	1.7	0.0	43.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.7	0.0	74.1	27.4	0.0	194.0	135.0	0.0	29.2	23.8	0.0	293.6
LnGrp LOS	C		F	C		F	F		C	C		F
Approach Vol, veh/h	741			816			467			820		
Approach Delay, s/veh	68.3			190.4			89.5			258.7		
Approach LOS	E			F			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	37.0	8.0	42.2	15.0	34.0	11.2	39.0				
Change Period (Y+Rc), s	6.0	6.5	6.0	6.5	6.0	6.5	6.0	6.5				
Max Green Setting (Gmax), s	6.0	30.5	6.0	32.5	9.0	27.5	6.0	32.5				
Max Q Clear Time (g_c+l1), s	6.5	11.3	2.7	37.7	11.0	29.5	5.6	34.5				
Green Ext Time (p_c), s	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	161.7											
HCM 7th LOS	F											

Intersection

Intersection Delay, s/veh 54.3

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	50	80	12	5	238	295	18	262	4	150	131	100
Future Vol, veh/h	50	80	12	5	238	295	18	262	4	150	131	100
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	4	4	0	1	0	1	2	4
Mvmt Flow	54	87	13	5	259	321	20	285	4	163	142	109
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, s/veh	16.3	91.6	24.6	37.9
HCM LOS	C	F	C	E

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	35%	1%	39%
Vol Thru, %	92%	56%	44%	34%
Vol Right, %	1%	8%	55%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	284	142	538	381
LT Vol	18	50	5	150
Through Vol	262	80	238	131
RT Vol	4	12	295	100
Lane Flow Rate	309	154	585	414
Geometry Grp	1	1	1	1
Degree of Util (X)	0.65	0.353	1.091	0.83
Departure Headway (Hd)	7.989	8.625	6.717	7.591
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	454	420	538	480
Service Time	5.989	6.625	4.796	5.591
HCM Lane V/C Ratio	0.681	0.367	1.087	0.863
HCM Control Delay, s/veh	24.6	16.3	91.6	37.9
HCM Lane LOS	C	C	F	E
HCM 95th-tile Q	4.5	1.6	18	8.1

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	7	2	17	18	0
Future Vol, veh/h	0	7	2	17	18	0
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	67	67	67	67	67	67
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	10	3	25	27	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	28	0	-	0	13	3
Stage 1	-	-	-	-	3	-
Stage 2	-	-	-	-	10	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1598	-	-	-	1011	1087
Stage 1	-	-	-	-	1025	-
Stage 2	-	-	-	-	1018	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1598	-	-	-	1011	1087
Mov Cap-2 Maneuver	-	-	-	-	1011	-
Stage 1	-	-	-	-	1025	-
Stage 2	-	-	-	-	1018	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	0	0		8.66		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1598	-	-	-	1011	
HCM Lane V/C Ratio	-	-	-	-	0.027	
HCM Control Delay (s/veh)	0	-	-	-	8.7	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	25	19	34	35	0
Future Vol, veh/h	0	25	19	34	35	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	75	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	67	67	67	67	67	67
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	37	28	51	52	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	79	0	-	0	66	28
Stage 1	-	-	-	-	28	-
Stage 2	-	-	-	-	37	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1532	-	-	-	945	1052
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	990	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1532	-	-	-	945	1052
Mov Cap-2 Maneuver	-	-	-	-	945	-
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	990	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	0	0		9.03		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1532	-	-	-	945	
HCM Lane V/C Ratio	-	-	-	-	0.055	
HCM Control Delay (s/veh)	0	-	-	-	9	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	60	53	70	72	0
Future Vol, veh/h	0	60	53	70	72	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	75	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	67	67	67	67	67	67
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	90	79	104	107	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	184	0	-	0	169	79
Stage 1	-	-	-	-	79	-
Stage 2	-	-	-	-	90	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1403	-	-	-	826	987
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	939	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1403	-	-	-	826	987
Mov Cap-2 Maneuver	-	-	-	-	826	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	939	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	0	0		10.01		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1403	-	-	-	826	
HCM Lane V/C Ratio	-	-	-	-	0.13	
HCM Control Delay (s/veh)	0	-	-	-	10	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.4	

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↑↑	↗
Traffic Vol, veh/h	0	185	0	773	917	200
Future Vol, veh/h	0	185	0	773	917	200
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	-	0	-	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	6	5	0
Mvmt Flow	0	195	0	814	965	211
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	483	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	535	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	535	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v15.52		0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT EBLn1		SBT			
Capacity (veh/h)	- 535		-			
HCM Lane V/C Ratio	- 0.364		-			
HCM Control Delay (s/veh)	- 15.5		-			
HCM Lane LOS	- C		-			
HCM 95th %tile Q(veh)	- 1.7		-			

Westwood Mixed-Use Development DRI #4057
17: Cascade Palmetto Hwy & Site Dwy F

2032 Build PM

Intersection						
Int Delay, s/veh	6.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	9	9	1156	1484	43
Future Vol, veh/h	44	9	9	1156	1484	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	4	3	0
Mvmt Flow	46	9	9	1217	1562	45
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2189	1562	1607	0	-	0
Stage 1	1562	-	-	-	-	-
Stage 2	627	-	-	-	-	-
Critical Hdwy	6.6	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 45	139	412	-	-	-
Stage 1	192	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 43	139	412	-	-	-
Mov Cap-2 Maneuver	~ 43	-	-	-	-	-
Stage 1	185	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/veh	305.41	0.58		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	28	-	49	-	-	
HCM Lane V/C Ratio	0.023	-	1.137	-	-	
HCM Control Delay (s/veh)	13.9	0.5	305.4	-	-	
HCM Lane LOS	B	A	F	-	-	
HCM 95th %tile Q(veh)	0.1	-	5	-	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Summary of All Intervals

Run Number	26	27	28	29	30	Avg
Start Time	4:50	4:50	4:50	4:50	4:50	4:50
End Time	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	25371	25470	25331	25479	25237	25376
Vehs Exited	22625	22971	22567	22819	22799	22759
Starting Vehs	1669	1679	1660	1638	1610	1645
Ending Vehs	4415	4178	4424	4298	4048	4270
Travel Distance (mi)	32188	32621	32255	32468	32575	32422
Travel Time (hr)	3715.4	3462.4	3907.7	3669.3	3501.5	3651.2
Total Delay (hr)	3002.6	2738.6	3192.3	2949.6	2779.7	2932.6
Total Stops	48598	48889	51449	48674	47310	48978
Fuel Used (gal)	1661.9	1616.6	1700.9	1654.6	1618.9	1650.6

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	26	27	28	29	30	Avg
Vehs Entered	25371	25470	25331	25479	25237	25376
Vehs Exited	22625	22971	22567	22819	22799	22759
Starting Vehs	1669	1679	1660	1638	1610	1645
Ending Vehs	4415	4178	4424	4298	4048	4270
Travel Distance (mi)	32188	32621	32255	32468	32575	32422
Travel Time (hr)	3715.4	3462.4	3907.7	3669.3	3501.5	3651.2
Total Delay (hr)	3002.6	2738.6	3192.3	2949.6	2779.7	2932.6
Total Stops	48598	48889	51449	48674	47310	48978
Fuel Used (gal)	1661.9	1616.6	1700.9	1654.6	1618.9	1650.6

Intersection: 1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	UL	L	T	T	T	R
Maximum Queue (ft)	285	2436	2426	2378	2202	124	187	339	1820	2126	2179	625
Average Queue (ft)	282	1807	1521	1178	471	39	89	156	605	1356	1455	610
95th Queue (ft)	292	2949	3073	2565	1546	91	155	424	1527	2425	2510	696
Link Distance (ft)		2386	2386	2386	2386				2251	2251	2251	
Upstream Blk Time (%)		31	10	3	0				0	3	10	
Queuing Penalty (veh)		0	0	0	0				0	0	0	
Storage Bay Dist (ft)	170					675	310	310				575
Storage Blk Time (%)	86	88							33		2	83
Queuing Penalty (veh)	238	244							103		11	364

Intersection: 1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

Movement	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	R	L	L	T	T	R
Maximum Queue (ft)	118	525	3334	3319	460	453	511	505	452	283
Average Queue (ft)	34	388	2089	2073	422	285	312	200	178	143
95th Queue (ft)	91	737	3602	3560	617	542	575	442	385	260
Link Distance (ft)			3585	3585				2380	2380	
Upstream Blk Time (%)			5	5						
Queuing Penalty (veh)			0	0						
Storage Bay Dist (ft)	300	300			315	465	465			380
Storage Blk Time (%)			79	77		7	13	0	0	
Queuing Penalty (veh)			71	159		21	39	0	0	

Intersection: 2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

Movement	EB	EB	EB	B31	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	T	L	T	R	L	T	T	L	T
Maximum Queue (ft)	338	915	583	716	360	1173	421	605	2615	2608	339	938
Average Queue (ft)	128	463	381	168	150	654	44	605	2411	2385	87	536
95th Queue (ft)	285	1059	737	987	410	1325	318	605	3026	3027	452	1068
Link Distance (ft)		1034		3316		2388	2388		2554	2554		3417
Upstream Blk Time (%)		8							73	29		
Queuing Penalty (veh)		0							0	0		
Storage Bay Dist (ft)	250		450		275			440			600	
Storage Blk Time (%)	0	12	35			61		86		1		22
Queuing Penalty (veh)	3	90	188			40		503		1		7

Intersection: 2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	930	355
Average Queue (ft)	533	227
95th Queue (ft)	1084	508
Link Distance (ft)	3417	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		265
Storage Blk Time (%)	46	0
Queuing Penalty (veh)	121	0

Intersection: 3: SR 92/Fairburn Rd & Mt Vernon Rd

Movement	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LR	U	T	T	R	L	T	T
Maximum Queue (ft)	1117	119	556	555	400	435	2332	2316
Average Queue (ft)	789	6	302	299	93	110	572	587
95th Queue (ft)	1362	69	481	490	282	347	1725	1717
Link Distance (ft)	1155		1768	1768			3582	3582
Upstream Blk Time (%)	31							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)		335			250	300		
Storage Blk Time (%)			8	18			27	
Queuing Penalty (veh)			0	54			18	

Intersection: 4: SR 92/Fairburn Rd & Anneewakee Rd

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB	SB	B48	B48
Directions Served	LT	R	LTR	L	T	T	L	T	T	R	T	T
Maximum Queue (ft)	550	209	32	750	2099	2076	74	2783	2778	325	901	899
Average Queue (ft)	191	144	4	745	1829	1738	5	2426	2431	288	536	540
95th Queue (ft)	485	236	21	804	2578	2630	70	3404	3389	449	1207	1207
Link Distance (ft)	2260		640		1924	1924		2669	2669		792	792
Upstream Blk Time (%)					61	36		66	68		54	55
Queuing Penalty (veh)					836	495		583	597		475	483
Storage Bay Dist (ft)		135		575			215			250		
Storage Blk Time (%)	9	17		67	1	10		77	76			
Queuing Penalty (veh)	43	29		594	7	0		2	198			

Intersection: 4: SR 92/Fairburn Rd & Anneewakee Rd

Movement	B49	B49
Directions Served	T	T
Maximum Queue (ft)	1788	1797
Average Queue (ft)	760	765
95th Queue (ft)	2083	2088
Link Distance (ft)	1768	1768
Upstream Blk Time (%)	6	7
Queuing Penalty (veh)	52	60
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: SR 92/Fairburn Rd & Riverside Pkwy

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	R	T	T	R	L	T	T
Maximum Queue (ft)	699	691	632	1236	1251	515	724	1707	1759
Average Queue (ft)	179	303	251	1070	1072	329	328	627	690
95th Queue (ft)	515	627	589	1483	1487	736	703	1842	1911
Link Distance (ft)	2236			1212	1212			1924	1924
Upstream Blk Time (%)				5	10			0	7
Queuing Penalty (veh)				49	102			4	57
Storage Bay Dist (ft)		600	600			365	650		
Storage Blk Time (%)	0	4	2	54	56		0	3	
Queuing Penalty (veh)	1	7	3	0	56		3	9	

Intersection: 6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B41	B41	NB	NB
Directions Served	UL	T	T	R	L	T	T	R	T	T	L	LT
Maximum Queue (ft)	55	1175	1238	390	410	1204	1208	475	2629	2614	245	703
Average Queue (ft)	16	253	985	387	332	912	905	142	841	830	200	299
95th Queue (ft)	44	763	1546	418	536	1486	1487	501	2577	2553	285	553
Link Distance (ft)		1212	1212			1096	1096		2739	2739		941
Upstream Blk Time (%)		0	13			52	49		12	12		0
Queuing Penalty (veh)		0	108			0	0		0	0		0
Storage Bay Dist (ft)	225			250	260			335			145	
Storage Blk Time (%)		1	0	81	12	69	65				17	34
Queuing Penalty (veh)		0	0	258	79	114	24				86	159

Intersection: 6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

Movement	NB	SB
Directions Served	R	LTR
Maximum Queue (ft)	280	100
Average Queue (ft)	39	46
95th Queue (ft)	198	86
Link Distance (ft)		700
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	165	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	B25	SB
Directions Served	L	T	R	L	T	R	UL	T	T	R	T	L
Maximum Queue (ft)	265	1908	265	315	4169	205	340	815	816	125	1961	330
Average Queue (ft)	209	956	130	304	2806	37	340	793	333	22	1731	248
95th Queue (ft)	331	2505	334	380	4879	165	340	852	897	74	2624	464
Link Distance (ft)		3811			4120			732	732		1946	
Upstream Blk Time (%)					27			92			24	
Queuing Penalty (veh)					0			550			283	
Storage Bay Dist (ft)	150		150	170		115	265			145		265
Storage Blk Time (%)	58	23	3	66	61		100		2	0		0
Queuing Penalty (veh)	399	125	16	362	183		313		4	0		0

Intersection: 7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	5460	5466	330
Average Queue (ft)	4178	4199	318
95th Queue (ft)	6618	6621	397
Link Distance (ft)	5415	5415	
Upstream Blk Time (%)	39	44	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			280
Storage Blk Time (%)	84	33	39
Queuing Penalty (veh)	101	260	190

Intersection: 8: Cascade Palmetto Hwy & Site Dwy E/Cascading Ln

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	LTR	LT	L	T	T	R	L	T	T	R
Maximum Queue (ft)	612	612	70	410	593	591	400	44	218	248	144
Average Queue (ft)	453	438	18	216	347	347	93	13	137	161	42
95th Queue (ft)	786	800	52	483	727	701	372	39	201	237	111
Link Distance (ft)	597	597	226		553	553			785	785	
Upstream Blk Time (%)	54	57			26	17					
Queuing Penalty (veh)	0	0			100	65					
Storage Bay Dist (ft)				310			275	175			250
Storage Blk Time (%)			1	0	52	54			2	0	
Queuing Penalty (veh)			0	1	109	21			1	1	

Intersection: 9: Cascade Palmetto Hwy & Cochran Rd

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	552	3268	346
Average Queue (ft)	456	862	18
95th Queue (ft)	710	2711	155
Link Distance (ft)	548	5666	376
Upstream Blk Time (%)	52	0	1
Queuing Penalty (veh)	69	0	6
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Cascade Palmetto Hwy & W Stubbs Rd

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LT	R	L	T	R	L	T	R
Maximum Queue (ft)	102	150	227	38	212	46	161	212	39
Average Queue (ft)	44	44	44	10	110	8	82	117	11
95th Queue (ft)	88	122	173	33	183	30	138	195	28
Link Distance (ft)	784	1614						5666	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			175	260		240	300		290
Storage Blk Time (%)			2		0				
Queuing Penalty (veh)			2		0				

Intersection: 11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	275	742	335	2089	352	386	305	4890
Average Queue (ft)	108	388	56	1967	207	136	215	3860
95th Queue (ft)	278	707	251	2410	390	408	428	5897
Link Distance (ft)		1710		2042		1869		
Upstream Blk Time (%)				82				
Queuing Penalty (veh)				0				
Storage Bay Dist (ft)	190		250		350		210	
Storage Blk Time (%)		35		72	9	0	0	79
Queuing Penalty (veh)		33		12	18	0	1	82

Intersection: 12: W Stubbs Rd & Butner Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	87	889	166	257
Average Queue (ft)	33	752	83	114
95th Queue (ft)	66	1108	151	215
Link Distance (ft)	884	843	559	712
Upstream Blk Time (%)		60		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: Cochran Rd & Site Dwy A

Movement	SB
Directions Served	LR
Maximum Queue (ft)	34
Average Queue (ft)	12
95th Queue (ft)	32
Link Distance (ft)	446
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 14: Cochran Rd & Site Dwy B

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	15	64
Average Queue (ft)	1	24
95th Queue (ft)	15	66
Link Distance (ft)	702	494
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Cochran Rd & Site Dwy C

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	397	514
Average Queue (ft)	122	198
95th Queue (ft)	420	535
Link Distance (ft)	608	524
Upstream Blk Time (%)	4	19
Queuing Penalty (veh)	2	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Cascade Palmetto Hwy & Site Dwy D

Movement	EB	NB	SB	SB
Directions Served	R	T	T	T
Maximum Queue (ft)	109	389	88	101
Average Queue (ft)	10	166	15	18
95th Queue (ft)	65	472	57	64
Link Distance (ft)	374	376	553	553
Upstream Blk Time (%)		17		
Queuing Penalty (veh)		132		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 17: Cascade Palmetto Hwy & Site Dwy F

Movement	EB	NB	NB	SB	B25	B25
Directions Served	LR	LT	T	R	T	
Maximum Queue (ft)	499	823	834	5	779	790
Average Queue (ft)	303	612	619	0	158	52
95th Queue (ft)	611	1116	1124	3	658	370
Link Distance (ft)	492	785	785		732	732
Upstream Blk Time (%)	36	31	39		1	1
Queuing Penalty (veh)	0	181	227		7	6
Storage Bay Dist (ft)				250		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 23: SR 70/154/Cascade Palmetto Hwy/Cascade Palmetto Hwy

Movement

Directions Served

Maximum Queue (ft)

Average Queue (ft)

95th Queue (ft)

Link Distance (ft)

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 11709

Westwood Mixed-Use Development DRI #4057
1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

2032 No-Build AM - Mitigated

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	 	  			 	  	 	 	  	 	  	  
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%		0%				0%		0%		0%	
Storage Length (ft)	170		675		310		575	300		315	465	
Storage Lanes	1		1		2		2	2		2	3	
Taper Length (ft)	115				300			225			200	
Lane Util. Factor	0.97	0.91	1.00	0.91	0.97	0.91	0.88	0.97	0.91	0.88	0.94	0.91
Ped Bike Factor												
Frt	0.850			0.850			0.850			0.850		
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	2847	4759	1056	0	2993	4673	2450	2501	4550	2632	4802	4472
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	2847	4759	1056	0	2993	4673	2450	2501	4550	2632	4802	4472
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			291				206			267		
Link Speed (mph)	45			45			55			55		
Link Distance (ft)	2446			2324			3668			2456		
Travel Time (s)	37.1			35.2			45.5			30.4		

Intersection Summary

Area Type: Other



Lane Group	SBR
Lane Configurations	 
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	380
Storage Lanes	2
Taper Length (ft)	
Lane Util. Factor	0.88
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	2561
Flt Permitted	
Satd. Flow (perm)	2561
Right Turn on Red	Yes
Satd. Flow (RTOR)	194
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	

Intersection Summary

1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		  	  	 	 	  	 			
Traffic Volume (vph)	399	1160	66	232	584	310	115	688	382	755	681	415
Future Volume (vph)	399	1160	66	232	584	310	115	688	382	755	681	415
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2		1	6	7	3	8		7	4	5
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	7	3	8	8	7	4	5
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	25.0	12.0	25.0	12.0	12.0	25.0	25.0	12.0	25.0	12.0
Total Split (s)	19.0	30.0	30.0	15.0	26.0	21.0	15.0	24.0	24.0	21.0	30.0	19.0
Total Split (%)	21.1%	33.3%	33.3%	16.7%	28.9%	23.3%	16.7%	26.7%	26.7%	23.3%	33.3%	21.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.5	2.5	2.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	None
Act Effect Green (s)	13.0	24.0	24.0	9.0	20.0	33.0	7.7	18.0	18.0	14.0	24.3	44.3
Actuated g/C Ratio	0.14	0.26	0.26	0.10	0.22	0.36	0.08	0.20	0.20	0.15	0.27	0.49
v/c Ratio	1.02	0.96	0.14	1.10	0.59	0.32	0.57	0.80	0.54	1.07	0.59	0.32
Control Delay (s/veh)	91.3	51.9	0.6	123.4	34.6	4.7	51.0	42.5	13.9	90.0	31.6	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	91.3	51.9	0.6	123.4	34.6	4.7	51.0	42.5	13.9	90.0	31.6	8.3
LOS	F	D	A	F	C	A	D	D	B	F	C	A
Approach Delay (s/veh)		59.5			50.0			34.1			50.2	
Approach LOS		E			D			C			D	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 91

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.10

Intersection Signal Delay (s/veh): 49.5

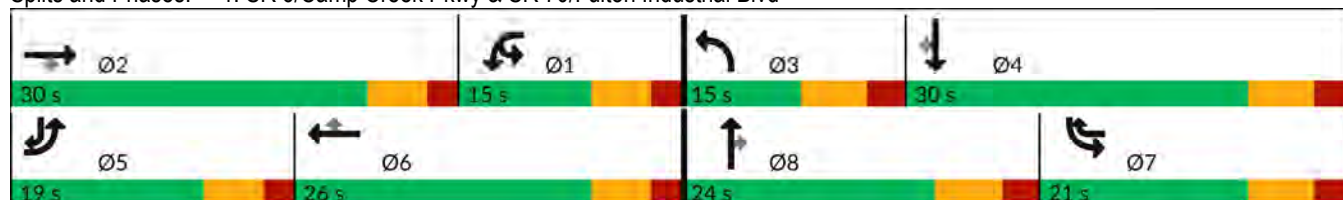
Intersection LOS: D

Intersection Capacity Utilization 80.8%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd



1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	399	1160	66	82	232	584	310	115	688	382	755	681
Future Volume (veh/h)	399	1160	66	82	232	584	310	115	688	382	755	681
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No				No				No			No
Adj Sat Flow, veh/h/ln	1559	1767	1115		1648	1737	1663	1307	1693	1781	1811	1663
Adj Flow Rate, veh/h	416	1208	69		242	608	323	120	717	398	786	709
Peak Hour Factor	0.96	0.96	0.96		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	23	9	53		17	11	16	40	14	8	6	16
Cap, veh/h	416	1286	252		304	1053	937	164	873	502	757	1256
Arrive On Green	0.14	0.27	0.27		0.10	0.22	0.22	0.07	0.19	0.19	0.16	0.28
Sat Flow, veh/h	2881	4823	945		3045	4742	2480	2415	4621	2657	4864	4540
Grp Volume(v), veh/h	416	1208	69		242	608	323	120	717	398	786	709
Grp Sat Flow(s),veh/h/ln	1440	1608	945		1522	1581	1240	1208	1540	1329	1621	1513
Q Serve(g_s), s	13.0	22.0	3.7		7.0	10.3	2.8	4.4	13.4	12.9	14.0	12.0
Cycle Q Clear(g_c), s	13.0	22.0	3.7		7.0	10.3	2.8	4.4	13.4	12.9	14.0	12.0
Prop In Lane	1.00		1.00		1.00		1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	416	1286	252		304	1053	937	164	873	502	757	1256
V/C Ratio(X)	1.00	0.94	0.27		0.80	0.58	0.34	0.73	0.82	0.79	1.04	0.56
Avail Cap(c_a), veh/h	416	1286	252		305	1054	937	215	873	502	757	1256
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
Upstream Filter(I)	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.5	32.3	13.2		39.6	31.2	6.0	41.1	35.0	34.8	38.0	27.9
Incr Delay (d2), s/veh	44.0	13.2	0.6		13.7	0.8	0.2	8.6	8.6	12.1	43.1	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	9.5	1.1		3.1	3.8	0.8	1.4	5.3	4.6	8.1	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	82.4	45.4	13.7		53.3	32.0	6.2	49.7	43.6	46.9	81.1	29.7
LnGrp LOS	F	D	B		D	C	A	D	D	D	F	C
Approach Vol, veh/h	1693				1173				1235			1927
Approach Delay, s/veh	53.2				29.3				45.3			48.3
Approach LOS	D				C				D			D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	30.0	13.1	31.9	19.0	26.0	21.0	24.0				
Change Period (Y+Rc), s	6.0	6.0	7.0	7.0	6.0	6.0	7.0	7.0				
Max Green Setting (Gmax), s	9.0	24.0	8.0	23.0	13.0	20.0	14.0	17.0				
Max Q Clear Time (g_c+l1), s	9.0	24.0	6.4	14.0	15.0	12.3	16.0	15.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	4.0	0.0	3.1	0.0	1.0				

Intersection Summary

HCM 7th Control Delay, s/veh	45.4
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
 User approved ignoring U-Turning movement.



Movement	SBR
Lane Configurations	FF
Traffic Volume (veh/h)	415
Future Volume (veh/h)	415
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1737
Adj Flow Rate, veh/h	432
Peak Hour Factor	0.96
Percent Heavy Veh, %	11
Cap, veh/h	1091
Arrive On Green	0.28
Sat Flow, veh/h	2591
Grp Volume(v), veh/h	432
Grp Sat Flow(s),veh/h/ln	1295
Q Serve(g_s), s	10.4
Cycle Q Clear(g_c), s	10.4
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	1091
V/C Ratio(X)	0.40
Avail Cap(c_a), veh/h	1091
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	18.1
Incr Delay (d2), s/veh	1.1
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	2.9
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	19.2
LnGrp LOS	B
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Westwood Mixed-Use Development DRI #4057
2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

2032 No-Build AM - Mitigated

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			 				 	 			 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%		0%				0%			0%		
Storage Length (ft)	250		450	275		0	440		250	600		265
Storage Lanes	1		2	1		1	2		1	1		1
Taper Length (ft)	130			85			165			150		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850				0.850		0.850		0.850	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1845	2632	1770	1827	1302	3213	3112	1538	1456	2959	1583
Flt Permitted	0.296			0.368			0.950			0.235		
Satd. Flow (perm)	557	1845	2632	685	1827	1302	3213	3112	1538	360	2959	1583
Right Turn on Red			Yes				Yes		Yes		Yes	
Satd. Flow (RTOR)			345				300		205		211	
Link Speed (mph)	45				45				55		55	
Link Distance (ft)	1126				2458				2597		3467	
Travel Time (s)	17.1				37.2				32.2		43.0	

Intersection Summary

Area Type: Other

Westwood Mixed-Use Development DRI #4057
2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

2032 No-Build AM - Mitigated

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	292	323	535	68	298	41	321	923	76	44	730	163
Future Volume (vph)	292	323	535	68	298	41	321	923	76	44	730	163
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2	6		6
Detector Phase	7	4	5	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	12.0	12.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	13.0	26.0	15.0	12.0	25.0	25.0	15.0	30.0	30.0	12.0	27.0	27.0
Total Split (%)	16.3%	32.5%	18.8%	15.0%	31.3%	31.3%	18.8%	37.5%	37.5%	15.0%	33.8%	33.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.5	6.5	6.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	26.1	20.6	30.9	22.9	17.0	17.0	9.0	28.5	28.5	21.0	20.5	20.5
Actuated g/C Ratio	0.33	0.26	0.40	0.29	0.22	0.22	0.12	0.36	0.36	0.27	0.26	0.26
v/c Ratio	1.05	0.71	0.46	0.25	0.80	0.08	0.92	0.86	0.12	0.26	1.00	0.30
Control Delay (s/veh)	91.3	36.7	5.2	17.9	45.1	0.3	67.5	36.3	0.3	26.4	63.6	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	91.3	36.7	5.2	17.9	45.1	0.3	67.5	36.3	0.3	26.4	63.6	3.6
LOS	F	D	A	B	D	A	E	D	A	C	E	A
Approach Delay (s/veh)		35.9			36.0			41.8			51.4	
Approach LOS		D			D			D			D	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 78.1

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.05

Intersection Signal Delay (s/veh): 41.8

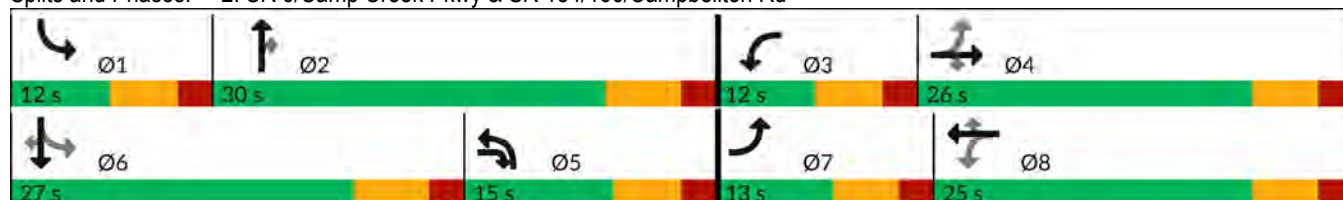
Intersection LOS: D

Intersection Capacity Utilization 82.0%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd



Westwood Mixed-Use Development DRI #4057
2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

2032 No-Build AM - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	292	323	535	68	298	41	321	923	76	44	730	163
Future Volume (veh/h)	292	323	535	68	298	41	321	923	76	44	730	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1885	1856	1781	1870	1841	1544	1767	1663	1826	1544	1574	1870
Adj Flow Rate, veh/h	311	344	569	72	317	44	341	982	0	47	777	173
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	3	8	2	4	24	9	16	5	24	22	2
Cap, veh/h	293	447	951	226	370	263	382	1101		154	796	422
Arrive On Green	0.09	0.24	0.24	0.05	0.20	0.20	0.12	0.35	0.00	0.04	0.27	0.27
Sat Flow, veh/h	1795	1856	2657	1781	1841	1309	3264	3159	1547	1471	2991	1585
Grp Volume(v), veh/h	311	344	569	72	317	44	341	982	0	47	777	173
Grp Sat Flow(s),veh/h/ln	1795	1856	1329	1781	1841	1309	1632	1580	1547	1471	1495	1585
Q Serve(g_s), s	7.0	13.3	2.7	2.4	12.8	2.1	7.9	22.6	0.0	2.0	19.8	4.5
Cycle Q Clear(g_c), s	7.0	13.3	2.7	2.4	12.8	2.1	7.9	22.6	0.0	2.0	19.8	4.5
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	293	447	951	226	370	263	382	1101		154	796	422
V/C Ratio(X)	1.06	0.77	0.60	0.32	0.86	0.17	0.89	0.89		0.31	0.98	0.41
Avail Cap(c_a), veh/h	293	482	1001	274	454	323	382	1101		208	796	422
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	27.2	6.8	23.2	29.7	25.4	33.5	23.7	0.0	25.7	28.0	10.0
Incr Delay (d2), s/veh	70.0	6.9	0.9	0.8	12.7	0.3	22.5	11.0	0.0	1.1	26.5	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	6.2	1.5	1.0	6.5	0.6	4.0	8.8	0.0	0.7	9.1	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	97.7	34.1	7.7	24.0	42.4	25.7	56.0	34.7	0.0	26.8	54.5	12.9
LnGrp LOS	F	C	A	C	D	C	E	C		C	D	B
Approach Vol, veh/h	1224			433			1323			997		
Approach Delay, s/veh	38.0			37.6			40.2			46.0		
Approach LOS	D			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.2	33.3	9.9	24.6	15.5	27.0	13.0	21.5				
Change Period (Y+Rc), s	6.0	6.5	6.0	6.0	6.5	* 6.5	6.0	6.0				
Max Green Setting (Gmax), s	6.0	23.5	6.0	20.0	9.0	* 21	7.0	19.0				
Max Q Clear Time (g_c+I1), s	4.0	24.6	4.4	15.3	9.9	21.8	9.0	14.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.7				

Intersection Summary

HCM 7th Control Delay, s/veh	40.7
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

3: SR 92/Fairburn Rd & Mt Vernon Rd

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%
Storage Length (ft)	0	100	335		250	300	
Storage Lanes	1	1	1		1	1	
Taper Length (ft)	50		125			135	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor							
Frt		0.850			0.850		
Flt Protected	0.950					0.950	
Satd. Flow (prot)	1736	1583	1900	3374	1599	1770	3343
Flt Permitted	0.950					0.180	
Satd. Flow (perm)	1736	1583	1900	3374	1599	335	3343
Right Turn on Red		Yes			Yes		
Satd. Flow (RTOR)		73			482		
Link Speed (mph)	40			45			45
Link Distance (ft)	1213			1812			3614
Travel Time (s)	20.7			27.5			54.8

Intersection Summary

Area Type: Other

3: SR 92/Fairburn Rd & Mt Vernon Rd

	↖	↗	↑	↘	↙	↓	
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Lane Configurations	↖	↗	↑↑	↘	↙	↑↑	
Traffic Volume (vph)	229	147	991	439	158	1496	
Future Volume (vph)	229	147	991	439	158	1496	
Turn Type	Prot	pm+ov	NA	Perm	pm+pt	NA	
Protected Phases	3	1	2		1	6	5
Permitted Phases		3		2	6		
Detector Phase	3	1	2	2	1	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	12.0	25.0	25.0	12.0	25.0	12.0
Total Split (s)	28.0	17.0	65.0	65.0	17.0	70.0	12.0
Total Split (%)	25.5%	15.5%	59.1%	59.1%	15.5%	63.6%	11%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag		Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	C-Max	None
Act Effect Green (s)	19.6	34.5	63.5	63.5	78.4	78.4	
Actuated g/C Ratio	0.18	0.31	0.58	0.58	0.71	0.71	
v/c Ratio	0.82	0.30	0.56	0.43	0.49	0.69	
Control Delay (s/veh)	64.2	15.9	10.8	1.4	10.3	11.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	64.2	15.9	10.8	1.4	10.3	11.3	
LOS	E	B	B	A	B	B	
Approach Delay (s/veh)	45.3		7.9			11.2	
Approach LOS	D		A			B	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 101 (92%), Referenced to phase 2:NBTU and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay (s/veh): 13.5

Intersection LOS: B

Intersection Capacity Utilization 73.2%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: SR 92/Fairburn Rd & Mt Vernon Rd



3: SR 92/Fairburn Rd & Mt Vernon Rd

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	229	147	0	991	439	158	1496
Future Volume (veh/h)	229	147	0	991	439	158	1496
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1841	1870		1796	1885	1870	1781
Adj Flow Rate, veh/h	252	162		1089	482	174	1644
Peak Hour Factor	0.91	0.91		0.91	0.91	0.91	0.91
Percent Heavy Veh, %	4	2		7	1	2	8
Cap, veh/h	287	360		2079	973	205	2461
Arrive On Green	0.16	0.16		0.61	0.61	0.06	0.73
Sat Flow, veh/h	1753	1585		3503	1598	1781	3474
Grp Volume(v), veh/h	252	162		1089	482	174	1644
Grp Sat Flow(s), veh/h/ln	1753	1585		1706	1598	1781	1692
Q Serve(g_s), s	15.4	9.7		20.1	18.6	4.8	28.4
Cycle Q Clear(g_c), s	15.4	9.7		20.1	18.6	4.8	28.4
Prop In Lane	1.00	1.00			1.00	1.00	
Lane Grp Cap(c), veh/h	287	360		2079	973	205	2461
V/C Ratio(X)	0.88	0.45		0.52	0.50	0.85	0.67
Avail Cap(c_a), veh/h	351	417		2079	973	270	2461
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.9	36.6		12.3	12.0	36.3	8.0
Incr Delay (d2), s/veh	18.7	0.9		0.9	1.8	17.3	1.5
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	3.7		7.0	6.4	5.5	8.1
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	63.6	37.5		13.3	13.8	53.7	9.4
LnGrp LOS	E	D		B	B	D	A
Approach Vol, veh/h	414			1571			1818
Approach Delay, s/veh	53.4			13.5			13.7
Approach LOS	D			B			B
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	13.0	73.0				86.0	24.0
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	11.0	59.0				64.0	22.0
Max Q Clear Time (g_c+I1), s	6.8	22.1				30.4	17.4
Green Ext Time (p_c), s	0.2	11.7				15.9	0.6
Intersection Summary							
HCM 7th Control Delay, s/veh			17.9				
HCM 7th LOS			B				
Notes							
User approved ignoring U-Turning movement.							

