TRANSPORTATION IMPACT STUDY FOR

DRI #4306
FAYETTEVILLE CITY CENTER

DATE:
February 3, 2025

LOCATION:
Fayetteville, Georgia

PREPARED FOR:
City of Fayetteville

PREPARED BY:
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EXECUTIVE SUMMARY

Fayetteville City Center (DRI #4306) is proposed for construction along Grady Avenue and City Center Parkway in Fayetteville, Georgia. The proposed development will consist of 39 single-family detached units, 48 single-family attached units (townhomes), 700 multifamily units, a hotel with 120 rooms, 14,000 square feet of office space, and 46,000 square feet of shopping center space with a supermarket. The development will have seven (7) access points consisting of three full-access driveways on City Center Parkway and four full-access driveways on Grady Avenue, one of which is proposed to align with Bradford Square, and one of which is proposed to align with the Fayette LIFE Academy/Spring Hill Elementary School driveway.

Traffic operations at the study intersections are satisfactory at five of the eight study intersections in Existing conditions. However, inadequate LOS are present at the remaining three study intersections, and the conditions are expected to worsen as evidenced in the 2028 No-Build scenario due to the anticipated growth in the study area and reassignment of existing traffic due to programmed improvements. No additional intersections or movements are expected to become inadequate in 2028 No-Build conditions.

The addition of project traffic is expected to have an impact on the traffic operations at the study intersections. For 2028 Build conditions, study intersections are expected to continue to operate at the same overall LOS when compared to 2028 No-Build conditions, except for the intersection of Grady Avenue and Fayette LIFE Academy/Spring Hill Elementary School driveway/Site Driveway R, in which the eastbound movement is expected to experience failing LOS during both peak hours.

A right-turn deceleration lane is warranted at Site Driveways Q, R, S, and W along Grady Avenue and at Site Driveway U along City Center Parkway. A left-turn lane is warranted at Site Driveways Q, R, and S along Grady Avenue.

Single-lane approaches are sufficient at each of the site driveways.

The study intersection of SR 85/92/South Glynn Street and City Center Parkway/Fisher Avenue is expected to warrant a traffic signal for 2028 Build conditions only.

The study intersection of Grady Avenue and Bradford Square/Site Driveway Q is expected to warrant a traffic signal for 2028 Build conditions only.

The following improvements related to site driveways are recommended:

Grady Avenue and Bradford Square/Site Driveway Q

- Install a traffic signal
- Install a southbound left-turn lane on Grady Avenue
- Install a northbound right-turn lane on Grady Avenue
- Install a northbound left-turn lane on Grady Avenue

Grady Avenue and Fayette LIFE Academy/Spring Hill Elementary School driveway/Site Driveway R

- Install a southbound left-turn lane on Grady Avenue
- Install a northbound right-turn lane on Grady Avenue
- Install a northbound left-turn lane on Grady Avenue

Grady Avenue and Site Driveway S

- Install an eastbound left-turn lane on Grady Avenue
- Install a westbound right-turn lane on Grady Avenue

Grady Avenue and Site Driveway W

- Install a southbound left-turn lane on Grady Avenue
- Install a northbound right-turn lane on Grady Avenue

City Center Parkway and Site Driveway U

- Install an eastbound right-turn lane on Grady Avenue

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

SR 85/92/South Glynn Street and City Center Parkway/Fisher Avenue

- Install a traffic signal
- Install an eastbound left-turn lane and an eastbound shared left/thru/right lane
- Install split signal phasing on the side streets of City Center Parkway and Fisher Avenue.

SR 54/West Lanier Avenue and Grady Avenue/Sharon Drive

- Install a northbound left-turn lane and a northbound shared left/thru/right lane
- Install split signal phasing on the side streets of Grady Avenue and Sharon Drive.

In the mitigation scenario for 2028 No-Build Conditions, signalization of the study intersections of SR 85/92/South Glynn Street and City Center Parkway/Fisher Avenue and Grady Avenue and Bradford Square are expected to provide adequate LOS at the study intersections. However, neither of these two study intersections are expected to warrant a traffic signal until 2028 Build conditions.

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 at approaches and movements in Existing Conditions where LOS is inadequate, and project trips are added.

Table A: Capacity Analysis Results Summary with Applied Mitigation

ID	Intersection	Control	Movement	2024 Existing AM LOS	2024 Existing AM Delay	2024 Existing PM LOS	2024 Existing PM Delay	Intersection	Control	Movement	2028 No-Build AM LOS	2028 No-Build AM Delay	2028 No-Build PM LOS	2028 No-Build PM Delay	Mitigation Measure	Movement	2028 No-Build Mitigated AM LOS	2028 No-Build Mitigated AM Delay	2028 No-Build Mitigated PM LOS	2028 No-Build Mitigated PM Delay	Intersection	Control	Movement	2028 Build AM LOS	2028 Build AM Delay	2028 Build PM LOS	2028 Build PM Delay	Mitigation Measure	Movement	2028 Build Mitigated AM LOS	2028 Build Mitigated AM Delay	2028 Build Mitigated PM LOS	2028 Build Mitigated PM Delay
1	SR 85/92/S Glynn St & Fisher Ave	Side Street Stop Control	**Overall**	**A**	**0.2**	**A**	**0.2**	SR 85/92/S Glynn St & City Center Pkwy/ Fisher Ave	Side Street Stop Control	**Overall**	**D**	**26.3**	**E**	**47.1**	Traffic Signal	**Overall**	**B**	**12.2**	**A**	**7.0**	SR 85/92/S Glynn St & City Center Pkwy/ Fisher Ave	Side Street Stop Control	**Overall**	**F**	**58.5**	**F**	**104.9**	Traffic Signal	**Overall**	**B**	**13.6**	**B**	**10.7**
			EB							EB L+T+R	F	290.0	F	941.2		EB	D	40.4	D	41.7			EB L+T+R	F	507.6	F	1549.7		EB	D	39.5	D	40.6
			WB L+R	C	18.1	C	20.0			WB L+T+R	E	40.6	F	75.1		WB	D	52.7	D	53.7			WB L+T+R	E	40.7	F	75.4		WB	D	52.7	D	53.7
			NB							NB L	A	9.5	B	12.9		NB	B	11.9	A	4.4			NB L	A	9.7	B	13.4		NB	B	13.0	B	10.7
			SB L	B	11.3	B	10.9			SB L	B	11.5	B	11.0		SB	A	4.6	A	5.4			SB L	B	11.5	B	11.0		SB	A	5.5	A	6.6
2	SR 85/92/S Glynn St & Beauregard Blvd	Side Street Stop Control	**Overall**	**A**	**3.3**	**A**	**2.8**	City Center Pkwy & Beauregard Blvd	Side Street Stop Control	**Overall**	**A**	**7.1**	**A**	**5.7**							SR 85/92/S Glynn St & Beauregard Blvd	Side Street Stop Control	**Overall**	**A**	**5.1**	**A**	**3.7**						
			EB L+R	D	32.8	F	52.8																										
			NB L	A	9.6	B	10.2			NB R	A	9.1	A	8.9									NB R	A	9.4	A	9.1						
3	SR 85/92/S Glynn St & Grady Ave/Bradley Dr	Traffic Signal	**Overall**	**C**	**22.6**	**B**	**16.5**	SR 85/92/S Glynn St & Grady Ave/Bradley Dr	Traffic Signal	**Overall**	**C**	**22.8**	**B**	**16.4**							SR 85/92/S Glynn St & Grady Ave/Bradley Dr	Traffic Signal	**Overall**	**C**	**22.8**	**B**	**17.5**						
			EB	C	30.2	D	35.3			EB	C	30.0	D	35.3									EB	C	29.6	D	35.4						
			WB	C	22.7	C	20.2			WB	C	22.6	C	20.0									WB	C	22.4	B	20.0						
			NB	C	21.7	B	10.6			NB	C	22.2	B	11.1									NB	C	22.1	B	11.9						
			SB	C	20.5	B	11.1			SB	C	21.0	B	12.3									SB	C	21.1	B	13.7						
4	Grady Ave & Beauregard Blvd	Roundabout	**Overall**	**A**	**9.0**	**A**	**8.4**	Grady Ave & Beauregard Blvd	Roundabout	**Overall**	**B**	**13.6**	**B**	**11.9**							Grady Ave & Beauregard Blvd	Roundabout	**Overall**	**C**	**15.7**	**B**	**13.5**						
			EB	A	5.4	A	8.6			EB	A	5.5	A	9.3									EB	A	6.0	B	10.2						
			WB	B	11.8	A	6.6			WB	C	22.1	C	15.7									WB	D	26.4	C	18.4						
			NB	A	8.7	A	8.3			NB	A	9.1	A	8.6									NB	B	10.2	A	9.3						
			SB	B	10.6	A	9.8			SB	A	8.1	A	7.1									SB	A	8.5	A	7.6						
5	SR 54/W Lanier Ave & Lafayette Ave	Traffic Signal	**Overall**	**B**	**10.9**	**A**	**8.3**	SR 54/W Lanier Ave & Lafayette Ave	Traffic Signal	**Overall**	**B**	**11.1**	**A**	**8.4**							SR 54/W Lanier Ave & Lafayette Ave	Traffic Signal	**Overall**	**B**	**12.2**	**A**	**9.4**						
			EB	A	0.8	A	0.8			EB	A	0.6	A	0.8									EB	A	0.7	A	0.9						
			WB	B	16.0	B	12.7			WB	B	16.6	B	12.9									WB	B	16.9	B	13.1						
			NB	D	50.1	D	44.3			NB	D	48.4	D	44.3									NB	D	49.6	D	45.4						
			SB	D	50.3	D	44.8			SB	D	50.4	D	44.9									SB	D	49.1	D	44.0						
6	SR 54/W Lanier Ave & Grady Ave/Sharon Dr	Traffic Signal	**Overall**	**E**	**78.8**	**C**	**26.1**	SR 54/W Lanier Ave & Grady Ave/Sharon Dr	Traffic Signal	**Overall**	**E**	**87.4**	**C**	**27.9**	1 NB L lane 1 NB L+T+R lane Split phasing on side streets	**Overall**	**C**	**21.3**	**C**	**28.7**	SR 54/W Lanier Ave & Grady Ave/Sharon Dr	Traffic Signal	**Overall**	**F**	**135.3**	**E**	**58.3**	1 NB L lane 1 NB L+T+R lane Split phasing on side streets	**Overall**	**C**	**28.0**	**C**	**30.6**
			EB	E	58.8	D	37.9			EB	E	64.4	D	40.7		EB	C	24.2	D	41.2			EB	E	70.7	E	64.9		EB	C	27.4	D	41.3
			WB	D	36.4	A	3.9			WB	D	45.2	A	3.9		WB	A	6.5	A	3.1			WB	D	48.6	A	5.2		WB	B	13.9	A	4.3
			NB	F	214.9	D	41.4			NB	F	229.0	D	43.9		NB	D	46.0	D	47.1			NB	F	414.5	F	156.7		NB	D	53.2	D	51.9
			SB	C	27.1	C	27.2			SB	C	27.1	C	27.2		SB	D	54.4	D	48.9			SB	C	26.5	C	26.6		SB	D	54.0	D	48.4
7	Grady Ave & Bradford Sq	Side Street Stop Control	**Overall**	**A**	**6.3**	**A**	**2.8**	Grady Ave & Bradford Sq	Side Street Stop Control	**Overall**	**A**	**7.0**	**A**	**3.0**	Traffic Signal	**Overall**	**A**	**8.4**	**A**	**6.8**	Grady Ave & Bradford Sq/Site Dwy Q	Side Street Stop Control	**Overall**	**C**	**23.4**	**A**	**7.4**	Traffic Signal	**Overall**	**A**	**9.3**	**A**	**8.4**
			EB L	F	52.3	D	32.8			EB L	F	60.1	E	35.5		EB L	C	28.3	D	54.2			EB	F	301.0	F	81.2		EB	C	23.4	D	44.9
			EB R	B	12.8	B	14.6			EB R	B	13.0	B	14.9		EB R	C	29.4	D	48.5			WB	B	14.3	D	28.1		WB	C	20.6	D	45.8
			EB	**D**	**32.2**	**D**	**25.9**			**EB**	**E**	**36.2**	**D**	**27.8**		**EB**	**C**	**28.9**	**D**	**52.0**			NB L	F	155.0	B	10.3		NB	A	5.8	A	2.9
			NB L	A	8.9	A	9.8			NB L	A	9.0	A	9.9		NB	A	4.1	A	1.9			SB L	A	9.3	A	8.4		SB	A	7.2	A	4.5
																SB	A	4.5	A	3.2												
8	Grady Ave & Fayette LIFE Academy/ Spring Hill ES Dwy	Side Street Stop Control	**Overall**	**A**	**0.7**	**A**	**0.9**	Grady Ave & Fayette LIFE Academy/ Spring Hill ES Dwy	Side Street Stop Control	**Overall**	**A**	**0.6**	**A**	**0.8**							Grady Ave & Fayette LIFE Academy/ Spring Hill ES Dwy/Site Dwy R	Side Street Stop Control	**Overall**	**A**	**3.1**	**A**	**3.8**	Single-Lane Roundabout	**Overall**	**A**	**9.8**	**A**	**9.2**
			EB L+R	C	24.1	C	21.0			EB L+R	C	16.8	C	16.1									EB L+T+R	E	50.0	E	39.8		EB	A	6.9	A	6.8
																							WB L+T+R	D	30.1	D	31.4		WB	A	8.3	A	5.7
			NB L	A	8.4	A	9.2			NB L	A	8.4	A	9.3									NB L	A	8.5	A	9.4		NB	B	11.8	A	7.2
																							SB L	A	9.7	A	8.6		SB	A	7.3	B	11.0
																					Grady Ave & Site Dwy S	Side Street Stop Control	**Overall**	**A**	**1.0**	**A**	**1.2**						
																							EB L	A	9.6	A	8.6						
																							SB L+R	D	26.8	C	24.4						
																					City Center Pkwy & Site Dwy T	Side Street Stop Control	**Overall**	**A**	**2.9**	**A**	**2.7**						
																							EB L+R	A	9.0	A	9.0						
																							NB L	A	7.3	A	7.4						
																					City Center Pkwy & Site Dwy U	Side Street Stop Control	**Overall**	**A**	**4.2**	**A**	**3.6**						
																							WB L	A	7.4	A	7.4						
																							NB L+R	A	9.2	A	9.2						
																					City Center Pkwy & Site Dwy V	Side Street Stop Control	**Overall**	**A**	**3.2**	**A**	**3.0**						
																							WB L	A	7.4	A	7.3						
																							NB L+R	A	9.0	A	8.9						
																					Grady Ave & Site Dwy W	Side Street Stop Control	**Overall**	**A**	**0.4**	**A**	**0.3**						
																							WB L+R	C	15.5	B	13.4						
																							SB L	A	9.9	A	8.6						

Table B: Queuing Analysis Summary

ID	Intersection	Existing Traffic Control	Movement	Storage Length	2024 Existing				2028 No-Build				2028 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
2, 1	SR 85/92/S Glynn St & Beauregard Blvd (SR 85/92/S Glynn St & City Center Pkwy/Fisher Ave in 2028)	Side Street Stop Control	EB	-	76	78	135	154	70	131	137	229	122	215	210	248
6	SR 54/W Lanier Ave & Grady Ave/Sharon Dr	Traffic Signal	EBL	225	6	1	69	7	5	2	47	11	14	1	110	8
			EBT	-	231	158	349	250	229	175	343	278	322	190	556	289
			NBL	750	264	181	389	294	262	179	398	295	328	189	468	311
7	Grady Ave & Bradford Sq	Side Street Stop Control	EBL	-	54	26	121	71	51	41	134	115	90	71	197	191

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Introduction

Fayetteville City Center (DRI #4306) is proposed for construction along Grady Avenue and the to-be-constructed City Center Parkway in Fayetteville, Georgia. The proposed development will consist of 39 single-family detached units, 48 single-family attached units (townhomes), 700 multifamily units, a hotel with 120 rooms, 14,000 square feet of office space, and 46,000 square feet of shopping center space with a supermarket. The development will have seven (7) access points consisting of three full-access driveways on City Center Parkway and four full-access driveways on Grady Avenue, one of which is proposed to align with Bradford Square, and one of which is proposed to align with the Fayette LIFE Academy/Spring Hill Elementary School driveway. 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:

- 2024 Existing Conditions
- 2028 (Opening Year) No-Build Conditions (including background growth and expected traffic from adjacent/nearby developments)
- 2028 (Opening Year) Build Conditions

The following are the intersections proposed for study:

1. SR 85/92/South Glynn St and Fisher Ave/To-be-constructed City Center Pkwy
2. SR 85/92/South Glynn St and Beauregard Blvd (2024 Existing Conditions only)
   a. City Center Pkwy and Beauregard Blvd (2028 No-Build and Build Conditions)
3. SR 85/92/South Glynn St and Grady Ave/Bradley Dr
4. Grady Ave and Beauregard Blvd
5. SR 54/West Lanier Ave and Lafayette Ave
6. SR 54/West Lanier Ave and Grady Ave/Sharon Dr
7. Grady Ave and Bradford Square/Site Driveway Q
8. Grady Ave and Fayette LIFE Academy/Spring Hill Elem School drive/Site Driveway R
9. Grady Ave and Site Driveway S
10. City Center Pkwy and Site Driveway T
11. City Center Pkwy and Site Driveway U
12. City Center Park and Site Driveway V
13. Grady Ave and Site Driveway W

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.