4: SR 92/Fairburn Rd & Anneewakee Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		135	0		0	575		100	215		250
Storage Lanes	0		2	0		0	2		1	1		1
Taper Length (ft)	50			50			175			125		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850						0.850			0.850
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1787	2787	0	1900	0	3367	3406	1615	1900	3343	1568
Flt Permitted		0.745					0.950					
Satd. Flow (perm)	0	1401	2787	0	1900	0	3367	3406	1615	1900	3343	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			30						30			100
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		2309			691			1956			2729	
Travel Time (s)		35.0			18.8			29.6			41.3	

Intersection Summary

Area Type: Other

Westwood Mixed-Use Development DRI #4057
4: SR 92/Fairburn Rd & Anneewakee Rd

2032 No-Build AM - Mitigated

									
Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	NBR	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	246	0	840	18	314	1047	18	1477	124
Future Volume (vph)	246	0	840	18	314	1047	18	1477	124
Turn Type	Perm	NA	pm+ov	NA	Prot	NA	Perm	NA	Perm
Protected Phases		4	5	8	5	2		6	
Permitted Phases	4		4				2		6
Detector Phase	4	4	5	8	5	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	12.0	25.0	12.0	25.0	25.0	25.0	25.0
Total Split (s)	29.0	29.0	28.0	29.0	28.0	81.0	81.0	53.0	53.0
Total Split (%)	26.4%	26.4%	25.5%	26.4%	25.5%	73.6%	73.6%	48.2%	48.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lead			Lag	Lag
Lead-Lag Optimize?			Yes		Yes			Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		22.1	45.6	22.1	17.5	75.9	75.9	52.4	52.4
Actuated g/C Ratio		0.20	0.41	0.20	0.16	0.69	0.69	0.48	0.48
v/c Ratio		0.91	0.74	0.05	0.60	0.46	0.02	0.96	0.16
Control Delay (s/veh)		78.0	30.0	35.3	60.5	2.0	0.0	34.2	2.8
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		78.0	30.0	35.3	60.5	2.0	0.0	34.2	2.8
LOS		E	C	D	E	A	A	C	A
Approach Delay (s/veh)		40.9		35.3		15.3		31.8	
Approach LOS		D		D		B		C	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 55 (50%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay (s/veh): 28.6

Intersection LOS: C

Intersection Capacity Utilization 89.4%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 4: SR 92/Fairburn Rd & Anneewakee Rd



4: SR 92/Fairburn Rd & Anneewakee Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	246	0	840	0	18	0	314	1047	18	0	1477	124
Future Volume (veh/h)	246	0	840	0	18	0	314	1047	18	0	1477	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1885	1900	1870	1900	1900	1900	1841	1811	1900	1900	1781	1856
Adj Flow Rate, veh/h	254	0	866	0	19	0	324	1079	19	0	1523	128
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	0	2	0	0	0	4	6	0	0	8	3
Cap, veh/h	350	0	913	0	397	0	402	2346	1098	65	1723	801
Arrive On Green	0.21	0.00	0.21	0.00	0.21	0.00	0.12	0.68	0.68	0.00	0.51	0.51
Sat Flow, veh/h	1361	0	2790	0	1900	0	3401	3441	1610	522	3385	1572
Grp Volume(v), veh/h	254	0	866	0	19	0	324	1079	19	0	1523	128
Grp Sat Flow(s),veh/h/ln	1361	0	1395	0	1900	0	1700	1721	1610	522	1692	1572
Q Serve(g_s), s	19.2	0.0	23.0	0.0	0.9	0.0	10.2	16.0	0.4	0.0	44.2	4.8
Cycle Q Clear(g_c), s	20.1	0.0	23.0	0.0	0.9	0.0	10.2	16.0	0.4	0.0	44.2	4.8
Prop In Lane	1.00		1.00	0.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	350	0	913	0	397	0	402	2346	1098	65	1723	801
V/C Ratio(X)	0.73	0.00	0.95	0.00	0.05	0.00	0.81	0.46	0.02	0.00	0.88	0.16
Avail Cap(c_a), veh/h	350	0	913	0	397	0	680	2346	1098	65	1723	801
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00	0.49	0.49	0.49	0.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	0.0	36.1	0.0	34.8	0.0	47.3	8.1	5.6	0.0	24.1	14.4
Incr Delay (d2), s/veh	7.3	0.0	18.6	0.0	0.0	0.0	1.9	0.3	0.0	0.0	7.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	0.0	13.6	0.0	0.4	0.0	4.3	4.9	0.1	0.0	17.5	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.1	0.0	54.7	0.0	34.8	0.0	49.2	8.4	5.6	0.0	31.1	14.9
LnGrp LOS	D		D		C		D	A	A		C	B
Approach Vol, veh/h	1120			19			1422			1651		
Approach Delay, s/veh	53.7			34.8			17.7			29.8		
Approach LOS	D			C			B			C		
Timer - Assigned Phs	2			4		5	6		8			
Phs Duration (G+Y+Rc), s	81.0			29.0		19.0	62.0		29.0			
Change Period (Y+Rc), s	6.0			6.0		6.0	6.0		6.0			
Max Green Setting (Gmax), s	75.0			23.0		22.0	47.0		23.0			
Max Q Clear Time (g_c+I1), s	18.0			25.0		12.2	46.2		2.9			
Green Ext Time (p_c), s	9.3			0.0		0.8	0.7		0.0			
Intersection Summary												
HCM 7th Control Delay, s/veh	32.1											
HCM 7th LOS	C											

6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%			0%			0%			0%
Storage Length (ft)		225		250	260		335	145		165	0	
Storage Lanes		1		2	1		1	1		2	0	
Taper Length (ft)		140			150			100			50	
Lane Util. Factor	0.95	1.00	0.95	0.88	1.00	0.91	1.00	0.95	0.95	0.88	1.00	1.00
Ped Bike Factor												
Frt				0.850			0.850			0.850		0.956
Flt Protected		0.950			0.950			0.950	0.963			0.996
Satd. Flow (prot)	0	1805	3406	2656	1770	4893	1615	1633	1670	2814	0	1798
Flt Permitted		0.525			0.950			0.950	0.963			0.343
Satd. Flow (perm)	0	998	3406	2656	1770	4893	1615	1633	1670	2814	0	619
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				897			149			98		20
Link Speed (mph)			45			45			45			25
Link Distance (ft)			1310			1171			999			755
Travel Time (s)			19.8			17.7			15.1			20.6

Intersection Summary

Area Type: Other



Lane Group	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	

Intersection Summary

6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	12	11	786	996	56	344	16	825	111	123	14	102
Future Volume (vph)	12	11	786	996	56	344	16	825	111	123	14	102
Turn Type	pm+pt	pm+pt	NA	pm+ov	Prot	NA	Perm	Split	NA	pm+ov	Perm	NA
Protected Phases	5	5	2	8	1	6		8	8	1		4
Permitted Phases	2	2		2			6			8	4	
Detector Phase	5	5	2	8	1	6	6	8	8	1	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	25.0	25.0	12.0	25.0	25.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	12.0	12.0	32.0	37.0	12.0	32.0	32.0	37.0	37.0	12.0	29.0	29.0
Total Split (%)	10.9%	10.9%	29.1%	33.6%	10.9%	29.1%	29.1%	33.6%	33.6%	10.9%	26.4%	26.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0
Lead/Lag	Lag	Lag	Lead		Lag	Lead	Lead				Lag	
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes				Yes	
Recall Mode	None	None	C-Max	None	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)		31.7	26.0	63.0	6.0	33.2	33.2	31.0	31.0	37.0		23.0
Actuated g/C Ratio		0.29	0.24	0.57	0.05	0.30	0.30	0.28	0.28	0.34		0.21
v/c Ratio		0.07	1.01	0.54	0.60	0.24	0.03	1.04	1.04	0.13		1.21
Control Delay (s/veh)		18.5	63.8	1.4	77.3	30.7	0.1	91.4	91.3	4.3		178.4
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay (s/veh)		18.5	63.8	1.4	77.3	30.7	0.1	91.4	91.3	4.3		178.4
LOS		B	E	A	E	C	A	F	F	A		F
Approach Delay (s/veh)			28.8			35.9			81.2			178.4
Approach LOS			C			D			F			F

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 9 (8%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.21

Intersection Signal Delay (s/veh): 53.1

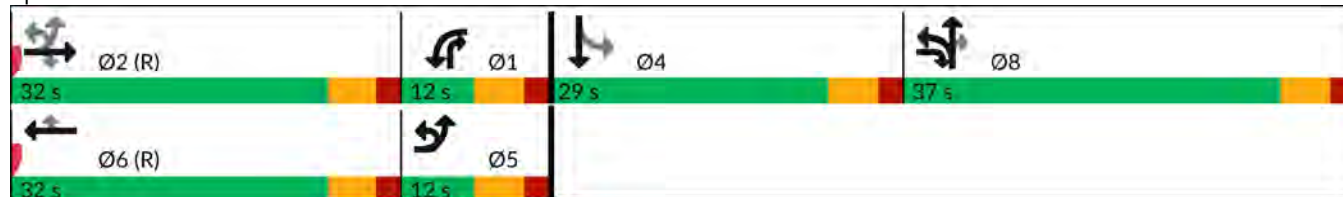
Intersection LOS: D

Intersection Capacity Utilization 81.2%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166



6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	12	11	786	996	56	344	16	825	111	123	14	102
Future Volume (veh/h)	12	11	786	996	56	344	16	825	111	123	14	102
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		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
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln		1900	1811	1796	1870	1811	1900	1826	1885	1885	1900	1885
Adj Flow Rate, veh/h		11	810	1027	58	355	16	932	0	127	14	105
Peak Hour Factor		0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %		0	6	7	2	6	0	5	1	1	0	1
Cap, veh/h		507	813	1388	255	1169	381	979	0	1358	17	128
Arrive On Green		0.14	0.24	0.24	0.14	0.24	0.24	0.28	0.00	0.28	0.12	0.12
Sat Flow, veh/h		1810	3441	2679	1781	4944	1610	3478	0	3195	141	1059
Grp Volume(v), veh/h		11	810	1027	58	355	16	932	0	127	176	0
Grp Sat Flow(s),veh/h/ln		1810	1721	1340	1781	1648	1610	1739	0	1598	1775	0
Q Serve(g_s), s		0.0	25.9	26.0	3.2	6.5	0.8	28.9	0.0	0.0	10.7	0.0
Cycle Q Clear(g_c), s		0.0	25.9	26.0	3.2	6.5	0.8	28.9	0.0	0.0	10.7	0.0
Prop In Lane		1.00		1.00	1.00		1.00	1.00		1.00	0.08	
Lane Grp Cap(c), veh/h		507	813	1388	255	1169	381	979	0	1358	214	0
V/C Ratio(X)		0.02	1.00	0.74	0.23	0.30	0.04	0.95	0.00	0.09	0.82	0.00
Avail Cap(c_a), veh/h		507	813	1388	255	1169	381	980	0	1359	371	0
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.65	0.65	0.65	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		25.7	41.9	19.1	41.7	34.6	32.4	38.8	0.0	18.9	47.2	0.0
Incr Delay (d2), s/veh		0.0	24.5	2.4	0.4	0.7	0.2	18.2	0.0	0.0	7.7	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
%ile BackOfQ(50%),veh/ln		0.2	13.2	14.3	1.4	2.6	0.3	14.2	0.0	0.9	5.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		25.7	66.4	21.4	42.2	35.2	32.6	57.0	0.0	19.0	54.9	0.0
LnGrp LOS		C	E	C	D	D	C	E		B	D	
Approach Vol, veh/h			1848			429			1059			176
Approach Delay, s/veh			41.2			36.1			52.4			54.9
Approach LOS			D			D			D			D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.8	32.0		19.3	21.8	32.0		37.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	26.0		23.0	6.0	26.0		31.0				
Max Q Clear Time (g_c+l1), s	5.2	28.0		12.7	2.0	8.5		30.9				
Green Ext Time (p_c), s	0.0	0.0		0.7	0.0	2.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			44.6									
HCM 7th LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												
User approved ignoring U-Turning movement.												

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	55
Future Volume (veh/h)	55
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	57
Peak Hour Factor	0.97
Percent Heavy Veh, %	0
Cap, veh/h	69
Arrive On Green	0.12
Sat Flow, veh/h	575
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.32
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Westwood Mixed-Use Development DRI #4057
7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

2032 No-Build AM - Mitigated

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%				0%				0%			
Storage Length (ft)	150		150	170		115		265		145	265	
Storage Lanes	2		2	1		1		1		1	1	
Taper Length (ft)	115			145				75			65	
Lane Util. Factor	0.97	1.00	0.88	1.00	1.00	1.00	0.91	1.00	0.91	1.00	1.00	0.95
Ped Bike Factor												
Frt	0.850				0.850				0.850			
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	3335	1792	2760	1656	1792	1242	0	1788	4893	1553	1271	3085
Flt Permitted	0.950			0.246				0.563			0.179	
Satd. Flow (perm)	3335	1792	2760	429	1792	1242	0	1059	4893	1553	240	3085
Right Turn on Red	Yes				Yes				Yes			
Satd. Flow (RTOR)	188				261				205			
Link Speed (mph)	45				45				55			
Link Distance (ft)	3872				4194				801			
Travel Time (s)	58.7				63.5				9.9			

Intersection Summary

Area Type: Other



Lane Group	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	280
Storage Lanes	2
Taper Length (ft)	
Lane Util. Factor	0.88
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	2682
Flt Permitted	
Satd. Flow (perm)	2682
Right Turn on Red	Yes
Satd. Flow (RTOR)	182
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	

Intersection Summary

Westwood Mixed-Use Development DRI #4057
7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

2032 No-Build AM - Mitigated

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	574	504	47	80	261	67	5	121	947	189	37	191
Future Volume (vph)	574	504	47	80	261	67	5	121	947	189	37	191
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	7	4		3	8		5	5	2	3	1	6
Permitted Phases			4	8		8	2	2		2	6	
Detector Phase	7	4	4	3	8	8	5	5	2	3	1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	25.0	12.0	25.0	25.0	12.0	12.0	25.0	12.0	12.0	25.0
Total Split (s)	25.0	38.0	38.0	12.0	25.0	25.0	12.0	12.0	28.0	12.0	12.0	28.0
Total Split (%)	27.8%	42.2%	42.2%	13.3%	27.8%	27.8%	13.3%	13.3%	31.1%	13.3%	13.3%	31.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.0	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.5	6.0	6.0	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	Max
Act Effct Green (s)	18.5	29.7	29.7	23.1	17.2	17.2		30.5	26.5	39.0	27.9	21.5
Actuated g/C Ratio	0.21	0.34	0.34	0.26	0.20	0.20		0.35	0.30	0.44	0.32	0.25
v/c Ratio	0.89	0.90	0.05	0.44	0.81	0.16		0.33	0.70	0.25	0.28	0.28
Control Delay (s/veh)	50.5	48.1	0.1	22.7	52.8	0.8		21.7	32.2	3.8	23.2	28.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.5	48.1	0.1	22.7	52.8	0.8		21.7	32.2	3.8	23.2	28.6
LOS	D	D	A	C	D	A		C	C	A	C	C
Approach Delay (s/veh)		47.3			38.4				26.9			16.8
Approach LOS		D			D				C			B

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 87.7

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay (s/veh): 34.3

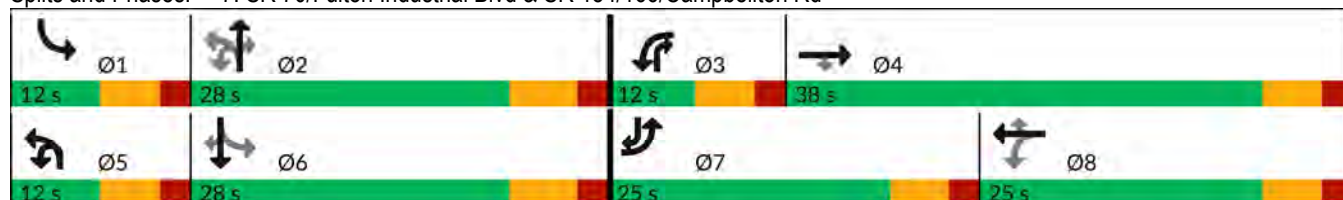
Intersection LOS: C

Intersection Capacity Utilization 73.8%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd





Lane Group	SBR
Lane Configurations	FF
Traffic Volume (vph)	167
Future Volume (vph)	167
Turn Type	pm+ov
Protected Phases	7
Permitted Phases	6
Detector Phase	7
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	12.0
Total Split (s)	25.0
Total Split (%)	27.8%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	46.5
Actuated g/C Ratio	0.53
v/c Ratio	0.12
Control Delay (s/veh)	2.0
Queue Delay	0.0
Total Delay (s/veh)	2.0
LOS	A
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	

7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	574	504	47	80	261	67	5	121	947	189	37	191
Future Volume (veh/h)	574	504	47	80	261	67	5	121	947	189	37	191
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No			No				No			No	
Adj Sat Flow, veh/h/ln	1826	1811	1856	1767	1811	1455		1885	1811	1841	1278	1648
Adj Flow Rate, veh/h	624	548	51	87	284	73		132	1029	205	40	208
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	6	3	9	6	30		1	6	4	42	17
Cap, veh/h	703	606	926	215	331	226		409	1414	535	158	788
Arrive On Green	0.21	0.33	0.33	0.06	0.18	0.18		0.07	0.29	0.29	0.04	0.25
Sat Flow, veh/h	3374	1811	2768	1682	1811	1233		1795	4944	1560	1217	3131
Grp Volume(v), veh/h	624	548	51	87	284	73		132	1029	205	40	208
Grp Sat Flow(s),veh/h/ln	1687	1811	1384	1682	1811	1233		1795	1648	1560	1217	1566
Q Serve(g_s), s	15.3	24.7	1.1	3.5	13.0	4.4		4.6	16.0	8.5	2.1	4.5
Cycle Q Clear(g_c), s	15.3	24.7	1.1	3.5	13.0	4.4		4.6	16.0	8.5	2.1	4.5
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	703	606	926	215	331	226		409	1414	535	158	788
V/C Ratio(X)	0.89	0.90	0.06	0.40	0.86	0.32		0.32	0.73	0.38	0.25	0.26
Avail Cap(c_a), veh/h	750	678	1037	238	403	274		409	1414	535	200	788
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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	27.1	19.3	26.9	33.8	30.3		21.3	27.5	21.2	23.6	25.6
Incr Delay (d2), s/veh	12.0	14.6	0.0	1.2	14.4	0.8		0.5	1.9	0.5	0.8	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	12.1	0.3	1.4	6.7	1.3		1.8	5.8	2.9	0.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.8	41.7	19.3	28.2	48.2	31.1		21.8	29.4	21.7	24.4	26.4
LnGrp LOS	D	D	B	C	D	C		C	C	C	C	C
Approach Vol, veh/h	1223			444				1366			430	
Approach Delay, s/veh	42.4			41.5				27.5			20.8	
Approach LOS	D			D				C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	30.9	10.8	34.6	12.0	28.0	23.8	21.6				
Change Period (Y+Rc), s	6.0	6.5	6.0	6.0	6.0	6.5	6.0	6.0				
Max Green Setting (Gmax), s	6.0	21.5	6.0	32.0	6.0	21.5	19.0	19.0				
Max Q Clear Time (g_c+l1), s	4.1	18.0	5.5	26.7	6.6	6.5	17.3	15.0				
Green Ext Time (p_c), s	0.0	2.1	0.0	1.6	0.0	1.6	0.5	0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh				33.7								
HCM 7th LOS				C								
Notes												
User approved ignoring U-Turning movement.												



Movement	SBR
Lane Configurations	FF
Traffic Volume (veh/h)	167
Future Volume (veh/h)	167
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1811
Adj Flow Rate, veh/h	182
Peak Hour Factor	0.92
Percent Heavy Veh, %	6
Cap, veh/h	1243
Arrive On Green	0.25
Sat Flow, veh/h	2701
Grp Volume(v), veh/h	182
Grp Sat Flow(s),veh/h/ln	1351
Q Serve(g_s), s	3.3
Cycle Q Clear(g_c), s	3.3
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	1243
V/C Ratio(X)	0.15
Avail Cap(c_a), veh/h	1243
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	13.4
Incr Delay (d2), s/veh	0.2
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.9
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	13.6
LnGrp LOS	B
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

9: Cascade Palmetto Hwy & Cochran Rd

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	0	0	0			0
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1031	1615	1805	1827	1696	1615
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1031	1615	1805	1827	1696	1615
Link Speed (mph)	30			55	55	
Link Distance (ft)	619			5732	1028	
Travel Time (s)	7.7			71.2	12.7	
Intersection Summary						
Area Type:	Other					

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	4	4	1166	298	5
Future Vol, veh/h	10	4	4	1166	298	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	75	0	0	4	12	0
Mvmt Flow	11	4	4	1310	335	6
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1654	335	340	0	-	0
Stage 1	335	-	-	-	-	-
Stage 2	1319	-	-	-	-	-
Critical Hdwy	7.15	6.2	4.1	-	-	-
Critical Hdwy Stg 1	6.15	-	-	-	-	-
Critical Hdwy Stg 2	6.15	-	-	-	-	-
Follow-up Hdwy	4.175	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	73	712	1230	-	-	-
Stage 1	587	-	-	-	-	-
Stage 2	177	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	72	712	1230	-	-	-
Mov Cap-2 Maneuver	72	-	-	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	177	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	48.39	0.03		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1230	-	72	712	-	-
HCM Lane V/C Ratio	0.004	-	0.155	0.006	-	-
HCM Control Delay (s/veh)	7.9	-	63.7	10.1	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	0	-	-

10: Cascade Palmetto Hwy & W Stubbs Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		175	260		240	300		290
Storage Lanes	0		0	0		1	1		1	1		1
Taper Length (ft)	50			50			85			85		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.987				0.850			0.850			0.850
Flt Protected		0.975			0.983		0.950			0.950		
Satd. Flow (prot)	0	1763	0	0	1808	1599	1583	1810	1538	1703	1610	1615
Flt Permitted		0.796			0.839		0.628			0.115		
Satd. Flow (perm)	0	1440	0	0	1543	1599	1047	1810	1538	206	1610	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				103			131			131
Link Speed (mph)		25			45			55			55	
Link Distance (ft)		829			1658			3254			5732	
Travel Time (s)		22.6			25.1			40.3			71.1	

Intersection Summary

Area Type: Other

10: Cascade Palmetto Hwy & W Stubbs Rd

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	90	66	23	45	356	8	722	23	111	182	23
Future Volume (vph)	90	66	23	45	356	8	722	23	111	182	23
Turn Type	Perm	NA	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	1	5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	4	4	8	8	1	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	18.0	18.0	18.0	18.0	12.0	12.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	22.0	22.0	22.0	22.0	12.0	12.0	41.0	41.0	12.0	41.0	41.0
Total Split (%)	29.3%	29.3%	29.3%	29.3%	16.0%	16.0%	54.7%	54.7%	16.0%	54.7%	54.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.5	6.5	6.0	6.5	6.5
Lead/Lag					Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)		13.4		13.4	25.4	40.7	34.6	34.6	45.9	44.3	44.3
Actuated g/C Ratio		0.18		0.18	0.35	0.56	0.48	0.48	0.63	0.61	0.61
v/c Ratio		0.72		0.27	0.65	0.01	0.95	0.03	0.50	0.21	0.03
Control Delay (s/veh)		42.7		27.6	19.8	5.6	42.1	0.1	15.1	8.7	0.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		42.7		27.6	19.8	5.6	42.1	0.1	15.1	8.7	0.0
LOS		D		C	B	A	D	A	B	A	A
Approach Delay (s/veh)		42.7		21.0			40.5			10.3	
Approach LOS		D		C			D			B	

Intersection Summary

Cycle Length: 75

Actuated Cycle Length: 72.5

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay (s/veh): 30.0

Intersection LOS: C

Intersection Capacity Utilization 84.9%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 10: Cascade Palmetto Hwy & W Stubbs Rd



10: Cascade Palmetto Hwy & W Stubbs Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	66	17	23	45	356	8	722	23	111	182	23
Future Volume (veh/h)	90	66	17	23	45	356	8	722	23	111	182	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1870	1693	1900	1826	1885	1693	1826	1826	1811	1633	1900
Adj Flow Rate, veh/h	102	75	19	26	51	405	9	820	26	126	207	26
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	2	14	0	5	1	14	5	5	6	18	0
Cap, veh/h	190	127	26	154	268	447	584	856	725	228	849	837
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.01	0.47	0.47	0.06	0.52	0.52
Sat Flow, veh/h	533	582	120	409	1233	1598	1612	1826	1547	1725	1633	1610
Grp Volume(v), veh/h	196	0	0	77	0	405	9	820	26	126	207	26
Grp Sat Flow(s),veh/h/ln	1235	0	0	1642	0	1598	1612	1826	1547	1725	1633	1610
Q Serve(g_s), s	8.2	0.0	0.0	0.0	0.0	16.0	0.2	31.9	0.7	2.7	5.1	0.6
Cycle Q Clear(g_c), s	10.8	0.0	0.0	2.5	0.0	16.0	0.2	31.9	0.7	2.7	5.1	0.6
Prop In Lane	0.52		0.10	0.34		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	343	0	0	422	0	447	584	856	725	228	849	837
V/C Ratio(X)	0.57	0.00	0.00	0.18	0.00	0.91	0.02	0.96	0.04	0.55	0.24	0.03
Avail Cap(c_a), veh/h	343	0	0	422	0	447	697	856	725	261	849	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.6	0.0	0.0	23.5	0.0	25.6	10.0	18.9	10.6	16.6	9.7	8.6
Incr Delay (d2), s/veh	2.3	0.0	0.0	0.2	0.0	21.7	0.0	22.2	0.1	2.1	0.7	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	0.0	1.0	0.0	8.7	0.1	15.5	0.2	0.9	1.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.9	0.0	0.0	23.7	0.0	47.2	10.0	41.0	10.7	18.6	10.4	8.7
LnGrp LOS	C			C		D	B	D	B	B	B	A
Approach Vol, veh/h	196			482			855			359		
Approach Delay, s/veh	28.9			43.5			39.8			13.2		
Approach LOS	C			D			D			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	41.0		22.0	6.8	44.8		22.0				
Change Period (Y+Rc), s	6.0	6.5		6.0	6.0	6.5		6.0				
Max Green Setting (Gmax), s	6.0	34.5		16.0	6.0	34.5		16.0				
Max Q Clear Time (g_c+l1), s	4.7	33.9		12.8	2.2	7.1		18.0				
Green Ext Time (p_c), s	0.0	0.3		0.4	0.0	1.1		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				34.5								
HCM 7th LOS				C								

11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%				0%				0%		0%	
Storage Length (ft)	190		0	250		0	350		0	210		0
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	85			85			80			95		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.967				0.850			0.987			0.850	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1715	0	1703	1827	1313	1671	1751	0	1480	1638	1568
Flt Permitted	0.203			0.167			0.604			0.296		
Satd. Flow (perm)	371	1715	0	299	1827	1313	1063	1751	0	461	1638	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				127		5				115
Link Speed (mph)		50			50			55			50	
Link Distance (ft)		1759			2098			1918			9731	
Travel Time (s)		24.0			28.6			23.8			132.7	

Intersection Summary

Area Type: Other

11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	342	669	19	378	63	244	316	32	157	43
Future Volume (vph)	342	669	19	378	63	244	316	32	157	43
Turn Type	pm+pt	NA	Perm	NA	pm+ov	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	7	4		8	1	5	2	1	6	7
Permitted Phases	4		8		8	2		6		6
Detector Phase	7	4	8	8	1	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	25.0	25.0	12.0	12.0	25.0	12.0	25.0	12.0
Total Split (s)	22.0	52.0	30.0	30.0	12.0	12.0	26.0	12.0	26.0	22.0
Total Split (%)	24.4%	57.8%	33.3%	33.3%	13.3%	13.3%	28.9%	13.3%	28.9%	24.4%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.0	4.0	4.5	4.0	4.5	4.5
All-Red Time (s)	2.5	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.5	6.5	6.5	6.0	6.0	6.5	6.0	6.5	7.0
Lead/Lag	Lead		Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	None	Max	None
Act Effect Green (s)	45.0	45.5	23.9	23.9	36.3	27.2	21.9	25.9	19.5	40.6
Actuated g/C Ratio	0.50	0.51	0.27	0.27	0.40	0.30	0.24	0.29	0.22	0.45
v/c Ratio	0.87	1.01	0.25	0.81	0.11	0.70	0.83	0.17	0.46	0.06
Control Delay (s/veh)	39.0	56.4	36.1	45.7	0.5	37.3	52.1	21.5	35.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.0	56.4	36.1	45.7	0.5	37.3	52.1	21.5	35.6	0.1
LOS	D	E	D	D	A	D	D	C	D	A
Approach Delay (s/veh)		51.4		39.1			46.0		27.1	
Approach LOS		D		D			D		C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.01

Intersection Signal Delay (s/veh): 45.6

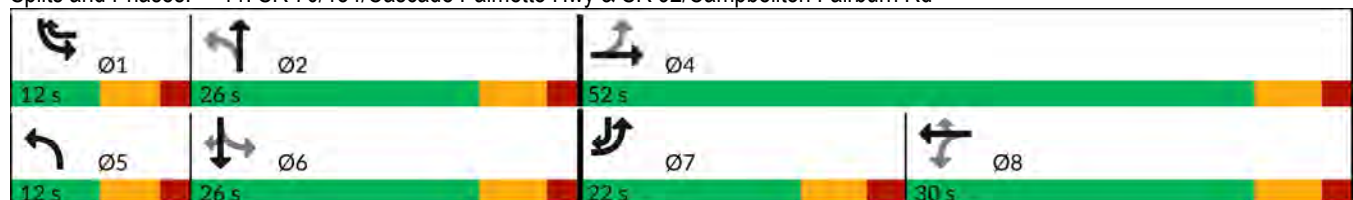
Intersection LOS: D

Intersection Capacity Utilization 94.9%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd



11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	342	669	191	19	378	63	244	316	31	32	157	43
Future Volume (veh/h)	342	669	191	19	378	63	244	316	31	32	157	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1841	1811	1737	1811	1841	1559	1781	1796	1781	1574	1663	1856
Adj Flow Rate, veh/h	353	690	197	20	390	65	252	326	32	33	162	44
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	6	11	6	4	23	8	7	8	22	16	3
Cap, veh/h	427	685	196	80	490	393	341	406	40	180	360	595
Arrive On Green	0.16	0.51	0.51	0.27	0.27	0.27	0.07	0.25	0.25	0.03	0.22	0.22
Sat Flow, veh/h	1753	1355	387	607	1841	1321	1697	1610	158	1499	1663	1572
Grp Volume(v), veh/h	353	0	887	20	390	65	252	0	358	33	162	44
Grp Sat Flow(s),veh/h/ln	1753	0	1741	607	1841	1321	1697	0	1768	1499	1663	1572
Q Serve(g_s), s	12.5	0.0	45.5	0.0	17.8	3.3	6.0	0.0	17.1	1.5	7.6	1.6
Cycle Q Clear(g_c), s	12.5	0.0	45.5	24.0	17.8	3.3	6.0	0.0	17.1	1.5	7.6	1.6
Prop In Lane	1.00		0.22	1.00		1.00	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	427	0	880	80	490	393	341	0	446	180	360	595
V/C Ratio(X)	0.83	0.00	1.01	0.25	0.80	0.17	0.74	0.00	0.80	0.18	0.45	0.07
Avail Cap(c_a), veh/h	436	0	880	80	490	393	341	0	446	234	360	595
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.2	0.0	22.3	45.0	30.7	23.4	31.4	0.0	31.6	27.1	30.6	17.9
Incr Delay (d2), s/veh	12.2	0.0	32.2	1.6	8.9	0.2	8.2	0.0	14.2	0.5	4.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	0.0	23.1	0.5	8.4	1.0	2.9	0.0	8.4	0.5	3.2	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.5	0.0	54.4	46.6	39.6	23.6	39.7	0.0	45.8	27.6	34.6	18.1
LnGrp LOS	C		F	D	D	C	D		D	C	C	B
Approach Vol, veh/h	1240			475			610			239		
Approach Delay, s/veh	48.2			37.7			43.2			30.6		
Approach LOS	D			D			D			C		
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.8	29.2		52.0	12.0	26.0	21.5	30.5				
Change Period (Y+Rc), s	6.0	6.5		6.5	6.0	6.5	7.0	6.5				
Max Green Setting (Gmax), s	6.0	19.5		45.5	6.0	19.5	15.0	23.5				
Max Q Clear Time (g_c+l1), s	3.5	19.1		47.5	8.0	9.6	14.5	26.0				
Green Ext Time (p_c), s	0.0	0.1		0.0	0.0	0.6	0.1	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				43.4								
HCM 7th LOS				D								

12: W Stubbs Rd & Butner Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.995				0.850		0.999				0.850
Flt Protected		0.987			0.999			0.996			0.967	
Satd. Flow (prot)	0	1826	0	0	1862	1583	0	1827	0	0	1807	1482
Flt Permitted		0.987			0.999			0.996			0.967	
Satd. Flow (perm)	0	1826	0	0	1862	1583	0	1827	0	0	1807	1482
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		937			898			614			765	
Travel Time (s)		11.6			11.1			7.6			9.5	
Intersection Summary												
Area Type:	Other											

Intersection	
Intersection Delay, s/veh	24.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	75	210	10	2	78	133	13	139	2	223	99	92
Future Vol, veh/h	75	210	10	2	78	133	13	139	2	223	99	92
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	3	2	0	0	2	2	9	3	0	2	1	9
Mvmt Flow	89	250	12	2	93	158	15	165	2	265	118	110
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	1
HCM Control Delay, s/veh	28.9	12.9	16.9	29.4
HCM LOS	D	B	C	D

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	8%	25%	3%	0%	69%	0%
Vol Thru, %	90%	71%	98%	0%	31%	0%
Vol Right, %	1%	3%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	154	295	80	133	322	92
LT Vol	13	75	2	0	223	0
Through Vol	139	210	78	0	99	0
RT Vol	2	10	0	133	0	92
Lane Flow Rate	183	351	95	158	383	110
Geometry Grp	6	6	7	7	7	7
Degree of Util (X)	0.413	0.735	0.207	0.313	0.803	0.196
Departure Headway (Hd)	8.112	7.532	7.813	7.113	7.544	6.455
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	442	478	457	502	479	553
Service Time	6.208	5.603	5.596	4.896	5.317	4.228
HCM Lane V/C Ratio	0.414	0.734	0.208	0.315	0.8	0.199
HCM Control Delay, s/veh	16.9	28.9	12.6	13.1	34.7	10.8
HCM Lane LOS	C	D	B	B	D	B
HCM 95th-tile Q	2	6	0.8	1.3	7.5	0.7

Westwood Mixed-Use Development DRI #4057
1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

2032 No-Build PM - Mitigated

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	 	  			 	  	 	 	  	 	  	  
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%		0%				0%		0%		0%	
Storage Length (ft)	170		675		310		575	300		315	465	
Storage Lanes	1		1		2		2	2		2	3	
Taper Length (ft)	115				300			225			200	
Lane Util. Factor	0.97	0.91	1.00	0.91	0.97	0.91	0.88	0.97	0.91	0.88	0.94	0.91
Ped Bike Factor												
Frt	0.850			0.850			0.850			0.850		
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	3072	4759	1214	0	3243	4893	2682	2415	4759	2584	4670	4715
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	3072	4759	1214	0	3243	4893	2682	2415	4759	2584	4670	4715
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			262				185			240		
Link Speed (mph)	45			45			55			55		
Link Distance (ft)	2446			2324			3668			2456		
Travel Time (s)	37.1			35.2			45.5			30.4		

Intersection Summary

Area Type: Other



Lane Group	SBR
Lane Configurations	 
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	380
Storage Lanes	2
Taper Length (ft)	
Lane Util. Factor	0.88
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	2369
Flt Permitted	
Satd. Flow (perm)	2369
Right Turn on Red	Yes
Satd. Flow (RTOR)	186
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	

Intersection Summary

1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  	 	 	  	 	 		
Traffic Volume (vph)	448	752	73	249	1150	576	91	999	208	341	608	305
Future Volume (vph)	448	752	73	249	1150	576	91	999	208	341	608	305
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2		1	6	7	3	8		7	4	5
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	7	3	8	8	7	4	5
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	25.0	12.0	25.0	12.0	12.0	25.0	25.0	12.0	25.0	12.0
Total Split (s)	22.0	33.0	33.0	20.0	31.0	16.0	17.0	31.0	31.0	16.0	30.0	22.0
Total Split (%)	22.0%	33.0%	33.0%	20.0%	31.0%	16.0%	17.0%	31.0%	31.0%	16.0%	30.0%	22.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.5	2.5	2.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	None
Act Effect Green (s)	16.0	23.5	23.5	17.5	25.0	33.0	8.8	24.0	24.0	9.0	26.9	49.9
Actuated g/C Ratio	0.16	0.24	0.24	0.18	0.25	0.33	0.09	0.24	0.24	0.09	0.27	0.50
v/c Ratio	0.98	0.72	0.16	0.59	1.01	0.61	0.46	0.94	0.28	0.87	0.52	0.26
Control Delay (s/veh)	79.4	39.0	0.7	43.9	66.6	13.7	50.4	53.6	4.3	67.2	34.0	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	79.4	39.0	0.7	43.9	66.6	13.7	50.4	53.6	4.3	67.2	34.0	7.4
LOS	E	D	A	D	E	B	D	D	A	E	C	A
Approach Delay (s/veh)		51.0			48.2			45.5			36.6	
Approach LOS		D			D			D			D	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.01

Intersection Signal Delay (s/veh): 45.7

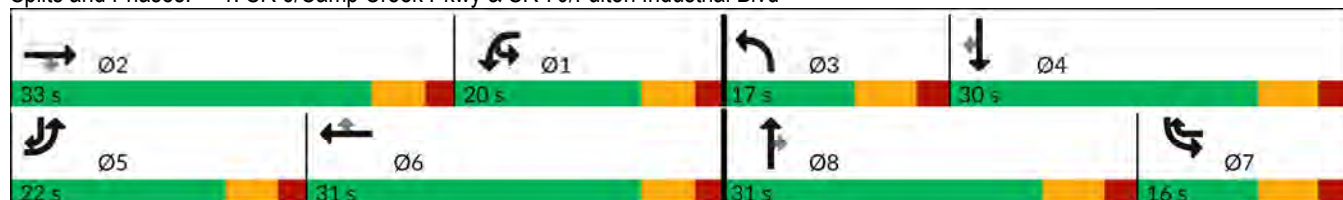
Intersection LOS: D

Intersection Capacity Utilization 82.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd



Westwood Mixed-Use Development DRI #4057
1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

2032 No-Build PM - Mitigated

																											
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT															
Lane Configurations																											
Traffic Volume (veh/h)	448	752	73	63	249	1150	576	91	999	208	341	608															
Future Volume (veh/h)	448	752	73	63	249	1150	576	91	999	208	341	608															
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0															
Lane Width Adj.	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00															
Ped-Bike Adj(A_pbT)	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															
Work Zone On Approach	No				No				No			No															
Adj Sat Flow, veh/h/ln	1693	1767	1411		1767	1811	1811	1233	1767	1752	1767	1752															
Adj Flow Rate, veh/h	482	809	78		268	1237	619	98	1074	224	367	654															
Peak Hour Factor	0.93	0.93	0.93		0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93															
Percent Heavy Veh, %	14	9	33		9	6	6	45	9	10	9	10															
Cap, veh/h	500	1035	256		638	1236	918	134	1157	627	427	1296															
Arrive On Green	0.16	0.21	0.21		0.20	0.25	0.25	0.06	0.24	0.24	0.09	0.27															
Sat Flow, veh/h	3127	4823	1196		3264	4944	2701	2278	4823	2613	4745	4782															
Grp Volume(v), veh/h	482	809	78		268	1237	619	98	1074	224	367	654															
Grp Sat Flow(s),veh/h/ln	1564	1608	1196		1632	1648	1351	1139	1608	1306	1582	1594															
Q Serve(g_s), s	15.3	15.8	4.2		7.2	25.0	6.8	4.2	21.8	7.1	7.6	11.5															
Cycle Q Clear(g_c), s	15.3	15.8	4.2		7.2	25.0	6.8	4.2	21.8	7.1	7.6	11.5															
Prop In Lane	1.00		1.00		1.00		1.00	1.00		1.00	1.00																
Lane Grp Cap(c), veh/h	500	1035	256		638	1236	918	134	1157	627	427	1296															
V/C Ratio(X)	0.96	0.78	0.30		0.42	1.00	0.67	0.73	0.93	0.36	0.86	0.50															
Avail Cap(c_a), veh/h	500	1302	323		638	1236	918	228	1157	627	427	1296															
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															
Upstream Filter(I)	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00															
Uniform Delay (d), s/veh	41.7	37.1	19.0		35.3	37.5	9.6	46.3	37.2	31.6	44.9	30.8															
Incr Delay (d2), s/veh	31.0	2.5	0.7		0.4	25.8	2.0	7.4	14.0	1.6	16.0	1.4															
Initial Q Delay(d3), s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0															
%ile BackOfQ(50%),veh/ln	7.8	6.1	1.5		2.8	12.4	2.3	1.3	9.4	2.2	3.5	4.3															
Unsig. Movement Delay, s/veh																											
LnGrp Delay(d), s/veh	72.7	39.5	19.7		35.7	63.3	11.5	53.7	51.1	33.2	60.9	32.2															
LnGrp LOS	E	D	B		D	F	B	D	D	C	E	C															
Approach Vol, veh/h	1369				2124				1396			1349															
Approach Delay, s/veh	50.1				44.7				48.4			36.9															
Approach LOS	D				D				D			D															
Timer - Assigned Phs	1	2	3	4	5	6	7	8																			
Phs Duration (G+Y+Rc), s	25.5	27.5	12.9	34.1	22.0	31.0	16.0	31.0																			
Change Period (Y+Rc), s	6.0	6.0	7.0	7.0	6.0	6.0	7.0	7.0																			
Max Green Setting (Gmax), s	14.0	27.0	10.0	23.0	16.0	25.0	9.0	24.0																			
Max Q Clear Time (g_c+l1), s	9.2	17.8	6.2	13.5	17.3	27.0	9.6	23.8																			
Green Ext Time (p_c), s	0.4	3.6	0.1	3.6	0.0	0.0	0.0	0.2																			
Intersection Summary																											
HCM 7th Control Delay, s/veh				45.0																							
HCM 7th LOS				D																							
Notes																											
User approved ignoring U-Turning movement.																											



Movement	SBR
Lane Configurations	FF
Traffic Volume (veh/h)	305
Future Volume (veh/h)	305
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1604
Adj Flow Rate, veh/h	328
Peak Hour Factor	0.93
Percent Heavy Veh, %	20
Cap, veh/h	1031
Arrive On Green	0.27
Sat Flow, veh/h	2392
Grp Volume(v), veh/h	328
Grp Sat Flow(s),veh/h/ln	1196
Q Serve(g_s), s	9.0
Cycle Q Clear(g_c), s	9.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	1031
V/C Ratio(X)	0.32
Avail Cap(c_a), veh/h	1031
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	18.8
Incr Delay (d2), s/veh	0.8
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	2.4
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	19.6
LnGrp LOS	B
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Westwood Mixed-Use Development DRI #4057
 2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

2032 No-Build PM - Mitigated

													
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	
Grade (%)	0%				0%				0%				
Storage Length (ft)	250		450	275		0	440		250	600		265	
Storage Lanes	1		2	1		1	2		1	1		1	
Taper Length (ft)	130			85			165			150			
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00	
Ped Bike Factor													
Frt			0.850				0.850		0.850				0.850
Flt Protected	0.950			0.950			0.950			0.950			
Satd. Flow (prot)	1752	1881	2707	1770	1845	1524	3335	3223	1583	1736	3167	1599	
Flt Permitted	0.185			0.257			0.950			0.201			
Satd. Flow (perm)	341	1881	2707	479	1845	1524	3335	3223	1583	367	3167	1599	
Right Turn on Red			Yes				Yes		Yes				Yes
Satd. Flow (RTOR)			276				267		182				217
Link Speed (mph)	45				45				55		55		
Link Distance (ft)	1126				2458				2597		3467		
Travel Time (s)	17.1				37.2				32.2		43.0		

Intersection Summary

Area Type: Other

Westwood Mixed-Use Development DRI #4057
2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

2032 No-Build PM - Mitigated

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	330	473	66	360	92	547	1170	103	33	739	263
Future Volume (vph)	180	330	473	66	360	92	547	1170	103	33	739	263
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2	6		6
Detector Phase	7	4	5	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	12.0	12.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	12.0	25.0	22.0	13.0	26.0	26.0	22.0	40.0	40.0	12.0	30.0	30.0
Total Split (%)	13.3%	27.8%	24.4%	14.4%	28.9%	28.9%	24.4%	44.4%	44.4%	13.3%	33.3%	33.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.5	6.5	6.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	26.4	21.6	38.8	26.7	20.0	20.0	16.0	38.3	38.3	24.0	23.5	23.5
Actuated g/C Ratio	0.29	0.24	0.43	0.30	0.22	0.22	0.18	0.43	0.43	0.27	0.26	0.26
v/c Ratio	1.00	0.79	0.38	0.30	0.94	0.18	0.99	0.92	0.14	0.19	0.96	0.49
Control Delay (s/veh)	94.5	48.0	5.6	23.2	68.8	0.7	73.9	38.4	0.8	27.2	57.5	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	94.5	48.0	5.6	23.2	68.8	0.7	73.9	38.4	0.8	27.2	57.5	10.8
LOS	F	D	A	C	E	A	E	D	A	C	E	B
Approach Delay (s/veh)		36.1			50.9			47.0			44.7	
Approach LOS		D			D			D			D	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay (s/veh): 44.4

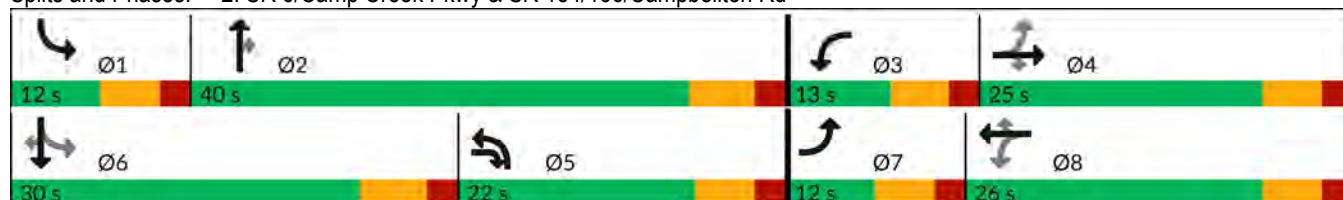
Intersection LOS: D

Intersection Capacity Utilization 85.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd



Westwood Mixed-Use Development DRI #4057
2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

2032 No-Build PM - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	330	473	66	360	92	547	1170	103	33	739	263
Future Volume (veh/h)	180	330	473	66	360	92	547	1170	103	33	739	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1885	1826	1870	1856	1811	1826	1722	1870	1841	1693	1885
Adj Flow Rate, veh/h	194	355	509	71	387	99	588	1258	0	35	795	283
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	1	5	2	3	6	5	12	2	4	14	1
Cap, veh/h	211	455	1139	203	410	339	596	1340		136	835	415
Arrive On Green	0.07	0.24	0.24	0.05	0.22	0.22	0.18	0.41	0.00	0.03	0.26	0.26
Sat Flow, veh/h	1767	1885	2723	1781	1856	1535	3374	3272	1585	1753	3216	1598
Grp Volume(v), veh/h	194	355	509	71	387	99	588	1258	0	35	795	283
Grp Sat Flow(s),veh/h/ln	1767	1885	1362	1781	1856	1535	1687	1636	1585	1753	1608	1598
Q Serve(g_s), s	6.0	15.9	2.3	2.8	18.6	4.9	15.7	33.4	0.0	1.4	22.0	10.4
Cycle Q Clear(g_c), s	6.0	15.9	2.3	2.8	18.6	4.9	15.7	33.4	0.0	1.4	22.0	10.4
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	211	455	1139	203	410	339	596	1340		136	835	415
V/C Ratio(X)	0.92	0.78	0.45	0.35	0.94	0.29	0.99	0.94		0.26	0.95	0.68
Avail Cap(c_a), veh/h	211	455	1139	259	410	339	596	1340		196	835	415
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.3	32.1	6.8	26.6	34.7	29.4	37.1	25.6	0.0	29.9	32.9	15.8
Incr Delay (d2), s/veh	40.4	8.5	0.3	1.0	30.5	0.5	33.1	13.7	0.0	1.0	21.5	8.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	7.8	1.5	1.2	11.3	1.7	8.7	13.6	0.0	0.6	10.2	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	71.7	40.6	7.1	27.6	65.2	29.8	70.3	39.3	0.0	30.9	54.4	24.6
LnGrp LOS	E	D	A	C	E	C	E	D		C	D	C
Approach Vol, veh/h	1058			557			1846			1113		
Approach Delay, s/veh	30.2			54.1			49.2			46.1		
Approach LOS	C			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	43.6	10.2	27.8	22.5	30.0	12.0	26.0				
Change Period (Y+Rc), s	6.0	6.5	6.0	6.0	6.5	* 6.5	6.0	6.0				
Max Green Setting (Gmax), s	6.0	33.5	7.0	19.0	16.0	* 24	6.0	20.0				
Max Q Clear Time (g_c+l1), s	3.4	35.4	4.8	17.9	17.7	24.0	8.0	20.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	44.6
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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

3: SR 92/Fairburn Rd & Mt Vernon Rd

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%
Storage Length (ft)	0	0	335		250	300	
Storage Lanes	1	1	1		1	1	
Taper Length (ft)	50		125			135	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor							
Frt		0.850			0.850		
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1787	1599	1805	3438	1568	1805	3438
Flt Permitted	0.950		0.106			0.074	
Satd. Flow (perm)	1787	1599	201	3438	1568	141	3438
Right Turn on Red		Yes			Yes		
Satd. Flow (RTOR)		16			242		
Link Speed (mph)	40			45			45
Link Distance (ft)	1213			1812			3614
Travel Time (s)	20.7			27.5			54.8

Intersection Summary

Area Type: Other

Westwood Mixed-Use Development DRI #4057
3: SR 92/Fairburn Rd & Mt Vernon Rd

2032 No-Build PM - Mitigated

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	369	182	5	1579	264	65	1246
Future Volume (vph)	369	182	5	1579	264	65	1246
Turn Type	Prot	pm+ov	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	3	1	5	2		1	6
Permitted Phases		3	2		2	6	
Detector Phase	3	1	5	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	12.0	12.0	25.0	25.0	12.0	25.0
Total Split (s)	34.0	12.0	12.0	64.0	64.0	12.0	64.0
Total Split (%)	30.9%	10.9%	10.9%	58.2%	58.2%	10.9%	58.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lag	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effect Green (s)	26.2	38.2	59.8	59.8	59.8	69.4	69.4
Actuated g/C Ratio	0.24	0.35	0.54	0.54	0.54	0.63	0.63
v/c Ratio	0.90	0.33	0.03	0.87	0.28	0.37	0.59
Control Delay (s/veh)	65.0	25.5	10.8	18.2	1.8	29.3	14.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.0	25.5	10.8	18.2	1.8	29.3	14.5
LOS	E	C	B	B	A	C	B
Approach Delay (s/veh)	51.9			15.8			15.2
Approach LOS	D			B			B

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 11 (10%), Referenced to phase 2:NBTU and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay (s/veh): 21.0

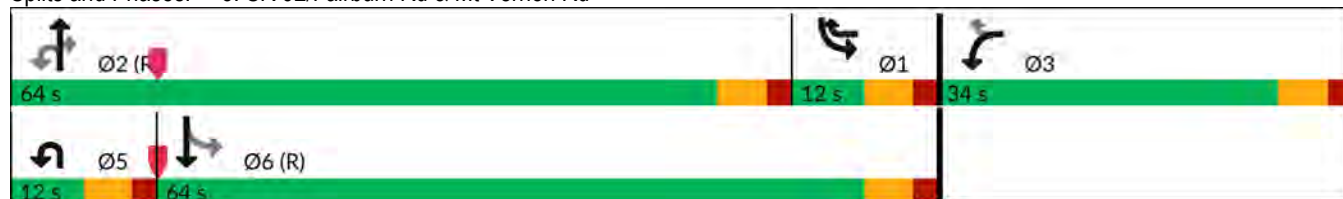
Intersection LOS: C

Intersection Capacity Utilization 83.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: SR 92/Fairburn Rd & Mt Vernon Rd



3: SR 92/Fairburn Rd & Mt Vernon Rd

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	369	182	5	1579	264	65	1246
Future Volume (veh/h)	369	182	5	1579	264	65	1246
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1885	1885		1826	1856	1900	1826
Adj Flow Rate, veh/h	380	188		1628	272	67	1285
Peak Hour Factor	0.97	0.97		0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1		5	3	0	5
Cap, veh/h	414	494		1829	829	207	2290
Arrive On Green	0.23	0.23		0.53	0.53	0.08	0.66
Sat Flow, veh/h	1795	1598		3561	1572	1810	3561
Grp Volume(v), veh/h	380	188		1628	272	67	1285
Grp Sat Flow(s), veh/h/ln	1795	1598		1735	1572	1810	1735
Q Serve(g_s), s	22.7	1.5		46.0	3.1	0.0	22.0
Cycle Q Clear(g_c), s	22.7	1.5		46.0	3.1	0.0	22.0
Prop In Lane	1.00	1.00			1.00	1.00	
Lane Grp Cap(c), veh/h	414	494		1829	829	207	2290
V/C Ratio(X)	0.92	0.38		0.89	0.33	0.32	0.56
Avail Cap(c_a), veh/h	457	532		1829	829	207	2290
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.3	29.8		23.2	1.2	46.7	10.1
Incr Delay (d2), s/veh	22.2	0.5		7.0	1.1	0.9	1.0
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.3	3.9		18.5	3.3	1.7	7.3
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	63.4	30.2		30.1	2.2	47.6	11.1
LnGrp LOS	E	C		C	A	D	B
Approach Vol, veh/h	568			1900			1352
Approach Delay, s/veh	52.5			26.1			12.9
Approach LOS	D			C			B
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	14.6	64.0				78.6	31.4
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	6.0	58.0				58.0	28.0
Max Q Clear Time (g_c+l1), s	2.0	48.0				24.0	24.7
Green Ext Time (p_c), s	0.0	7.5				11.0	0.7
Intersection Summary							
HCM 7th Control Delay, s/veh			25.4				
HCM 7th LOS			C				
Notes							
User approved ignoring U-Turning movement.							

4: SR 92/Fairburn Rd & Anneewakee Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		135	0		0	575		100	215		250
Storage Lanes	0		2	0		0	2		1	1		1
Taper Length (ft)	50			50			175			125		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.961				0.850			0.850
Flt Protected		0.950					0.950			0.950		
Satd. Flow (prot)	0	1787	2814	0	1826	0	3467	3438	1615	1805	3438	1615
Flt Permitted		0.753					0.950			0.137		
Satd. Flow (perm)	0	1417	2814	0	1826	0	3467	3438	1615	260	3438	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			30		2				30			252
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		2309			691			1956			2729	
Travel Time (s)		35.0			18.8			29.6			41.3	

Intersection Summary

Area Type: Other

4: SR 92/Fairburn Rd & Anneewakee Rd

										
Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			 		 	 		 	 	
Traffic Volume (vph)	165	0	430	5	942	1625	2	2	1115	261
Future Volume (vph)	165	0	430	5	942	1625	2	2	1115	261
Turn Type	Perm	NA	pm+ov	NA	Prot	NA	Perm	Perm	NA	Perm
Protected Phases		4	5	8	5	2			6	
Permitted Phases	4		4				2	6		6
Detector Phase	4	4	5	8	5	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	12.0	25.0	12.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	25.0	25.0	39.0	25.0	39.0	85.0	85.0	46.0	46.0	46.0
Total Split (%)	22.7%	22.7%	35.5%	22.7%	35.5%	77.3%	77.3%	41.8%	41.8%	41.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lead			Lag	Lag	Lag
Lead-Lag Optimize?			Yes		Yes			Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		17.1	56.8	17.1	33.8	80.9	80.9	41.2	41.2	41.2
Actuated g/C Ratio		0.16	0.52	0.16	0.31	0.74	0.74	0.37	0.37	0.37
v/c Ratio		0.80	0.31	0.02	0.94	0.68	0.00	0.02	0.92	0.36
Control Delay (s/veh)		71.0	14.7	33.4	39.8	8.7	0.0	22.5	38.4	4.2
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		71.0	14.7	33.4	39.8	8.7	0.0	22.5	38.4	4.2
LOS		E	B	C	D	A	A	C	D	A
Approach Delay (s/veh)		30.3		33.4		20.1			31.9	
Approach LOS		C		C		C			C	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 81 (74%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay (s/veh): 25.0

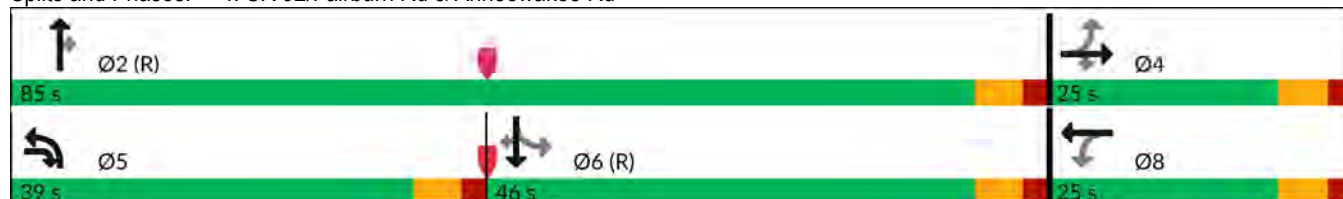
Intersection LOS: C

Intersection Capacity Utilization 88.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 4: SR 92/Fairburn Rd & Anneewakee Rd



4: SR 92/Fairburn Rd & Anneewakee Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	0	430	0	5	2	942	1625	2	2	1115	261
Future Volume (veh/h)	165	0	430	0	5	2	942	1625	2	2	1115	261
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1885	1900	1885	1900	1900	1900	1885	1826	1900	1900	1826	1900
Adj Flow Rate, veh/h	176	0	457	0	5	2	1002	1729	2	2	1186	278
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	0	1	0	0	0	1	5	0	0	5	0
Cap, veh/h	276	0	1266	0	194	78	1045	2570	1193	175	1340	622
Arrive On Green	0.15	0.00	0.15	0.00	0.15	0.15	0.30	0.74	0.74	0.39	0.39	0.39
Sat Flow, veh/h	1399	0	2812	0	1291	516	3483	3469	1610	284	3469	1610
Grp Volume(v), veh/h	176	0	457	0	0	7	1002	1729	2	2	1186	278
Grp Sat Flow(s),veh/h/ln	1399	0	1406	0	0	1807	1742	1735	1610	284	1735	1610
Q Serve(g_s), s	13.2	0.0	11.7	0.0	0.0	0.4	31.1	28.3	0.0	0.5	35.1	14.1
Cycle Q Clear(g_c), s	13.5	0.0	11.7	0.0	0.0	0.4	31.1	28.3	0.0	0.5	35.1	14.1
Prop In Lane	1.00		1.00	0.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	276	0	1266	0	0	271	1045	2570	1193	175	1340	622
V/C Ratio(X)	0.64	0.00	0.36	0.00	0.00	0.03	0.96	0.67	0.00	0.01	0.89	0.45
Avail Cap(c_a), veh/h	308	0	1329	0	0	312	1045	2570	1193	175	1340	622
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	0.00	0.00	1.00	0.26	0.26	0.26	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	0.0	19.9	0.0	0.0	39.9	37.8	7.4	3.7	20.9	31.5	25.0
Incr Delay (d2), s/veh	3.7	0.0	0.2	0.0	0.0	0.0	7.1	0.4	0.0	0.1	8.8	2.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	3.9	0.0	0.0	0.2	13.6	7.6	0.0	0.0	15.3	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.3	0.0	20.0	0.0	0.0	39.9	44.9	7.7	3.7	21.0	40.3	27.4
LnGrp LOS	D		C			D	D	A	A	C	D	C
Approach Vol, veh/h	633					7	2733			1466		
Approach Delay, s/veh	28.2					39.9	21.4			37.8		
Approach LOS	C					D	C			D		
Timer - Assigned Phs	2		4		5	6	8					
Phs Duration (G+Y+Rc), s	87.5		22.5		39.0	48.5	22.5					
Change Period (Y+Rc), s	6.0		6.0		6.0	6.0	6.0					
Max Green Setting (Gmax), s	79.0		19.0		33.0	40.0	19.0					
Max Q Clear Time (g_c+I1), s	30.3		15.5		33.1	37.1	2.4					
Green Ext Time (p_c), s	20.0		1.0		0.0	2.1	0.0					
Intersection Summary												
HCM 7th Control Delay, s/veh			27.3									
HCM 7th LOS			C									