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

Figure 1. Vicinity Map

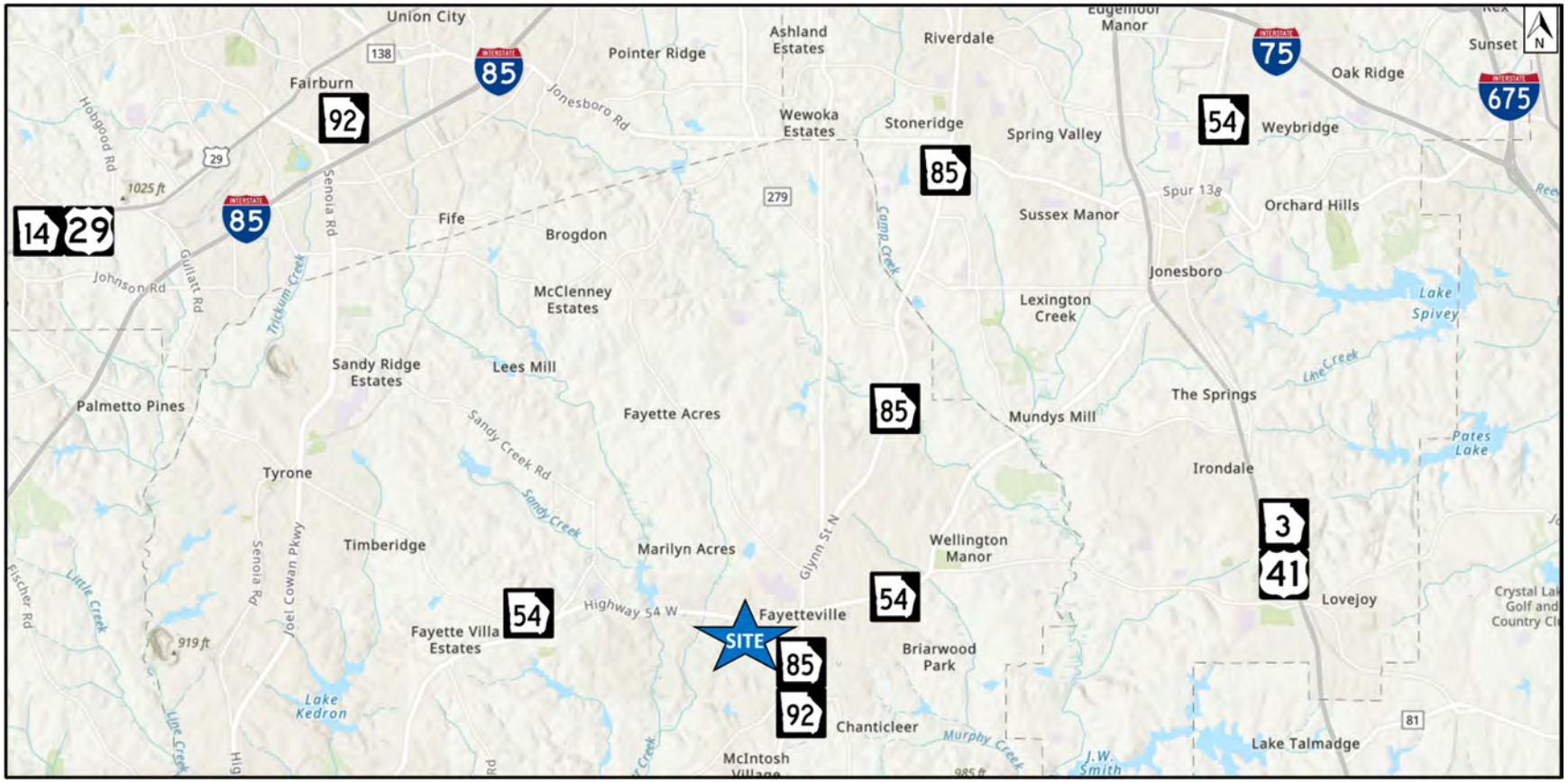
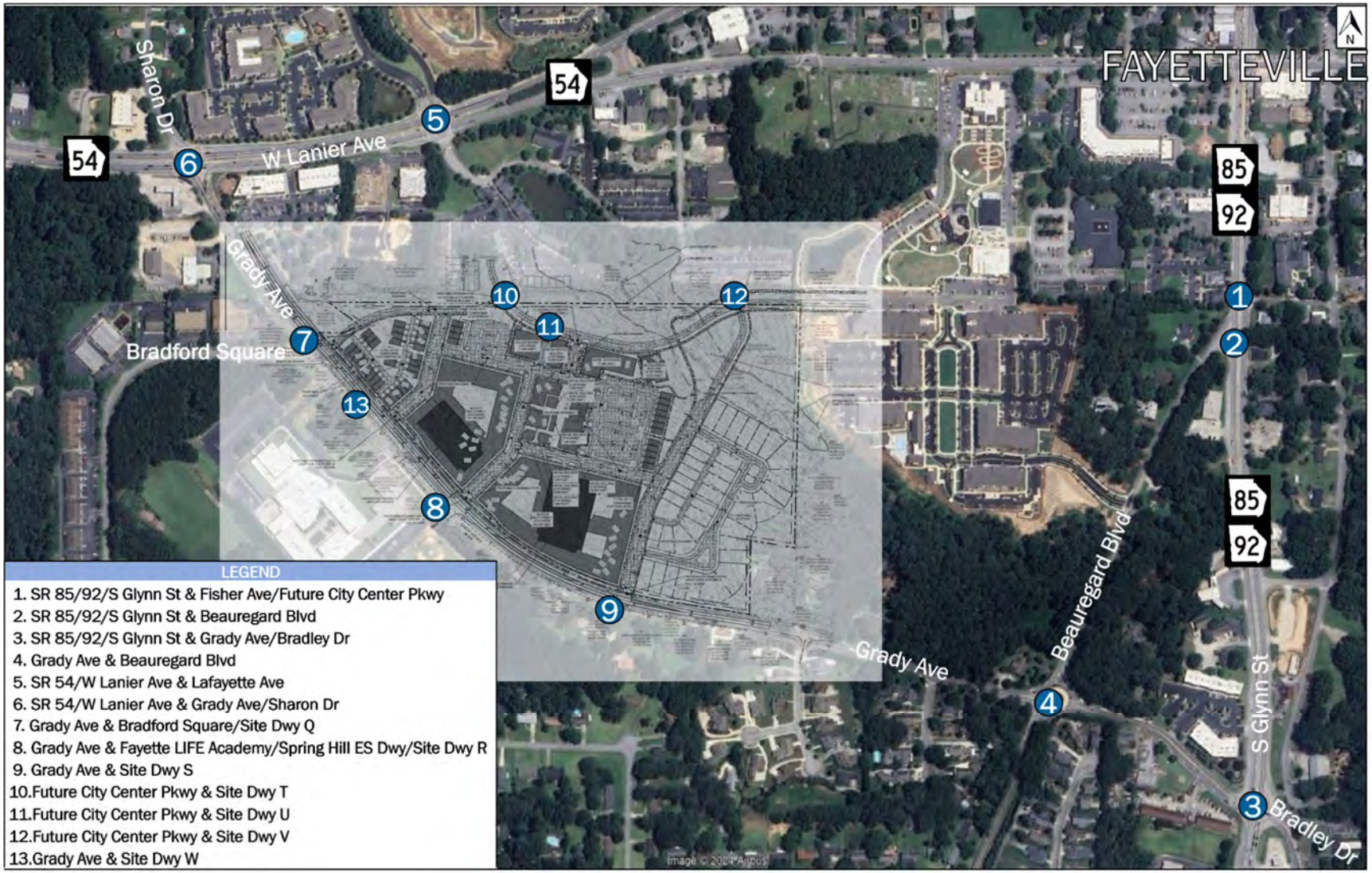


Figure 2. Site Location Aerial



Existing Conditions

A.1. Pedestrian and Multi-Use Facilities

There is limited pedestrian sidewalk infrastructure surrounding the planned development, most notably along the Fayette LIFE Academy frontage south of Grady Avenue, on either side of Grady Avenue near SR 54/West Lanier Avenue, and on the completed section of City Center Parkway as part of the Walton Fayetteville development and the new Fayetteville City Hall. There is no infrastructure for bicycle use. Additional pedestrian infrastructure is planned as part of the City Center Parkway extension and connecting pedestrian infrastructure will be provided as part of the Fayetteville City Center development. Refer to Figure 3 for existing pedestrian and multi-use path infrastructure.

A.2. Transit and Bicycle Facilities

No transit routes exist in the study area.

A.3. Transportation Facilities

SR 54/West Lanier Avenue is a four-lane median-divided east-west Urban Principal Arterial that bisects the downtown area of Fayetteville. SR 54/West Lanier Avenue has a posted speed limit of 45 miles per hour (MPH) within the study area and serves a myriad of land uses in the Fayetteville area.

SR 85/92/South Glynn Street is a five-lane undivided north-south Urban Minor Arterial with a center turn lane and a posted speed limit of 45 MPH south of Grady Avenue/Bradley Drive and 35 MPH north of Grady Avenue/Bradley Drive as it approaches downtown Fayetteville. SR 85/92/South Glynn Street is the north-south arterial that bisects the downtown area of Fayetteville and serves a myriad of land uses in the Fayetteville area.

Grady Avenue is a two-lane undivided east-west Urban Major Collector with a posted speed limit of 35 MPH. Grady Avenue connects SR 54/West Lanier Avenue in the north/west with SR 85/92/South Glynn Street in the east. Grady Avenue continues east of SR 85/92/South Glynn Street as Bradley Drive. Grady Avenue serves commercial, institutional, and residential development within the study area. Grady Avenue will provide access to the proposed site.

Lafayette Avenue is a two-lane undivided north-south local road with a posted speed limit of 25 MPH. Lafayette Avenue serves residential development on either side of SR 54/W Lanier Avenue and will connect to the future City Center Parkway south of SR 54/W Lanier Avenue.

Beauregard Boulevard is a two-lane undivided north-south Rural Minor Arterial with a posted speed limit of 35 MPH. Beauregard Boulevard connects Oakleigh Manor Drive/Ramah Road in the south to SR 85/92/South Glynn Street to the north. Beauregard Boulevard serves primarily residential development within the study area.

Bradford Square is a two-lane undivided east-west local with a posted speed limit of 35 MPH. Bradford Square serves residential, institutional, and municipal development within the study area. Bradford Square is proposed to align with Site Driveway Q of the proposed development.

The Future City Center Parkway is a proposed two-lane undivided east-west local road that will connect Lafayette Avenue in the west with SR 85/92/South Glynn Street in the east and will provide access to the proposed development via three (3) proposed access points – Site Driveways T, U, and V.

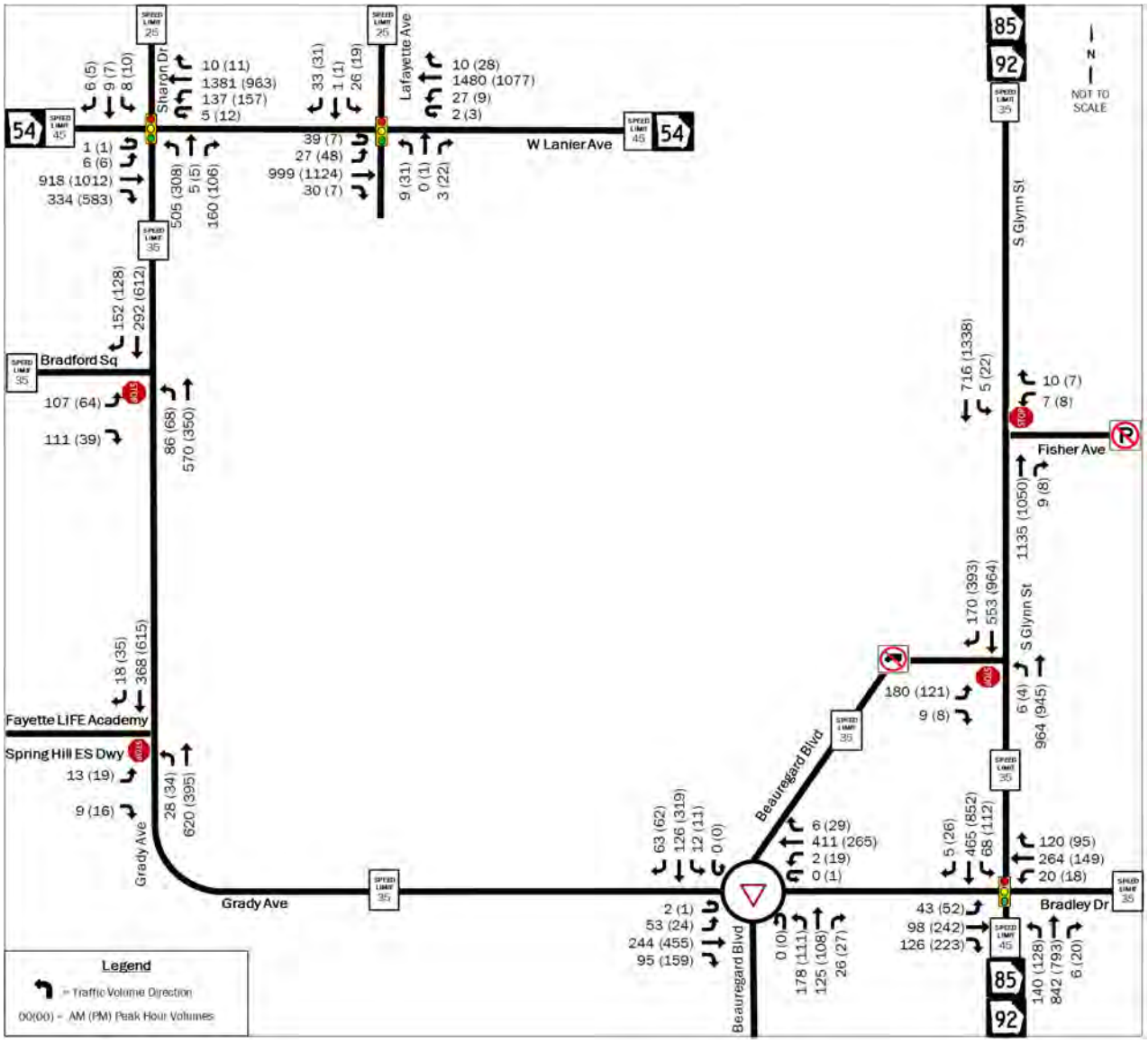
A.4. Traffic Counts

Intersection turning movement counts (TMCs) at the eight (8) existing study intersections were collected on Thursday, October 24, 2024, while schools were in session. In addition to the turning movement counts, a 24-hour bi-directional classification count was taken on Thursday, October 24, 2024, along Grady Avenue east of Fayette LIFE Academy/Spring Hill Elementary School. The AM peak hour was determined to be 7:30-8:30AM, 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. Adjacent Development

There are two prominent developments to the east of the proposed site. One is the completed Fayetteville City Hall, which is part of the City Center Park area that contains open space, a gathering center, and a brewery. The other development is the entirely residential Walton Fayetteville, also completed. Each are connected via the first section of City Center Parkway that is currently isolated but will be extended between the proposed Fayetteville City Center and SR 85/92/South Glynn Street at Fisher Avenue. The pedestrian infrastructure that is part of City Center Park and the Walton Fayetteville is intended to be extended along City Center Parkway to and into the proposed Fayetteville City Center development. As both developments are complete, the traffic from each development is reflected in the existing traffic count data.