6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%			0%			0%			0%
Storage Length (ft)		225		250	260		335	145		165	0	
Storage Lanes		1		2	1		1	1		2	0	
Taper Length (ft)		140			150			100			50	
Lane Util. Factor	0.95	1.00	0.95	0.88	1.00	0.91	1.00	0.95	0.95	0.88	1.00	1.00
Ped Bike Factor												
Frt				0.850			0.850			0.850		0.952
Flt Protected		0.950			0.950			0.950	0.955			0.989
Satd. Flow (prot)	0	1730	3471	2733	1770	4988	1615	1649	1661	2787	0	1744
Flt Permitted		0.221			0.950			0.950	0.955			0.229
Satd. Flow (perm)	0	402	3471	2733	1770	4988	1615	1649	1661	2787	0	404
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				971			149			149		23
Link Speed (mph)			45			45			45			25
Link Distance (ft)			1310			1171			999			755
Travel Time (s)			19.8			17.7			15.1			20.6

Intersection Summary

Area Type: Other

Lane Group	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	

Intersection Summary

6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	4	26	430	932	129	1114	37	741	22	69	19	37
Future Volume (vph)	4	26	430	932	129	1114	37	741	22	69	19	37
Turn Type	pm+pt	pm+pt	NA	pm+ov	Prot	NA	Perm	Split	NA	pm+ov	Perm	NA
Protected Phases	5	5	2	8	1	6		8	8	1		4
Permitted Phases	2	2		2			6			8	4	
Detector Phase	5	5	2	8	1	6	6	8	8	1	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	25.0	25.0	12.0	25.0	25.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	12.0	12.0	30.0	35.0	17.0	35.0	35.0	35.0	35.0	17.0	28.0	28.0
Total Split (%)	10.9%	10.9%	27.3%	31.8%	15.5%	31.8%	31.8%	31.8%	31.8%	15.5%	25.5%	25.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lead			Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes			Yes		
Recall Mode	None	None	C-Max	None	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)		26.4	26.4	55.6	10.6	35.8	35.8	29.2	29.2	45.8		19.8
Actuated g/C Ratio		0.24	0.24	0.51	0.10	0.33	0.33	0.27	0.27	0.42		0.18
v/c Ratio		0.19	0.54	0.52	0.78	0.71	0.06	0.90	0.91	0.06		1.01
Control Delay (s/veh)		44.3	40.5	4.8	78.8	37.3	0.2	64.5	65.9	0.1		131.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay (s/veh)		44.3	40.5	4.8	78.8	37.3	0.2	64.5	65.9	0.1		131.9
LOS		D	D	A	E	D	A	E	E	A		F
Approach Delay (s/veh)			16.7			40.4			59.8			131.9
Approach LOS			B			D			E			F

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 14 (13%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.01

Intersection Signal Delay (s/veh): 38.0

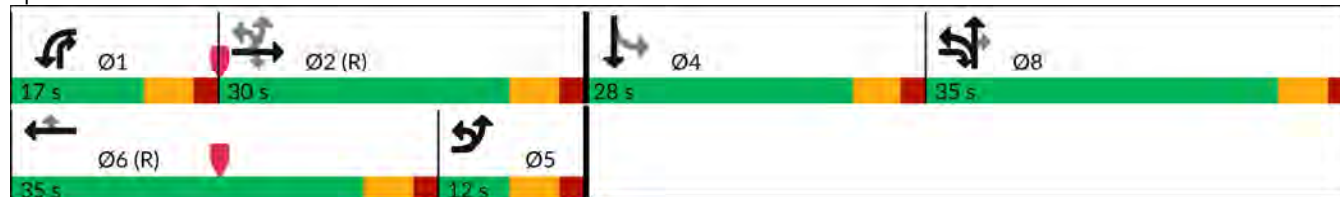
Intersection LOS: D

Intersection Capacity Utilization 68.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166



6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	4	26	430	932	129	1114	37	741	22	69	19	37
Future Volume (veh/h)	4	26	430	932	129	1114	37	741	22	69	19	37
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln		1826	1841	1841	1870	1841	1900	1841	1900	1870	1811	1856
Adj Flow Rate, veh/h		27	448	971	134	1160	39	788	0	72	20	39
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %		5	4	4	2	4	0	4	0	2	6	3
Cap, veh/h		429	1312	1707	162	1325	424	864	0	1069	26	51
Arrive On Green		0.20	0.38	0.38	0.09	0.26	0.26	0.25	0.00	0.25	0.07	0.07
Sat Flow, veh/h		1739	3497	2745	1781	5025	1610	3506	0	3170	375	731
Grp Volume(v), veh/h		27	448	971	134	1160	39	788	0	72	92	0
Grp Sat Flow(s),veh/h/ln		1739	1749	1373	1781	1675	1610	1753	0	1585	1725	0
Q Serve(g_s), s		0.0	10.1	22.8	8.1	24.3	2.0	24.0	0.0	1.7	5.8	0.0
Cycle Q Clear(g_c), s		0.0	10.1	22.8	8.1	24.3	2.0	24.0	0.0	1.7	5.8	0.0
Prop In Lane		1.00		1.00	1.00		1.00	1.00		1.00	0.22	
Lane Grp Cap(c), veh/h		429	1312	1707	162	1325	424	864	0	1069	120	0
V/C Ratio(X)		0.06	0.34	0.57	0.83	0.88	0.09	0.91	0.00	0.07	0.77	0.00
Avail Cap(c_a), veh/h		429	1312	1707	178	1325	424	924	0	1124	345	0
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.85	0.85	0.85	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		34.4	24.6	12.2	49.2	38.8	30.6	40.3	0.0	24.7	50.3	0.0
Incr Delay (d2), s/veh		0.1	0.6	1.2	24.8	8.3	0.4	12.6	0.0	0.0	9.9	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
%ile BackOfQ(50%),veh/ln		0.6	4.1	11.9	4.6	10.5	0.8	11.4	0.0	0.6	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		34.5	25.2	13.4	74.0	47.1	31.0	52.8	0.0	24.7	60.2	0.0
LnGrp LOS		C	C	B	E	D	C	D		C	E	
Approach Vol, veh/h	1446			1333			860			92		
Approach Delay, s/veh	17.4			49.3			50.5			60.2		
Approach LOS	B			D			D			E		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	16.0	47.3	13.6		28.3	35.0	33.1					
Change Period (Y+Rc), s	6.0	6.0	6.0		6.0	6.0	6.0					
Max Green Setting (Gmax), s	11.0	24.0	22.0		6.0	29.0	29.0					
Max Q Clear Time (g_c+I1), s	10.1	24.8	7.8		2.0	26.3	26.0					
Green Ext Time (p_c), s	0.0	0.0	0.3		0.0	1.8	1.1					
Intersection Summary												
HCM 7th Control Delay, s/veh	37.5											
HCM 7th LOS	D											
Notes												
User approved volume balancing among the lanes for turning movement.												
User approved ignoring U-Turning movement.												

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	32
Future Volume (veh/h)	32
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	33
Peak Hour Factor	0.96
Percent Heavy Veh, %	0
Cap, veh/h	43
Arrive On Green	0.07
Sat Flow, veh/h	619
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.36
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Westwood Mixed-Use Development DRI #4057
7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

2032 No-Build PM - Mitigated

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations	 		 					 	  			 
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%		0%		0%		0%		0%		0%	
Storage Length (ft)	150		150	170		115		265		145	265	
Storage Lanes	2		2	1		1		1		1	1	
Taper Length (ft)	115			145				75			65	
Lane Util. Factor	0.97	1.00	0.88	1.00	1.00	1.00	0.91	1.00	0.91	1.00	1.00	0.95
Ped Bike Factor												
Frt			0.850				0.850				0.850	
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	3335	1845	2814	1787	1827	1179	0	1716	4631	1615	1656	3406
Flt Permitted	0.950			0.327				0.171			0.522	
Satd. Flow (perm)	3335	1845	2814	615	1827	1179	0	309	4631	1615	910	3406
Right Turn on Red			Yes				Yes				Yes	
Satd. Flow (RTOR)			188				188				109	
Link Speed (mph)	45				45				55		55	
Link Distance (ft)	3872				4194				801		5473	
Travel Time (s)	58.7				63.5				9.9		67.8	

Intersection Summary

Area Type: Other



Lane Group	SBR
Lane Configurations	 
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	280
Storage Lanes	2
Taper Length (ft)	
Lane Util. Factor	0.88
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	2760
Flt Permitted	
Satd. Flow (perm)	2760
Right Turn on Red	Yes
Satd. Flow (RTOR)	217
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	

Intersection Summary

Westwood Mixed-Use Development DRI #4057
7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

2032 No-Build PM - Mitigated

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	207	355	87	137	528	23	23	141	351	102	120	715
Future Volume (vph)	207	355	87	137	528	23	23	141	351	102	120	715
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	7	4		3	8		5	5	2	3	1	6
Permitted Phases			4	8		8	2	2		2	6	
Detector Phase	7	4	4	3	8	8	5	5	2	3	1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	25.0	12.0	25.0	25.0	12.0	12.0	25.0	12.0	12.0	25.0
Total Split (s)	13.0	34.0	34.0	14.0	35.0	35.0	12.0	12.0	30.0	14.0	12.0	30.0
Total Split (%)	14.4%	37.8%	37.8%	15.6%	38.9%	38.9%	13.3%	13.3%	33.3%	15.6%	13.3%	33.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.0	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.5	6.0	6.0	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	Max
Act Effect Green (s)	7.0	27.9	27.9	36.5	28.7	28.7		30.0	23.5	37.8	30.0	23.5
Actuated g/C Ratio	0.08	0.31	0.31	0.41	0.32	0.32		0.33	0.26	0.42	0.33	0.26
v/c Ratio	0.85	0.66	0.09	0.42	0.96	0.05		0.88	0.31	0.15	0.36	0.85
Control Delay (s/veh)	69.9	33.3	0.2	18.0	60.8	0.2		64.0	27.5	3.9	21.5	42.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.9	33.3	0.2	18.0	60.8	0.2		64.0	27.5	3.9	21.5	42.5
LOS	E	C	A	B	E	A		E	C	A	C	D
Approach Delay (s/veh)		40.5			50.3				33.3			29.2
Approach LOS		D			D				C			C

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 89.7

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay (s/veh): 36.0

Intersection LOS: D

Intersection Capacity Utilization 83.0%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

			
Ø1	Ø2	Ø3	Ø4
12 s	30 s	14 s	34 s
			
Ø5	Ø6	Ø7	Ø8
12 s	30 s	13 s	35 s



Lane Group	SBR
Lane Configurations	~~FF~~
Traffic Volume (vph)	778
Future Volume (vph)	778
Turn Type	pm+ov
Protected Phases	7
Permitted Phases	6
Detector Phase	7
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	12.0
Total Split (s)	13.0
Total Split (%)	14.4%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	37.0
Actuated g/C Ratio	0.41
v/c Ratio	0.65
Control Delay (s/veh)	18.2
Queue Delay	0.0
Total Delay (s/veh)	18.2
LOS	B
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	

7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	207	355	87	137	528	23	23	141	351	102	120	715
Future Volume (veh/h)	207	355	87	137	528	23	23	141	351	102	120	715
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No				No			No
Adj Sat Flow, veh/h/ln	1826	1856	1885	1885	1841	1352		1811	1722	1900	1767	1811
Adj Flow Rate, veh/h	220	378	93	146	562	24		150	373	109	128	761
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	3	1	1	4	37		6	12	0	9	6
Cap, veh/h	263	603	914	355	591	368		211	1229	540	363	900
Arrive On Green	0.08	0.33	0.33	0.07	0.32	0.32		0.07	0.26	0.26	0.07	0.26
Sat Flow, veh/h	3374	1856	2812	1795	1841	1145		1725	4701	1610	1682	3441
Grp Volume(v), veh/h	220	378	93	146	562	24		150	373	109	128	761
Grp Sat Flow(s),veh/h/ln	1687	1856	1406	1795	1841	1145		1725	1567	1610	1682	1721
Q Serve(g_s), s	5.8	15.5	2.1	4.8	26.8	1.3		5.8	5.7	4.3	5.0	18.8
Cycle Q Clear(g_c), s	5.8	15.5	2.1	4.8	26.8	1.3		5.8	5.7	4.3	5.0	18.8
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	263	603	914	355	591	368		211	1229	540	363	900
V/C Ratio(X)	0.84	0.63	0.10	0.41	0.95	0.07		0.71	0.30	0.20	0.35	0.85
Avail Cap(c_a), veh/h	263	603	914	382	594	370		211	1229	540	363	900
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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.9	25.7	21.2	19.4	29.8	21.1		25.0	26.6	21.3	22.2	31.5
Incr Delay (d2), s/veh	20.5	2.1	0.0	0.8	25.1	0.1		10.5	0.1	0.2	0.6	9.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	6.7	0.6	1.9	14.9	0.3		2.7	2.0	1.6	1.8	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.4	27.8	21.2	20.2	54.9	21.2		35.5	26.8	21.5	22.7	41.1
LnGrp LOS	E	C	C	C	D	C		D	C	C	C	D
Approach Vol, veh/h		691			732				632			1717
Approach Delay, s/veh		37.6			46.8				27.9			39.1
Approach LOS		D			D				C			D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	30.0	12.7	35.2	12.0	30.0	13.0	34.9				
Change Period (Y+Rc), s	6.0	6.5	6.0	6.0	6.0	6.5	6.0	6.0				
Max Green Setting (Gmax), s	6.0	23.5	8.0	28.0	6.0	23.5	7.0	29.0				
Max Q Clear Time (g_c+I1), s	7.0	7.7	6.8	17.5	7.8	25.5	7.8	28.8				
Green Ext Time (p_c), s	0.0	2.2	0.0	1.8	0.0	0.0	0.0	0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			38.4									
HCM 7th LOS			D									
Notes												
User approved ignoring U-Turning movement.												



Movement	SBR
Lane Configurations	~~77~~
Traffic Volume (veh/h)	778
Future Volume (veh/h)	778
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1856
Adj Flow Rate, veh/h	828
Peak Hour Factor	0.94
Percent Heavy Veh, %	3
Cap, veh/h	939
Arrive On Green	0.26
Sat Flow, veh/h	2768
Grp Volume(v), veh/h	828
Grp Sat Flow(s),veh/h/ln	1384
Q Serve(g_s), s	23.5
Cycle Q Clear(g_c), s	23.5
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	939
V/C Ratio(X)	0.88
Avail Cap(c_a), veh/h	939
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	28.0
Incr Delay (d2), s/veh	11.7
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	9.2
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	39.7
LnGrp LOS	D
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

9: Cascade Palmetto Hwy & Cochran Rd

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	0	0	0			0
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950					
Satd. Flow (prot)	1805	1615	1900	1743	1810	1615
Flt Permitted	0.950					
Satd. Flow (perm)	1805	1615	1900	1743	1810	1615
Link Speed (mph)	30			55	55	
Link Distance (ft)	619			5732	1028	
Travel Time (s)	7.7			71.2	12.7	
Intersection Summary						
Area Type:	Other					

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	1	0	547	884	2
Future Vol, veh/h	6	1	0	547	884	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	9	5	0
Mvmt Flow	6	1	0	576	931	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1506	931	933	0	-	0
Stage 1	931	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	135	327	742	-	-	-
Stage 1	387	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	135	327	742	-	-	-
Mov Cap-2 Maneuver	135	-	-	-	-	-
Stage 1	387	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v30.63		0		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	742	-	135	327	-	-
HCM Lane V/C Ratio	-	-	0.047	0.003	-	-
HCM Control Delay (s/veh)	0	-	33.1	16.1	-	-
HCM Lane LOS	A	-	D	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

10: Cascade Palmetto Hwy & W Stubbs Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%				0%				0%		0%	
Storage Length (ft)	0		0	0		175	260		240	300		290
Storage Lanes	0		0	0		1	1		1	1		1
Taper Length (ft)	50			50			85			85		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.959				0.850				0.850		0.850	
Flt Protected	0.980				0.975		0.950				0.950	
Satd. Flow (prot)	0	1739	0	0	1852	1553	1805	1597	1524	1770	1792	1583
Flt Permitted	0.827				0.848		0.425				0.524	
Satd. Flow (perm)	0	1468	0	0	1611	1553	808	1597	1524	976	1792	1583
Right Turn on Red			Yes				Yes		Yes		Yes	
Satd. Flow (RTOR)	29				334				151		151	
Link Speed (mph)	25				45				55		55	
Link Distance (ft)	829				1658				3254		5732	
Travel Time (s)	22.6				25.1				40.3		71.1	

Intersection Summary

Area Type: Other

10: Cascade Palmetto Hwy & W Stubbs Rd

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	37	25	39	37	307	13	191	22	274	575	55
Future Volume (vph)	37	25	39	37	307	13	191	22	274	575	55
Turn Type	Perm	NA	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	1	5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	4	4	8	8	1	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	18.0	18.0	18.0	18.0	12.0	12.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	18.0	18.0	18.0	18.0	16.0	12.0	31.0	31.0	16.0	35.0	35.0
Total Split (%)	27.7%	27.7%	27.7%	27.7%	24.6%	18.5%	47.7%	47.7%	24.6%	53.8%	53.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.5	6.5	6.0	6.5	6.5
Lead/Lag					Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)		8.6		8.6	20.2	31.4	25.1	25.1	40.0	39.5	39.5
Actuated g/C Ratio		0.15		0.15	0.35	0.54	0.43	0.43	0.69	0.68	0.68
v/c Ratio		0.40		0.35	0.44	0.03	0.30	0.03	0.38	0.51	0.05
Control Delay (s/veh)		23.0		27.9	3.7	5.1	14.8	0.1	6.0	11.3	0.1
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		23.0		27.9	3.7	5.1	14.8	0.1	6.0	11.3	0.1
LOS		C		C	A	A	B	A	A	B	A
Approach Delay (s/veh)		23.0		8.5			12.8			9.0	
Approach LOS		C		A			B			A	

Intersection Summary

Cycle Length: 65

Actuated Cycle Length: 58.1

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay (s/veh): 10.2

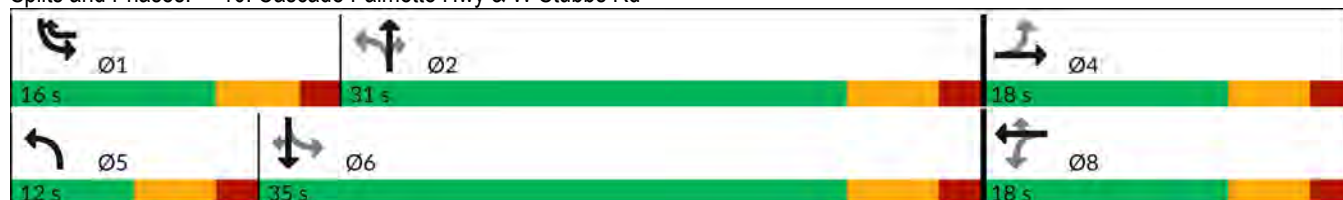
Intersection LOS: B

Intersection Capacity Utilization 61.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 10: Cascade Palmetto Hwy & W Stubbs Rd



10: Cascade Palmetto Hwy & W Stubbs Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	25	27	39	37	307	13	191	22	274	575	55
Future Volume (veh/h)	37	25	27	39	37	307	13	191	22	274	575	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1900	1900	1900	1841	1900	1618	1811	1870	1811	1870
Adj Flow Rate, veh/h	40	27	29	42	40	334	14	208	24	298	625	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	5	0	0	0	4	0	19	6	2	6	2
Cap, veh/h	161	106	80	220	184	493	325	631	598	682	901	789
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.02	0.39	0.39	0.13	0.50	0.50
Sat Flow, veh/h	418	553	421	699	963	1560	1810	1618	1535	1781	1811	1585
Grp Volume(v), veh/h	96	0	0	82	0	334	14	208	24	298	625	60
Grp Sat Flow(s),veh/h/ln	1393	0	0	1661	0	1560	1810	1618	1535	1781	1811	1585
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	11.7	0.3	5.7	0.6	5.7	16.6	1.2
Cycle Q Clear(g_c), s	3.1	0.0	0.0	2.3	0.0	11.7	0.3	5.7	0.6	5.7	16.6	1.2
Prop In Lane	0.42		0.30	0.51		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	347	0	0	404	0	493	325	631	598	682	901	789
V/C Ratio(X)	0.28	0.00	0.00	0.20	0.00	0.68	0.04	0.33	0.04	0.44	0.69	0.08
Avail Cap(c_a), veh/h	347	0	0	404	0	493	466	631	598	742	901	789
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	0.0	0.0	21.5	0.0	18.7	11.9	13.4	11.9	8.4	12.1	8.2
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.2	0.0	3.7	0.1	1.4	0.1	0.4	4.4	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	0.9	0.0	4.1	0.1	1.8	0.2	1.5	5.6	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.2	0.0	0.0	21.8	0.0	22.4	12.0	14.8	12.0	8.8	16.5	8.4
LnGrp LOS	C			C		C	B	B	B	A	B	A
Approach Vol, veh/h	96			416			246			983		
Approach Delay, s/veh	22.2			22.3			14.4			13.7		
Approach LOS	C			C			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.9	31.0		18.0	7.1	37.8		18.0				
Change Period (Y+Rc), s	6.0	6.5		6.0	6.0	6.5		6.0				
Max Green Setting (Gmax), s	10.0	24.5		12.0	6.0	28.5		12.0				
Max Q Clear Time (g_c+l1), s	7.7	7.7		5.1	2.3	18.6		13.7				
Green Ext Time (p_c), s	0.2	0.9		0.2	0.0	2.7		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				16.3								
HCM 7th LOS				B								

11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%				0%				0%		0%	
Storage Length (ft)	190		0	250		0	350		0	210		0
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	85			85			80			95		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.948				0.850			0.993			0.850	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	1726	0	1805	1845	1162	1719	1615	0	1504	1776	1599
Flt Permitted	0.098			0.170			0.305			0.652		
Satd. Flow (perm)	174	1726	0	323	1845	1162	552	1615	0	1032	1776	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35				38		3				144
Link Speed (mph)		50			50			55			50	
Link Distance (ft)		1759			2098			1918			9731	
Travel Time (s)		24.0			28.6			23.8			132.7	

Intersection Summary

Area Type: Other

11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	50	410	17	709	22	258	153	59	304	301
Future Volume (vph)	50	410	17	709	22	258	153	59	304	301
Turn Type	Perm	NA	Perm	NA	pm+ov	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4		8	1	5	2	1	6	
Permitted Phases	4		8		8	2		6		6
Detector Phase	4	4	8	8	1	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	25.0	25.0	12.0	12.0	25.0	12.0	25.0	25.0
Total Split (s)	53.0	53.0	53.0	53.0	12.0	17.0	35.0	12.0	30.0	30.0
Total Split (%)	53.0%	53.0%	53.0%	53.0%	12.0%	17.0%	35.0%	12.0%	30.0%	30.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.0	4.0	4.5	4.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.0	6.0	6.5	6.0	6.5	6.5
Lead/Lag					Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	None	Max	Max
Act Effect Green (s)	40.8	40.8	40.8	40.8	53.3	40.4	31.4	30.0	23.6	23.6
Actuated g/C Ratio	0.43	0.43	0.43	0.43	0.56	0.43	0.33	0.32	0.25	0.25
v/c Ratio	0.70	0.84	0.13	0.92	0.03	0.72	0.31	0.17	0.71	0.61
Control Delay (s/veh)	70.3	34.0	18.2	43.2	1.6	32.6	28.2	19.7	43.8	23.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.3	34.0	18.2	43.2	1.6	32.6	28.2	19.7	43.8	23.3
LOS	E	C	B	D	A	C	C	B	D	C
Approach Delay (s/veh)		36.7		41.4			30.9		32.4	
Approach LOS		D		D			C		C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 94.6

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay (s/veh): 36.0

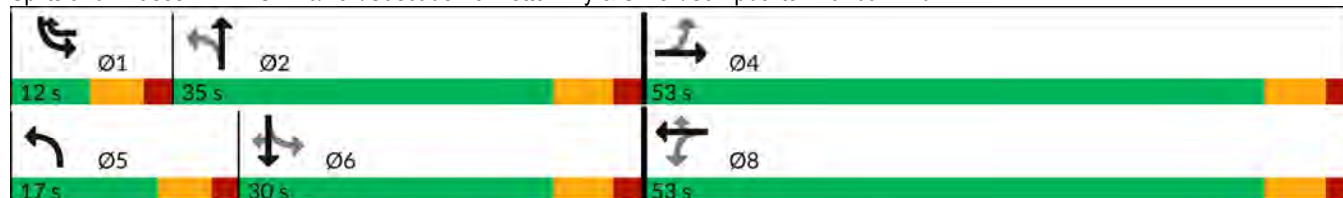
Intersection LOS: D

Intersection Capacity Utilization 87.7%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd



11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	410	215	17	709	22	258	153	8	59	304	301
Future Volume (veh/h)	50	410	215	17	709	22	258	153	8	59	304	301
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1796	1856	1796	1900	1856	1322	1826	1648	1693	1604	1796	1885
Adj Flow Rate, veh/h	52	423	222	18	731	23	266	158	8	61	313	310
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	7	3	7	0	3	39	5	17	14	20	7	1
Cap, veh/h	144	524	275	185	849	559	328	480	24	377	428	381
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.11	0.31	0.31	0.04	0.24	0.24
Sat Flow, veh/h	681	1146	601	798	1856	1120	1739	1555	79	1527	1796	1598
Grp Volume(v), veh/h	52	0	645	18	731	23	266	0	166	61	313	310
Grp Sat Flow(s),veh/h/ln	681	0	1747	798	1856	1120	1739	0	1634	1527	1796	1598
Q Serve(g_s), s	7.3	0.0	31.3	2.0	34.8	1.0	11.0	0.0	7.7	3.0	15.9	18.1
Cycle Q Clear(g_c), s	42.1	0.0	31.3	33.3	34.8	1.0	11.0	0.0	7.7	3.0	15.9	18.1
Prop In Lane	1.00		0.34	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	144	0	799	185	849	559	328	0	504	377	428	381
V/C Ratio(X)	0.36	0.00	0.81	0.10	0.86	0.04	0.81	0.00	0.33	0.16	0.73	0.81
Avail Cap(c_a), veh/h	154	0	824	196	875	574	328	0	504	407	428	381
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	0.0	23.0	37.3	23.9	12.7	25.8	0.0	26.2	26.7	34.6	35.5
Incr Delay (d2), s/veh	1.5	0.0	5.8	0.2	8.6	0.0	14.3	0.0	1.7	0.2	10.5	17.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	12.6	0.4	15.4	0.2	5.5	0.0	3.0	1.0	7.7	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.3	0.0	28.8	37.5	32.5	12.7	40.1	0.0	28.0	26.9	45.2	52.7
LnGrp LOS	D		C	D	C	B	D		C	C	D	D
Approach Vol, veh/h	697			772			432			684		
Approach Delay, s/veh	30.0			32.1			35.5			46.9		
Approach LOS	C			C			D			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.1	36.9		51.6	17.0	30.0		51.6				
Change Period (Y+Rc), s	6.0	6.5		6.5	6.0	6.5		6.5				
Max Green Setting (Gmax), s	6.0	28.5		46.5	11.0	23.5		46.5				
Max Q Clear Time (g_c+I1), s	5.0	9.7		44.1	13.0	20.1		36.8				
Green Ext Time (p_c), s	0.0	0.7		1.0	0.0	1.0		3.3				
Intersection Summary												
HCM 7th Control Delay, s/veh				36.0								
HCM 7th LOS				D								

12: W Stubbs Rd & Butner Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.989				0.850		0.998			0.958	
Flt Protected		0.983			0.999			0.996			0.981	
Satd. Flow (prot)	0	1847	0	0	1826	1553	0	1855	0	0	1741	0
Flt Permitted		0.983			0.999			0.996			0.981	
Satd. Flow (perm)	0	1847	0	0	1826	1553	0	1855	0	0	1741	0
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		937			898			614			765	
Travel Time (s)		11.6			11.1			7.6			9.5	
Intersection Summary												
Area Type:	Other											

Intersection	
Intersection Delay, s/veh	16.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗		↕			↕	
Traffic Vol, veh/h	50	80	12	5	238	269	18	228	4	124	96	100
Future Vol, veh/h	50	80	12	5	238	269	18	228	4	124	96	100
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	4	4	0	2	0	1	3	4
Mvmt Flow	54	87	13	5	259	292	20	248	4	135	104	109
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	13.5	15.9	16.5	19.6
HCM LOS	B	C	C	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	7%	35%	2%	0%	39%
Vol Thru, %	91%	56%	98%	0%	30%
Vol Right, %	2%	8%	0%	100%	31%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	250	142	243	269	320
LT Vol	18	50	5	0	124
Through Vol	228	80	238	0	96
RT Vol	4	12	0	269	100
Lane Flow Rate	272	154	264	292	348
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.507	0.309	0.506	0.507	0.623
Departure Headway (Hd)	6.717	7.196	6.902	6.246	6.443
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	535	497	520	576	560
Service Time	4.775	5.268	4.658	4.001	4.496
HCM Lane V/C Ratio	0.508	0.31	0.508	0.507	0.621
HCM Control Delay, s/veh	16.5	13.5	16.6	15.3	19.6
HCM Lane LOS	C	B	C	C	C
HCM 95th-tile Q	2.8	1.3	2.8	2.9	4.3

Westwood Mixed-Use Development DRI #4057
1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

2032 Build AM - Mitigated

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	 	  			 	  	 	 	  	 	  	  
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%					0%			0%			0%
Storage Length (ft)	170		675		310		575	300		315	465	
Storage Lanes	1		1		2		2	2		2	3	
Taper Length (ft)	115				300			225			200	
Lane Util. Factor	0.97	0.91	1.00	0.91	0.97	0.91	0.88	0.97	0.91	0.88	0.94	0.91
Ped Bike Factor												
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	2943	4803	1056	0	2993	4759	2450	2501	4550	2632	4802	4472
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	2943	4803	1056	0	2993	4759	2450	2501	4550	2632	4802	4472
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			291				206			267		
Link Speed (mph)	45				45				55		55	
Link Distance (ft)	2446				2324				3668		2456	
Travel Time (s)	37.1				35.2				45.5		30.4	

Intersection Summary

Area Type: Other



Lane Group	SBR
Lane Configurations	 
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	380
Storage Lanes	2
Taper Length (ft)	
Lane Util. Factor	0.88
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	2608
Flt Permitted	
Satd. Flow (perm)	2608
Right Turn on Red	Yes
Satd. Flow (RTOR)	213
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	

Intersection Summary

1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	482	1291	66	232	698	310	115	688	382	755	681	487
Future Volume (vph)	482	1291	66	232	698	310	115	688	382	755	681	487
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2		1	6	7	3	8		7	4	5
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	7	3	8	8	7	4	5
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	25.0	12.0	25.0	12.0	12.0	25.0	25.0	12.0	25.0	12.0
Total Split (s)	25.0	32.0	32.0	13.0	20.0	21.0	16.0	24.0	24.0	21.0	29.0	25.0
Total Split (%)	27.8%	35.6%	35.6%	14.4%	22.2%	23.3%	17.8%	26.7%	26.7%	23.3%	32.2%	27.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.5	2.5	2.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	None
Act Effect Green (s)	18.3	26.0	26.0	7.0	14.7	27.7	8.4	18.0	18.0	14.0	23.6	48.9
Actuated g/C Ratio	0.20	0.29	0.29	0.08	0.16	0.30	0.09	0.20	0.20	0.15	0.26	0.54
v/c Ratio	0.85	0.98	0.14	1.42	0.95	0.36	0.52	0.80	0.54	1.07	0.61	0.34
Control Delay (s/veh)	49.7	53.3	0.6	246.9	61.3	5.8	47.7	42.5	13.9	90.0	32.5	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.7	53.3	0.6	246.9	61.3	5.8	47.7	42.5	13.9	90.0	32.5	7.2
LOS	D	D	A	F	E	A	D	D	B	F	C	A
Approach Delay (s/veh)		50.4			92.3			33.8			48.7	
Approach LOS		D			F			C			D	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 91

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.42

Intersection Signal Delay (s/veh): 55.6

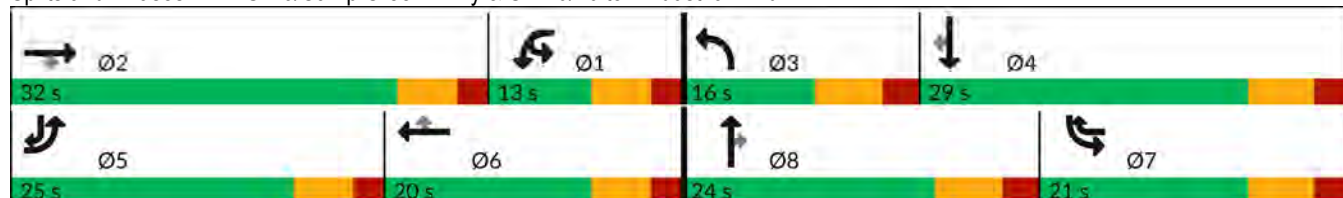
Intersection LOS: E

Intersection Capacity Utilization 83.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd



1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	482	1291	66	82	232	698	310	115	688	382	755	681
Future Volume (veh/h)	482	1291	66	82	232	698	310	115	688	382	755	681
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No				No				No			No
Adj Sat Flow, veh/h/ln	1618	1781	1115		1648	1767	1663	1307	1693	1781	1811	1663
Adj Flow Rate, veh/h	502	1345	69		242	727	323	120	717	398	786	709
Peak Hour Factor	0.96	0.96	0.96		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	19	8	53		17	9	16	40	14	8	6	16
Cap, veh/h	571	1405	273		237	848	822	165	873	502	757	1254
Arrive On Green	0.19	0.29	0.29		0.08	0.18	0.18	0.07	0.19	0.19	0.16	0.28
Sat Flow, veh/h	2990	4863	945		3045	4823	2480	2415	4621	2657	4864	4540
Grp Volume(v), veh/h	502	1345	69		242	727	323	120	717	398	786	709
Grp Sat Flow(s),veh/h/ln	1495	1621	945		1522	1608	1240	1208	1540	1329	1621	1513
Q Serve(g_s), s	14.7	24.5	3.5		7.0	13.2	3.5	4.4	13.4	12.9	14.0	12.1
Cycle Q Clear(g_c), s	14.7	24.5	3.5		7.0	13.2	3.5	4.4	13.4	12.9	14.0	12.1
Prop In Lane	1.00		1.00		1.00		1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	571	1405	273		237	848	822	165	873	502	757	1254
V/C Ratio(X)	0.88	0.96	0.25		1.02	0.86	0.39	0.73	0.82	0.79	1.04	0.57
Avail Cap(c_a), veh/h	631	1405	273		237	848	822	242	873	502	757	1254
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
Upstream Filter(I)	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	31.5	12.1		41.5	36.0	7.1	41.1	35.0	34.8	38.0	27.9
Incr Delay (d2), s/veh	12.7	15.0	0.5		64.2	8.7	0.3	6.0	8.6	12.2	43.2	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	10.8	1.0		4.6	5.5	1.1	1.4	5.3	4.7	8.1	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.1	46.5	12.5		105.7	44.7	7.4	47.2	43.6	47.0	81.2	29.8
LnGrp LOS	D	D	B		F	D	A	D	D	D	F	C
Approach Vol, veh/h	1916				1292				1235			2002
Approach Delay, s/veh	45.7				46.8				45.0			46.7
Approach LOS	D				D				D			D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	32.0	13.1	31.9	23.2	21.8	21.0	24.0				
Change Period (Y+Rc), s	6.0	6.0	7.0	7.0	6.0	6.0	7.0	7.0				
Max Green Setting (Gmax), s	7.0	26.0	9.0	22.0	19.0	14.0	14.0	17.0				
Max Q Clear Time (g_c+I1), s	9.0	26.5	6.4	14.1	16.7	15.2	16.0	15.4				
Green Ext Time (p_c), s	0.0	0.0	0.1	3.9	0.5	0.0	0.0	1.0				

Intersection Summary

HCM 7th Control Delay, s/veh	46.1
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
 User approved ignoring U-Turning movement.



Movement	SBR
Lane Configurations	FF
Traffic Volume (veh/h)	487
Future Volume (veh/h)	487
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1767
Adj Flow Rate, veh/h	507
Peak Hour Factor	0.96
Percent Heavy Veh, %	9
Cap, veh/h	1231
Arrive On Green	0.28
Sat Flow, veh/h	2635
Grp Volume(v), veh/h	507
Grp Sat Flow(s),veh/h/ln	1317
Q Serve(g_s), s	11.4
Cycle Q Clear(g_c), s	11.4
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	1231
V/C Ratio(X)	0.41
Avail Cap(c_a), veh/h	1231
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	15.8
Incr Delay (d2), s/veh	1.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	3.1
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	16.8
LnGrp LOS	B
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Westwood Mixed-Use Development DRI #4057
 2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

2032 Build AM - Mitigated

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			 		 		 	 			 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%				0%				0%		0%	
Storage Length (ft)	250		450	275		0	440		250	600		265
Storage Lanes	1		2	1		1	2		1	1		1
Taper Length (ft)	130			85			165			150		
Lane Util. Factor	1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850				0.850		0.850		0.850	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1845	2656	1770	3471	1302	3242	3112	1538	1456	2959	1583
Flt Permitted	0.479			0.273			0.950			0.234		
Satd. Flow (perm)	901	1845	2656	509	3471	1302	3242	3112	1538	359	2959	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			316			300			205			211
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1126			2458			2597			3467	
Travel Time (s)		17.1			37.2			32.2			43.0	

Intersection Summary

Area Type: Other

Westwood Mixed-Use Development DRI #4057
2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

2032 Build AM - Mitigated

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	292	351	617	68	322	41	393	923	76	44	730	163
Future Volume (vph)	292	351	617	68	322	41	393	923	76	44	730	163
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2	6		6
Detector Phase	7	4	5	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	12.0	12.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	12.0	25.0	16.0	12.0	25.0	25.0	16.0	31.0	31.0	12.0	27.0	27.0
Total Split (%)	15.0%	31.3%	20.0%	15.0%	31.3%	31.3%	20.0%	38.8%	38.8%	15.0%	33.8%	33.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.5	6.5	6.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	24.2	19.5	30.9	22.7	16.8	16.8	10.0	29.6	29.6	21.1	20.6	20.6
Actuated g/C Ratio	0.31	0.25	0.40	0.29	0.22	0.22	0.13	0.38	0.38	0.27	0.26	0.26
v/c Ratio	0.89	0.81	0.53	0.30	0.46	0.09	1.00	0.83	0.11	0.26	1.00	0.30
Control Delay (s/veh)	53.0	44.4	7.2	19.3	28.5	0.3	82.3	33.2	0.3	26.5	62.9	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.0	44.4	7.2	19.3	28.5	0.3	82.3	33.2	0.3	26.5	62.9	3.6
LOS	D	D	A	B	C	A	F	C	A	C	E	A
Approach Delay (s/veh)		28.2			24.3			45.3			50.9	
Approach LOS		C			C			D			D	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 78

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay (s/veh): 39.0

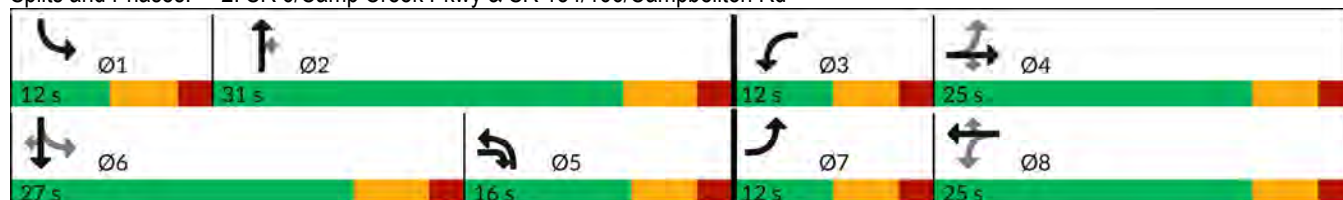
Intersection LOS: D

Intersection Capacity Utilization 76.9%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd



Westwood Mixed-Use Development DRI #4057
2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

2032 Build AM - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	292	351	617	68	322	41	393	923	76	44	730	163
Future Volume (veh/h)	292	351	617	68	322	41	393	923	76	44	730	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1885	1856	1796	1870	1841	1544	1781	1663	1826	1544	1574	1870
Adj Flow Rate, veh/h	311	373	656	72	343	44	418	982	0	47	777	173
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	3	7	2	4	24	8	16	5	24	22	2
Cap, veh/h	352	432	969	205	720	270	425	1135		153	792	420
Arrive On Green	0.08	0.23	0.23	0.05	0.21	0.21	0.13	0.36	0.00	0.04	0.26	0.26
Sat Flow, veh/h	1795	1856	2679	1781	3497	1309	3291	3159	1547	1471	2991	1585
Grp Volume(v), veh/h	311	373	656	72	343	44	418	982	0	47	777	173
Grp Sat Flow(s),veh/h/ln	1795	1856	1340	1781	1749	1309	1646	1580	1547	1471	1495	1585
Q Serve(g_s), s	6.0	15.0	3.2	2.4	6.7	2.1	9.8	22.4	0.0	2.0	20.0	4.7
Cycle Q Clear(g_c), s	6.0	15.0	3.2	2.4	6.7	2.1	9.8	22.4	0.0	2.0	20.0	4.7
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	352	432	969	205	720	270	425	1135		153	792	420
V/C Ratio(X)	0.88	0.86	0.68	0.35	0.48	0.16	0.98	0.87		0.31	0.98	0.41
Avail Cap(c_a), veh/h	352	455	1003	253	858	321	425	1135		207	792	420
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	28.5	7.1	23.5	27.1	25.3	33.6	23.1	0.0	25.9	28.3	10.7
Incr Delay (d2), s/veh	22.2	15.2	1.8	1.0	0.5	0.3	39.2	8.9	0.0	1.1	27.8	3.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	7.9	1.9	1.0	2.6	0.6	5.8	8.4	0.0	0.7	9.3	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.6	43.8	8.8	24.5	27.6	25.5	72.9	32.0	0.0	27.0	56.1	13.7
LnGrp LOS	D	D	A	C	C	C	E	C		C	E	B
Approach Vol, veh/h	1340			459			1400			997		
Approach Delay, s/veh	28.3			26.9			44.2			47.4		
Approach LOS	C			C			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.2	34.3	9.9	24.0	16.5	27.0	12.0	22.0				
Change Period (Y+Rc), s	6.0	6.5	6.0	6.0	6.5	* 6.5	6.0	6.0				
Max Green Setting (Gmax), s	6.0	24.5	6.0	19.0	10.0	* 21	6.0	19.0				
Max Q Clear Time (g_c+I1), s	4.0	24.4	4.4	17.0	11.8	22.0	8.0	8.7				
Green Ext Time (p_c), s	0.0	0.1	0.0	1.1	0.0	0.0	0.0	1.5				

Intersection Summary

HCM 7th Control Delay, s/veh	38.0
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

3: SR 92/Fairburn Rd & Mt Vernon Rd

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%
Storage Length (ft)	0	100	335		250	300	
Storage Lanes	1	1	1		1	1	
Taper Length (ft)	50		125			135	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor							
Frt		0.850			0.850		
Flt Protected	0.950					0.950	
Satd. Flow (prot)	1752	1583	1900	3406	1599	1770	3343
Flt Permitted	0.950					0.151	
Satd. Flow (perm)	1752	1583	1900	3406	1599	281	3343
Right Turn on Red		Yes			Yes		
Satd. Flow (RTOR)		54			513		
Link Speed (mph)	40			45			45
Link Distance (ft)	1213			1812			3614
Travel Time (s)	20.7			27.5			54.8

Intersection Summary

Area Type: Other

Westwood Mixed-Use Development DRI #4057
3: SR 92/Fairburn Rd & Mt Vernon Rd

2032 Build AM - Mitigated

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø5
Lane Configurations							
Traffic Volume (vph)	253	147	1073	467	158	1568	
Future Volume (vph)	253	147	1073	467	158	1568	
Turn Type	Prot	pm+ov	NA	Perm	pm+pt	NA	
Protected Phases	3	1	2		1	6	5
Permitted Phases		3		2	6		
Detector Phase	3	1	2	2	1	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	12.0	25.0	25.0	12.0	25.0	12.0
Total Split (s)	29.0	17.0	64.0	64.0	17.0	69.0	12.0
Total Split (%)	26.4%	15.5%	58.2%	58.2%	15.5%	62.7%	11%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag		Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	C-Max	None
Act Effect Green (s)	20.9	36.0	62.0	62.0	77.1	77.1	
Actuated g/C Ratio	0.19	0.33	0.56	0.56	0.70	0.70	
v/c Ratio	0.83	0.29	0.61	0.46	0.55	0.74	
Control Delay (s/veh)	64.3	18.5	11.1	1.4	12.5	13.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	64.3	18.5	11.1	1.4	12.5	13.0	
LOS	E	B	B	A	B	B	
Approach Delay (s/veh)	47.4		8.1			13.0	
Approach LOS	D		A			B	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 101 (92%), Referenced to phase 2:NBTU and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay (s/veh): 14.7

Intersection LOS: B

Intersection Capacity Utilization 76.5%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: SR 92/Fairburn Rd & Mt Vernon Rd



3: SR 92/Fairburn Rd & Mt Vernon Rd

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	253	147	0	1073	467	158	1568
Future Volume (veh/h)	253	147	0	1073	467	158	1568
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1856	1870		1811	1885	1870	1781
Adj Flow Rate, veh/h	278	162		1179	513	174	1723
Peak Hour Factor	0.91	0.91		0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	2		6	1	2	8
Cap, veh/h	313	383		2046	950	205	2416
Arrive On Green	0.18	0.18		0.59	0.59	0.06	0.71
Sat Flow, veh/h	1767	1585		3532	1598	1781	3474
Grp Volume(v), veh/h	278	162		1179	513	174	1723
Grp Sat Flow(s), veh/h/ln	1767	1585		1721	1598	1781	1692
Q Serve(g_s), s	16.9	9.5		23.2	21.1	5.0	32.6
Cycle Q Clear(g_c), s	16.9	9.5		23.2	21.1	5.0	32.6
Prop In Lane	1.00	1.00			1.00	1.00	
Lane Grp Cap(c), veh/h	313	383		2046	950	205	2416
V/C Ratio(X)	0.89	0.42		0.58	0.54	0.85	0.71
Avail Cap(c_a), veh/h	370	434		2046	950	268	2416
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.2	35.2		13.8	13.3	36.0	9.2
Incr Delay (d2), s/veh	20.0	0.7		1.2	2.2	17.7	1.8
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	3.7		8.3	7.4	5.5	9.7
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	64.2	36.0		14.9	15.5	53.7	11.0
LnGrp LOS	E	D		B	B	D	B
Approach Vol, veh/h	440			1692			1897
Approach Delay, s/veh	53.8			15.1			14.9
Approach LOS	D			B			B
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	13.1	71.4				84.5	25.5
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	11.0	58.0				63.0	23.0
Max Q Clear Time (g_c+I1), s	7.0	25.2				34.6	18.9
Green Ext Time (p_c), s	0.2	12.6				15.6	0.6
Intersection Summary							
HCM 7th Control Delay, s/veh			19.2				
HCM 7th LOS			B				
Notes							
User approved ignoring U-Turning movement.							

4: SR 92/Fairburn Rd & Anneewakee Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		135	0		0	575		100	215		250
Storage Lanes	0		2	0		0	2		1	1		1
Taper Length (ft)	50			50			175			125		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850						0.850			0.850
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1787	2787	0	1900	0	3367	3406	1615	1900	3343	1568
Flt Permitted		0.745					0.950					
Satd. Flow (perm)	0	1401	2787	0	1900	0	3367	3406	1615	1900	3343	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			30						30			94
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		2309			691			1956			2729	
Travel Time (s)		35.0			18.8			29.6			41.3	

Intersection Summary

Area Type: Other

4: SR 92/Fairburn Rd & Anneewakee Rd

									
Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	NBR	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	246	0	864	18	342	1157	18	1573	124
Future Volume (vph)	246	0	864	18	342	1157	18	1573	124
Turn Type	Perm	NA	pm+ov	NA	Prot	NA	Perm	NA	Perm
Protected Phases		4	5	8	5	2		6	
Permitted Phases	4		4				2		6
Detector Phase	4	4	5	8	5	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	12.0	25.0	12.0	25.0	25.0	25.0	25.0
Total Split (s)	29.0	29.0	28.0	29.0	28.0	81.0	81.0	53.0	53.0
Total Split (%)	26.4%	26.4%	25.5%	26.4%	25.5%	73.6%	73.6%	48.2%	48.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lead			Lag	Lag
Lead-Lag Optimize?			Yes		Yes			Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		22.1	46.5	22.1	18.4	75.9	75.9	51.5	51.5
Actuated g/C Ratio		0.20	0.42	0.20	0.17	0.69	0.69	0.47	0.47
v/c Ratio		0.91	0.75	0.05	0.63	0.51	0.02	1.04	0.16
Control Delay (s/veh)		78.0	29.8	35.3	59.4	1.8	0.0	53.0	3.8
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		78.0	29.8	35.3	59.4	1.8	0.0	53.0	3.8
LOS		E	C	D	E	A	A	D	A
Approach Delay (s/veh)		40.5		35.3		14.8		49.4	
Approach LOS		D		D		B		D	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 55 (50%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.04

Intersection Signal Delay (s/veh): 35.0

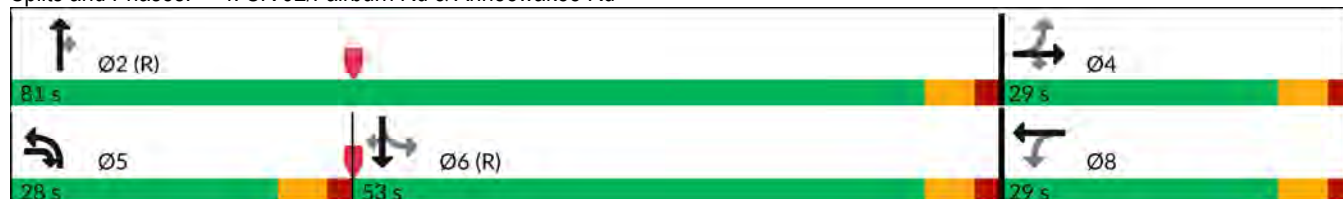
Intersection LOS: C

Intersection Capacity Utilization 92.9%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 4: SR 92/Fairburn Rd & Anneewakee Rd



4: SR 92/Fairburn Rd & Anneewakee Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	246	0	864	0	18	0	342	1157	18	0	1573	124
Future Volume (veh/h)	246	0	864	0	18	0	342	1157	18	0	1573	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1885	1900	1870	1900	1900	1900	1841	1811	1900	1900	1781	1856
Adj Flow Rate, veh/h	254	0	891	0	19	0	353	1193	19	0	1622	128
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	0	2	0	0	0	4	6	0	0	8	3
Cap, veh/h	350	0	937	0	397	0	431	2346	1098	65	1694	787
Arrive On Green	0.21	0.00	0.21	0.00	0.21	0.00	0.13	0.68	0.68	0.00	0.50	0.50
Sat Flow, veh/h	1361	0	2790	0	1900	0	3401	3441	1610	468	3385	1572
Grp Volume(v), veh/h	254	0	891	0	19	0	353	1193	19	0	1622	128
Grp Sat Flow(s),veh/h/ln	1361	0	1395	0	1900	0	1700	1721	1610	468	1692	1572
Q Serve(g_s), s	19.2	0.0	23.0	0.0	0.9	0.0	11.1	18.6	0.4	0.0	50.6	4.9
Cycle Q Clear(g_c), s	20.1	0.0	23.0	0.0	0.9	0.0	11.1	18.6	0.4	0.0	50.6	4.9
Prop In Lane	1.00		1.00	0.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	350	0	937	0	397	0	431	2346	1098	65	1694	787
V/C Ratio(X)	0.73	0.00	0.95	0.00	0.05	0.00	0.82	0.51	0.02	0.00	0.96	0.16
Avail Cap(c_a), veh/h	350	0	937	0	397	0	680	2346	1098	65	1694	787
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	0.00	1.00	0.00	0.36	0.36	0.36	0.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	0.0	35.6	0.0	34.8	0.0	46.8	8.5	5.6	0.0	26.3	14.9
Incr Delay (d2), s/veh	7.3	0.0	18.7	0.0	0.0	0.0	1.6	0.3	0.0	0.0	13.9	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	0.0	14.0	0.0	0.4	0.0	4.7	5.7	0.1	0.0	21.5	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.1	0.0	54.3	0.0	34.8	0.0	48.4	8.8	5.6	0.0	40.2	15.4
LnGrp LOS	D		D		C		D	A	A		D	B
Approach Vol, veh/h	1145			19			1565			1750		
Approach Delay, s/veh	53.4			34.8			17.7			38.4		
Approach LOS	D			C			B			D		
Timer - Assigned Phs	2			4		5	6		8			
Phs Duration (G+Y+Rc), s	81.0			29.0		19.9	61.1		29.0			
Change Period (Y+Rc), s	6.0			6.0		6.0	6.0		6.0			
Max Green Setting (Gmax), s	75.0			23.0		22.0	47.0		23.0			
Max Q Clear Time (g_c+I1), s	20.6			25.0		13.1	52.6		2.9			
Green Ext Time (p_c), s	10.8			0.0		0.8	0.0		0.0			
Intersection Summary												
HCM 7th Control Delay, s/veh	35.0											
HCM 7th LOS	C											

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	 	 		 			 
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%
Storage Length (ft)	0	600	325		365	650	
Storage Lanes	2	2	1		1	1	
Taper Length (ft)	50		150			75	
Lane Util. Factor	0.97	0.88	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor							
Frt		0.850			0.850		
Flt Protected	0.950					0.950	
Satd. Flow (prot)	3335	2656	1900	3471	1524	1752	3406
Flt Permitted	0.950					0.093	
Satd. Flow (perm)	3335	2656	1900	3471	1524	172	3406
Right Turn on Red		Yes			Yes		
Satd. Flow (RTOR)		11			253		
Link Speed (mph)	45			45			45
Link Distance (ft)	2302			1310			1956
Travel Time (s)	34.9			19.8			29.6
Intersection Summary							
Area Type:	Other						

Westwood Mixed-Use Development DRI #4057
5: SR 92/Fairburn Rd & Riverside Pkwy

2032 Build AM - Mitigated

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	 	 	 		 	 
Traffic Volume (vph)	154	390	1169	235	669	1812
Future Volume (vph)	154	390	1169	235	669	1812
Turn Type	Prot	pm+ov	NA	Perm	pm+pt	NA
Protected Phases	3	1	2		1	6
Permitted Phases		3		2	6	
Detector Phase	3	1	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	12.0	25.0	25.0	12.0	25.0
Total Split (s)	25.0	42.0	43.0	43.0	42.0	85.0
Total Split (%)	22.7%	38.2%	39.1%	39.1%	38.2%	77.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lead	Lag	Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effect Green (s)	10.8	61.0	37.0	37.0	87.2	87.2
Actuated g/C Ratio	0.10	0.55	0.34	0.34	0.79	0.79
v/c Ratio	0.51	0.28	1.08	0.37	0.93	0.72
Control Delay (s/veh)	52.2	13.2	63.1	2.3	37.0	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.2	13.2	63.1	2.3	37.0	4.3
LOS	D	B	E	A	D	A
Approach Delay (s/veh)	24.3		52.9			13.1
Approach LOS	C		D			B

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 7 (6%), Referenced to phase 2:NBTU and 6:SBTL, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.08

Intersection Signal Delay (s/veh): 27.1

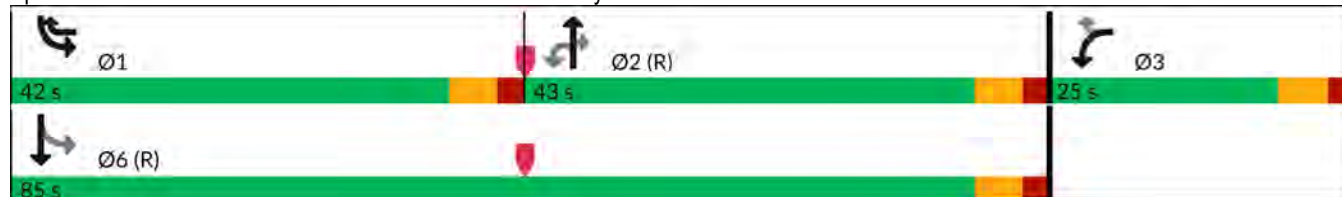
Intersection LOS: C

Intersection Capacity Utilization 88.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 5: SR 92/Fairburn Rd & Riverside Pkwy



5: SR 92/Fairburn Rd & Riverside Pkwy

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	 	 		 			 
Traffic Volume (veh/h)	154	390	0	1169	235	669	1812
Future Volume (veh/h)	154	390	0	1169	235	669	1812
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1826	1796		1841	1811	1856	1811
Adj Flow Rate, veh/h	166	419		1257	253	719	1948
Peak Hour Factor	0.93	0.93		0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	7		4	6	3	6
Cap, veh/h	439	1225		1326	582	654	2618
Arrive On Green	0.13	0.13		0.38	0.38	0.65	1.00
Sat Flow, veh/h	3374	2679		3589	1535	1767	3532
Grp Volume(v), veh/h	166	419		1257	253	719	1948
Grp Sat Flow(s),veh/h/ln	1687	1340		1749	1535	1767	1721
Q Serve(g_s), s	5.0	11.1		38.3	13.5	36.0	0.0
Cycle Q Clear(g_c), s	5.0	11.1		38.3	13.5	36.0	0.0
Prop In Lane	1.00	1.00			1.00	1.00	
Lane Grp Cap(c), veh/h	439	1225		1326	582	654	2618
V/C Ratio(X)	0.38	0.34		0.95	0.43	1.10	0.74
Avail Cap(c_a), veh/h	583	1340		1326	582	654	2618
HCM Platoon Ratio	1.00	1.00		1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00		0.63	0.63	0.24	0.24
Uniform Delay (d), s/veh	43.8	19.2		33.1	25.4	13.4	0.0
Incr Delay (d2), s/veh	0.5	0.2		10.7	1.5	50.9	0.5
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	3.3		17.1	4.9	15.7	0.2
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	44.3	19.4		43.8	26.9	64.3	0.5
LnGrp LOS	D	B		D	C	F	A
Approach Vol, veh/h	585			1510			2667
Approach Delay, s/veh	26.4			41.0			17.7
Approach LOS	C			D			B
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	42.0	47.7				89.7	20.3
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	36.0	37.0				79.0	19.0
Max Q Clear Time (g_c+l1), s	38.0	40.3				2.0	13.1
Green Ext Time (p_c), s	0.0	0.0				29.5	1.2
Intersection Summary							
HCM 7th Control Delay, s/veh			26.1				
HCM 7th LOS			C				
Notes							
User approved ignoring U-Turning movement.							

6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%			0%			0%			0%
Storage Length (ft)		225		250	260		335	145		165	0	
Storage Lanes		1		2	1		1	1		2	0	
Taper Length (ft)		140			150			100			50	
Lane Util. Factor	0.95	1.00	0.95	0.88	1.00	0.91	1.00	0.95	0.95	0.88	1.00	1.00
Ped Bike Factor												
Frt				0.850			0.850			0.850		0.956
Flt Protected		0.950			0.950			0.950	0.963			0.996
Satd. Flow (prot)	0	1805	3438	2656	1787	4988	1615	1633	1670	2814	0	1798
Flt Permitted		0.389			0.950			0.950	0.963			0.343
Satd. Flow (perm)	0	739	3438	2656	1787	4988	1615	1633	1670	2814	0	619
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				846			149			112		20
Link Speed (mph)			45			45			45			25
Link Distance (ft)			1310			1171			999			755
Travel Time (s)			19.8			17.7			15.1			20.6

Intersection Summary

Area Type: Other

Lane Group	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	

Intersection Summary

6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	12	11	930	996	84	510	16	825	111	147	14	102
Future Volume (vph)	12	11	930	996	84	510	16	825	111	147	14	102
Turn Type	pm+pt	pm+pt	NA	pm+ov	Prot	NA	Perm	Split	NA	pm+ov	Perm	NA
Protected Phases	5	5	2	8	1	6		8	8	1		4
Permitted Phases	2	2		2			6			8	4	
Detector Phase	5	5	2	8	1	6	6	8	8	1	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	25.0	25.0	12.0	25.0	25.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	12.0	12.0	35.0	34.0	12.0	35.0	35.0	34.0	34.0	12.0	29.0	29.0
Total Split (%)	10.9%	10.9%	31.8%	30.9%	10.9%	31.8%	31.8%	30.9%	30.9%	10.9%	26.4%	26.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0
Lead/Lag	Lag	Lag	Lead		Lag	Lead	Lead			Lag		
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes			Yes		
Recall Mode	None	None	C-Max	None	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)		34.7	29.0	63.0	6.0	36.2	36.2	28.0	28.0	34.0		23.0
Actuated g/C Ratio		0.32	0.26	0.57	0.05	0.33	0.33	0.25	0.25	0.31		0.21
v/c Ratio		0.08	1.06	0.55	0.90	0.32	0.03	1.15	1.15	0.16		1.21
Control Delay (s/veh)		18.6	75.7	1.4	119.5	29.4	0.1	129.8	129.0	4.9		178.4
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay (s/veh)		18.6	75.7	1.4	119.5	29.4	0.1	129.8	129.0	4.9		178.4
LOS		B	E	A	F	C	A	F	F	A		F
Approach Delay (s/veh)			37.1			41.2			112.4			178.4
Approach LOS			D			D			F			F

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 9 (8%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.21

Intersection Signal Delay (s/veh): 65.5

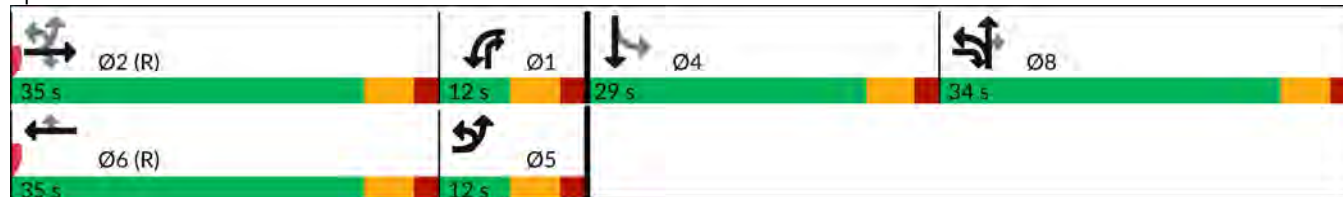
Intersection LOS: E

Intersection Capacity Utilization 85.6%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166



6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	12	11	930	996	84	510	16	825	111	147	14	102
Future Volume (veh/h)	12	11	930	996	84	510	16	825	111	147	14	102
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		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
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln		1900	1826	1796	1885	1841	1900	1826	1885	1885	1900	1885
Adj Flow Rate, veh/h		11	959	1027	87	526	16	932	0	152	14	105
Peak Hour Factor		0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %		0	5	7	1	4	0	5	1	1	0	1
Cap, veh/h		480	915	1388	257	1325	424	885	0	1271	17	128
Arrive On Green		0.14	0.26	0.26	0.14	0.26	0.26	0.25	0.00	0.25	0.12	0.12
Sat Flow, veh/h		1810	3469	2679	1795	5025	1610	3478	0	3195	141	1059
Grp Volume(v), veh/h		11	959	1027	87	526	16	932	0	152	176	0
Grp Sat Flow(s),veh/h/ln		1810	1735	1340	1795	1675	1610	1739	0	1598	1775	0
Q Serve(g_s), s		0.0	29.0	29.0	4.8	9.5	0.8	28.0	0.0	0.0	10.7	0.0
Cycle Q Clear(g_c), s		0.0	29.0	29.0	4.8	9.5	0.8	28.0	0.0	0.0	10.7	0.0
Prop In Lane		1.00		1.00	1.00		1.00	1.00		1.00	0.08	
Lane Grp Cap(c), veh/h		480	915	1388	257	1325	424	885	0	1271	214	0
V/C Ratio(X)		0.02	1.05	0.74	0.34	0.40	0.04	1.05	0.00	0.12	0.82	0.00
Avail Cap(c_a), veh/h		480	915	1388	257	1325	424	885	0	1271	371	0
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.64	0.64	0.64	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		25.7	40.5	19.8	42.4	33.3	30.1	41.0	0.0	21.0	47.2	0.0
Incr Delay (d2), s/veh		0.0	37.6	2.3	0.8	0.9	0.2	45.1	0.0	0.0	7.7	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
%ile BackOfQ(50%),veh/ln		0.2	16.5	14.3	2.1	3.8	0.3	17.0	0.0	1.2	5.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		25.7	78.1	22.1	43.2	34.2	30.3	86.1	0.0	21.0	54.9	0.0
LnGrp LOS		C	F	C	D	C	C	F		C	D	
Approach Vol, veh/h			1997			629			1084			176
Approach Delay, s/veh			49.0			35.3			77.0			54.9
Approach LOS			D			D			E			D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.7	35.0		19.3	21.7	35.0		34.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	6.0	29.0		23.0	6.0	29.0		28.0				
Max Q Clear Time (g_c+l1), s	6.8	31.0		12.7	2.0	11.5		30.0				
Green Ext Time (p_c), s	0.0	0.0		0.7	0.0	3.0		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	54.9
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