B.2. Background Data Collection

The study uses a growth rate of 0.7% per year from 2024 to 2028. The growth rate was derived from the counts collected from 2009 to 2024 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 2028 No-Build volumes with the growth rate applied to the existing volumes seen in Figure 4.

B.3. Programmed Improvements

There are two programmed improvements scheduled for completion by the project's anticipated opening year of 2028, one of which will impact the proposed development. City Center Parkway will be extended from its initial existence between City Center Park and the Walton Fayetteville to the proposed Fayetteville City Center in the west and to SR 85/92/South Glynn Street at Fisher Avenue to the east. A connection to Lafeyette Avenue south of SR 54/West Lanier Avenue will also be established, providing access to the existing signalized intersection of SR 54/West Lanier Avenue and Lafayette Avenue. As part of City Center Parkway tying into SR 85/92/South Glynn Street at Fisher Avenue, Beauregard Boulevard will then terminate at City Center Parkway instead of SR 85/92/South Glynn Street, and the intersection of Beauregard Boulevard and SR 85/92/South Glynn Street will be removed. Due to the proximity between the realigned Beauregard Boulevard and SR 85/92/South Glynn Street on City Center Parkway, Beauregard Boulevard is proposed as a right-in/right-out (RIRO) intersection at City Center Parkway. Therefore, traffic will reassign to/from the new City Center Parkway and the realigned Beauregard Boulevard, affecting the intersections of SR 85/92/South Glynn Street and City Center Parkway/Fisher Avenue, SR 85/92/South Glynn Street and Grady Avenue/Bradley Drive, and Grady Avenue and Beauregard Boulevard. Table 1 shows the programmed improvements within the vicinity of the proposed project. Figure 6 shows the anticipated traffic reassignment from the proposed City Center Parkway and associated improvements by its scheduled completion in 2028.

B.4. Planned Improvements

There are planned improvements that will take place after the proposed project site is built out. Table 2 shows the planned improvements within the vicinity of the proposed project site.

Table 1: Programmed Projects

Project Name	From/To	Sponsor	Project ID	ARC ID (TIP)	Design FY	ROW/ Utility FY	Construct FY
City Center Parkway	Grady Avenue to SR 85/92/S Glynn St	City of Fayetteville	N/A	N/A	N/A	N/A	N/A
Creek Road Construction	First Manassas Mile to SR 54/W Lanier St	City of Fayetteville, Fayette County	N/A	N/A	N/A	N/A	N/A

Table 2: Planned Improvements

Project Name	From/To	Potential Sponsor	Project ID	ARC ID (TIP)	Design FY	ROW/ Utility FY	Construct FY
SR 85 Widening	CR 134/Price Road to CS 505/Grady Avenue	GDOT	GDOT P.I.No. 321960	ARC # FA-085	2028	2031	2034
East Fayetteville Bypass	South Jeff Davis Road to SR 85 & Corinth Road	Fayette County	N/A	N/A	N/A	N/A	N/A
West Fayetteville Parkway Phase II	SR 85 & Harp Road to SR 92 & Westbridge Road	Fayette County	N/A	N/A	N/A	N/A	N/A
McDonough Road Widening	SR 54 in Fayette Co. to SR 3/US 19 in Clayton Co.	GDOT	GDOT P.I.No. 742870	ARC # CL-101	2018	2038	2038

B.5. Project Trip Generation

The mixed-use development consists of the following: 39 single-family detached units, 48 single-family attached units (townhomes), 700 multifamily units, a hotel with 120 rooms, 14,000 square feet of office space, and 46,000 square feet of shopping center space with a supermarket. 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. Percentages of 4% daily, 4% during the AM peak hour, and 22% 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" en route to another destination. The pass-by trip volume was checked to ensure that it did not exceed 15% of the roadway's current traffic volume.

The trip generation considers alternative mode trips, in this case non-motorized trips. Due to the planned expansion of pedestrian sidewalk infrastructure along City Center Parkway and as part of the proposed development, a 5% reduction was taken for non-motorized trips.

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** 39 Dwelling Units	Daily	424	212	212
	AM Peak Hour	32	8	24
	PM Peak Hour	41	26	15
Single-Family Attached Housing **LUC 215** 48 Dwelling Units	Daily	316	158	158
	AM Peak Hour	19	6	13
	PM Peak Hour	25	14	11
Multifamily Housing (Mid-Rise) **LUC 221** 700 Dwelling Units	Daily	3,292	1,646	1,646
	AM Peak Hour	296	68	228
	PM Peak Hour	273	167	106
Hotel **LUC 310** 120 Rooms	Daily	878	439	439
	AM Peak Hour	53	30	23
	PM Peak Hour	61	31	30
General Office Building **LUC 710** 14,000 Square Feet	Daily	210	105	105
	AM Peak Hour	31	27	4
	PM Peak Hour	32	5	27
Shopping Plaza (40-150k) (With Supermarket) **LUC 821** 46,000 Square Feet	Daily	4,952	2,476	2,476
	AM Peak Hour	162	100	62
	PM Peak Hour	472	227	245
Total Gross Trips	Daily	10,072	5,036	5,036
	AM Peak Hour	593	239	354
	PM Peak Hour	904	470	434
Pass-By	Daily	*-1,486*	*-743*	*-743*
	AM Peak Hour	*0*	*0*	*0*
	PM Peak Hour	*-142*	*-68*	*-74*
Internal Capture	Daily	*-320*	*-160*	*-160*
	AM Peak Hour	*-24*	*-12*	*-12*
	PM Peak Hour	*-164*	*-82*	*-82*
Alternative Mode (Non-Motorized)	Daily	*-414*	*-207*	*-207*
	AM Peak Hour	*-29*	*-12*	*-17*
	PM Peak Hour	*-29*	*-16*	*-13*
Total Net Trips	Daily	**7,852**	**3,926**	**3,926**
	AM Peak Hour	**540**	**215**	**325**
	PM Peak Hour	**569**	**304**	**265**

B.6. 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 30% of the traffic is expected to travel to/from the west on SR 54/West Lanier Avenue,
- Approximately 28% of the traffic is expected to travel to/from the east on SR 54/West Lanier Avenue,
- Approximately 10% of the traffic is expected to travel to/from the south on SR 85/92/South Glynn Street,
- Approximately 2% of the traffic is expected to travel to/from the south on Beauregard Boulevard,
- Approximately 2% of the traffic is expected to travel to/from the north on Sharon Drive,
- Approximately 2% of the traffic is expected to travel to/from the north on Lafayette Avenue,
- Approximately 5% of the traffic is expected to travel to/from the east on Bradley Drive, and
- Approximately 21% of the traffic is expected to travel to/from the north/east on SR 85/92/South Glynn Street.

New trip distribution is shown in Figure 7. The new trips expected from the new trip distribution is depicted in Figure 8. Pass-by trip distribution is shown in Figure 9. The pass-by trips expected from the pass-by trip distribution are shown in Figure 10. The net project volumes (New Trips in Figure 8 + Pass-By Trips in Figure 10) are shown in Figure 11. The 2028 Build Volumes (2028 No-Build + Net Project Volumes) are depicted in Figure 12.