User approved ignoring U-Turning movement.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	55
Future Volume (veh/h)	55
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	57
Peak Hour Factor	0.97
Percent Heavy Veh, %	0
Cap, veh/h	69
Arrive On Green	0.12
Sat Flow, veh/h	575
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.32
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Westwood Mixed-Use Development DRI #4057
7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

2032 Build AM - Mitigated

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations	 		 	 				 	  			 
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%				0%				0%			
Storage Length (ft)	150		150	170		115		265		145	265	
Storage Lanes	2		2	2		1		2		1	1	
Taper Length (ft)	115			145				75			65	
Lane Util. Factor	0.97	1.00	0.88	0.97	1.00	1.00	0.91	0.97	0.91	1.00	1.00	0.95
Ped Bike Factor												
Frt	0.850				0.850				0.850			
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	3335	1792	2814	3367	1792	1242	0	3468	4940	1583	1271	3312
Flt Permitted	0.950			0.950				0.950			0.190	
Satd. Flow (perm)	3335	1792	2814	3367	1792	1242	0	3468	4940	1583	254	3312
Right Turn on Red	Yes				Yes				Yes			
Satd. Flow (RTOR)	188				261				236			
Link Speed (mph)	45				45				55			
Link Distance (ft)	3872				4194				801			
Travel Time (s)	58.7				63.5				9.9			

Intersection Summary

Area Type: Other



Lane Group	SBR
Lane Configurations	 
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	280
Storage Lanes	2
Taper Length (ft)	
Lane Util. Factor	0.88
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	2682
Flt Permitted	
Satd. Flow (perm)	2682
Right Turn on Red	Yes
Satd. Flow (RTOR)	182
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	

Intersection Summary

Westwood Mixed-Use Development DRI #4057
7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

2032 Build AM - Mitigated

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	574	504	215	176	261	67	315	1161	299	37	377	167
Future Volume (vph)	574	504	215	176	261	67	315	1161	299	37	377	167
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases			4			8			2	6		6
Detector Phase	7	4	4	3	8	8	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	12.0	12.0	25.0	12.0
Total Split (s)	23.0	36.0	36.0	12.0	25.0	25.0	17.0	30.0	12.0	12.0	25.0	23.0
Total Split (%)	25.6%	40.0%	40.0%	13.3%	27.8%	27.8%	18.9%	33.3%	13.3%	13.3%	27.8%	25.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.0	4.0	4.5	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.5	6.0	6.0	6.5	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	Max	None
Act Effect Green (s)	17.0	28.9	28.9	6.0	17.9	17.9	10.9	28.3	40.8	24.9	18.5	42.0
Actuated g/C Ratio	0.19	0.33	0.33	0.07	0.20	0.20	0.12	0.32	0.46	0.28	0.21	0.47
v/c Ratio	0.98	0.94	0.22	0.84	0.79	0.16	0.82	0.80	0.38	0.29	0.60	0.13
Control Delay (s/veh)	68.4	55.7	6.1	72.8	50.4	0.7	55.0	34.6	6.9	23.2	36.2	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.4	55.7	6.1	72.8	50.4	0.7	55.0	34.6	6.9	23.2	36.2	2.5
LOS	E	E	A	E	D	A	D	C	A	C	D	A
Approach Delay (s/veh)		53.1			51.6			33.6			25.7	
Approach LOS		D			D			C			C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 88.9

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay (s/veh): 40.7

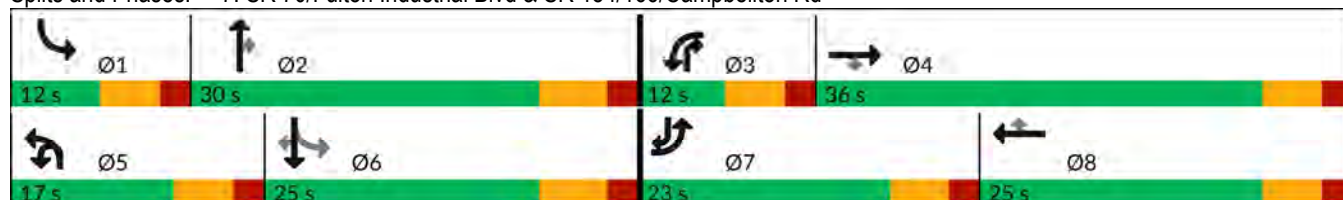
Intersection LOS: D

Intersection Capacity Utilization 78.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd



Westwood Mixed-Use Development DRI #4057
7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

2032 Build AM - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	574	504	215	176	261	67	5	315	1161	299	37	377
Future Volume (veh/h)	574	504	215	176	261	67	5	315	1161	299	37	377
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No			No				No			No	
Adj Sat Flow, veh/h/ln	1826	1811	1885	1841	1811	1455		1885	1826	1870	1278	1767
Adj Flow Rate, veh/h	624	548	234	191	284	73		342	1262	325	40	410
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	6	1	4	6	30		1	5	2	42	9
Cap, veh/h	649	590	916	231	364	248		416	1463	573	136	703
Arrive On Green	0.19	0.33	0.33	0.07	0.20	0.20		0.12	0.29	0.29	0.04	0.21
Sat Flow, veh/h	3374	1811	2812	3401	1811	1233		3483	4985	1585	1217	3357
Grp Volume(v), veh/h	624	548	234	191	284	73		342	1262	325	40	410
Grp Sat Flow(s),veh/h/ln	1687	1811	1406	1700	1811	1233		1742	1662	1585	1217	1678
Q Serve(g_s), s	16.2	25.8	5.4	4.9	13.1	4.4		8.5	21.2	14.5	2.3	9.7
Cycle Q Clear(g_c), s	16.2	25.8	5.4	4.9	13.1	4.4		8.5	21.2	14.5	2.3	9.7
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	649	590	916	231	364	248		416	1463	573	136	703
V/C Ratio(X)	0.96	0.93	0.26	0.83	0.78	0.29		0.82	0.86	0.57	0.29	0.58
Avail Cap(c_a), veh/h	649	615	955	231	390	265		434	1463	573	176	703
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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	28.8	21.9	40.6	33.4	29.9		38.0	29.5	22.7	27.3	31.4
Incr Delay (d2), s/veh	25.9	20.2	0.1	21.2	9.2	0.7		11.7	5.6	1.3	1.2	3.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	13.5	1.7	2.6	6.3	1.3		4.0	8.2	5.2	0.6	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.2	49.0	22.0	61.9	42.6	30.6		49.7	35.1	24.0	28.5	34.9
LnGrp LOS	E	D	C	E	D	C		D	D	C	C	C
Approach Vol, veh/h	1406			548				1929			632	
Approach Delay, s/veh	49.9			47.7				35.8			29.4	
Approach LOS	D			D				D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	32.4	12.0	34.8	16.5	25.0	23.0	23.8				
Change Period (Y+Rc), s	6.0	6.5	6.0	6.0	6.0	6.5	6.0	6.0				
Max Green Setting (Gmax), s	6.0	23.5	6.0	30.0	11.0	18.5	17.0	19.0				
Max Q Clear Time (g_c+I1), s	4.3	23.2	6.9	27.8	10.5	11.7	18.2	15.1				
Green Ext Time (p_c), s	0.0	0.3	0.0	0.9	0.1	1.7	0.0	0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh				40.8								
HCM 7th LOS				D								
Notes												
User approved ignoring U-Turning movement.												



Movement	SBR
Lane Configurations	FF
Traffic Volume (veh/h)	167
Future Volume (veh/h)	167
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1811
Adj Flow Rate, veh/h	182
Peak Hour Factor	0.92
Percent Heavy Veh, %	6
Cap, veh/h	1086
Arrive On Green	0.21
Sat Flow, veh/h	2701
Grp Volume(v), veh/h	182
Grp Sat Flow(s),veh/h/ln	1351
Q Serve(g_s), s	3.8
Cycle Q Clear(g_c), s	3.8
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	1086
V/C Ratio(X)	0.17
Avail Cap(c_a), veh/h	1086
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	16.9
Incr Delay (d2), s/veh	0.3
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	1.1
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	17.3
LnGrp LOS	B
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

9: Cascade Palmetto Hwy & Cochran Rd

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	0	0	0			0
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1570	1615	1805	1827	1759	1615
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1570	1615	1805	1827	1759	1615
Link Speed (mph)	30			55	55	
Link Distance (ft)	619			5732	425	
Travel Time (s)	7.7			71.2	12.7	
Intersection Summary						
Area Type:	Other					

Intersection						
Int Delay, s/veh	6.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	45	41	1280	429	41
Future Vol, veh/h	51	45	41	1280	429	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	15	0	0	4	8	0
Mvmt Flow	57	51	46	1438	482	46
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2012	482	528	0	-	0
Stage 1	482	-	-	-	-	-
Stage 2	1530	-	-	-	-	-
Critical Hdwy	6.55	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.55	-	-	-	-	-
Follow-up Hdwy	3.635	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	60	588	1049	-	-	-
Stage 1	595	-	-	-	-	-
Stage 2	184	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 57	588	1049	-	-	-
Mov Cap-2 Maneuver	~ 57	-	-	-	-	-
Stage 1	569	-	-	-	-	-
Stage 2	184	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/veh	32.56	0.27		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1049	-	57	588	-	-
HCM Lane V/C Ratio	0.044	-	1.007	0.086	-	-
HCM Control Delay (s/veh)	8.6	-	239.2	11.7	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	4.7	0.3	-	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

10: Cascade Palmetto Hwy & W Stubbs Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%				0%				0%		0%	
Storage Length (ft)	0		0	0		175	260		240	300		290
Storage Lanes	0		0	0		1	1		1	1		1
Taper Length (ft)	50			50			85			85		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.989				0.850				0.850		0.850	
Flt Protected	0.972				0.983		0.950				0.950	
Satd. Flow (prot)	0	1773	0	0	1808	1599	1583	1810	1538	1736	1696	1615
Flt Permitted	0.777				0.850		0.569				0.082	
Satd. Flow (perm)	0	1417	0	0	1563	1599	948	1810	1538	150	1696	1615
Right Turn on Red			Yes				Yes		Yes		Yes	
Satd. Flow (RTOR)	5				90				113		57	
Link Speed (mph)	25				45				55		55	
Link Distance (ft)	829				1658				3254		5732	
Travel Time (s)	22.6				25.1				40.3		71.1	

Intersection Summary

Area Type: Other

10: Cascade Palmetto Hwy & W Stubbs Rd

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	115	66	23	45	398	8	806	23	160	278	50
Future Volume (vph)	115	66	23	45	398	8	806	23	160	278	50
Turn Type	Perm	NA	Perm	NA	pm+ov	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	1		2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	4	4	8	8	1	2	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	18.0	18.0	18.0	18.0	12.0	25.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	25.5	25.5	25.5	25.5	12.5	49.0	49.0	49.0	12.5	61.5	61.5
Total Split (%)	29.3%	29.3%	29.3%	29.3%	14.4%	56.3%	56.3%	56.3%	14.4%	70.7%	70.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.5	6.5	6.5	6.0	6.5	6.5
Lead/Lag					Lead	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	Max	Max	Max	None	Max	Max
Act Effct Green (s)		16.8		16.8	29.3	42.6	42.6	42.6	55.6	55.1	55.1
Actuated g/C Ratio		0.20		0.20	0.35	0.50	0.50	0.50	0.66	0.65	0.65
v/c Ratio		0.79		0.25	0.74	0.02	1.00	0.03	0.82	0.29	0.05
Control Delay (s/veh)		51.8		30.3	27.2	11.8	54.3	0.1	45.8	7.5	1.9
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		51.8		30.3	27.2	11.8	54.3	0.1	45.8	7.5	1.9
LOS		D		C	C	B	D	A	D	A	A
Approach Delay (s/veh)		51.8		27.6			52.4			19.5	
Approach LOS		D		C			D			B	

Intersection Summary

Cycle Length: 87

Actuated Cycle Length: 84.4

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay (s/veh): 38.5

Intersection LOS: D

Intersection Capacity Utilization 93.4%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 10: Cascade Palmetto Hwy & W Stubbs Rd



10: Cascade Palmetto Hwy & W Stubbs Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	66	17	23	45	398	8	806	23	160	278	50
Future Volume (veh/h)	115	66	17	23	45	398	8	806	23	160	278	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1693	1900	1826	1885	1693	1826	1826	1841	1722	1900
Adj Flow Rate, veh/h	131	75	19	26	51	452	9	916	26	182	316	57
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	14	0	5	1	14	5	5	4	12	0
Cap, veh/h	191	97	21	147	260	477	529	892	756	214	1089	1018
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.49	0.49	0.49	0.07	0.63	0.63
Sat Flow, veh/h	560	433	92	408	1160	1598	913	1826	1547	1753	1722	1610
Grp Volume(v), veh/h	225	0	0	77	0	452	9	916	26	182	316	57
Grp Sat Flow(s),veh/h/ln	1085	0	0	1568	0	1598	913	1826	1547	1753	1722	1610
Q Serve(g_s), s	14.8	0.0	0.0	0.0	0.0	19.5	0.4	42.5	0.8	4.7	7.2	1.2
Cycle Q Clear(g_c), s	17.8	0.0	0.0	3.0	0.0	19.5	0.4	42.5	0.8	4.7	7.2	1.2
Prop In Lane	0.58		0.08	0.34		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	309	0	0	407	0	477	529	892	756	214	1089	1018
V/C Ratio(X)	0.73	0.00	0.00	0.19	0.00	0.95	0.02	1.03	0.03	0.85	0.29	0.06
Avail Cap(c_a), veh/h	309	0	0	407	0	477	529	892	756	214	1089	1018
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.3	0.0	0.0	27.3	0.0	29.8	11.5	22.3	11.6	22.0	7.2	6.1
Incr Delay (d2), s/veh	8.5	0.0	0.0	0.2	0.0	28.2	0.1	37.2	0.1	26.5	0.7	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	0.0	1.2	0.0	12.2	0.1	23.8	0.2	3.1	2.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.8	0.0	0.0	27.6	0.0	58.0	11.6	59.4	11.7	48.5	7.9	6.2
LnGrp LOS	D			C		E	B	F	B	D	A	A
Approach Vol, veh/h	225			529			951			555		
Approach Delay, s/veh	41.8			53.6			57.7			21.0		
Approach LOS	D			D			E			C		
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.5	49.0		25.5		61.5		25.5				
Change Period (Y+Rc), s	6.0	6.5		6.0		6.5		6.0				
Max Green Setting (Gmax), s	6.5	42.5		19.5		55.0		19.5				
Max Q Clear Time (g_c+l1), s	6.7	44.5		19.8		9.2		21.5				
Green Ext Time (p_c), s	0.0	0.0		0.0		1.9		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	46.1											
HCM 7th LOS	D											

11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	190		0	250		0	350		0	210		0
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	85			85			80			95		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.967			0.850			0.987			0.850		
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1715	0	1703	1827	1404	1671	1751	0	1626	1667	1583
Flt Permitted	0.196			0.170			0.548			0.250		
Satd. Flow (perm)	358	1715	0	305	1827	1404	964	1751	0	428	1667	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				127		5				115
Link Speed (mph)		50			50			55			50	
Link Distance (ft)		1759			2098			1918			9731	
Travel Time (s)		24.0			28.6			23.8			132.7	

Intersection Summary

Area Type: Other

11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	372	669	19	378	93	244	340	66	185	77
Future Volume (vph)	372	669	19	378	93	244	340	66	185	77
Turn Type	pm+pt	NA	Perm	NA	pm+ov	pm+pt	NA	pm+pt	NA	pm+ov
Protected Phases	7	4		8	1	5	2	1	6	7
Permitted Phases	4		8		8	2		6		6
Detector Phase	7	4	8	8	1	5	2	1	6	7
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	25.0	25.0	12.0	12.0	25.0	12.0	25.0	12.0
Total Split (s)	22.0	52.0	30.0	30.0	12.0	12.0	26.0	12.0	26.0	22.0
Total Split (%)	24.4%	57.8%	33.3%	33.3%	13.3%	13.3%	28.9%	13.3%	28.9%	24.4%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.0	4.0	4.5	4.0	4.5	4.5
All-Red Time (s)	2.5	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.5	6.5	6.5	6.0	6.0	6.5	6.0	6.5	7.0
Lead/Lag	Lead		Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	None	Max	None
Act Effect Green (s)	45.0	45.5	23.5	23.5	35.9	27.2	21.9	25.9	19.5	41.0
Actuated g/C Ratio	0.50	0.51	0.26	0.26	0.40	0.30	0.24	0.29	0.22	0.46
v/c Ratio	0.94	1.01	0.25	0.82	0.15	0.75	0.89	0.34	0.53	0.10
Control Delay (s/veh)	52.0	56.4	36.1	46.9	2.3	41.2	59.2	24.7	37.4	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.0	56.4	36.1	46.9	2.3	41.2	59.2	24.7	37.4	1.5
LOS	D	E	D	D	A	D	E	C	D	A
Approach Delay (s/veh)		55.1		38.0			52.0		26.4	
Approach LOS		E		D			D		C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.01

Intersection Signal Delay (s/veh): 47.7

Intersection LOS: D

Intersection Capacity Utilization 96.2%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd



11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	372	669	191	19	378	93	244	340	31	66	185	77
Future Volume (veh/h)	372	669	191	19	378	93	244	340	31	66	185	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1841	1811	1737	1811	1841	1678	1781	1796	1781	1737	1693	1870
Adj Flow Rate, veh/h	384	690	197	20	390	96	252	351	32	68	191	79
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	6	11	6	4	15	8	7	8	11	14	2
Cap, veh/h	428	685	196	80	481	436	317	386	35	181	367	608
Arrive On Green	0.17	0.51	0.51	0.26	0.26	0.26	0.07	0.24	0.24	0.05	0.22	0.22
Sat Flow, veh/h	1753	1355	387	607	1841	1422	1697	1622	148	1654	1693	1585
Grp Volume(v), veh/h	384	0	887	20	390	96	252	0	383	68	191	79
Grp Sat Flow(s),veh/h/ln	1753	0	1741	607	1841	1422	1697	0	1770	1654	1693	1585
Q Serve(g_s), s	13.9	0.0	45.5	0.0	17.9	4.5	6.0	0.0	18.9	2.8	9.0	2.9
Cycle Q Clear(g_c), s	13.9	0.0	45.5	23.5	17.9	4.5	6.0	0.0	18.9	2.8	9.0	2.9
Prop In Lane	1.00		0.22	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	428	0	880	80	481	436	317	0	421	181	367	608
V/C Ratio(X)	0.90	0.00	1.01	0.25	0.81	0.22	0.80	0.00	0.91	0.38	0.52	0.13
Avail Cap(c_a), veh/h	428	0	880	80	481	436	317	0	421	216	367	608
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.6	0.0	22.3	45.0	31.2	23.2	32.3	0.0	33.4	27.3	31.1	18.0
Incr Delay (d2), s/veh	21.1	0.0	32.2	1.6	10.1	0.3	13.1	0.0	26.2	1.3	5.2	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	0.0	23.1	0.5	8.6	1.4	3.4	0.0	10.4	1.1	3.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.7	0.0	54.4	46.6	41.3	23.5	45.5	0.0	59.5	28.6	36.3	18.5
LnGrp LOS	D		F	D	D	C	D		E	C	D	B
Approach Vol, veh/h	1271			506			635			338		
Approach Delay, s/veh	50.6			38.1			54.0			30.6		
Approach LOS	D			D			D			C		
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	27.9		52.0	12.0	26.0	22.0	30.0				
Change Period (Y+Rc), s	6.0	6.5		6.5	6.0	6.5	7.0	6.5				
Max Green Setting (Gmax), s	6.0	19.5		45.5	6.0	19.5	15.0	23.5				
Max Q Clear Time (g_c+I1), s	4.8	20.9		47.5	8.0	11.0	15.9	25.5				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.7	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				46.6								
HCM 7th LOS				D								

12: W Stubbs Rd & Butner Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.995				0.850		0.999			0.937	
Flt Protected		0.987			0.999			0.996		0.950		
Satd. Flow (prot)	0	1826	0	0	1862	1583	0	1845	0	1787	1706	0
Flt Permitted		0.987			0.999			0.996		0.950		
Satd. Flow (perm)	0	1826	0	0	1862	1583	0	1845	0	1787	1706	0
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		937			898			614			765	
Travel Time (s)		11.6			11.1			7.6			9.5	
Intersection Summary												
Area Type:	Other											

Intersection	
Intersection Delay, s/veh	21.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	75	210	10	2	78	151	13	163	2	244	127	92
Future Vol, veh/h	75	210	10	2	78	151	13	163	2	244	127	92
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	3	2	0	0	2	2	9	2	0	1	1	9
Mvmt Flow	89	250	12	2	93	180	15	194	2	290	151	110
Number of Lanes	0	1	0	0	1	1	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	1
HCM Control Delay, s/veh	30.8	13.7	18.9	20.6
HCM LOS	D	B	C	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	7%	25%	3%	0%	100%	0%
Vol Thru, %	92%	71%	98%	0%	0%	58%
Vol Right, %	1%	3%	0%	100%	0%	42%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	178	295	80	151	244	219
LT Vol	13	75	2	0	244	0
Through Vol	163	210	78	0	0	127
RT Vol	2	10	0	151	0	92
Lane Flow Rate	212	351	95	180	290	261
Geometry Grp	6	6	7	7	7	7
Degree of Util (X)	0.484	0.752	0.211	0.363	0.638	0.513
Departure Headway (Hd)	8.23	7.712	7.977	7.277	7.904	7.089
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	437	467	449	493	456	506
Service Time	6.32	5.784	5.758	5.057	5.679	4.864
HCM Lane V/C Ratio	0.485	0.752	0.212	0.365	0.636	0.516
HCM Control Delay, s/veh	18.9	30.8	12.9	14.2	23.7	17.2
HCM Lane LOS	C	D	B	B	C	C
HCM 95th-tile Q	2.6	6.3	0.8	1.6	4.4	2.9

Westwood Mixed-Use Development DRI #4057
1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

2032 Build PM - Mitigated

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	 	  			 	  	 	 	  	 	  	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%			0%		
Storage Length (ft)	170		675		310		575	300		315	465	
Storage Lanes	1		1		2		2	2		2	3	
Taper Length (ft)	115				300			225			200	
Lane Util. Factor	0.97	0.91	1.00	0.91	0.97	0.91	0.88	0.97	0.91	0.88	0.94	0.91
Ped Bike Factor												
Frt	0.850			0.850			0.850			0.850		
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	3155	4848	1214	0	3243	4940	2682	2415	4759	2584	4670	4715
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	3155	4848	1214	0	3243	4940	2682	2415	4759	2584	4670	4715
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			262				185			240		
Link Speed (mph)	45			45			55			55		
Link Distance (ft)	2446			2324			3668			2456		
Travel Time (s)	37.1			35.2			45.5			30.4		

Intersection Summary

Area Type: Other



Lane Group	SBR
Lane Configurations	 
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	380
Storage Lanes	2
Taper Length (ft)	
Lane Util. Factor	0.88
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	2472
Flt Permitted	
Satd. Flow (perm)	2472
Right Turn on Red	Yes
Satd. Flow (RTOR)	175
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	

Intersection Summary

1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	553	923	73	249	1313	576	91	999	208	341	608	408
Future Volume (vph)	553	923	73	249	1313	576	91	999	208	341	608	408
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	5	2		1	6	7	3	8		7	4	5
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	7	3	8	8	7	4	5
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	25.0	12.0	25.0	12.0	12.0	25.0	25.0	12.0	25.0	12.0
Total Split (s)	24.0	43.0	43.0	12.0	31.0	15.0	16.0	30.0	30.0	15.0	29.0	24.0
Total Split (%)	24.0%	43.0%	43.0%	12.0%	31.0%	15.0%	16.0%	30.0%	30.0%	15.0%	29.0%	24.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.5	2.5	2.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	None
Act Effect Green (s)	18.0	28.9	28.9	14.1	25.0	32.0	8.3	23.0	23.0	8.0	25.4	50.4
Actuated g/C Ratio	0.18	0.29	0.29	0.14	0.25	0.32	0.08	0.23	0.23	0.08	0.25	0.50
v/c Ratio	1.05	0.71	0.15	0.74	1.14	0.63	0.49	0.98	0.29	0.98	0.55	0.33
Control Delay (s/veh)	92.1	34.4	0.6	54.2	110.0	14.6	52.3	62.2	4.5	89.9	35.5	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	92.1	34.4	0.6	54.2	110.0	14.6	52.3	62.2	4.5	89.9	35.5	10.0
LOS	F	C	A	D	F	B	D	E	A	F	D	B
Approach Delay (s/veh)		53.4			77.1			52.3			41.5	
Approach LOS		D			E			D			D	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.14

Intersection Signal Delay (s/veh): 58.8

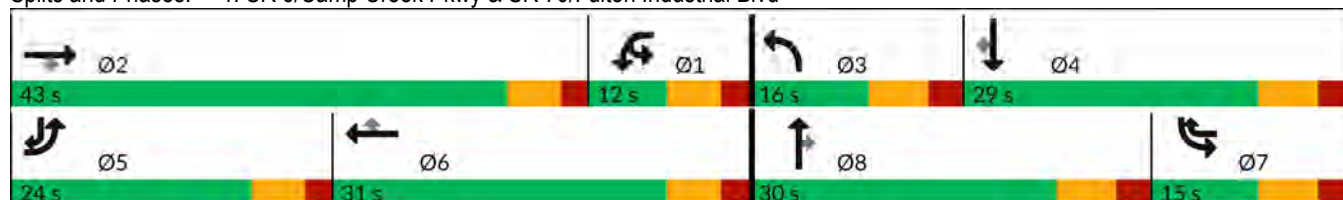
Intersection LOS: E

Intersection Capacity Utilization 88.6%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd



1: SR 6/Camp Creek Pkwy & SR 70/Fulton Industrial Blvd

												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	553	923	73	63	249	1313	576	91	999	208	341	608
Future Volume (veh/h)	553	923	73	63	249	1313	576	91	999	208	341	608
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No				No			No			No
Adj Sat Flow, veh/h/ln	1737	1796	1411		1767	1826	1811	1233	1767	1752	1767	1752
Adj Flow Rate, veh/h	595	992	78		268	1412	619	98	1074	224	367	654
Peak Hour Factor	0.93	0.93	0.93		0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	11	7	33		9	5	6	45	9	10	9	10
Cap, veh/h	578	1310	320		531	1246	891	134	1109	601	380	1202
Arrive On Green	0.18	0.27	0.27		0.16	0.25	0.25	0.06	0.23	0.23	0.08	0.25
Sat Flow, veh/h	3209	4904	1196		3264	4985	2701	2278	4823	2613	4745	4782
Grp Volume(v), veh/h	595	992	78		268	1412	619	98	1074	224	367	654
Grp Sat Flow(s),veh/h/ln	1605	1635	1196		1632	1662	1351	1139	1608	1306	1582	1594
Q Serve(g_s), s	18.0	18.6	3.8		7.5	25.0	8.1	4.2	22.1	7.2	7.7	11.9
Cycle Q Clear(g_c), s	18.0	18.6	3.8		7.5	25.0	8.1	4.2	22.1	7.2	7.7	11.9
Prop In Lane	1.00		1.00		1.00		1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	578	1310	320		531	1246	891	134	1109	601	380	1202
V/C Ratio(X)	1.03	0.76	0.24		0.50	1.13	0.69	0.73	0.97	0.37	0.97	0.54
Avail Cap(c_a), veh/h	578	1814	442		531	1246	891	205	1109	601	380	1202
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
Upstream Filter(I)	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	33.7	15.8		38.2	37.5	10.5	46.3	38.1	32.4	45.9	32.5
Incr Delay (d2), s/veh	45.3	1.2	0.4		0.8	70.3	2.3	7.5	20.4	1.8	37.4	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	7.1	1.4		2.9	17.7	2.8	1.3	10.1	2.3	4.2	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	86.3	34.9	16.2		38.9	107.8	12.9	53.8	58.5	34.2	83.3	34.2
LnGrp LOS	F	C	B		D	F	B	D	E	C	F	C
Approach Vol, veh/h		1665				2299			1396			1460
Approach Delay, s/veh		52.4				74.2			54.3			42.5
Approach LOS		D				E			D			D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.3	32.7	12.9	32.1	24.0	31.0	15.0	30.0				
Change Period (Y+Rc), s	6.0	6.0	7.0	7.0	6.0	6.0	7.0	7.0				
Max Green Setting (Gmax), s	6.0	37.0	9.0	22.0	18.0	25.0	8.0	23.0				
Max Q Clear Time (g_c+I1), s	9.5	20.6	6.2	14.1	20.0	27.0	9.7	24.1				
Green Ext Time (p_c), s	0.0	6.1	0.1	3.5	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			58.0									
HCM 7th LOS			E									
Notes												
User approved ignoring U-Turning movement.												



Movement	SBR
Lane Configurations	FF
Traffic Volume (veh/h)	408
Future Volume (veh/h)	408
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1678
Adj Flow Rate, veh/h	439
Peak Hour Factor	0.93
Percent Heavy Veh, %	15
Cap, veh/h	1079
Arrive On Green	0.25
Sat Flow, veh/h	2502
Grp Volume(v), veh/h	439
Grp Sat Flow(s),veh/h/ln	1251
Q Serve(g_s), s	12.1
Cycle Q Clear(g_c), s	12.1
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	1079
V/C Ratio(X)	0.41
Avail Cap(c_a), veh/h	1079
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	19.6
Incr Delay (d2), s/veh	1.1
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	3.3
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	20.8
LnGrp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Westwood Mixed-Use Development DRI #4057
 2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

2032 Build PM - Mitigated

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			 		 		 	 			 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%		0%				0%		0%			
Storage Length (ft)	250		450	275		0	440		250	600		265
Storage Lanes	1		2	1		1	2		1	1		1
Taper Length (ft)	130			85			165			150		
Lane Util. Factor	1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850				0.850		0.850		0.850	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1881	2733	1770	3505	1524	3367	3223	1583	1736	3167	1599
Flt Permitted	0.360			0.215			0.950			0.211		
Satd. Flow (perm)	664	1881	2733	400	3505	1524	3367	3223	1583	385	3167	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			248			267			182			191
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1126			2458			2597			3467	
Travel Time (s)		17.1			37.2			32.2			43.0	

Intersection Summary

Area Type: Other

Westwood Mixed-Use Development DRI #4057
2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

2032 Build PM - Mitigated

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	365	579	66	394	92	650	1170	103	33	739	263
Future Volume (vph)	180	365	579	66	394	92	650	1170	103	33	739	263
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2	6		6
Detector Phase	7	4	5	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	12.0	12.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	12.0	25.0	24.0	12.0	25.0	25.0	24.0	41.0	41.0	12.0	29.0	29.0
Total Split (%)	13.3%	27.8%	26.7%	13.3%	27.8%	27.8%	26.7%	45.6%	45.6%	13.3%	32.2%	32.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.5	6.5	6.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	24.7	20.0	39.3	23.3	17.4	17.4	18.0	39.5	39.5	23.0	22.5	22.5
Actuated g/C Ratio	0.28	0.23	0.44	0.26	0.20	0.20	0.20	0.45	0.45	0.26	0.25	0.25
v/c Ratio	0.75	0.92	0.46	0.36	0.62	0.19	1.02	0.87	0.14	0.18	0.99	0.52
Control Delay (s/veh)	44.6	64.9	7.3	25.9	36.6	0.8	76.2	33.2	0.8	27.9	63.3	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.6	64.9	7.3	25.9	36.6	0.8	76.2	33.2	0.8	27.9	63.3	13.7
LOS	D	E	A	C	D	A	E	C	A	C	E	B
Approach Delay (s/veh)		32.0			29.4			46.0			49.6	
Approach LOS		C			C			D			D	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 88.5

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay (s/veh): 41.4

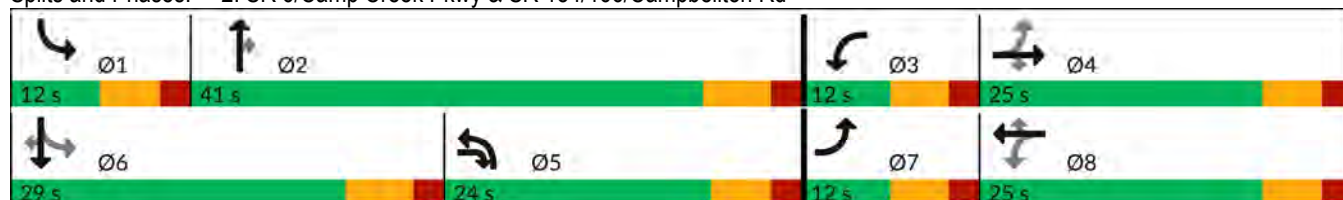
Intersection LOS: D

Intersection Capacity Utilization 82.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd



Westwood Mixed-Use Development DRI #4057
2: SR 6/Camp Creek Pkwy & SR 154/166/Campbellton Rd

2032 Build PM - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	365	579	66	394	92	650	1170	103	33	739	263
Future Volume (veh/h)	180	365	579	66	394	92	650	1170	103	33	739	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1885	1841	1870	1856	1811	1841	1722	1870	1841	1693	1885
Adj Flow Rate, veh/h	194	392	623	71	424	99	699	1258	0	35	795	283
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	1	4	2	3	6	4	12	2	4	14	1
Cap, veh/h	273	404	1146	169	681	297	691	1407		138	816	406
Arrive On Green	0.07	0.21	0.21	0.05	0.19	0.19	0.20	0.43	0.00	0.03	0.25	0.25
Sat Flow, veh/h	1767	1885	2745	1781	3526	1535	3401	3272	1585	1753	3216	1598
Grp Volume(v), veh/h	194	392	623	71	424	99	699	1258	0	35	795	283
Grp Sat Flow(s),veh/h/ln	1767	1885	1373	1781	1763	1535	1700	1636	1585	1753	1608	1598
Q Serve(g_s), s	6.0	18.3	3.0	2.8	9.8	4.9	18.0	31.6	0.0	1.4	21.7	10.3
Cycle Q Clear(g_c), s	6.0	18.3	3.0	2.8	9.8	4.9	18.0	31.6	0.0	1.4	21.7	10.3
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	273	404	1146	169	681	297	691	1407		138	816	406
V/C Ratio(X)	0.71	0.97	0.54	0.42	0.62	0.33	1.01	0.89		0.25	0.97	0.70
Avail Cap(c_a), veh/h	273	404	1146	206	756	329	691	1407		200	816	406
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	34.5	6.9	28.3	32.8	30.8	35.3	23.4	0.0	29.7	32.8	15.6
Incr Delay (d2), s/veh	8.3	36.8	0.5	1.7	1.3	0.7	37.3	9.1	0.0	0.9	25.7	9.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	11.9	1.9	1.2	4.0	1.8	10.3	12.0	0.0	0.6	10.5	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.8	71.3	7.4	30.0	34.1	31.5	72.6	32.5	0.0	30.6	58.5	25.1
LnGrp LOS	D	E	A	C	C	C	F	C		C	E	C
Approach Vol, veh/h	1209			594			1957			1113		
Approach Delay, s/veh	33.2			33.2			46.8			49.2		
Approach LOS	C			C			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	44.6	10.1	25.0	24.5	29.0	12.0	23.1				
Change Period (Y+Rc), s	6.0	6.5	6.0	6.0	6.5	* 6.5	6.0	6.0				
Max Green Setting (Gmax), s	6.0	34.5	6.0	19.0	18.0	* 23	6.0	19.0				
Max Q Clear Time (g_c+I1), s	3.4	33.6	4.8	20.3	20.0	23.7	8.0	11.8				
Green Ext Time (p_c), s	0.0	0.7	0.0	0.0	0.0	0.0	0.0	1.7				

Intersection Summary

HCM 7th Control Delay, s/veh	42.3
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

3: SR 92/Fairburn Rd & Mt Vernon Rd

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%
Storage Length (ft)	0	0	335		250	300	
Storage Lanes	1	1	1		1	1	
Taper Length (ft)	50		125			135	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor							
Frt		0.850			0.850		
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1787	1599	1805	3438	1568	1805	3438
Flt Permitted	0.950		0.077			0.077	
Satd. Flow (perm)	1787	1599	146	3438	1568	146	3438
Right Turn on Red		Yes			Yes		
Satd. Flow (RTOR)		11			252		
Link Speed (mph)	40			45			45
Link Distance (ft)	1213			1812			3614
Travel Time (s)	20.7			27.5			54.8

Intersection Summary

Area Type: Other

Westwood Mixed-Use Development DRI #4057
3: SR 92/Fairburn Rd & Mt Vernon Rd

2032 Build PM - Mitigated

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	403	182	5	1685	299	65	1349
Future Volume (vph)	403	182	5	1685	299	65	1349
Turn Type	Prot	pm+ov	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	3	1	5	2		1	6
Permitted Phases		3	2		2	6	
Detector Phase	3	1	5	2	2	1	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	12.0	12.0	25.0	25.0	12.0	25.0
Total Split (s)	35.0	12.0	12.0	63.0	63.0	12.0	63.0
Total Split (%)	31.8%	10.9%	10.9%	57.3%	57.3%	10.9%	57.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lag	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max
Act Effect Green (s)	27.9	39.9	58.1	58.1	58.1	67.7	67.7
Actuated g/C Ratio	0.25	0.36	0.53	0.53	0.53	0.62	0.62
v/c Ratio	0.92	0.32	0.03	0.96	0.33	0.37	0.66
Control Delay (s/veh)	66.5	25.2	13.8	27.1	3.3	29.5	16.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	66.5	25.2	13.8	27.1	3.3	29.5	16.6
LOS	E	C	B	C	A	C	B
Approach Delay (s/veh)	53.6			23.5			17.2
Approach LOS	D			C			B

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 11 (10%), Referenced to phase 2:NBTU and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay (s/veh): 25.7

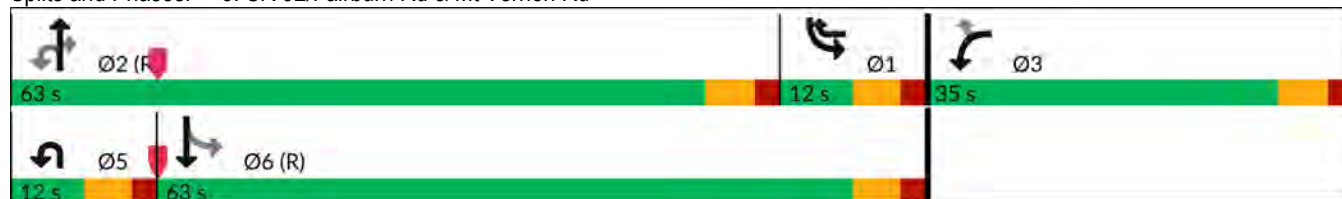
Intersection LOS: C

Intersection Capacity Utilization 86.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: SR 92/Fairburn Rd & Mt Vernon Rd



3: SR 92/Fairburn Rd & Mt Vernon Rd

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	403	182	5	1685	299	65	1349
Future Volume (veh/h)	403	182	5	1685	299	65	1349
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1885	1885		1826	1856	1900	1826
Adj Flow Rate, veh/h	415	188		1737	308	67	1391
Peak Hour Factor	0.97	0.97		0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1		5	3	0	5
Cap, veh/h	447	508		1798	815	191	2228
Arrive On Green	0.25	0.25		0.52	0.52	0.07	0.64
Sat Flow, veh/h	1795	1598		3561	1572	1810	3561
Grp Volume(v), veh/h	415	188		1737	308	67	1391
Grp Sat Flow(s), veh/h/ln	1795	1598		1735	1572	1810	1735
Q Serve(g_s), s	24.8	2.4		53.1	3.3	0.0	26.3
Cycle Q Clear(g_c), s	24.8	2.4		53.1	3.3	0.0	26.3
Prop In Lane	1.00	1.00			1.00	1.00	
Lane Grp Cap(c), veh/h	447	508		1798	815	191	2228
V/C Ratio(X)	0.93	0.37		0.97	0.38	0.35	0.62
Avail Cap(c_a), veh/h	473	532		1798	815	191	2228
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.4	29.0		25.6	1.1	47.6	11.8
Incr Delay (d2), s/veh	24.3	0.4		14.6	1.3	1.1	1.3
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.6	3.8		23.0	3.8	1.7	9.0
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	64.7	29.4		40.2	2.4	48.7	13.1
LnGrp LOS	E	C		D	A	D	B
Approach Vol, veh/h	603			2045			1458
Approach Delay, s/veh	53.7			34.5			14.7
Approach LOS	D			C			B
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	13.6	63.0				76.6	33.4
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	6.0	57.0				57.0	29.0
Max Q Clear Time (g_c+l1), s	2.0	55.1				28.3	26.8
Green Ext Time (p_c), s	0.0	1.7				11.6	0.5
Intersection Summary							
HCM 7th Control Delay, s/veh			30.3				
HCM 7th LOS			C				
Notes							
User approved ignoring U-Turning movement.							

4: SR 92/Fairburn Rd & Anneewakee Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		135	0		0	575		100	215		250
Storage Lanes	0		2	0		0	2		1	1		1
Taper Length (ft)	50			50			175			125		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850		0.961				0.850			0.850
Flt Protected		0.950					0.950			0.950		
Satd. Flow (prot)	0	1787	2814	0	1826	0	3467	3438	1615	1805	3438	1615
Flt Permitted		0.753					0.950			0.118		
Satd. Flow (perm)	0	1417	2814	0	1826	0	3467	3438	1615	224	3438	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			30		2				30			224
Link Speed (mph)		45			25			45			45	
Link Distance (ft)		2309			691			1956			2729	
Travel Time (s)		35.0			18.8			29.6			41.3	

Intersection Summary

Area Type: Other

4: SR 92/Fairburn Rd & Anneewakee Rd

										
Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			 		 	 		 	 	
Traffic Volume (vph)	165	0	464	5	977	1766	2	2	1252	261
Future Volume (vph)	165	0	464	5	977	1766	2	2	1252	261
Turn Type	Perm	NA	pm+ov	NA	Prot	NA	Perm	Perm	NA	Perm
Protected Phases		4	5	8	5	2			6	
Permitted Phases	4		4				2	6		6
Detector Phase	4	4	5	8	5	2	2	6	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	12.0	25.0	12.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	25.0	25.0	39.0	25.0	39.0	85.0	85.0	46.0	46.0	46.0
Total Split (%)	22.7%	22.7%	35.5%	22.7%	35.5%	77.3%	77.3%	41.8%	41.8%	41.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead		Lead			Lag	Lag	Lag
Lead-Lag Optimize?			Yes		Yes			Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effect Green (s)		17.1	57.8	17.1	34.7	80.9	80.9	40.2	40.2	40.2
Actuated g/C Ratio		0.16	0.53	0.16	0.32	0.74	0.74	0.37	0.37	0.37
v/c Ratio		0.80	0.33	0.02	0.95	0.74	0.00	0.02	1.06	0.38
Control Delay (s/veh)		71.0	14.7	33.4	39.8	9.2	0.0	24.0	68.6	5.5
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		71.0	14.7	33.4	39.8	9.2	0.0	24.0	68.6	5.5
LOS		E	B	C	D	A	A	C	E	A
Approach Delay (s/veh)		29.5		33.4		20.1			57.7	
Approach LOS		C		C		C			E	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 81 (74%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.06

Intersection Signal Delay (s/veh): 32.9

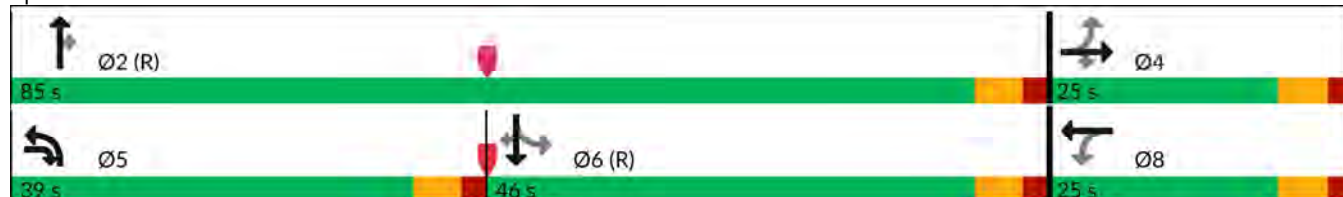
Intersection LOS: C

Intersection Capacity Utilization 93.3%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 4: SR 92/Fairburn Rd & Anneewakee Rd



4: SR 92/Fairburn Rd & Anneewakee Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	0	464	0	5	2	977	1766	2	2	1252	261
Future Volume (veh/h)	165	0	464	0	5	2	977	1766	2	2	1252	261
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1885	1900	1885	1900	1900	1900	1885	1826	1900	1900	1826	1900
Adj Flow Rate, veh/h	176	0	494	0	5	2	1039	1879	2	2	1332	278
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	0	1	0	0	0	1	5	0	0	5	0
Cap, veh/h	276	0	1267	0	194	78	1045	2568	1192	160	1338	621
Arrive On Green	0.15	0.00	0.15	0.00	0.15	0.15	0.30	0.74	0.74	0.39	0.39	0.39
Sat Flow, veh/h	1400	0	2812	0	1291	516	3483	3469	1610	246	3469	1610
Grp Volume(v), veh/h	176	0	494	0	0	7	1039	1879	2	2	1332	278
Grp Sat Flow(s),veh/h/ln	1400	0	1406	0	0	1807	1742	1735	1610	246	1735	1610
Q Serve(g_s), s	13.2	0.0	12.9	0.0	0.0	0.4	32.7	33.8	0.0	0.6	42.1	14.1
Cycle Q Clear(g_c), s	13.5	0.0	12.9	0.0	0.0	0.4	32.7	33.8	0.0	0.6	42.1	14.1
Prop In Lane	1.00		1.00	0.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	276	0	1267	0	0	272	1045	2568	1192	160	1338	621
V/C Ratio(X)	0.64	0.00	0.39	0.00	0.00	0.03	0.99	0.73	0.00	0.01	1.00	0.45
Avail Cap(c_a), veh/h	308	0	1329	0	0	312	1045	2568	1192	160	1338	621
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	0.00	0.00	1.00	0.13	0.13	0.13	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	0.0	20.1	0.0	0.0	39.8	38.4	8.1	3.7	20.9	33.7	25.1
Incr Delay (d2), s/veh	3.7	0.0	0.2	0.0	0.0	0.0	8.8	0.2	0.0	0.1	23.6	2.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	4.3	0.0	0.0	0.2	14.5	9.0	0.0	0.0	20.8	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.3	0.0	20.3	0.0	0.0	39.9	47.2	8.3	3.7	21.1	57.3	27.4
LnGrp LOS	D		C			D	D	A	A	C	E	C
Approach Vol, veh/h		670			7			2920			1612	
Approach Delay, s/veh		27.9			39.9			22.2			52.1	
Approach LOS		C			D			C			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		87.4		22.6	39.0	48.4		22.6				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		79.0		19.0	33.0	40.0		19.0				
Max Q Clear Time (g_c+I1), s		35.8		15.5	34.7	44.1		2.4				
Green Ext Time (p_c), s		22.0		1.1	0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			32.2									
HCM 7th LOS			C									

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	 	 		 			 
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%
Storage Length (ft)	0	600	325		365	650	
Storage Lanes	2	2	1		1	1	
Taper Length (ft)	50		150			75	
Lane Util. Factor	0.97	0.88	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor							
Frt		0.850			0.850		
Flt Protected	0.950					0.950	
Satd. Flow (prot)	3467	2787	1900	3471	1583	1752	3471
Flt Permitted	0.950					0.057	
Satd. Flow (perm)	3467	2787	1900	3471	1583	105	3471
Right Turn on Red		Yes			Yes		
Satd. Flow (RTOR)		11			103		
Link Speed (mph)	45			45			45
Link Distance (ft)	2302			1310			1956
Travel Time (s)	34.9			19.8			29.6
Intersection Summary							
Area Type:	Other						

Westwood Mixed-Use Development DRI #4057
5: SR 92/Fairburn Rd & Riverside Pkwy

2032 Build PM - Mitigated

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	 	 	 		 	 
Traffic Volume (vph)	169	742	2001	100	323	1443
Future Volume (vph)	169	742	2001	100	323	1443
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases	3	1	2	3	1	6
Permitted Phases		3		2	6	
Detector Phase	3	1	2	3	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	20.0	12.0	25.0	20.0	12.0	25.0
Total Split (s)	20.0	23.5	66.5	20.0	23.5	90.0
Total Split (%)	18.2%	21.4%	60.5%	18.2%	21.4%	81.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lag	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	C-Max	None	None	C-Max
Act Effect Green (s)	10.8	34.3	63.7	80.5	87.2	87.2
Actuated g/C Ratio	0.10	0.31	0.58	0.73	0.79	0.79
v/c Ratio	0.51	0.87	1.03	0.09	0.97	0.54
Control Delay (s/veh)	52.1	47.1	34.4	0.1	65.4	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.1	47.1	34.4	0.1	65.4	1.3
LOS	D	D	C	A	E	A
Approach Delay (s/veh)	48.0		32.8			13.0
Approach LOS	D		C			B

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 108 (98%), Referenced to phase 2:NBTU and 6:SBTL, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay (s/veh): 28.4

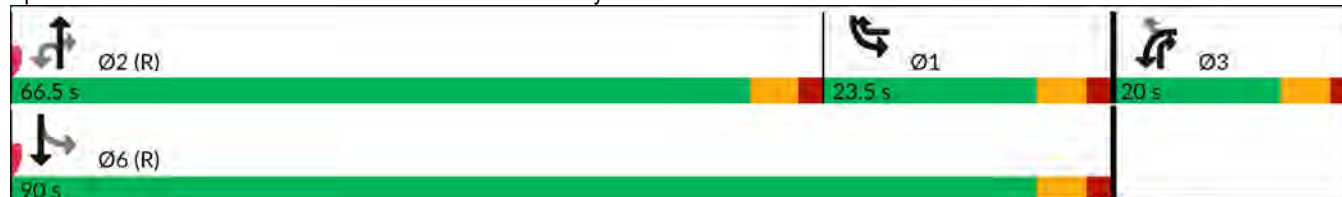
Intersection LOS: C

Intersection Capacity Utilization 93.0%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 5: SR 92/Fairburn Rd & Riverside Pkwy



5: SR 92/Fairburn Rd & Riverside Pkwy

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	169	742	0	2001	100	323	1443
Future Volume (veh/h)	169	742	0	2001	100	323	1443
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00			1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No
Adj Sat Flow, veh/h/ln	1885	1870		1841	1870	1856	1841
Adj Flow Rate, veh/h	174	765		2063	103	333	1488
Peak Hour Factor	0.97	0.97		0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	2		4	2	3	4
Cap, veh/h	443	799		1924	1074	347	2671
Arrive On Green	0.13	0.13		0.55	0.55	0.16	0.76
Sat Flow, veh/h	3483	2790		3589	1585	1767	3589
Grp Volume(v), veh/h	174	765		2063	103	333	1488
Grp Sat Flow(s), veh/h/ln	1742	1395		1749	1585	1767	1749
Q Serve(g_s), s	5.0	12.2		60.5	0.0	16.5	19.3
Cycle Q Clear(g_c), s	5.0	12.2		60.5	0.0	16.5	19.3
Prop In Lane	1.00	1.00			1.00	1.00	
Lane Grp Cap(c), veh/h	443	799		1924	1074	347	2671
V/C Ratio(X)	0.39	0.96		1.07	0.10	0.96	0.56
Avail Cap(c_a), veh/h	443	799		1924	1074	347	2671
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		0.42	0.42	0.39	0.39
Uniform Delay (d), s/veh	44.1	38.6		24.8	2.7	44.2	5.3
Incr Delay (d2), s/veh	0.6	22.0		37.7	0.1	21.2	0.3
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	5.3		31.8	0.3	10.2	4.8
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	44.7	60.6		62.4	2.8	65.4	5.7
LnGrp LOS	D	E		F	A	E	A
Approach Vol, veh/h	939			2166			1821
Approach Delay, s/veh	57.7			59.6			16.6
Approach LOS	E			E			B
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	23.5	66.5				90.0	20.0
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	17.5	60.5				84.0	14.0
Max Q Clear Time (g_c+I1), s	18.5	62.5				21.3	14.2
Green Ext Time (p_c), s	0.0	0.0				16.0	0.0

Intersection Summary

HCM 7th Control Delay, s/veh	43.3
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
 User approved ignoring U-Turning movement.

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%			0%			0%			0%
Storage Length (ft)		225		250	260		335	145		165	0	
Storage Lanes		1		2	1		1	1		2	0	
Taper Length (ft)		140			150			100			50	
Lane Util. Factor	0.95	1.00	0.95	0.88	1.00	0.91	1.00	0.95	0.95	0.88	1.00	1.00
Ped Bike Factor												
Frt				0.850			0.850			0.850		0.952
Flt Protected		0.950			0.950			0.950	0.955			0.989
Satd. Flow (prot)	0	1730	3505	2733	1787	4988	1615	1649	1661	2814	0	1744
Flt Permitted		0.181			0.950			0.950	0.955			0.232
Satd. Flow (perm)	0	330	3505	2733	1787	4988	1615	1649	1661	2814	0	409
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				971			149			149		22
Link Speed (mph)			45			45			45			25
Link Distance (ft)			1310			1171			999			755
Travel Time (s)			19.8			17.7			15.1			20.6

Intersection Summary

Area Type: Other



Lane Group	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	

Intersection Summary

6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	4	26	635	932	164	1325	37	741	22	104	19	37
Future Volume (vph)	4	26	635	932	164	1325	37	741	22	104	19	37
Turn Type	pm+pt	pm+pt	NA	pm+ov	Prot	NA	Perm	Split	NA	pm+ov	Perm	NA
Protected Phases	5	5	2	8	1	6		8	8	1		4
Permitted Phases	2	2		2			6			8	4	
Detector Phase	5	5	2	8	1	6	6	8	8	1	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	12.0	25.0	25.0	12.0	25.0	25.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	12.0	12.0	31.0	33.0	20.0	39.0	39.0	33.0	33.0	20.0	26.0	26.0
Total Split (%)	10.9%	10.9%	28.2%	30.0%	18.2%	35.5%	35.5%	30.0%	30.0%	18.2%	23.6%	23.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lead			Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes			Yes		
Recall Mode	None	None	C-Max	None	None	C-Max	C-Max	None	None	None	None	None
Act Effect Green (s)		25.7	25.7	52.7	13.3	37.8	37.8	27.0	27.0	46.3		20.0
Actuated g/C Ratio		0.23	0.23	0.48	0.12	0.34	0.34	0.25	0.25	0.42		0.18
v/c Ratio		0.21	0.81	0.54	0.79	0.81	0.06	0.98	0.99	0.08		1.00
Control Delay (s/veh)		44.5	48.9	4.9	72.5	38.3	0.2	81.2	83.4	1.3		130.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay (s/veh)		44.5	48.9	4.9	72.5	38.3	0.2	81.2	83.4	1.3		130.9
LOS		D	D	A	E	D	A	F	F	A		F
Approach Delay (s/veh)			23.1			41.0			72.6			130.9
Approach LOS			C			D			E			F

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 14 (13%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay (s/veh): 42.7

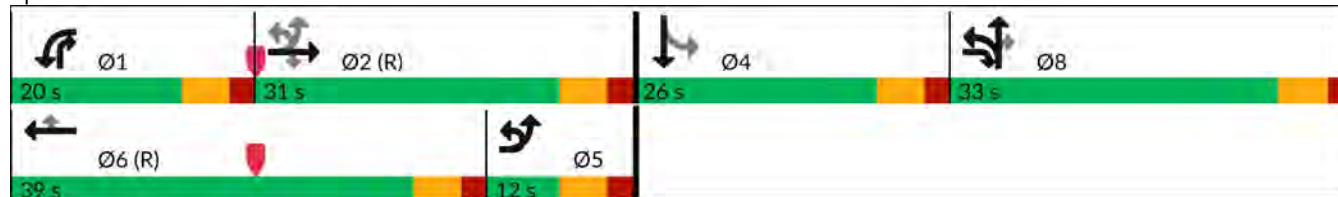
Intersection LOS: D

Intersection Capacity Utilization 72.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166



6: SR 70/92/154/166/Old Lower River Rd & SR 92/Fairburn Rd/SR 70/154/166

												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	4	26	635	932	164	1325	37	741	22	104	19	37
Future Volume (veh/h)	4	26	635	932	164	1325	37	741	22	104	19	37
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		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
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln		1826	1856	1841	1885	1841	1900	1841	1900	1885	1811	1856
Adj Flow Rate, veh/h		27	661	971	171	1380	39	788	0	108	20	39
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %		5	3	4	1	4	0	4	0	1	6	3
Cap, veh/h		370	1268	1650	201	1508	483	846	0	1128	26	50
Arrive On Green		0.17	0.36	0.36	0.11	0.30	0.30	0.24	0.00	0.24	0.07	0.07
Sat Flow, veh/h		1739	3526	2745	1795	5025	1610	3506	0	3195	375	731
Grp Volume(v), veh/h		27	661	971	171	1380	39	788	0	108	92	0
Grp Sat Flow(s),veh/h/ln		1739	1763	1373	1795	1675	1610	1753	0	1598	1725	0
Q Serve(g_s), s		0.0	16.3	24.0	10.3	29.2	1.9	24.2	0.0	2.5	5.8	0.0
Cycle Q Clear(g_c), s		0.0	16.3	24.0	10.3	29.2	1.9	24.2	0.0	2.5	5.8	0.0
Prop In Lane		1.00		1.00	1.00		1.00	1.00		1.00	0.22	
Lane Grp Cap(c), veh/h		370	1268	1650	201	1508	483	846	0	1128	119	0
V/C Ratio(X)		0.07	0.52	0.59	0.85	0.92	0.08	0.93	0.00	0.10	0.77	0.00
Avail Cap(c_a), veh/h		370	1268	1650	229	1508	483	861	0	1141	314	0
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.83	0.83	0.83	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		37.5	27.7	13.5	48.0	37.2	27.6	40.8	0.0	23.8	50.4	0.0
Incr Delay (d2), s/veh		0.1	1.3	1.3	23.2	10.2	0.3	16.4	0.0	0.0	10.1	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
%ile BackOfQ(50%),veh/ln		0.6	6.7	12.3	5.8	12.7	0.8	11.9	0.0	0.9	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		37.6	29.0	14.8	71.2	47.3	27.9	57.2	0.0	23.9	60.5	0.0
LnGrp LOS		D	C	B	E	D	C	E		C	E	
Approach Vol, veh/h			1659			1590			896			92
Approach Delay, s/veh			20.9			49.4			53.2			60.5
Approach LOS			C			D			D			E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.3	45.6		13.6	24.9	39.0		32.5				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	25.0		20.0	6.0	33.0		27.0				
Max Q Clear Time (g_c+I1), s	12.3	26.0		7.8	2.0	31.2		26.2				
Green Ext Time (p_c), s	0.1	0.0		0.3	0.0	1.4		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			39.3									
HCM 7th LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	32
Future Volume (veh/h)	32
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	33
Peak Hour Factor	0.96
Percent Heavy Veh, %	0
Cap, veh/h	43
Arrive On Green	0.07
Sat Flow, veh/h	619
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.36
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	
User approved ignoring U-Turning movement.	

Westwood Mixed-Use Development DRI #4057
7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

2032 Build PM - Mitigated

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations	 		 	 				 	  			 
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%				0%				0%			
Storage Length (ft)	150		150	170		115		265		145	265	
Storage Lanes	2		2	2		1		2		1	1	
Taper Length (ft)	115			145				75			65	
Lane Util. Factor	0.97	1.00	0.88	0.97	1.00	1.00	0.91	0.97	0.91	1.00	1.00	0.91
Ped Bike Factor												
Frt	0.850				0.850				0.850			
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	3335	1845	2842	3502	1827	1179	0	3437	4848	1615	1656	4988
Flt Permitted	0.950			0.950				0.950			0.360	
Satd. Flow (perm)	3335	1845	2842	3502	1827	1179	0	3437	4848	1615	628	4988
Right Turn on Red	Yes				Yes				Yes			
Satd. Flow (RTOR)	348				188				247			
Link Speed (mph)	45				45				55			
Link Distance (ft)	3872				4194				801			
Travel Time (s)	58.7				63.5				9.9			

Intersection Summary

Area Type: Other



Lane Group	SBR
Lane Configurations	 
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Grade (%)	
Storage Length (ft)	280
Storage Lanes	2
Taper Length (ft)	
Lane Util. Factor	0.88
Ped Bike Factor	
Frt	0.850
Flt Protected	
Satd. Flow (prot)	2760
Flt Permitted	
Satd. Flow (perm)	2760
Right Turn on Red	Yes
Satd. Flow (RTOR)	121
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	

Intersection Summary

Westwood Mixed-Use Development DRI #4057
7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

2032 Build PM - Mitigated

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	207	355	327	274	528	23	387	627	243	120	981	778
Future Volume (vph)	207	355	327	274	528	23	387	627	243	120	981	778
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases			4			8			2	6		6
Detector Phase	7	4	4	3	8	8	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	25.0	12.0	25.0	25.0	12.0	25.0	12.0	12.0	25.0	12.0
Total Split (s)	13.0	30.0	30.0	16.0	33.0	33.0	17.0	29.0	16.0	15.0	27.0	13.0
Total Split (%)	14.4%	33.3%	33.3%	17.8%	36.7%	36.7%	18.9%	32.2%	17.8%	16.7%	30.0%	14.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.0	4.0	4.5	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.5	6.0	6.0	6.5	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None	Max	None
Act Effect Green (s)	7.0	24.1	24.1	9.9	27.0	27.0	11.0	23.1	39.5	29.4	20.5	34.0
Actuated g/C Ratio	0.08	0.27	0.27	0.11	0.30	0.30	0.12	0.26	0.44	0.33	0.23	0.38
v/c Ratio	0.85	0.77	0.34	0.76	1.03	0.05	1.04	0.54	0.31	0.43	0.92	0.74
Control Delay (s/veh)	70.3	42.3	4.0	52.6	78.1	0.2	94.4	30.9	3.6	21.5	47.9	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.3	42.3	4.0	52.6	78.1	0.2	94.4	30.9	3.6	21.5	47.9	25.3
LOS	E	D	A	D	E	A	F	C	A	C	D	C
Approach Delay (s/veh)		34.7			67.5			46.0			36.8	
Approach LOS		C			E			D			D	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.04

Intersection Signal Delay (s/veh): 44.1

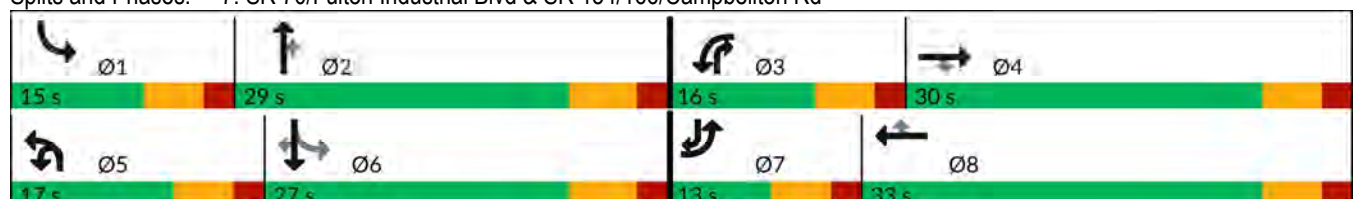
Intersection LOS: D

Intersection Capacity Utilization 84.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd



Westwood Mixed-Use Development DRI #4057
7: SR 70/Fulton Industrial Blvd & SR 154/166/Campbellton Rd

2032 Build PM - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations	 		 	 				 	  			  
Traffic Volume (veh/h)	207	355	327	274	528	23	23	387	627	243	120	981
Future Volume (veh/h)	207	355	327	274	528	23	23	387	627	243	120	981
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No				No			No
Adj Sat Flow, veh/h/ln	1826	1856	1900	1900	1841	1352		1870	1796	1900	1767	1841
Adj Flow Rate, veh/h	220	378	348	291	562	24		412	667	259	128	1044
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	3	0	0	4	37		2	7	0	9	4
Cap, veh/h	262	508	776	365	552	344		422	1340	607	300	1145
Arrive On Green	0.08	0.27	0.27	0.10	0.30	0.30		0.12	0.27	0.27	0.08	0.23
Sat Flow, veh/h	3374	1856	2834	3510	1841	1145		3456	4904	1610	1682	5025
Grp Volume(v), veh/h	220	378	348	291	562	24		412	667	259	128	1044
Grp Sat Flow(s),veh/h/ln	1687	1856	1417	1755	1841	1145		1728	1635	1610	1682	1675
Q Serve(g_s), s	5.8	16.7	9.1	7.3	27.0	1.3		10.7	10.3	10.7	5.2	18.2
Cycle Q Clear(g_c), s	5.8	16.7	9.1	7.3	27.0	1.3		10.7	10.3	10.7	5.2	18.2
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	262	508	776	365	552	344		422	1340	607	300	1145
V/C Ratio(X)	0.84	0.74	0.45	0.80	1.02	0.07		0.98	0.50	0.43	0.43	0.91
Avail Cap(c_a), veh/h	262	508	776	390	552	344		422	1340	607	339	1145
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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.9	29.8	27.1	39.4	31.5	22.5		39.4	27.5	20.8	23.8	33.9
Incr Delay (d2), s/veh	20.7	5.9	0.4	10.5	42.8	0.1		37.2	0.3	0.5	1.0	12.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	7.7	2.9	3.5	17.6	0.3		6.4	3.7	3.8	1.9	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.6	35.7	27.5	49.9	74.3	22.6		76.6	27.8	21.3	24.8	46.3
LnGrp LOS	E	D	C	D	F	C		E	C	C	C	D
Approach Vol, veh/h		946			877				1338			2000
Approach Delay, s/veh		38.7			64.8				41.6			49.5
Approach LOS		D			E				D			D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.9	31.1	15.4	30.6	17.0	27.0	13.0	33.0				
Change Period (Y+Rc), s	6.0	6.5	6.0	6.0	6.0	6.5	6.0	6.0				
Max Green Setting (Gmax), s	9.0	22.5	10.0	24.0	11.0	20.5	7.0	27.0				
Max Q Clear Time (g_c+I1), s	7.2	12.7	9.3	18.7	12.7	22.5	7.8	29.0				
Green Ext Time (p_c), s	0.0	3.4	0.1	1.7	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			48.0									
HCM 7th LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved ignoring U-Turning movement.												