Figure 5: 2028 No-Build Volumes

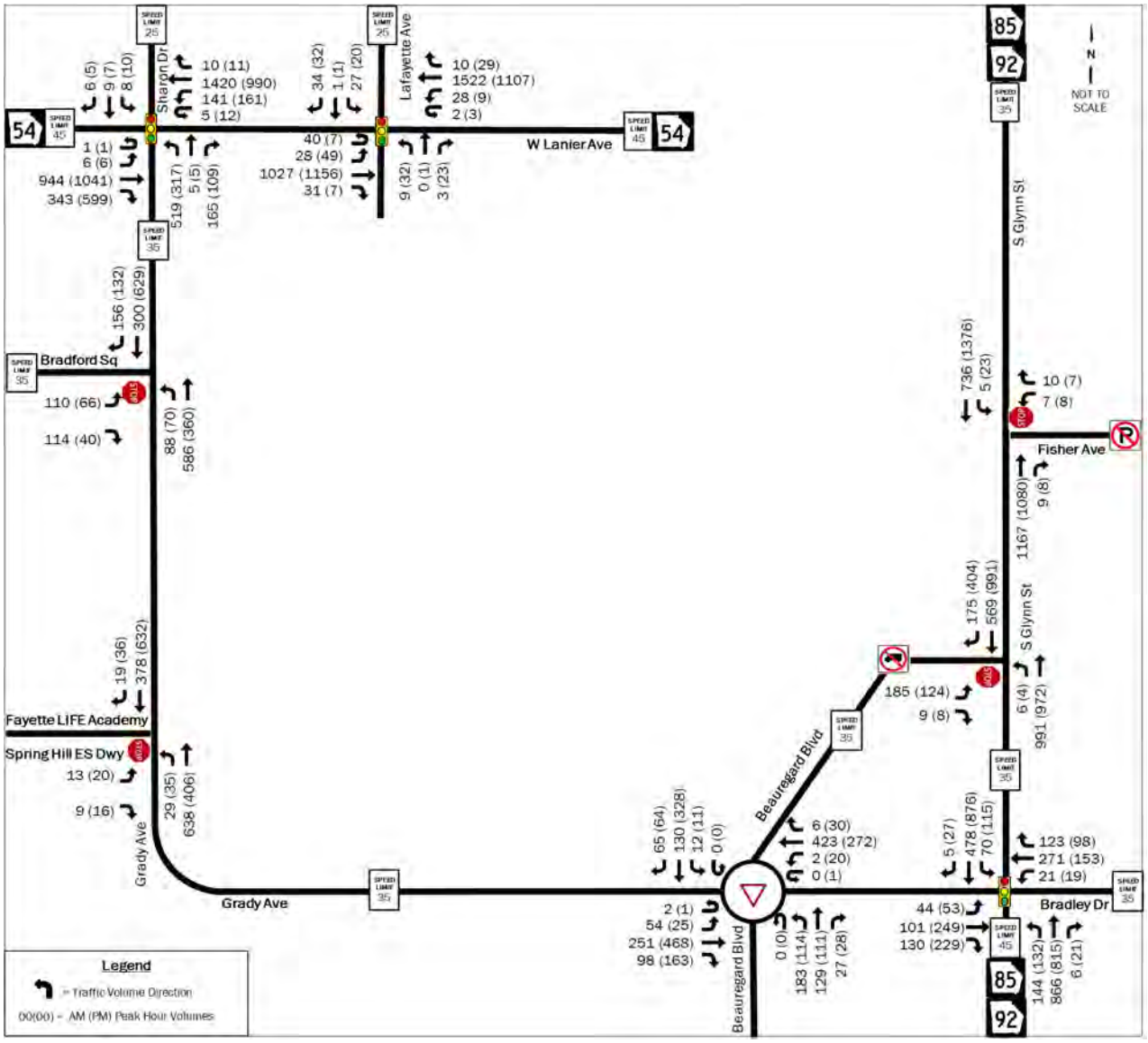


Figure 6: Traffic Reassignment – Programmed Improvements

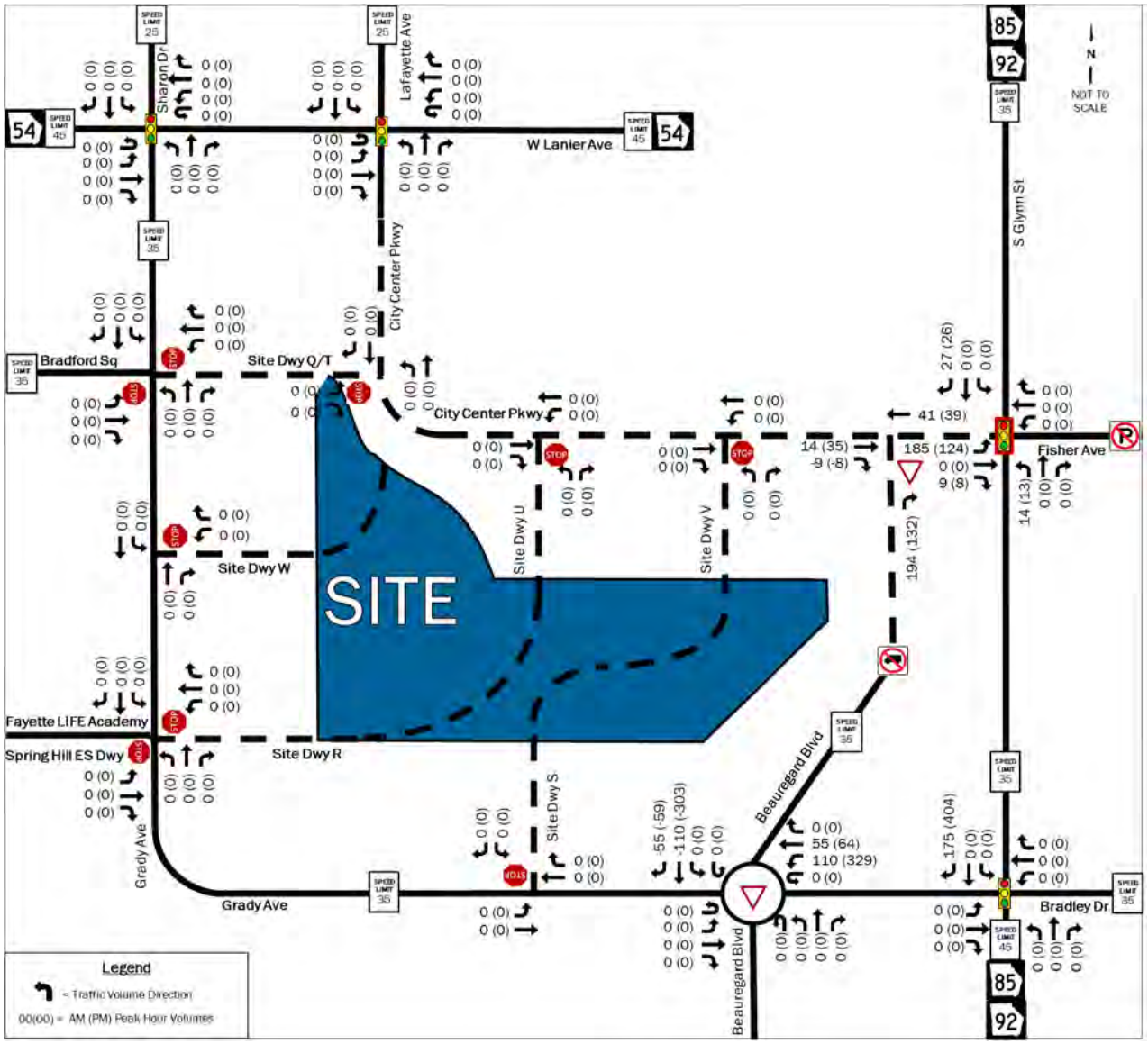


Figure 7: New Trip Distribution



Figure 8: New Project Volumes

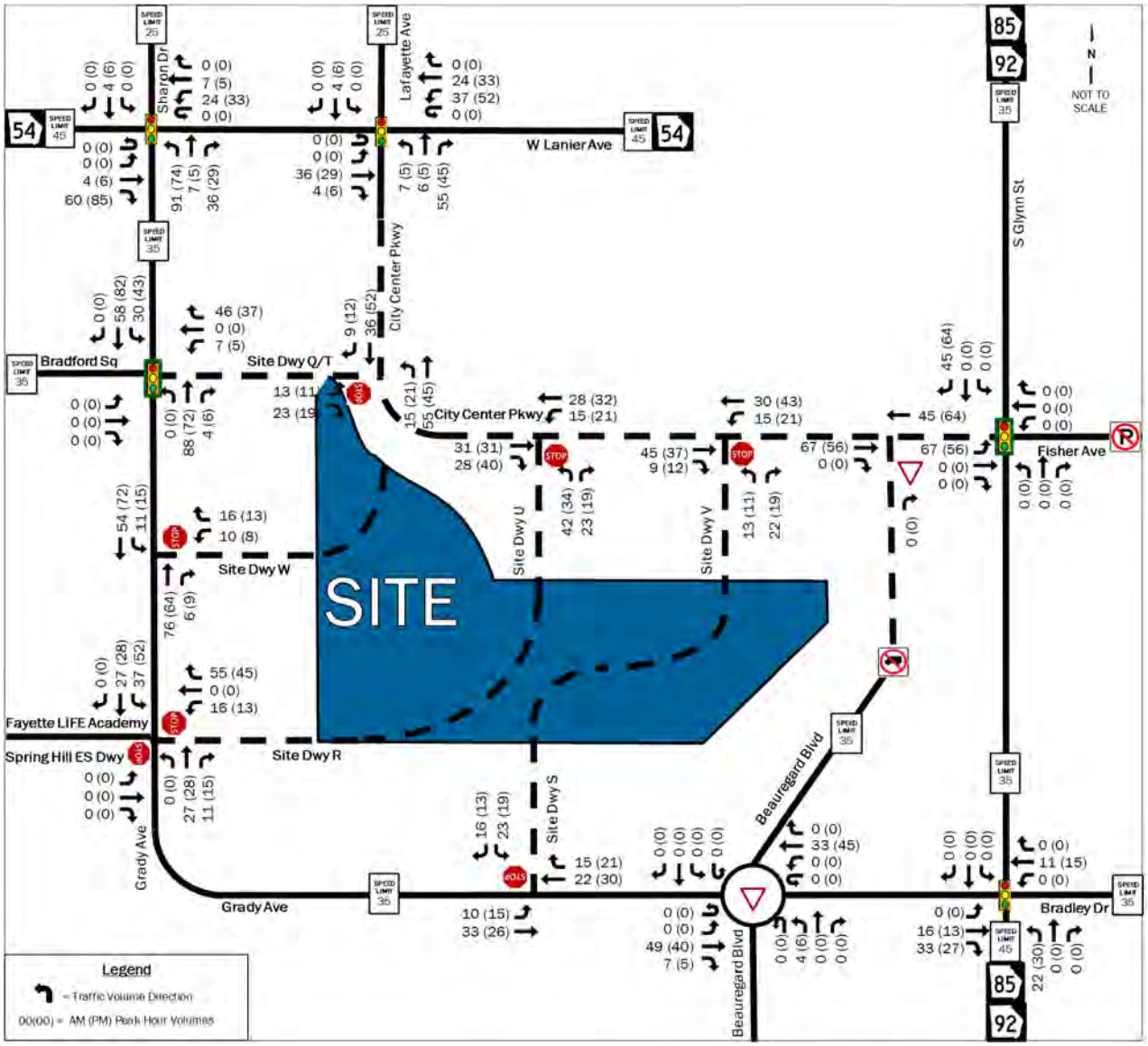


Figure 9: Pass-By Trip Distribution



Figure 10: Pass-By Project Volumes

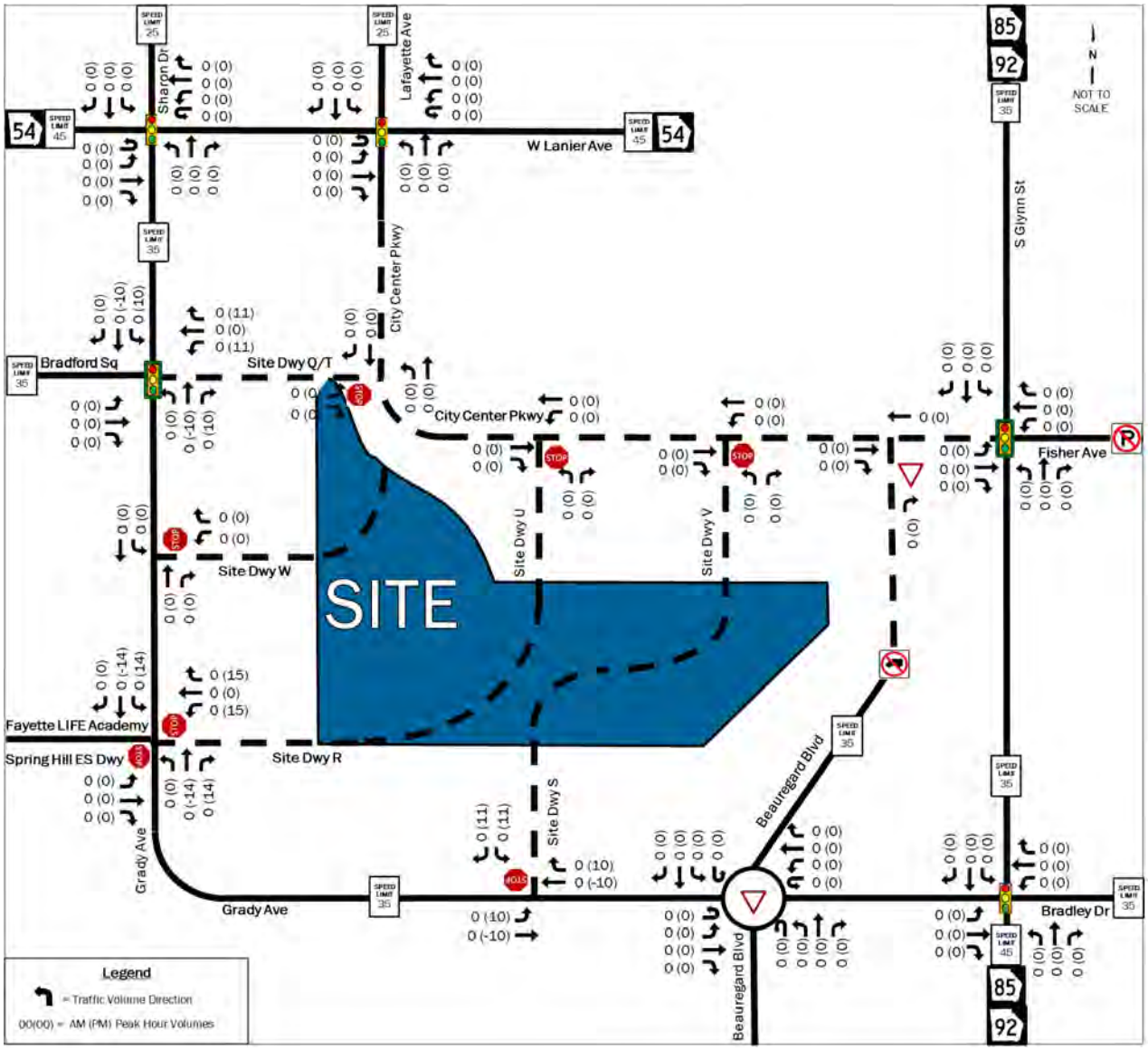


Figure 11: Net Project Volumes

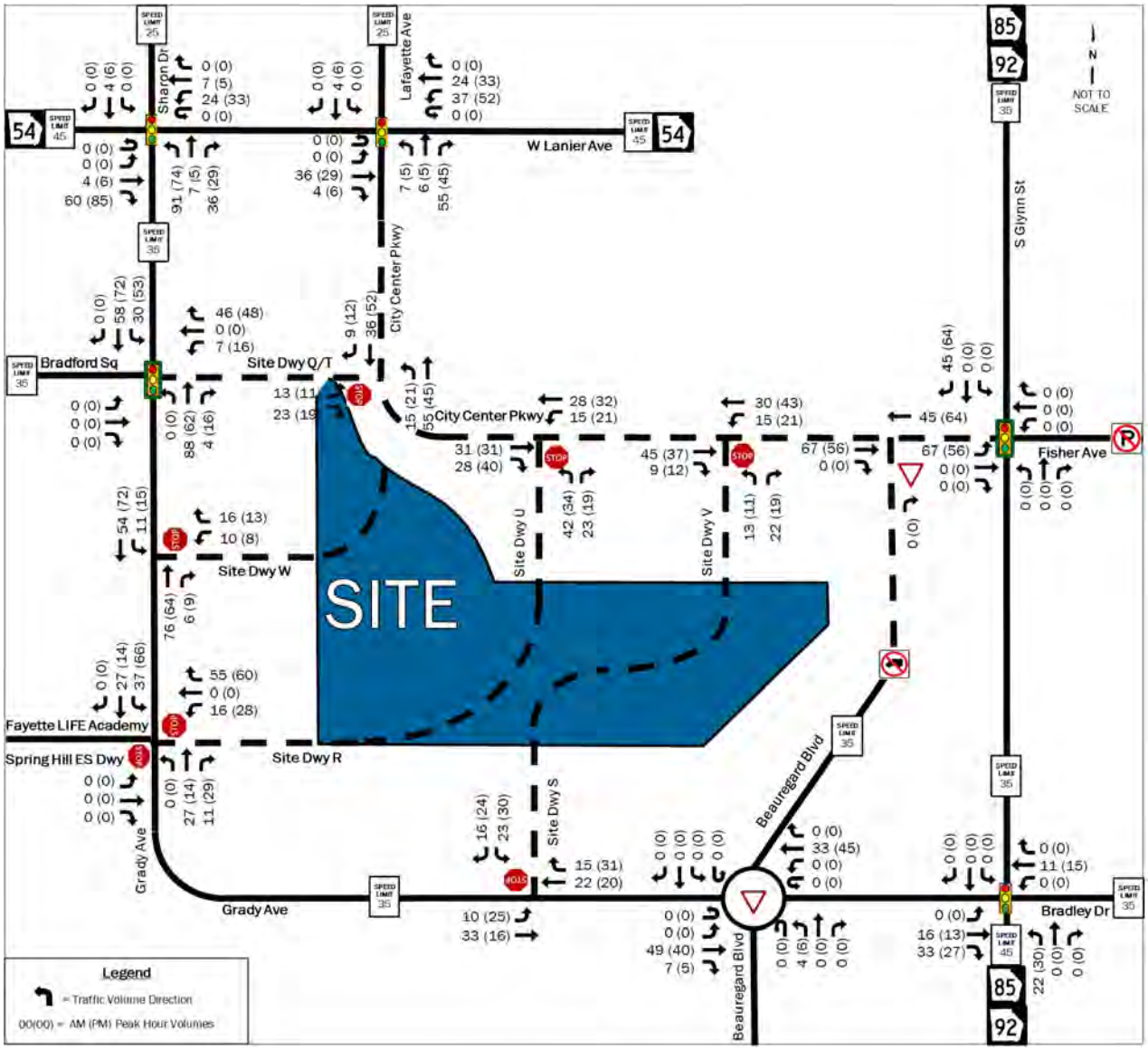
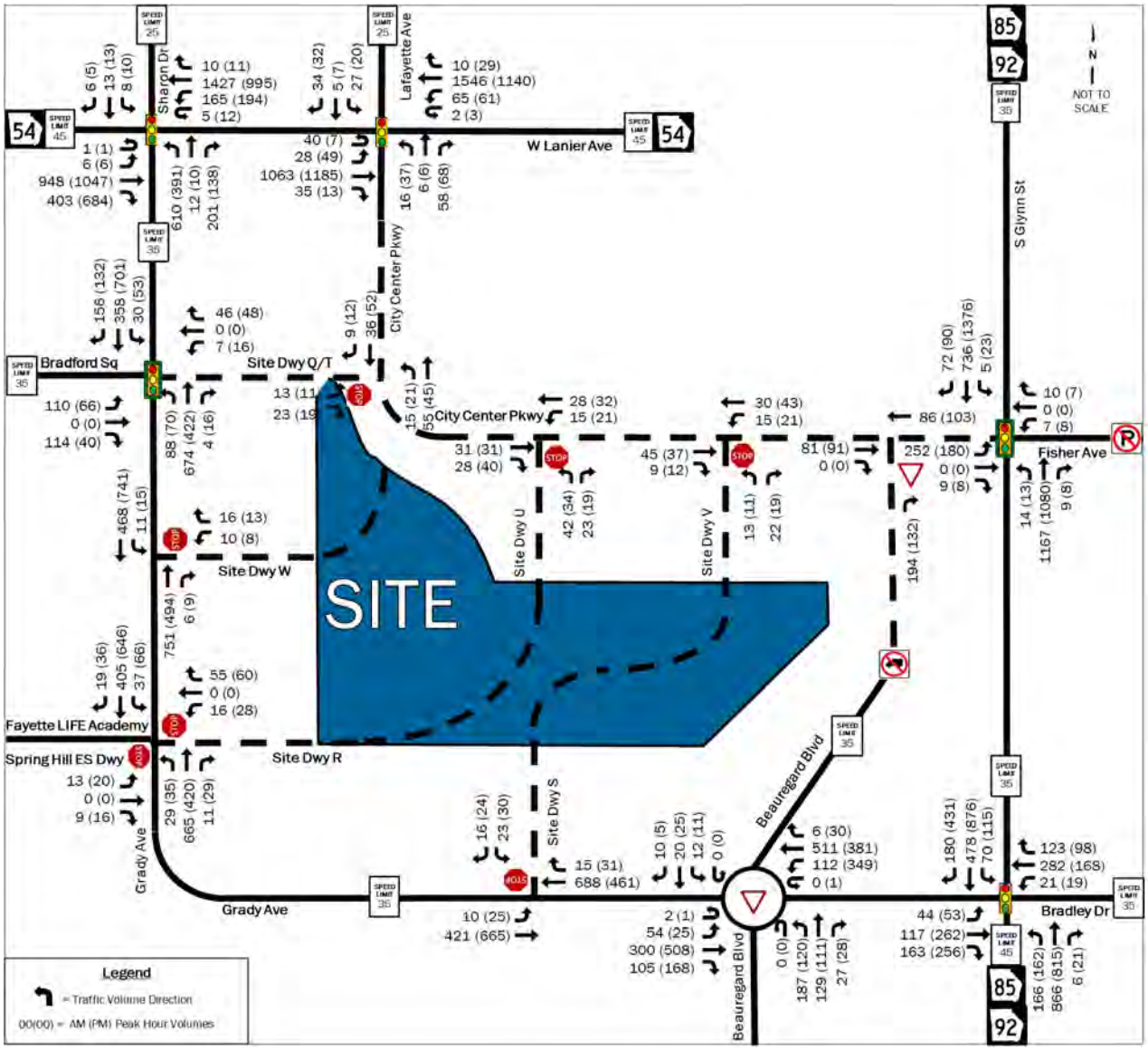


Figure 12: 2028 Build Traffic Volumes



Traffic Impact Analyses

The capacity analysis and queuing analysis was performed using the traffic analysis software Synchro® 12 for the signalized and side street stop-controlled intersections, and Signalized/Unsignalized Intersection Design and Research Aid (SIDRA) Version 9.0 for the roundabout. 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. 2024 Existing Capacity Analysis

The results of the 2024 Existing capacity analyses are shown in Table 4 and include the analysis of the volumes shown in Figure 3.

Table 4: 2024 Existing Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 85/92/S Glynn St & Fisher Ave	Side Street Stop Control	**Overall**	**A**	**0.2**	**A**	**0.2**
			WB L+R	C	18.1	C	20.0
			SB L	B	11.3	B	10.9
2	SR 85/92/S Glynn St & Beauregard Blvd	Side Street Stop Control	**Overall**	**A**	**3.3**	**A**	**2.8**
			EB L+R	D	32.8	F	52.8
			NB L	A	9.6	B	10.2
3	SR 85/92/S Glynn St & Grady Ave/Bradley Dr	Traffic Signal	**Overall**	**C**	**22.6**	**B**	**16.5**
			EB	C	30.2	D	35.3
			WB	C	22.7	C	20.2
			NB	C	21.7	B	10.6
			SB	C	20.5	B	11.1
4	Grady Ave & Beauregard Blvd	Roundabout	**Overall**	**A**	**9.0**	**A**	**8.4**
			EB	A	5.4	A	8.6
			WB	B	11.8	A	6.6
			NB	A	8.7	A	8.3
			SB	B	10.6	A	9.8
5	SR 54/W Lanier Ave & Lafayette Ave	Traffic Signal	**Overall**	**B**	**10.8**	**A**	**8.3**
			EB	A	0.6	A	0.8
			WB	B	16.0	B	12.7
			NB	D	48.4	D	44.3
			SB	D	50.3	D	44.8
6	SR 54/W Lanier Ave & Grady Ave/Sharon Dr	Traffic Signal	**Overall**	**E**	**78.8**	**C**	**26.1**
			EB	E	58.8	D	37.9
			WB	D	36.4	A	3.9
			NB	F	214.9	D	41.4
			SB	C	27.1	C	27.2
7	Grady Ave & Bradford Sq	Side Street Stop Control	**Overall**	**A**	**6.3**	**A**	**2.8**
			EB L	F	52.3	D	32.8
			EB R	B	12.8	B	14.6
			EB	**D**	**32.2**	**D**	**25.9**
			NB L	A	8.9	A	9.8
8	Grady Ave & Fayette LIFE Academy/ Spring Hill ES Dwy	Side Street Stop Control	**Overall**	**A**	**0.7**	**A**	**0.9**
			EB L+R	C	24.1	C	21.0
			NB L	A	8.4	A	9.2

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

SR 85/92/South Glynn Street and Beauregard Boulevard

- The eastbound approach during the PM peak hour (LOS F)

SR 54/West Lanier Avenue and Grady Avenue/Sharon Drive

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

Grady Avenue and Bradford Square

- The eastbound left-turn movement during the AM peak hour (LOS F)

C.2. 2028 No-Build Conditions Capacity Analysis

The results of the 2028 No-Build conditions intersection capacity analysis are shown in Table 5 and include the volumes shown in Figure 6.

Table 5: 2028 No-Build Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 85/92/S Glynn St & City Center Pkwy/ Fisher Ave	Side Street Stop Control	**Overall**	**D**	**26.3**	**E**	**47.1**
			EB L+T+R	F	290.0	F	941.2
			WB L+T+R	E	40.6	F	75.1
			NB L	A	9.5	B	12.9
			SB L	B	11.5	B	11.0
2	City Center Pkwy & Beauregard Blvd	Side Street Stop Control	**Overall**	**A**	**7.1**	**A**	**5.7**
			NB R	A	9.1	A	8.9
3	SR 85/92/S Glynn St & Grady Ave/Bradley Dr	Traffic Signal	**Overall**	**C**	**22.8**	**B**	**16.4**
			EB	C	30.0	D	35.3
			WB	C	22.6	C	20.0
			NB	C	22.2	B	11.1
			SB	C	21.0	B	12.3
4	Grady Ave & Beauregard Blvd	Roundabout	**Overall**	**B**	**13.6**	**B**	**11.9**
			EB	A	5.5	A	9.3
			WB	C	22.1	C	15.7
			NB	A	9.1	A	8.6
			SB	A	8.1	A	7.1
5	SR 54/W Lanier Ave & Lafayette Ave	Traffic Signal	**Overall**	**B**	**11.1**	**A**	**8.4**
			EB	A	0.6	A	0.8
			WB	B	16.6	B	12.9
			NB	D	48.4	D	44.3
			SB	D	50.4	D	44.9
6	SR 54/W Lanier Ave & Grady Ave/Sharon Dr	Traffic Signal	**Overall**	**E**	**87.4**	**C**	**27.9**
			EB	E	64.4	D	40.7
			WB	D	45.2	A	3.9
			NB	F	229.0	D	43.9
			SB	C	27.1	C	27.2
7	Grady Ave & Bradford Sq	Side Street Stop Control	**Overall**	**A**	**7.0**	**A**	**3.0**
			EB L	F	60.1	E	35.5
			EB R	B	13.0	B	14.9
			EB	**E**	**36.2**	**D**	**27.8**
			NB L	A	9.0	A	9.9
8	Grady Ave & Fayette LIFE Academy/ Spring Hill ES Dwy	Side Street Stop Control	**Overall**	**A**	**0.6**	**A**	**0.8**
			EB L+R	C	16.8	C	16.1
			NB L	A	8.4	A	9.3

As shown in Table 5, there are additional instances of inadequate LOS and degrading LOS during 2028 No-Build conditions at the study intersections that are detailed below:

SR 85/92/South Glynn Street and City Center Parkway/Fisher Avenue

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

Grady Avenue and Bradford Square

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

C.3. 2028 Build Conditions Capacity Analysis

The results of the 2028 Build conditions intersection capacity analysis are shown in Tables 6 and 7 and include the volumes shown in Figure 12.

Table 6: 2028 Build Capacity Analysis – Part 1

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 85/92/S Glynn St & City Center Pkwy/ Fisher Ave	Side Street Stop Control	**Overall**	**F**	**58.5**	**F**	**104.9**
			EB L+T+R	F	507.6	F	1549.7
			WB L+T+R	E	40.7	F	75.4
			NB L	A	9.7	B	13.4
			SB L	B	11.5	B	11.0
2	SR 85/92/S Glynn St & Beauregard Blvd	Side Street Stop Control	**Overall**	**A**	**5.1**	**A**	**3.7**
			NB R	A	9.4	A	9.1
3	SR 85/92/S Glynn St & Grady Ave/Bradley Dr	Traffic Signal	**Overall**	**C**	**22.8**	**B**	**17.5**
			EB	C	29.6	D	35.4
			WB	C	22.4	B	20.0
			NB	C	22.1	B	11.9
			SB	C	21.1	B	13.7
4	Grady Ave & Beauregard Blvd	Roundabout	**Overall**	**C**	**15.7**	**B**	**13.5**
			EB	A	6.0	B	10.2
			WB	D	26.4	C	18.4
			NB	B	10.2	A	9.3
			SB	A	8.5	A	7.6
5	SR 54/W Lanier Ave & Lafayette Ave	Traffic Signal	**Overall**	**B**	**12.2**	**A**	**9.4**
			EB	A	0.7	A	0.9
			WB	B	16.9	B	13.1
			NB	D	49.6	D	45.4
			SB	D	49.1	D	44.0
6	SR 54/W Lanier Ave & Grady Ave/Sharon Dr	Traffic Signal	**Overall**	**F**	**135.3**	**E**	**58.3**
			EB	E	70.7	E	64.9
			WB	D	48.6	A	5.2
			NB	F	414.5	F	156.7
			SB	C	26.5	C	26.6
7	Grady Ave & Bradford Sq/Site Dwy Q	Side Street Stop Control	**Overall**	**C**	**23.4**	**A**	**7.4**
			EB	F	301.0	F	81.2
			WB	B	14.3	D	28.1
			NB L	F	155.0	B	10.3
			SB L	A	9.3	A	8.4
8	Grady Ave & Fayette LIFE Academy/ Spring Hill ES Dwy/Site Dwy R	Side Street Stop Control	**Overall**	**A**	**3.1**	**A**	**3.8**
			EB L+T+R	E	50.0	E	39.8
			WB L+T+R	D	30.1	D	31.4
			NB L	A	8.5	A	9.4
			SB L	A	9.7	A	8.6

Table 7: 2028 Build Capacity Analysis – Part 2

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
9	Grady Ave & Site Dwy S	Side Street Stop Control	**Overall**	**A**	**1.0**	**A**	**1.2**
			EB L	A	9.6	A	8.6
			SB L+R	D	26.8	C	24.4
10	City Center Pkwy & Site Dwy T	Side Street Stop Control	**Overall**	**A**	**2.9**	**A**	**2.7**
			EB L+R	A	9.0	A	9.0
			NB L	A	7.3	A	7.4
11	City Center Pkwy & Site Dwy U	Side Street Stop Control	**Overall**	**A**	**4.2**	**A**	**3.6**
			WB L	A	7.4	A	7.4
			NB L+R	A	9.2	A	9.2
12	City Center Pkwy & Site Dwy V	Side Street Stop Control	**Overall**	**A**	**3.2**	**A**	**3.0**
			WB L	A	7.4	A	7.3
			NB L+R	A	9.0	A	8.9
13	Grady Ave & Site Dwy W	Side Street Stop Control	**Overall**	**A**	**0.4**	**A**	**0.3**
			WB L+R	C	15.5	B	13.4
			SB L	A	9.9	A	8.6

As shown in Table 6, there is one additional instance of inadequate LOS during 2028 Build conditions at a study intersection detailed below. The Build analysis considers all appropriate intersection control and lane geometry at each of the proposed site driveways. Turn lane analysis for all site driveways and signalization of Intersections 1 and 7 are discussed in Sections C.6 and C.7, respectively.

Grady Avenue and Fayette LIFE Academy/Spring Hill Elementary School driveway/Site Driveway R

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

C.4. Queue Length Analysis

Queue length analysis was conducted for all intersection approaches with inadequate LOS E or F in Existing conditions 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 project-related queues are contained in the available full-width storage capacity in Existing conditions and are expected to still be contained in No-Build conditions. In Build conditions, the additional site traffic generated by the proposed development minimally contributes to the delays and queues at each intersection; however, none of the full-width storage capacities are expected to be breached in Build conditions.

Table 8 shows the queue lengths across all study scenarios for Existing geometric conditions.

Table 8: 50th and 95th Percentile Queue Length Analysis

ID	Intersection	Existing Traffic Control	Movement	Storage Length	2024 Existing				2028 No-Build				2028 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
2, 1	SR 85/92/S Glynn St & Beauregard Blvd (SR 85/92/S Glynn St & City Center Pkwy/Fisher Ave in 2028)	Side Street Stop Control	EB	-	76	78	135	154	70	131	137	229	122	215	210	248
6	SR 54/W Lanier Ave & Grady Ave/Sharon Dr	Traffic Signal	EBL	225	6	1	69	7	5	2	47	11	14	1	110	8
			EBT	-	231	158	349	250	229	175	343	278	322	190	556	289
			NBL	750	264	181	389	294	262	179	398	295	328	189	468	311
7	Grady Ave & Bradford Sq	Side Street Stop Control	EBL	-	54	26	121	71	51	41	134	115	90	71	197	191

C.5. 2028 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 LOS E for LOS F seen in Existing conditions, for No-Build conditions and Build conditions. The same improvements needed in 2028 No-Build conditions are sufficient for 2028 Build conditions, except at the existing intersection of Grady Avenue and Fayette LIFE Academy/Spring Hill Elementary School driveway, where Site Driveway R is proposed to align in 2028 Build conditions. The eastbound approach of Fayette LIFE Academy/Spring Hill Elementary School driveway is expected to worsen to LOS E during both peak hours during 2028 Build conditions.

The minimum required mitigations to achieve acceptable LOS in the No-Build scenario where project turning movement volume is expected is portrayed in Table 9 for each intersection. The minimum required mitigations to achieve acceptable LOS in the Build scenario where project turning movement volume is expected is portrayed in Table 10 for each intersection.

Table 9: 2028 No-Build Conditions Capacity Analysis – Mitigated

ID	Intersection	Mitigation Measure	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 85/92/S Glynn St & City Center Pkwy/ Fisher Ave	Traffic Signal	**Overall**	**B**	**12.2**	**A**	**7.0**
			EB	D	40.4	D	41.7
			WB	D	52.7	D	53.7
			NB	B	11.9	A	4.4
			SB	A	4.6	A	5.4
6	SR 54/W Lanier Ave & Grady Ave/Sharon Dr	1 NB L lane 1 NB L+T+R lane Split phasing on side streets	**Overall**	**C**	**21.3**	**C**	**28.7**
			EB	C	24.2	D	41.2
			WB	A	6.5	A	3.1
			NB	D	46.0	D	47.1
			SB	D	54.4	D	48.9
7	Grady Ave & Bradford Sq	Traffic Signal	**Overall**	**A**	**8.4**	**A**	**6.8**
			EB L	C	28.3	D	54.2
			EB R	C	29.4	D	48.5
			EB	**C**	**28.9**	**D**	**52.0**
			NB	A	4.1	A	1.9
			SB	A	4.5	A	3.2

Table 10: 2028 Build Conditions Capacity Analysis – Mitigated

ID	Intersection	Mitigation Measure	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 85/92/S Glynn St & City Center Pkwy/ Fisher Ave	Traffic Signal	**Overall**	**B**	**13.6**	**B**	**10.7**
			EB	D	39.5	D	40.6
			WB	D	52.7	D	53.7
			NB	B	13.0	B	10.7
			SB	A	5.5	A	6.6
6	SR 54/W Lanier Ave & Grady Ave/Sharon Dr	1 NB L lane 1 NB L+T+R lane Split phasing on side streets	**Overall**	**C**	**28.0**	**C**	**30.6**
			EB	C	27.4	D	41.3
			WB	B	13.9	A	4.3
			NB	D	53.2	D	51.9
			SB	D	54.0	D	48.4
7	Grady Ave & Bradford Sq/Site Dwy Q	Traffic Signal	**Overall**	**A**	**9.3**	**A**	**8.4**
			EB L	C	24.3	D	45.6
			EB R	C	22.5	D	43.5
			EB	**C**	**23.4**	**D**	**44.9**
			WB	C	20.6	D	45.8
			NB	A	5.8	A	2.9
			SB	A	7.2	A	4.5
8	Grady Ave & Fayette LIFE Academy/ Spring Hill ES Dwy/Site Dwy R	Single-Lane Roundabout	**Overall**	**A**	**9.8**	**A**	**9.2**
			EB	A	6.9	A	6.8
			WB	A	8.3	A	5.7
			NB	B	11.8	A	7.2
			SB	A	7.3	B	11.0

As shown in Tables 9 and 10, with the 2028 No-Build and Build conditions mitigated, the associated intersections and their movements would be expected to be restored to satisfactory LOS with the listed improvements.

C.6. Turn Lane Warrant Analysis

Turn lane analysis was conducted for the proposed development driveways along Grady Avenue and along City Center Parkway using the GDOT Regulations for Driveway and Encroachment Control Manual (Regulations), dated June 20, 2024. The results of the evaluation are summarized in Table 11.

The ADT data collected on Thursday, October 24, 2024, shows the average weekday traffic to be 13,011 vehicles per day along Grady Avenue, southeast of the Fayette LIFE Academy/Spring Hill Elementary School driveway. The speed limit on Grady Avenue is 35 miles per hour (MPH).

For the analysis, the speed limit on City Center Parkway was taken as 30 MPH.

The left-turn traffic on Grady Avenue is expected to exceed the threshold of 200 left-turn vehicles per day for Site Driveway Q, Site Driveway R, and Site Driveway S. The right-turn traffic on Grady Avenue is expected to exceed the threshold of 100 right-turn vehicles per day for Site Driveway Q, Site Driveway R, Site Driveway S, and Site Driveway W.

The left-turn traffic on City Center Parkway is not expected to exceed the threshold of 300 left-turn vehicles per day for any of the site driveways. The right-turn traffic on City Center Parkway is expected to exceed the threshold of 200 right-turn vehicles per day for Site Driveway U.

Table 11: GDOT Turn Lane Warrants

ID	Intersection	Movement/ Turn Lane	Turn Volume	GDOT Volume Criteria	GDOT Criteria met?
7	Grady Ave & Site Dwy Q	NB R	190 RT/Day	100 RT/Day	YES
		SB L	661 LT/Day	200 LT/Day	YES
8	Grady Ave & Site Dwy R	NB R	345 RT/Day	100 RT/Day	YES
		SB L	816 LT/Day	200 LT/Day	YES
9	Grady Ave & Site Dwy S	WB R	386 RT/Day	100 RT/Day	YES
		EB L	308 LT/Day	200 LT/Day	YES
10	City Center Pkwy & Site Dwy T	SB R	157 RT/Day	200 RT/Day	NO
		NB L	275 LT/Day	300 LT/Day	NO
11	City Center Pkwy & Site Dwy U	EB R	510 RT/Day	200 RT/Day	YES
		WB L	275 LT/Day	300 LT/Day	NO
12	City Center Pkwy & Site Dwy V	EB R	157 RT/Day	200 RT/Day	NO
		WB L	275 LT/Day	300 LT/Day	NO
13	Grady Ave & Site Dwy W	NB R	118 RT/Day	100 RT/Day	YES
		SB L	196 LT/Day	200 LT/Day	NO

As shown in Table 11, a right-turn deceleration lane is warranted at Site Driveways Q, R, S, and W along Grady Avenue and at Site Driveway U along City Center Parkway. A left-turn lane is warranted at Site Driveways Q, R, and S along Grady Avenue.

Site Driveways Q, R, and S along Grady Avenue each warrant a right-turn deceleration lane. Based on GDOT criteria for a 35 MPH roadway, the minimum right-turn deceleration lane length is 100 feet with a taper of 50 feet.

Site Driveway U along City Center Parkway warrants a right-turn deceleration lane. Based on GDOT criteria for a 30 MPH roadway, the minimum right-turn deceleration lane length is 100 feet with a taper of 50 feet.