Movement	SBR
Lane Configurations	~~TT~~
Traffic Volume (veh/h)	778
Future Volume (veh/h)	778
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1856
Adj Flow Rate, veh/h	828
Peak Hour Factor	0.94
Percent Heavy Veh, %	3
Cap, veh/h	846
Arrive On Green	0.23
Sat Flow, veh/h	2768
Grp Volume(v), veh/h	828
Grp Sat Flow(s),veh/h/ln	1384
Q Serve(g_s), s	20.5
Cycle Q Clear(g_c), s	20.5
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	846
V/C Ratio(X)	0.98
Avail Cap(c_a), veh/h	846
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	31.0
Incr Delay (d2), s/veh	26.3
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	11.2
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	57.3
LnGrp LOS	E
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

9: Cascade Palmetto Hwy & Cochran Rd

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	0	0	0			0
Taper Length (ft)	50		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1615	1805	1776	1827	1615
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1805	1615	1805	1776	1827	1615
Link Speed (mph)	30			55	55	
Link Distance (ft)	619			5732	425	
Travel Time (s)	7.7			71.2	12.7	
Intersection Summary						
Area Type:	Other					

Intersection						
Int Delay, s/veh	15.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	78	54	70	691	1059	53
Future Vol, veh/h	78	54	70	691	1059	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	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	7	4	0
Mvmt Flow	82	57	74	727	1115	56
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1989	1115	1171	0	-	0
Stage 1	1115	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 68	255	604	-	-	-
Stage 1	316	-	-	-	-	-
Stage 2	411	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 59	255	604	-	-	-
Mov Cap-2 Maneuver	~ 59	-	-	-	-	-
Stage 1	278	-	-	-	-	-
Stage 2	411	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/24.32		1.08		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	604	-	59	255	-	-
HCM Lane V/C Ratio	0.122	-	1.382	0.223	-	-
HCM Control Delay (s/veh)	11.8	-	\$ 363.6	23.1	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.4	-	7.1	0.8	-	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

10: Cascade Palmetto Hwy & W Stubbs Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%		0%		0%		0%		0%		0%	
Storage Length (ft)	0		0	0		175	260		240	300		290
Storage Lanes	0		0	0		1	1		1	1		1
Taper Length (ft)	50			50			85			85		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.971				0.850				0.850		0.850	
Flt Protected	0.972				0.975		0.950				0.950	
Satd. Flow (prot)	0	1755	0	0	1852	1568	1805	1696	1524	1787	1810	1599
Flt Permitted	0.775				0.827		0.375				0.407	
Satd. Flow (perm)	0	1399	0	0	1571	1568	712	1696	1524	766	1810	1599
Right Turn on Red			Yes				Yes		Yes			
Satd. Flow (RTOR)	19				270				151		99	
Link Speed (mph)	25				45				55		55	
Link Distance (ft)	829				1658				3254		5732	
Travel Time (s)	22.6				25.1				40.3		71.1	

Intersection Summary

Area Type: Other

10: Cascade Palmetto Hwy & W Stubbs Rd

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	71	25	39	37	367	13	311	22	335	706	91
Future Volume (vph)	71	25	39	37	367	13	311	22	335	706	91
Turn Type	Perm	NA	Perm	NA	pm+ov	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	1		2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	4	4	8	8	1	2	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	18.0	18.0	18.0	18.0	12.0	25.0	25.0	25.0	12.0	25.0	25.0
Total Split (s)	18.0	18.0	18.0	18.0	20.0	27.0	27.0	27.0	20.0	47.0	47.0
Total Split (%)	27.7%	27.7%	27.7%	27.7%	30.8%	41.5%	41.5%	41.5%	30.8%	72.3%	72.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.5	6.5	6.5	6.0	6.5	6.5
Lead/Lag					Lead	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	None	None	Max	Max	Max	None	Max	Max
Act Effct Green (s)		9.5		9.5	23.4	24.3	24.3	24.3	41.7	42.8	42.8
Actuated g/C Ratio		0.16		0.16	0.39	0.40	0.40	0.40	0.69	0.71	0.71
v/c Ratio		0.56		0.33	0.52	0.05	0.50	0.03	0.51	0.60	0.09
Control Delay (s/veh)		31.1		27.3	6.3	16.1	20.0	0.1	7.7	9.5	1.5
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		31.1		27.3	6.3	16.1	20.0	0.1	7.7	9.5	1.5
LOS		C		C	A	B	C	A	A	A	A
Approach Delay (s/veh)		31.1		9.9			18.6			8.3	
Approach LOS		C		A			B			A	

Intersection Summary

Cycle Length: 65

Actuated Cycle Length: 60.4

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay (s/veh): 11.8

Intersection LOS: B

Intersection Capacity Utilization 70.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 10: Cascade Palmetto Hwy & W Stubbs Rd



10: Cascade Palmetto Hwy & W Stubbs Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	25	27	39	37	367	13	311	22	335	706	91
Future Volume (veh/h)	71	25	27	39	37	367	13	311	22	335	706	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1826	1900	1900	1900	1856	1900	1722	1811	1885	1826	1885
Adj Flow Rate, veh/h	77	27	29	42	40	399	14	338	24	364	767	99
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	5	0	0	0	3	0	12	6	1	5	1
Cap, veh/h	184	65	45	214	179	525	338	657	585	616	1138	995
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.38	0.38	0.38	0.15	0.62	0.62
Sat Flow, veh/h	525	350	244	707	971	1572	649	1722	1535	1795	1826	1598
Grp Volume(v), veh/h	133	0	0	82	0	399	14	338	24	364	767	99
Grp Sat Flow(s),veh/h/ln	1119	0	0	1678	0	1572	649	1722	1535	1795	1826	1598
Q Serve(g_s), s	4.8	0.0	0.0	0.0	0.0	12.0	0.9	9.8	0.6	7.2	17.7	1.6
Cycle Q Clear(g_c), s	7.3	0.0	0.0	2.5	0.0	12.0	3.0	9.8	0.6	7.2	17.7	1.6
Prop In Lane	0.58		0.22	0.51		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	294	0	0	394	0	525	338	657	585	616	1138	995
V/C Ratio(X)	0.45	0.00	0.00	0.21	0.00	0.76	0.04	0.51	0.04	0.59	0.67	0.10
Avail Cap(c_a), veh/h	294	0	0	394	0	525	338	657	585	734	1138	995
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	0.0	0.0	22.6	0.0	19.3	14.0	15.5	12.6	9.5	8.0	4.9
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.3	0.0	6.4	0.2	2.9	0.1	0.9	3.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	1.0	0.0	5.4	0.1	3.5	0.2	1.9	4.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.6	0.0	0.0	22.8	0.0	25.7	14.3	18.3	12.8	10.4	11.2	5.1
LnGrp LOS	C			C		C	B	B	B	B	B	A
Approach Vol, veh/h	133				481				376			
Approach Delay, s/veh	25.6				25.2				17.8			
Approach LOS	C				C				B			
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	15.7	31.3		18.0		47.0		18.0				
Change Period (Y+Rc), s	6.0	6.5		6.0		6.5		6.0				
Max Green Setting (Gmax), s	14.0	20.5		12.0		40.5		12.0				
Max Q Clear Time (g_c+I1), s	9.2	11.8		9.3		19.7		14.0				
Green Ext Time (p_c), s	0.5	1.2		0.2		5.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	15.8											
HCM 7th LOS	B											

11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)	0%				0%			0%			0%	
Storage Length (ft)	190		0	250		0	350		0	210		0
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	85			85			80			95		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.948				0.850			0.994			0.850	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1726	0	1805	1845	1429	1719	1657	0	1612	1792	1599
Flt Permitted	0.110			0.186			0.240			0.632		
Satd. Flow (perm)	201	1726	0	353	1845	1429	434	1657	0	1072	1792	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35				67		2				135
Link Speed (mph)		50			50			55			50	
Link Distance (ft)		1759			2098			1918			9731	
Travel Time (s)		24.0			28.6			23.8			132.7	

Intersection Summary

Area Type: Other

11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd

										
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	93	410	17	709	65	258	187	103	347	345
Future Volume (vph)	93	410	17	709	65	258	187	103	347	345
Turn Type	Perm	NA	Perm	NA	pm+ov	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4		8	1	5	2	1	6	
Permitted Phases	4		8		8	2		6		6
Detector Phase	4	4	8	8	1	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	25.0	25.0	12.0	12.0	25.0	12.0	25.0	25.0
Total Split (s)	52.0	52.0	52.0	52.0	12.0	17.0	36.0	12.0	31.0	31.0
Total Split (%)	52.0%	52.0%	52.0%	52.0%	12.0%	17.0%	36.0%	12.0%	31.0%	31.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.0	4.0	4.5	4.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.0	6.0	6.5	6.0	6.5	6.5
Lead/Lag					Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	None	Max	Max
Act Effect Green (s)	43.1	43.1	43.1	43.1	55.6	41.1	29.6	31.1	24.6	24.6
Actuated g/C Ratio	0.44	0.44	0.44	0.44	0.57	0.42	0.30	0.32	0.25	0.25
v/c Ratio	1.09	0.83	0.12	0.90	0.08	0.81	0.40	0.28	0.80	0.71
Control Delay (s/veh)	153.5	33.1	18.2	41.0	2.6	41.8	30.5	21.3	49.6	29.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	153.5	33.1	18.2	41.0	2.6	41.8	30.5	21.3	49.6	29.7
LOS	F	C	B	D	A	D	C	C	D	C
Approach Delay (s/veh)		48.7		37.4			36.9		37.3	
Approach LOS		D		D			D		D	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 97.7

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.09

Intersection Signal Delay (s/veh): 40.2

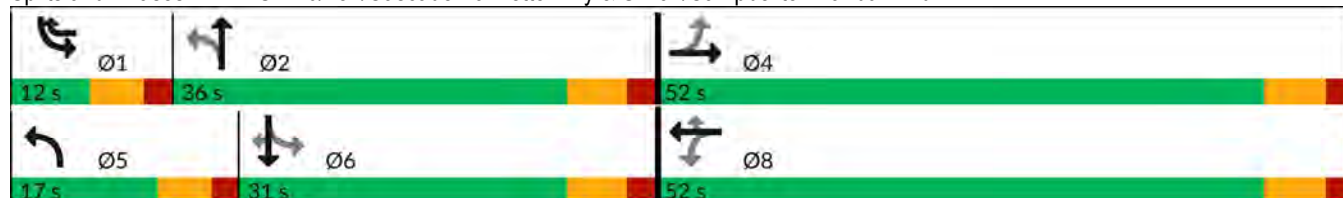
Intersection LOS: D

Intersection Capacity Utilization 96.3%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd



11: SR 70/154/Cascade Palmetto Hwy & SR 92/Campbellton Fairburn Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	410	215	17	709	65	258	187	8	103	347	345
Future Volume (veh/h)	93	410	215	17	709	65	258	187	8	103	347	345
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1841	1856	1796	1900	1856	1707	1826	1693	1693	1722	1811	1885
Adj Flow Rate, veh/h	96	423	222	18	731	67	266	193	8	106	358	356
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	3	7	0	3	13	5	14	14	12	6	1
Cap, veh/h	140	521	274	181	844	745	306	476	20	387	444	391
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.11	0.29	0.29	0.06	0.25	0.25
Sat Flow, veh/h	670	1146	601	798	1856	1447	1739	1614	67	1640	1811	1598
Grp Volume(v), veh/h	96	0	645	18	731	67	266	0	201	106	358	356
Grp Sat Flow(s),veh/h/ln	670	0	1747	798	1856	1447	1739	0	1680	1640	1811	1598
Q Serve(g_s), s	10.1	0.0	31.9	2.0	35.4	2.4	11.0	0.0	9.6	4.8	18.6	21.6
Cycle Q Clear(g_c), s	45.5	0.0	31.9	33.9	35.4	2.4	11.0	0.0	9.6	4.8	18.6	21.6
Prop In Lane	1.00		0.34	1.00		1.00	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	140	0	795	181	844	745	306	0	496	387	444	391
V/C Ratio(X)	0.69	0.00	0.81	0.10	0.87	0.09	0.87	0.00	0.41	0.27	0.81	0.91
Avail Cap(c_a), veh/h	140	0	795	181	844	745	306	0	496	387	444	391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	0.0	23.5	38.2	24.5	12.3	27.2	0.0	28.2	25.9	35.5	36.7
Incr Delay (d2), s/veh	13.3	0.0	6.4	0.2	9.4	0.1	22.6	0.0	2.5	0.4	14.5	27.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	13.0	0.4	15.9	0.7	6.2	0.0	3.9	1.8	9.5	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.8	0.0	29.9	38.4	33.9	12.4	49.9	0.0	30.7	26.3	50.0	64.2
LnGrp LOS	E		C	D	C	B	D		C	C	D	E
Approach Vol, veh/h	741			816			467			820		
Approach Delay, s/veh	33.8			32.2			41.6			53.1		
Approach LOS	C			C			D			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	36.0		52.0	17.0	31.0		52.0				
Change Period (Y+Rc), s	6.0	6.5		6.5	6.0	6.5		6.5				
Max Green Setting (Gmax), s	6.0	29.5		45.5	11.0	24.5		45.5				
Max Q Clear Time (g_c+I1), s	6.8	11.6		47.5	13.0	23.6		37.4				
Green Ext Time (p_c), s	0.0	0.8		0.0	0.0	0.3		3.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				40.2								
HCM 7th LOS				D								

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.989				0.850		0.998			0.935	
Flt Protected		0.983			0.999			0.997		0.950		
Satd. Flow (prot)	0	1847	0	0	1826	1553	0	1873	0	1787	1727	0
Flt Permitted		0.983			0.999			0.997		0.950		
Satd. Flow (perm)	0	1847	0	0	1826	1553	0	1873	0	1787	1727	0
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		937			898			614			765	
Travel Time (s)		11.6			11.1			7.6			9.5	
Intersection Summary												
Area Type:	Other											

Intersection	
Intersection Delay, s/veh	19.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗		↕		↗	↕	
Traffic Vol, veh/h	50	80	12	5	238	295	18	262	4	150	131	100
Future Vol, veh/h	50	80	12	5	238	295	18	262	4	150	131	100
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	4	4	0	1	0	1	2	4
Mvmt Flow	54	87	13	5	259	321	20	285	4	163	142	109
Number of Lanes	0	1	0	0	1	1	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	1
HCM Control Delay, s/veh	16	19	24.5	16.8
HCM LOS	C	C	C	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	6%	35%	2%	0%	100%	0%
Vol Thru, %	92%	56%	98%	0%	0%	57%
Vol Right, %	1%	8%	0%	100%	0%	43%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	284	142	243	295	150	231
LT Vol	18	50	5	0	150	0
Through Vol	262	80	238	0	0	131
RT Vol	4	12	0	295	0	100
Lane Flow Rate	309	154	264	321	163	251
Geometry Grp	6	6	7	7	7	7
Degree of Util (X)	0.659	0.357	0.544	0.601	0.368	0.51
Departure Headway (Hd)	7.687	8.324	7.412	6.753	8.126	7.317
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	469	431	486	532	442	492
Service Time	5.753	6.407	5.174	4.515	5.891	5.082
HCM Lane V/C Ratio	0.659	0.357	0.543	0.603	0.369	0.51
HCM Control Delay, s/veh	24.5	16	18.7	19.3	15.6	17.5
HCM Lane LOS	C	C	C	C	C	C
HCM 95th-tile Q	4.7	1.6	3.2	3.9	1.7	2.9

APPENDIX F: Turn Lane Evaluations

Condition 1

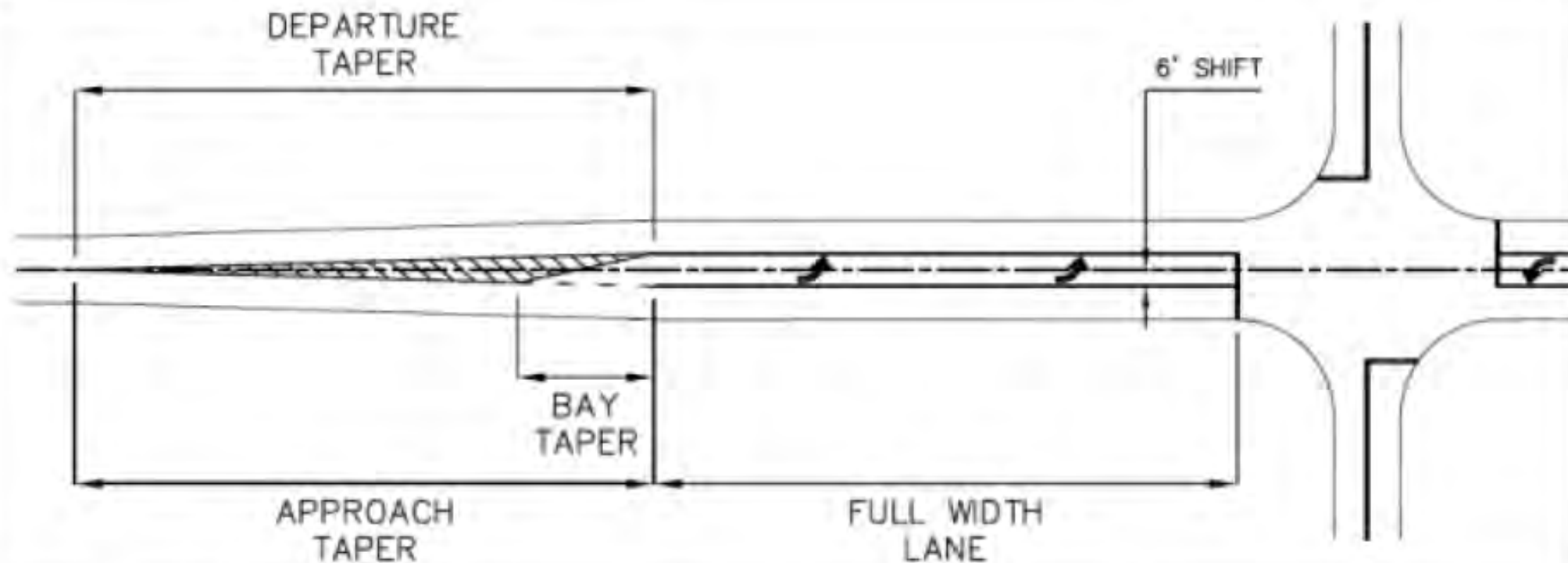
LEFT TURN REQUIREMENTS-FULL CONSTRUCTION				
Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	ADT		ADT	
	<6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	300 LTV a day	200 LTV a day	400 LTV a day	300 LTV a day
40 to 50 MPH	250 LTV a day	175 LTV a day	325 LTV a day	250 LTV a day
>= 55 MPH	200 LTV a day	150 LTV a day	250 LTV a day	200 LTV a day

Table 4-7a Minimum Volumes Requiring Left Turn Lanes

9,502 Daily Expected IN * 18% Expected LTV on Cascade Palmetto Hwy = 1,710 LTV a day +
 2,221 Daily Pass-By IN * 30% Expected LTV on Cascade Palmetto Hwy = 666 LTV a day
 2,376 TOTAL LTV a day
 WARRANTED on SITE DWY E

9,502 Daily Expected IN * 1% Expected LTV on Cascade Palmetto Hwy = 95 LTV a day +
 2,221 Daily Pass-By IN * 0% Expected LTV on Cascade Palmetto Hwy = 0 LTV a day
 95 TOTAL LTV a day
 NOT WARRANTED on SITE DWY F

9,502 Daily Expected IN * 0% Expected LTV on Cochran Rd = 0 LTV a day
 NOT WARRANTED on SITE DWY A, SITE DWY B, SITE DWY C



POSTED SPEED LIMIT, MPH	APPROACH AND DEPARTURE TAPER, FT.		BAY TAPER, FT.	FULL WIDTH STORAGE, FT
	6' Shift	12' Shift		
25	65	130	50	85
30	90	180	50	135
35	125	250	50	160
40	160	320	50	210
45	270	540	100	235
50	300	600	100	285
55	330	660	100	310
60	360	720	100	360
65	390	780	100	410

Table 4-9 Minimum Design Elements of Left Turn Lanes

Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	AADT		AADT	
	< 6,000	>=6,000	<10,000	>=10,000
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

Table 4-6 Minimum Volumes Requiring Right Turn Lanes

9,502 Daily Expected IN * 2% Expected RTV on Cochran Rd = 190 RTV a day
NOT WARRANTED on SITE DWY A

9,502 Daily Expected IN * 4% Expected RTV on Cochran Rd = 380 LTV a day
WARRANTED on SITE DWY B

9,502 Daily Expected IN * 6% Expected RTV on Cochran Rd = 570 LTV a day +
2,221 Daily Pass-By IN * 10% Expected RTV on N Ola Rd = 222 RTV a day
792 TOTAL RTV a day
WARRANTED on SITE DWY C

9,502 Daily Expected IN * 19% Expected RTV on Cascade Palmetto Hwy = 1,805 LTV a day +
2,221 Daily Pass-By IN * 20% Expected RTV on Cascade Palmetto Hwy = 444 RTV a day
2,249 TOTAL RTV a day
WARRANTED on SITE DWY D

Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	AADT		AADT	
	< 6,000	>=6,000	<10,000	>=10,000
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

Table 4-6 Minimum Volumes Requiring Right Turn Lanes

9,502 Daily Expected IN * 45% Expected RTV on Cascade Palmetto Hwy = 4,276 LTV a day +
 2,221 Daily Pass-By IN * 40% Expected RTV on Cascade Palmetto Hwy = 888 RTV a day
 5,164 TOTAL RTV a day
 WARRANTED on SITE DWY E

9,502 Daily Expected IN * 5% Expected RTV on Cochran Rd = 475 LTV a day
 WARRANTED on SITE DWY F

SPEED (MPH)	FULL WIDTH STORAGE, FT.	TAPER, FT.
25	50	50
30	75	50
35	100	50
40	150	50
45	175	100
50	225	100
55	250	100
60	300	100
65	350	100

Table 4-8 Minimum Right Turn Deceleration Lengths

APPENDIX G: Signal Warrant Analysis

Traffic Signal Warrant Analysis for Cascade Palmetto Highway and Site Driveway E/Cascading Lane

Distributions by Movement

		Cascade Palmetto Hwy Northbound					Cascade Palmetto Hwy Southbound					Site Dwy E Eastbound				Cascading Ln Westbound				
		U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Trip Dist	IN		18%	1%					25%	45%										
	OUT			6%					1%				64%		6%					
PB Dist	IN		30%	-30%					-40%	40%										
	OUT												30%		20%					

Project Generated Trips (New Generated Trips + Pass-By Trips)

Time	Cascade Palmetto Hwy					Cascade Palmetto Hwy					Site Dwy E					Cascading Ln				Time	Hourly Dist. (%)
	Northbound					Southbound					Eastbound					Westbound					
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR		
6:00 AM	0	82	32	0	0	0	0	119	205	0	0	292	0	27	0	0	0	0		6:00 AM	4.8%
7:00 AM	0	108	47	0	0	0	0	157	270	0	0	442	0	41	0	0	0	0		7:00 AM	7.0%
8:00 AM	0	103	40	0	0	0	0	148	257	0	0	365	0	34	0	0	0	0		8:00 AM	6.0%
9:00 AM	0	103	0	0	0	0	0	68	222	0	0	290	0	44	0	0	0	0		9:00 AM	4.3%
10:00 AM	0	76	0	0	0	0	0	51	165	0	0	216	0	32	0	0	0	0		10:00 AM	3.2%
11:00 AM	0	76	0	0	0	0	0	51	165	0	0	216	0	32	0	0	0	0		11:00 AM	3.2%
12:00 PM	0	74	0	0	0	0	0	49	161	0	0	210	0	32	0	0	0	0		12:00 PM	3.1%
1:00 PM	0	88	0	0	0	0	0	58	191	0	0	250	0	37	0	0	0	0		1:00 PM	3.7%
2:00 PM	0	111	0	0	0	0	0	74	243	0	0	317	0	48	0	0	0	0		2:00 PM	4.7%
3:00 PM	0	140	0	0	0	0	0	94	304	0	0	398	0	60	0	0	0	0		3:00 PM	5.9%
4:00 PM	0	174	0	0	0	0	0	115	377	0	0	493	0	74	0	0	0	0		4:00 PM	7.3%
5:00 PM	0	211	5	0	0	0	0	147	462	0	0	623	0	94	0	0	0	0		5:00 PM	7.0%
6:00 PM	0	152	0	0	0	0	0	101	331	0	0	432	0	64	0	0	0	0		6:00 PM	6.4%
		1498	124					1232	3353			4544		555							

New Generated Trips

Time	Cascade Palmetto Hwy Northbound					Cascade Palmetto Hwy Southbound					Site Dwy E Eastbound					Cascading Ln Westbound				Time	Hourly Dist. (%)		
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR				
	IN	IN	IN/OUT					IN/OUT	IN				OUT	OUT	OUT		IN						
6:00 AM		82	32					119	205			292		27							6:00 AM	4.8%	
7:00 AM		108	47					157	270			442		41							7:00 AM	7.0%	
8:00 AM		103	40					148	257			365		34							8:00 AM	6.0%	
9:00 AM		74	29					106	184			261		25							9:00 AM	4.3%	
10:00 AM		55	21					79	137			195		18							10:00 AM	3.2%	
11:00 AM		55	21					79	137			195		18							11:00 AM	3.2%	
12:00 PM		53	21					77	133			189		18							12:00 PM	3.1%	
1:00 PM		63	25					91	158			225		21							1:00 PM	3.7%	
2:00 PM		80	31					116	201			286		27							2:00 PM	4.7%	
3:00 PM		101	39					146	252			359		34							3:00 PM	5.9%	
4:00 PM		125	49					180	312			444		42							4:00 PM	7.3%	
5:00 PM		154	61					223	386			563		53							5:00 PM	7.0%	
6:00 PM		109	43					158	274			389		36							6:00 PM	6.4%	
		1162						1679				4205											
					- AM or PM Peak Trips * % Hourly Distribution																		
					- Daily Trips * % Hourly Distribution																		

- AM or PM Peak Trips * % Hourly Distribution
- Daily Trips * % Hourly Distribution

Pass-By Trips

Time	Cascade Palmetto Hwy					Cascade Palmetto Hwy					Site Dwy E					Cascading Ln				Time	Hourly Dist. (%)
	Northbound					Southbound					Eastbound					Westbound					
	U-Turn	Left IN	Thru IN	Right	RTOR	U-Turn	Left	Thru IN	Right IN	RTOR	U-Turn	Left OUT	Thru OUT	Right OUT	RTOR	Left	Thru IN	Right	RTOR		
6:00 AM																				6:00 AM	4.8%
7:00 AM																				7:00 AM	7.0%
8:00 AM																				8:00 AM	6.0%
9:00 AM		29	-29					-38	38			29		19						9:00 AM	4.3%
10:00 AM		21	-21					-28	28			21		14						10:00 AM	3.2%
11:00 AM		21	-21					-28	28			21		14						11:00 AM	3.2%
12:00 PM		21	-21					-28	28			21		14						12:00 PM	3.1%
1:00 PM		25	-25					-33	33			25		16						1:00 PM	3.7%
2:00 PM		31	-31					-42	42			31		21						2:00 PM	4.7%
3:00 PM		39	-39					-52	52			39		26						3:00 PM	5.9%
4:00 PM		49	-49					-65	65			49		32						4:00 PM	7.3%
5:00 PM		57	-56					-76	76			60		41						5:00 PM	7.0%
6:00 PM		43	-43					-57	57			43		28						6:00 PM	6.4%
		336	-335					-447	447			296		197							

- AM or PM Peak Trips * % Hourly Distribution
- Daily Trips * % Hourly Distribution

**Traffic Signal Warrant Analysis for
Cascade Palmetto Highway at Site Driveway E/Cascading Lane
(Right Turns Excluded)**

2032 Build Conditions			Cascade Palmetto Hwy				Site Dwy E		
HOUR OF DAY	yes MAIN STREET VOLUME	no MINOR STREET VOLUME	WARRANT 1A	WARRANT 1B	Combo 80%		WARRANT 2	WARRANT	
					A	B		3A	3B
6:00	1423	292	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
7:00	1998	442	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
8:00	1772	365	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
9:00	1272	290	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
10:00	950	216	BOTH	BOTH	BOTH	BOTH	YES	YES	
11:00	949	216	BOTH	BOTH	BOTH	BOTH	YES	YES	
12:00	921	210	BOTH	BOTH	BOTH	BOTH	YES	YES	
13:00	1096	250	BOTH	BOTH	BOTH	BOTH	YES	YES	
14:00	1384	317	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
15:00	1736	398	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
16:00	2156	493	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
17:00	2268	623	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
18:00	1504	432	BOTH	BOTH	BOTH	BOTH	YES	YES	YES

REQUIRED VOLUMES:

MAIN STREET	600	900	480	720				
SIDE STREET	150	75	120	60				
HOURS REQUIRED	8	8	8	8	4	1	1	
HOURS MET	13	13	13	13	13	13	9	

NO. OF LANES:

MAIN STREET (1 or 2)	2
SIDE STREET (1 or 2)	1

NO. OF APPROACHES (3 or 4) 4

DOES MAIN STREET SPEED EXCEED 40 MPH, Y or N ? N

**Traffic Signal Warrant Analysis for
Cascade Palmetto Highway at Site Driveway E/Cascading Lane
(Right Turns Included)**

2032 Build Conditions			Cascade Palmetto Hwy				Site Dwy E		
HOUR OF DAY	yes MAIN STREET VOLUME	yes MINOR STREET VOLUME	WARRANT 1A	WARRANT 1B	Combo 80%		WARRANT 2	WARRANT	
					A	B		3A	3B
6:00	1423	319	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
7:00	1998	483	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
8:00	1772	399	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
9:00	1272	334	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
10:00	950	248	BOTH	BOTH	BOTH	BOTH	YES	YES	
11:00	949	248	BOTH	BOTH	BOTH	BOTH	YES	YES	
12:00	921	242	BOTH	BOTH	BOTH	BOTH	YES	YES	
13:00	1096	287	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
14:00	1384	365	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
15:00	1736	458	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
16:00	2156	567	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
17:00	2268	717	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
18:00	1504	432	BOTH	BOTH	BOTH	BOTH	YES	YES	YES

REQUIRED VOLUMES:

MAIN STREET	600	900	480	720				
SIDE STREET	150	75	120	60				
HOURS REQUIRED	8	8	8	8	4	1	1	
HOURS MET	13	13	13	13	13	13	10	

NO. OF LANES:

MAIN STREET (1 or 2)	2
SIDE STREET (1 or 2)	1

NO. OF APPROACHES (3 or 4) 4

DOES MAIN STREET SPEED EXCEED 40 MPH, Y or N ?

N