Site Driveways Q, R, and S along City Center Parkway each warrant a left-turn lane. Based on GDOT criteria for a 35 MPH roadway, the minimum left-turn lane length is 215 feet with a taper of 50 feet, with either 125 feet or 250 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 11th edition of the Manual on Uniform Traffic Control Devices (MUTCD, 2023) for Build conditions with project traffic. The analysis uses the combined volumes on the main street and compares it to the minor street with the higher traffic volumes on an hour-by-hour basis. Warrants 1A, 1B were considered for the intersection of SR 85/92/South Glynn Street and City Center Parkway/Fisher Avenue, per GODT policy. Warrants 1A, 1B, and 2 were considered for the intersection of Grady Avenue and Bradford Square/Site Driveway Q. None of the other Warrants are applicable for these intersections. The speed limit on both SR 85/92/South Glynn Street and Grady Avenue is 35 MPH.

The warrant analysis for SR 85/92/South Glynn Street and City Center Parkway/Fisher Avenue are shown in Table 12 for 2028 Build conditions, which excludes the right-turning vehicles, per GDOT policy.

The warrant analysis for Grady Avenue and Bradford Square/Site Driveway Q are shown in Table 13 for 2028 Build conditions, which excludes the right-turning vehicles on Bradford Square.

Table 12: Signal Warrant Analysis Summary – SR 85/92/South Glynn Street and City Center Parkway/Fisher Avenue

Hour Beginning	SR 85/92	City Center Pkwy	WARRANT 1A Major Street Condition Met? Major>600 Minor>200	WARRANT 1B Major Street Condition Met? Major>900 Minor>100
	Combined Volume without Right Turns	Approach Volume without Right Turns		
6:00	800	125	NO	NO
7:00	1322	219	YES	YES
8:00	1595	220	YES	YES
9:00	1381	147	NO	YES
10:00	1501	119	NO	YES
11:00	1658	140	NO	YES
12:00	1812	132	NO	YES
13:00	1754	120	NO	YES
14:00	1808	168	NO	YES
15:00	1802	140	NO	YES
16:00	1902	158	NO	YES
17:00	1969	181	NO	YES
18:00	1677	155	NO	YES
Number of Hours Needed			8	8
Number of Hours Met			2	12

Table 13: Signal Warrant Analysis Summary – Grady Avenue and Bradford Square/Site Driveway Q

Hour Beginning	Grady Ave	Bradford Sq	WARRANT 1A Major Street Condition Met? Major>600 Minor>150	WARRANT 1B Major Street Condition Met? Major>900 Minor>75	WARRANT 2 Conditions Met?
	Combined Volume with Right Turns	Approach Volume without Right Turns			
6:00	550	10	NO	NO	
7:00	1293	97	NO	YES	YES
8:00	1206	106	NO	YES	YES
9:00	898	74	NO	NO	
10:00	955	88	NO	YES	
11:00	974	81	NO	YES	
12:00	1042	78	NO	YES	
13:00	1084	88	NO	YES	
14:00	1257	113	NO	YES	NO
15:00	1162	98	NO	YES	NO
16:00	1229	52	NO	NO	NO
17:00	1395	66	NO	NO	NO
18:00	1023	53	NO	NO	YES
Number of Hours Needed			8	8	4
Number of Hours Met			0	8	3

A traffic signal is generally considered to be justified if Warrants 1A or 1B volume requirements are met for any eight (8) or more hours of the day. The study intersection of SR 85/92/South Glynn Street and City Center Parkway/Fisher Avenue is expected to meet the requirements without right-turning vehicles for Warrant 1B for 2028 Build conditions only. The study intersection of Grady Avenue and Bradford Square/Site Driveway Q is expected to meet the requirements without right-turning vehicles on Bradford Square for Warrant 1B for 2028 Build conditions only.

The signal warrant analysis worksheets are contained in Appendix G.

Conclusions

Fayetteville City Center (DRI #4306) is proposed for construction along Grady Avenue and City Center Parkway in Fayetteville, Georgia. The proposed development will consist of 39 single-family detached units, 48 single-family attached units (townhomes), 700 multifamily units, a hotel with 120 rooms, 14,000 square feet of office space, and 46,000 square feet of shopping center space with a supermarket. The development will have seven (7) access points consisting of three full-access driveways on City Center Parkway and four full-access driveways on Grady Avenue, one of which is proposed to align with Bradford Square, and one of which is proposed to align with the Fayette LIFE Academy/Spring Hill Elementary School driveway.

Traffic operations at the study intersections are satisfactory at five of the eight study intersections in Existing conditions. However, inadequate LOS are present at the remaining three study intersections, and the conditions are expected to worsen as evidenced in the 2028 No-Build scenario due to the anticipated growth in the study area and reassignment of existing traffic due to programmed improvements. The programmed construction of City Center Parkway and associated realignment of Beauregard Boulevard to City Center Parkway in the form of a right-in/right-out intersection is expected to be complete by 2028. The new intersection of City Center Parkway and Beauregard Boulevard is expected to operate adequately; however, the intersection of SR 85/92/South Glynn Street and City Center Parkway/Fisher Avenue is expected to operate inadequately for both the eastbound and westbound approaches for both peak hours. No additional intersections or movements are expected to become inadequate in 2028 No-Build conditions.

The addition of project traffic is expected to have an impact on the traffic operations at the study intersections. For 2028 Build conditions, study intersections are expected to continue to operate at the same overall LOS when compared to 2028 No-Build conditions, except for the intersection of Grady Avenue and Fayette LIFE Academy/Spring Hill Elementary School driveway/Site Driveway R, in which the eastbound movement is expected to experience failing LOS during both peak hours.

A right-turn deceleration lane is warranted at Site Driveways Q, R, S, and W along Grady Avenue and at Site Driveway U along City Center Parkway. A left-turn lane is warranted at Site Driveways Q, R, and S along Grady Avenue.

Single-lane approaches are sufficient at each of the site driveways.

The study intersection of SR 85/92/South Glynn Street and City Center Parkway/Fisher Avenue is expected to warrant a traffic signal for 2028 Build conditions only.

The study intersection of Grady Avenue and Bradford Square/Site Driveway Q is expected to warrant a traffic signal for 2028 Build conditions only.

Recommendations

The following improvements related to site driveways are recommended:

Grady Avenue and Bradford Square/Site Driveway Q

- Install a traffic signal
- Install a southbound left-turn lane on Grady Avenue
- Install a northbound right-turn lane on Grady Avenue
- Install a northbound left-turn lane on Grady Avenue

Grady Avenue and Fayette LIFE Academy/Spring Hill Elementary School driveway/Site Driveway R

- Install a southbound left-turn lane on Grady Avenue
- Install a northbound right-turn lane on Grady Avenue
- Install a northbound left-turn lane on Grady Avenue

Grady Avenue and Site Driveway S

- Install an eastbound left-turn lane on Grady Avenue
- Install a westbound right-turn lane on Grady Avenue

Grady Avenue and Site Driveway W

- Install a southbound left-turn lane on Grady Avenue
- Install a northbound right-turn lane on Grady Avenue

City Center Parkway and Site Driveway U

- Install an eastbound right-turn lane on Grady Avenue

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

SR 85/92/South Glynn Street and City Center Parkway/Fisher Avenue

- Install a traffic signal
- Install an eastbound left-turn lane and an eastbound shared left/thru/right lane
- Install split signal phasing on the side streets of City Center Parkway and Fisher Avenue.

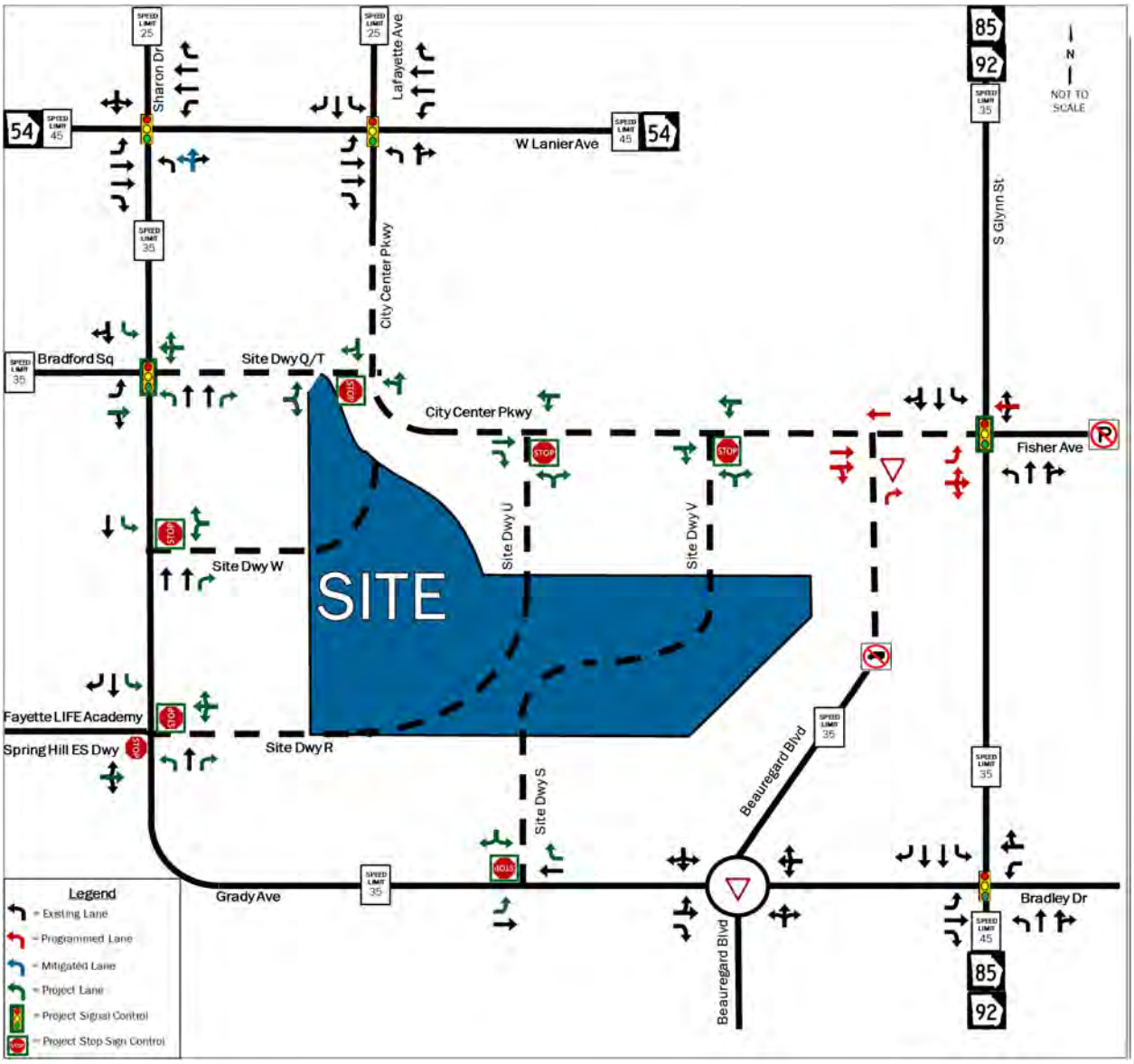
SR 54/West Lanier Avenue and Grady Avenue/Sharon Drive

- Install a northbound left-turn lane and a northbound shared left/thru/right lane
- Install split signal phasing on the side streets of Grady Avenue and Sharon Drive.

In the mitigation scenario for 2028 No-Build Conditions, signalization of the study intersections of SR 85/92/South Glynn Street and City Center Parkway/Fisher Avenue and Grady Avenue and Bradford Square are expected to provide adequate LOS at the study intersections. However, neither of these two study intersections are expected to warrant a traffic signal until 2028 Build conditions.

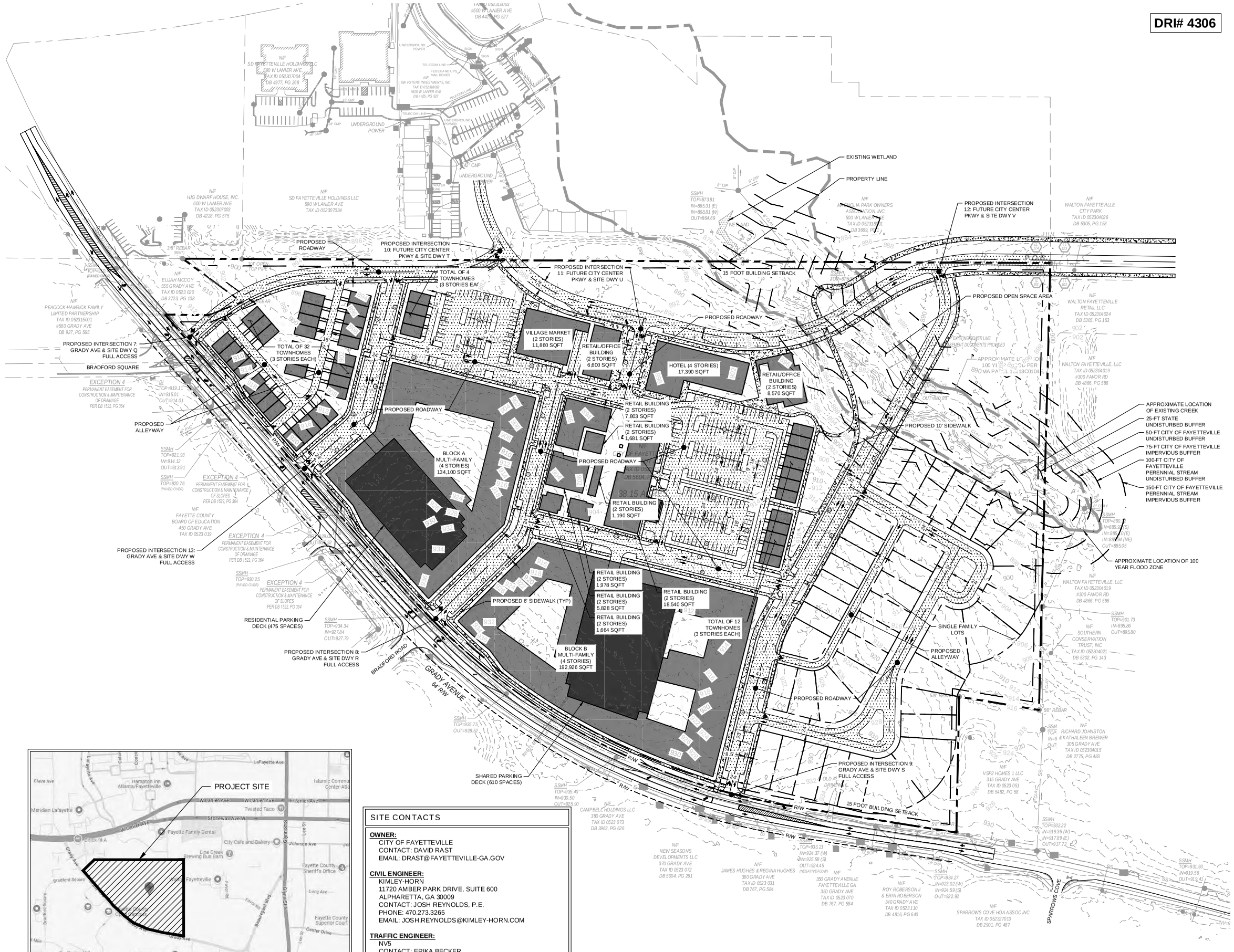
Figure 13 below shows existing lane geometry alongside all the programmed improvements for No-Build conditions and proposed project lane configurations for Build conditions to restore or preserve adequate LOS on approaches and for overall intersection operations.

Figure 13: Existing, Programmed, and Proposed Project Lane Geometries



APPENDIX A: Site Plan

DRI# 4306


PROPOSED ROADWAY
PROPOSED INTERSECTION 10: FUTURE CITY CENTER PKWY & SITE DWY T
PROPOSED INTERSECTION 11: FUTURE CITY CENTER PKWY & SITE DWY U
PROPOSED INTERSECTION 12: FUTURE CITY CENTER PKWY & SITE DWY V
EXISTING WETLAND
PROPERTY LINE
15 FOOT BUILDING SETBACK
TOTAL OF 4 TOWNHOMES (3 STORIES EA)
TOTAL OF 32 TOWNHOMES (3 STORIES EACH)
PROPOSED INTERSECTION 7: GRADY AVE & SITE DWY Q FULL ACCESS
BRADFORD SQUARE
PROPOSED ALLEYWAY
VILLAGE MARKET (2 STORIES) 11,860 SQFT
RETAIL/OFFICE BUILDING (2 STORIES) 6,600 SQFT
HOTEL (4 STORIES) 17,390 SQFT
RETAIL/OFFICE BUILDING (2 STORIES) 8,570 SQFT
RETAIL BUILDING (2 STORIES) 7,803 SQFT
RETAIL BUILDING (2 STORIES) 1,681 SQFT
BLOCK A MULTI-FAMILY (4 STORIES) 134,100 SQFT
RETAIL BUILDING (2 STORIES) 1,190 SQFT
RETAIL BUILDING (2 STORIES) 1,978 SQFT
RETAIL BUILDING (2 STORIES) 5,828 SQFT
RETAIL BUILDING (2 STORIES) 1,664 SQFT
RETAIL BUILDING (2 STORIES) 18,540 SQFT
TOTAL OF 12 TOWNHOMES (3 STORIES EACH)
PROPOSED 6' SIDEWALK (TYP)
BLOCK B MULTI-FAMILY (4 STORIES) 192,926 SQFT
PROPOSED INTERSECTION 13: GRADY AVE & SITE DWY W FULL ACCESS
RESIDENTIAL PARKING DECK (475 SPACES)
PROPOSED INTERSECTION 8: GRADY AVE & SITE DWY R FULL ACCESS
SHARED PARKING DECK (610 SPACES)
PROPOSED INTERSECTION 9: GRADY AVE & SITE DWY S FULL ACCESS
PROPOSED OPEN SPACE AREA
PROPOSED 10' SIDEWALK
SINGLE FAMILY LOTS
PROPOSED ALLEYWAY
APPROXIMATE LOCATION OF EXISTING CREEK
25-FT STATE UNDISTURBED BUFFER
50-FT CITY OF FAYETTEVILLE UNDISTURBED BUFFER
75-FT CITY OF FAYETTEVILLE IMPERVIOUS BUFFER
100-FT CITY OF FAYETTEVILLE PERENNIAL STREAM UNDISTURBED BUFFER
150-FT CITY OF FAYETTEVILLE PERENNIAL STREAM IMPERVIOUS BUFFER
APPROXIMATE LOCATION OF 100 YEAR FLOOD ZONE
GRADY AVENUE 64' R/W
BRADFORD ROAD
SPARROWS COVE
UNDERGROUND POWER
PROPOSED INTERSECTION 6: GRADY AVE & SITE DWY P FULL ACCESS
PROPOSED ROADWAY
PROPOSED ALLEYWAY
EXCEPTION 4 PERMANENT EASEMENT FOR CONSTRUCTION & MAINTENANCE OF DRAINAGE PER DB 1522, PG 364
EXCEPTION 4 PERMANENT EASEMENT FOR CONSTRUCTION & MAINTENANCE OF SLOPES PER DB 1522, PG 364
NIF SD FAYETTEVILLE HOLDINGS LLC 590 W LANIER AVE TAX ID 0523070034 DB 4977, PG 268
NIF HJG DWARF HOUSE, INC. 600 W LANIER AVE TAX ID 0523010003 DB 4228, PG 575
NIF ELIJAH MCCOY 555 GRADY AVE TAX ID 0523 020 DB 3723, PG 108
NIF PEACOCK-HAMRICK FAMILY LIMITED PARTNERSHIP TAX ID 0523105001 ll 560 GRADY AVE DB 927, PG 555
NIF FAYETTE COUNTY BOARD OF EDUCATION 450 GRADY AVE TAX ID 0523 019
NIF MISSOURA PARK OWNERS ASSOCIATION, INC 500 W LANIER AVE TAX ID 0523070033 DB 3369, PG 1
NIF WALTON FAYETTEVILLE CITY PARK TAX ID 0523040126 DB 5305, PG 158
NIF WALTON FAYETTEVILLE RETAIL LLC TAX ID 0523040124 DB 5305, PG 153
NIF WALTON FAYETTEVILLE, LLC TAX ID 0523040119 ll 300 FAVOR RD DB 4866, PG 586
NIF SOUTHERN CONSERVATION TRUST, INC TAX ID: 0523040121 DB 5302, PG 143
NIF RICHARD JOHNSTON & KATHALEEN BREWER 305 GRADY AVE TAX ID 0523040015 DB 2775, PG 483
NIF VSR2 HOMES 1 LLC 315 GRADY AVE TAX ID 0523 051 DB 5482, PG 58
NIF CAMPBELL HOLDINGS LLC 330 GRADY AVE TAX ID 0523 073 DB 3963, PG 626
NIF NEW SEASONS DEVELOPMENTS LLC 370 GRADY AVE TAX ID 0523 072 DB 5004, PG 261
NIF JAMES HUGHES & REGINA HUGHES 360 GRADY AVE TAX ID 0523 031 DB 787, PG 584
NIF 350 GRADY AVENUE FAYETTEVILLE GA 350 GRADY AVE TAX ID 0523 070 DB 767, PG 584
NIF ROY ROBERSON II & ERIN ROBERSON 340 GRADY AVE TAX ID 0523 110 DB 4816, PG 640
NIF SPARROWS COVE HOA ASSOC INC TAX ID 052327010 DB 2901, PG 467
SSMH TOP=921.93 IN=914.12 OUT=913.91
SSMH TOP=920.76 (PAVED OVER)
SSMH TOP=920.25 (PAVED OVER)
SSMH TOP=934.34 IN=927.84 OUT=927.79
SSMH TOP=935.75 OUT=928.55
SSMH TOP=935.40 IN=930.50 OUT=925.90
SSMH TOP=933.21 IN=924.37 (W) IN=925.58 (S) OUT=924.45 (NEGATIVE FLOW)
SSMH TOP=934.27 IN=924.03 (W) IN=924.59 (S) OUT=922.92
SSMH TOP=933.22 IN=919.36 (W) IN=917.89 (E) OUT=917.72
SSMH TOP=931.93 IN=919.56 OUT=919.47
SSMH TOP=930.73 IN=895.86 OUT=895.80
SSMH TOP=890 IN=885.35 (W) IN=885.64 (NE) OUT=885.05
SSMH TOP=919.11 IN=915.01 OUT=914.01
SSMH TOP=930.73 IN=865.31 (E) IN=868.81 (W) OUT=864.69
SSMH TOP=930.73 IN=895.86 OUT=895.80
SSMH TOP=930.73 IN=895.86 OUT=895.80
5/8" REBAR
5/8" REBAR
5/8" REBAR

DRI# 4306

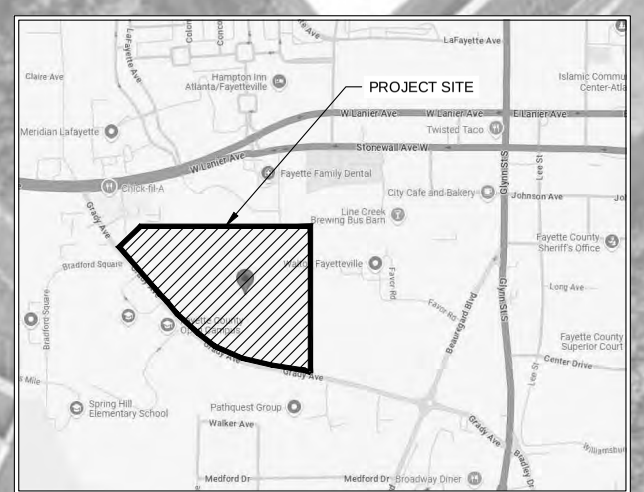
EXISTING WETLAND
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PROPOSED 10' SIDEWALK
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PROPOSED INTERSECTION 10: FUTURE CITY CENTER PKWY & SITE DWY T
PROPOSED INTERSECTION 11: FUTURE CITY CENTER PKWY & SITE DWY U
PROPOSED INTERSECTION 12: FUTURE CITY CENTER PKWY & SITE DWY V
PROPOSED INTERSECTION 7: GRADY AVE & SITE DWY Q FULL ACCESS
PROPOSED INTERSECTION 8: GRADY AVE & SITE DWY R FULL ACCESS
PROPOSED INTERSECTION 9: GRADY AVE & SITE DWY S FULL ACCESS
PROPOSED INTERSECTION 13: GRADY AVE & SITE DWY W FULL ACCESS

TOTAL OF 4 TOWNHOMES (3 STORIES EA)
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RESIDENTIAL PARKING DECK (475 SPACES)
SHARED PARKING DECK (610 SPACES)

BRADFORD SQUARE
BRADFORD ROAD
GRADY AVENUE 64' R/W
SPARROWS COVE

NIF PEACOCK-HAMRICK FAMILY LIMITED PARTNERSHIP TAX ID 0523 015001 #560 GRADY AVE DB 927, PG 565
NIF ELIJAH MCCOY 555 GRADY AVE TAX ID 0523 020 DB 3723, PG 358
NIF WALTON FAYETTEVILLE RETAIL LLC TAX ID 0523004024 DB 5305, PG 153
NIF WALTON FAYETTEVILLE, LLC TAX ID 0523004019 #300 FAVOR RD DB 4866, PG 586
NIF SOUTHERN CONSERVATION TRUST, INC. TAX ID 0523 04021 DB 5302, PG 143
NIF RICHARD JOHNSTON & KATHALEEN BREWER 305 GRADY AVE TAX ID 0523 04015 DB 2775, PG 483
NIF VSP2 HOMES 1 LLC 315 GRADY AVE TAX ID 0523 051 DB 5482, PG 56
NIF WALTON FAYETTEVILLE, LLC TAX ID 0523004019 #300 FAVOR RD DB 4866, PG 586
NIF FAYETTEVILLE CITY OF 330 GRADY AVE TAX ID 0523 04 DB 767, PG 53
NIF ROY ROBINSON & EMILY ROBINSON TAX ID 0523 04 DB 3119, PG 1
NIF SPARROWS COVE HOA ASSOC. TAX ID 0523 PLAT BOOK L, PG 87



LOCATION MAP
SCALE: N.T.S.

SITE CONTACTS

OWNER:
CITY OF FAYETTEVILLE
CONTACT: DAVID RAST
EMAIL: DRAST@FAYETTEVILLE-GA.GOV

CIVIL ENGINEER:
KIMLEY-HORN
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GA 30009
CONTACT: JOSH REYNOLDS, P.E.
PHONE: 470.273.3265
EMAIL: JOSH.REYNOLDS@KIMLEY-HORN.COM

TRAFFIC ENGINEER:
NV5
CONTACT: ERIKA BECKER
PHONE: 615.796.8424
EMAIL: ERIKA.BECKER@NV5.COM

MASTER PLANNER:
NELSON WORLDWIDE
CONTACT: JEREMY HULL
PHONE: 678.533.3240
EMAIL: JHULL@NELSONWW.COM

SITE DEVELOPMENT SUMMARY

SITE SUMMARY

CURRENT ZONING:	MO (MEDICAL OFFICE)	
PROPOSED ZONING:	DMU-MUC	
SITE AREA:	38.15	ACRES
IMPERVIOUS AREA:	23.59	ACRES (61.8%)
PERVIOUS AREA:	14.56	ACRES (38.2%)
TOTAL DISTURBED AREA:	32.62	ACRES
BUILDING SETBACK:		
FRONT:	15 FT	
SIDE:	10 FT	
BACK:	25 FT	

PROPOSED LAND USES & DENSITIES

MULTIFAMILY RESIDENTIAL	700 UNITS
RETAIL/MARKET	46,000 SF
HOTEL	120 ROOMS
OFFICE	14,000 SF
SINGLE FAMILY RESIDENTIAL	87 UNITS
DENSITY	10,718 SF PER ACRE
FLOOR AREA RATIO	0.25

PARKING SUMMARY

MINIMUM PARKING:	**0 SPACES** (TOTAL)
MAXIMUM PARKING:	
MULTIFAMILY (700 UNITS) (2 BEDROOMS PER UNIT)	(1.5/BEDROOM)
RETAIL (44,000 SF)	(1/250 SF)
HOTEL (120 ROOMS)	(1/ROOM)
OFFICE (21,000 SF)	(1/250 SF)
*TOWNHOMES (48 UNITS) (2 BEDROOMS PER UNIT)	(1.5/BEDROOM)
*SINGLE FAMILY LOTS (39 UNITS) (2 BEDROOMS PER UNIT)	(1.5/BEDROOM)
PROPOSED PARKING:	**1,495 SPACES** (TOTAL)
MULTIFAMILY PARKING DECKS	1,085 SPACES
RETAIL/HOTEL PARKING LOTS	232 SPACES
PUBLIC ON-STREET PARKING	178 SPACES

* DRIVEWAYS ARE ASSUMED PARKING FOR TOWNHOMES AND SINGLE FAMILY LOTS, AND NOT TAKEN INTO ACCOUNT FOR TOTAL REQUIRED PARKING

BICYCLE, CARVANPOOL AND EV PARKING WILL BE PROVIDED TO MEET OR EXCEED LOCAL CODE REQUIREMENTS

SITE NOTES

1. THE PROPOSED BUILDING INFORMATION SHOWN HEREON IS FROM AN ELECTRONIC FILE PROVIDED BY NELSON WORLDWIDE, DATED 11.11.2024 AND IS FOR ILLUSTRATIVE PURPOSES ONLY. CONTRACTOR SHALL REFERENCE ARCHITECTURAL PLANS FOR EXACT BUILDING INFORMATION.
2. EXISTING CONDITIONS SHOWN HEREON ARE FROM A SURVEY FILE PROVIDED BY FALCON DESIGN CONSULTANTS, DATED 08.30.2023.
3. ALL DIMENSIONS ARE FROM FACE OF CURB TO FACE OF CURB UNLESS OTHERWISE NOTED.
4. SIDEWALK INSTALLED AGAINST BACK OF CURB SHALL BE INSTALLED PER THE PLAN AS MEASURED FROM THE BACK OF CURB.
5. ALL SIGNAGE AND STRIPING MUST MEET THE LATEST REQUIREMENTS SET FORTH BY MUTCD, GDOT, AND GEORGIA STATE CODE.
6. REFERENCE LANDSCAPE PLANS FOR ALL HARDSCAPE AND LANDSCAPE DETAILS AND SPECIFICATIONS.

SITE NOTES

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

GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

811 Know what's below. Call before you dig.

PREPARED BY:
Kimley»Horn
PHONE 770.619.4280
11720 AMBER PARK DRIVE
PARKWAY 400, SUITE 600
ALPHARETTA, GEORGIA 30009
WWW.KIMLEY-HORN.COM
© KIMLEY-HORN AND ASSOCIATES, INC.

PREPARED FOR:
CITY OF FAYETTEVILLE

No.	ISSUANCE AND REVISION DESCRIPTIONS	DATE	BY
0	DRI SITE PLAN	12/10/2024	EWR

PROJECT
FAYETTEVILLE CITY CENTER
PARCEL NUMBER 0523 018
DISTRICT 02
335 GRADY AVE
FAYETTEVILLE, GA 30214

GSWCC NO. (LEVEL II)	0000057727
DRAWN BY	EWR
DESIGNED BY	JCR
REVIEWED BY	JCR
DATE	12/10/2024
PROJECT NO.	

TITLE
DRI SITE PLAN

SHEET NUMBER
C2.00

Drawing name: K:\ALP_PRJ\000_335 Grady Ave Mixed Use\CAD\Plansheets\C2.00 - DRI SITE PLAN.dwg C2.00 SITE PLAN - IMAGE Feb 03, 2025 4:56pm by: josh.reynolds

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

APPENDIX B: Traffic Count Data

Bi-Directional Class Count || NB EB 15min

Fayetteville, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Grady Ave,
south of Spring Hill Elementary School Dwy

Date
Thursday, October 24, 2024

Lat/Long
33.442427°, -84.464198°

Weather
Fair
70°F

Click here for Detailed Weather

Click here for Map

0000 - 2400 (Weekday 24h Session) (10-24-2024)
NB EB 15min

	Northbound (Movement 1.1)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0015 - 0030	0	3	0	0	0	1	0	0	0	0	0	0	0	**4**	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0045 - 0100	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**11**
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**4**
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0245 - 0300	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**4**
0300 - 0315	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0330 - 0345	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0345 - 0400	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**9**
0400 - 0415	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	
0415 - 0430	0	13	4	0	0	1	0	0	0	0	0	0	0	**18**	
0430 - 0445	0	15	3	0	0	0	0	0	0	0	0	0	0	**18**	
0445 - 0500	0	21	8	0	0	0	0	0	0	0	0	0	0	**29**	**71**
0500 - 0515	0	12	7	0	0	0	0	0	0	0	0	0	0	**19**	
0515 - 0530	0	20	8	0	0	0	0	0	0	0	0	0	0	**28**	
0530 - 0545	0	31	10	1	0	0	0	0	0	0	0	0	0	**42**	
0545 - 0600	0	38	11	0	0	0	0	0	0	0	0	0	0	**49**	**138**
0600 - 0615	0	34	10	0	0	0	0	0	0	0	0	0	0	**44**	
0615 - 0630	0	54	20	0	0	0	0	0	0	0	0	0	0	**74**	
0630 - 0645	0	75	22	0	1	0	0	0	0	0	0	0	0	**98**	
0645 - 0700	0	87	28	6	0	0	0	0	0	0	0	0	0	**121**	**337**
0700 - 0715	0	95	26	5	0	0	0	0	1	0	0	0	0	**127**	
0715 - 0730	0	124	22	1	2	0	0	0	0	0	0	0	0	**149**	
0730 - 0745	0	160	20	2	1	0	0	0	0	0	0	0	0	**183**	
0745 - 0800	1	153	21	1	1	0	0	0	0	0	0	0	0	**177**	**636**
0800 - 0815	0	118	27	1	1	0	0	0	0	0	0	0	0	**147**	
0815 - 0830	0	124	15	2	0	0	0	0	0	0	0	0	0	**141**	
0830 - 0845	0	130	26	3	1	0	0	0	0	0	0	0	0	**160**	
0845 - 0900	0	94	25	1	3	0	0	1	0	0	0	0	0	**124**	**572**
0900 - 0915	0	74	18	1	1	0	0	1	0	0	0	0	0	**95**	
0915 - 0930	0	67	18	0	0	0	0	0	0	0	0	0	0	**85**	
0930 - 0945	0	84	19	0	0	0	0	0	0	0	0	0	0	**103**	
0945 - 1000	0	88	17	0	4	0	0	0	0	0	0	0	0	**109**	**392**
1000 - 1015	0	72	19	0	0	1	0	0	0	0	0	0	0	**92**	
1015 - 1030	0	78	11	0	0	3	0	0	1	0	0	0	0	**93**	
1030 - 1045	0	69	14	0	3	1	0	0	0	0	0	0	0	**87**	
1045 - 1100	0	85	15	0	2	1	0	0	0	0	0	0	0	**103**	**375**
1100 - 1115	0	75	28	0	1	0	0	0	0	0	0	0	0	**104**	
1115 - 1130	0	67	15	1	2	0	0	0	0	0	0	0	0	**85**	
1130 - 1145	0	72	12	1	2	0	0	0	0	0	0	0	0	**87**	
1145 - 1200	0	73	22	2	1	0	0	0	1	0	0	0	0	**99**	**375**
1200 - 1215	0	70	23	0	1	0	0	0	0	0	0	0	0	**94**	
1215 - 1230	0	85	17	0	0	0	0	0	0	0	0	0	0	**102**	
1230 - 1245	1	81	22	0	1	1	0	0	0	0	0	0	0	**106**	
1245 - 1300	1	89	13	0	2	0	0	0	0	0	0	0	0	**105**	**407**
1300 - 1315	0	92	16	1	2	1	0	0	0	0	0	0	0	**112**	
1315 - 1330	0	81	19	0	2	0	0	0	1	0	0	0	0	**103**	
1330 - 1345	0	89	15	0	1	1	0	0	1	0	0	0	0	**107**	
1345 - 1400	0	105	14	2	0	1	0	0	0	0	0	0	0	**122**	**444**
1400 - 1415	1	100	14	11	4	1	0	0	1	0	0	0	0	**132**	
1415 - 1430	0	83	27	1	2	1	0	0	0	0	0	0	0	**114**	
1430 - 1445	0	96	14	0	3	1	0	0	0	0	0	0	0	**114**	
1445 - 1500	0	89	12	1	2	0	0	1	0	0	0	0	0	**105**	**465**
1500 - 1515	0	84	17	2	0	0	0	0	0	0	0	0	0	**103**	
1515 - 1530	0	78	13	0	2	0	0	0	0	0	0	0	0	**93**	
1530 - 1545	0	67	14	1	3	0	0	0	1	0	0	0	0	**86**	
1545 - 1600	0	84	15	0	2	0	0	0	0	0	0	0	0	**101**	**383**
1600 - 1615	0	88	23	0	0	0	0	0	0	0	0	0	0	**111**	
1615 - 1630	0	71	17	1	0	0	0	0	0	0	0	0	0	**89**	
1630 - 1645	0	72	17	0	0	0	0	0	0	0	0	0	0	**89**	
1645 - 1700	0	79	18	0	1	0	0	0	0	0	0	0	0	**98**	**387**
1700 - 1715	0	86	17	0	0	0	0	0	0	0	0	0	0	**103**	
1715 - 1730	0	85	21	0	0	0	0	0	0	0	0	0	0	**106**	
1730 - 1745	0	104	17	0	0	0	0	0	0	0	0	0	0	**121**	
1745 - 1800	0	88	11	0	0	0	0	0	0	0	0	0	0	**99**	**429**
1800 - 1815	0	100	11	0	2	0	0	0	0	0	0	0	0	**113**	
1815 - 1830	0	81	10	0	0	0	0	0	0	0	0	0	0	**91**	
1830 - 1845	0	97	8	0	0	0	0	0	0	0	0	0	0	**105**	
1845 - 1900	0	82	11	0	0	0	0	0	0	0	0	0	0	**93**	**402**
1900 - 1915	0	61	12	0	0	0	0	0	0	0	0	0	0	**73**	
1915 - 1930	0	48	7	0	1	0	0	0	0	0	0	0	0	**56**	
1930 - 1945	0	59	9	0	0	0	0	0	0	0	0	0	0	**68**	
1945 - 2000	0	43	0	0	0	0	0	0	0	0	0	0	0	**43**	**240**
2000 - 2015	0	49	0	0	0	0	0	0	0	0	0	0	0	**49**	
2015 - 2030	0	47	0	0	0	0	0	0	0	0	0	0	0	**47**	
2030 - 2045	0	32	0	0	0	0	0	0	0	0	0	0	0	**32**	
2045 - 2100	0	29	0	0	0	0	0	0	0	0	0	0	0	**29**	**157**
2100 - 2115	0	20	4	0	0	0	0	0	0	0	0	0	0	**24**	
2115 - 2130	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	
2130 - 2145	0	22	2	0	0	0	0	0	0	0	0	0	0	**24**	
2145 - 2200	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**	**74**
2200 - 2215	0	16	3	0	0	0	0	0	0	0	0	0	0	**19**	
2215 - 2230	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	
2230 - 2245	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**	
2245 - 2300	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**50**
2300 - 2315	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
2315 - 2330	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	
2330 - 2345	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	
2345 - 0000	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**20**

Session Total	4	5241	1007	48	57	15	0	3	7	0	0	0	0	**6382**
Session Average	0.04	54.59	10.49	0.50	0.59	0.16	0.00	0.03	0.07	0.00	0.00	0.00	0.00	**66.48**
Session Percentage	0.06	82.12	15.78	0.75	0.89	0.24	0.00	0.05	0.11	0.00	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0715 - 0815	0630 - 0730	0645 - 0745	0945 - 1045	0945 - 1045	-	0815 - 0915	0615 - 0715	-	-	-	-	**0715 - 0815**
AM Peak Volume	1	555	98	14	7	5	0	2	1	0	0	0	0	**656**

Noon Peak Hour	1200 - 1300	1345 - 1445	1145 - 1245	1330 - 1430	1400 - 1500	1000 - 1100	-	1400 - 1500	1315 - 1415	-	-	-	-	**1345 - 1445**
Noon Peak Volume	2	384	84	14	11	6	0	1	3	0	0	0	0	**482**

PM Peak Hour	-	1715 - 1815	1600 - 1700	1500 - 1600	1500 - 1600	-	-	-	1500 - 1600	-	-	-	-	**1715 - 1815**
PM Peak Volume	0	377	75	3	7	0	0	0	1	0	0	0	0	**439**

Bi-Directional Class Count || SB WB 15min

Fayetteville, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Grady Ave,
south of Spring Hill Elementary School Dwy

Date
Thursday, October 24, 2024

Lat/Long
33.442427°, -84.464198°

Weather
Fair
70°F

Click here for Detailed Weather

Click here for Map

0000 - 2400 (Weekday 24h Session) (10-24-2024)
SB WB 15min

	Southbound (Movement 1.2)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
0015 - 0030	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0045 - 0100	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	**20**
0100 - 0115	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0130 - 0145	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**10**
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**4**
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0315 - 0330	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**	
0330 - 0345	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**9**
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0415 - 0430	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**	
0430 - 0445	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0445 - 0500	0	2	0	0	0	0	0	0	1	0	0	0	0	**3**	**9**
0500 - 0515	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0515 - 0530	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**	
0530 - 0545	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	
0545 - 0600	0	10	2	0	0	1	0	0	0	0	0	0	0	**13**	**33**
0600 - 0615	0	12	4	1	0	0	0	0	0	0	0	0	0	**17**	
0615 - 0630	0	16	4	0	0	0	0	0	0	0	0	0	0	**20**	
0630 - 0645	0	18	3	0	0	2	0	0	0	0	0	0	0	**23**	
0645 - 0700	0	25	6	0	0	0	0	0	0	0	0	0	0	**31**	**91**
0700 - 0715	0	36	10	0	0	0	0	0	0	0	0	0	0	**46**	
0715 - 0730	0	98	18	6	2	0	0	0	1	0	0	0	0	**125**	
0730 - 0745	0	104	16	2	1	0	0	0	1	0	0	0	0	**124**	
0745 - 0800	0	58	9	3	1	0	0	0	0	0	0	0	0	**71**	**366**
0800 - 0815	0	69	15	0	0	0	0	0	0	0	0	0	0	**84**	
0815 - 0830	0	82	11	2	3	0	0	0	0	0	0	0	0	**98**	
0830 - 0845	0	65	10	5	1	1	0	0	0	0	0	0	0	**82**	
0845 - 0900	0	66	17	3	2	1	0	0	0	0	0	0	0	**89**	**353**
0900 - 0915	0	51	15	0	2	0	0	0	0	0	0	0	0	**68**	
0915 - 0930	0	52	19	0	0	0	0	0	1	0	0	0	0	**72**	
0930 - 0945	0	58	13	0	1	0	0	0	0	0	0	0	0	**72**	
0945 - 1000	0	63	18	0	0	0	0	0	0	0	0	0	0	**81**	**293**
1000 - 1015	0	69	16	0	1	0	0	1	0	0	0	0	0	**87**	
1015 - 1030	0	58	20	1	2	0	0	0	0	0	0	0	0	**81**	
1030 - 1045	0	70	19	3	3	1	0	0	0	0	0	0	0	**96**	
1045 - 1100	0	80	21	0	2	1	0	0	0	0	0	0	0	**104**	**368**
1100 - 1115	0	75	20	1	2	1	0	1	0	0	0	0	0	**100**	
1115 - 1130	0	63	22	1	4	0	0	0	2	0	0	0	0	**92**	
1130 - 1145	0	87	28	0	1	1	0	0	0	0	0	0	0	**117**	
1145 - 1200	0	88	24	0	2	0	0	0	0	0	0	0	0	**114**	**423**
1200 - 1215	0	92	28	0	1	0	0	0	0	0	0	0	0	**121**	
1215 - 1230	0	83	20	0	4	0	0	0	1	0	0	0	0	**108**	
1230 - 1245	0	79	20	1	3	0	0	1	0	0	0	0	0	**104**	
1245 - 1300	0	65	22	0	4	0	0	0	0	0	0	0	0	**91**	**424**
1300 - 1315	1	81	21	0	0	0	0	1	0	0	0	0	0	**104**	
1315 - 1330	0	74	18	0	0	0	0	0	0	0	0	0	0	**92**	
1330 - 1345	0	88	24	0	4	0	0	0	0	0	0	0	0	**116**	
1345 - 1400	0	79	14	1	2	0	0	0	0	0	0	0	0	**96**	**408**
1400 - 1415	1	108	33	0	2	4	0	0	0	0	0	0	0	**148**	
1415 - 1430	0	106	20	4	3	1	0	0	0	0	0	0	0	**134**	
1430 - 1445	0	127	24	13	2	1	0	1	1	0	0	0	0	**169**	
1445 - 1500	0	93	21	0	5	4	0	0	0	0	0	0	0	**123**	**574**
1500 - 1515	1	111	19	1	3	0	1	0	0	0	0	0	0	**136**	
1515 - 1530	0	121	32	0	2	1	0	0	0	0	0	0	0	**156**	
1530 - 1545	0	113	24	4	0	1	0	0	0	0	0	0	0	**142**	
1545 - 1600	0	113	25	1	2	2	0	0	0	0	0	0	0	**143**	**577**
1600 - 1615	0	108	38	1	3	0	0	0	0	0	0	0	0	**150**	
1615 - 1630	0	135	22	2	1	1	0	0	0	0	0	0	0	**161**	
1630 - 1645	1	129	29	0	0	0	0	0	0	0	0	0	0	**159**	
1645 - 1700	0	146	19	0	3	1	0	0	0	0	0	0	0	**169**	**639**
1700 - 1715	0	170	26	0	0	0	0	0	0	0	0	0	0	**196**	
1715 - 1730	0	147	21	0	0	1	0	0	0	0	0	0	0	**169**	
1730 - 1745	2	114	23	0	0	0	0	0	0	0	0	0	0	**139**	
1745 - 1800	0	113	14	0	0	0	0	0	0	0	0	0	0	**127**	**631**
1800 - 1815	0	110	25	0	1	0	0	0	0	0	0	0	0	**136**	
1815 - 1830	0	87	12	0	3	0	0	0	0	0	0	0	0	**102**	
1830 - 1845	0	89	11	0	0	0	0	0	0	0	0	0	0	**100**	
1845 - 1900	0	66	13	0	1	0	0	0	0	0	0	0	0	**80**	**418**
1900 - 1915	0	92	7	0	0	0	0	0	0	0	0	0	0	**99**	
1915 - 1930	0	146	17	0	1	0	0	1	0	0	0	0	0	**165**	
1930 - 1945	0	173	16	0	0	0	0	0	0	0	0	0	0	**189**	
1945 - 2000	0	83	5	0	0	1	0	0	0	0	0	0	0	**89**	**542**
2000 - 2015	0	51	6	0	0	0	0	0	0	0	0	0	0	**57**	
2015 - 2030	0	53	7	0	0	0	0	0	0	0	0	0	0	**60**	
2030 - 2045	0	43	6	0	0	0	0	0	0	0	0	0	0	**49**	
2045 - 2100	0	35	3	0	0	0	0	0	0	0	0	0	0	**38**	**204**
2100 - 2115	0	33	4	0	0	0	0	0	0	0	0	0	0	**37**	
2115 - 2130	0	32	4	0	0	0	0	0	0	0	0	0	0	**36**	
2130 - 2145	0	22	2	0	0	0	0	0	0	0	0	0	0	**24**	
2145 - 2200	0	33	3	0	0	0	0	0	0	0	0	0	0	**36**	**133**
2200 - 2215	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**	
2215 - 2230	0	15	3	0	0	0	0	0	0	0	0	0	0	**18**	
2230 - 2245	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	
2245 - 2300	0	10	4	0	0	0	0	0	0	0	0	0	0	**14**	**56**
2300 - 2315	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**	
2315 - 2330	0	11	4	0	0	0	0	0	0	0	0	0	0	**15**	
2330 - 2345	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	
2345 - 0000	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	**44**

Session Total	6	5353	1089	56	83	27	1	6	8	0	0	0	0	**6629**
Session Average	0.06	55.76	11.34	0.58	0.86	0.28	0.01	0.06	0.08	0.00	0.00	0.00	0.00	**69.05**
Session Percentage	0.09	80.75	16.43	0.84	1.25	0.41	0.02	0.09	0.12	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0715 - 0815	0945 - 1045	0700 - 0800	0815 - 0915	0545 - 0645	-	0915 - 1015	0645 - 0745	-	-	-	-	**0715 - 0815**
AM Peak Volume	0	329	73	11	8	3	0	1	2	0	0	0	0	**404**

Noon Peak Hour	1215 - 1315	1430 - 1530	1115 - 1215	1345 - 1445	1415 - 1515	1400 - 1500	1415 - 1515	1215 - 1315	1030 - 1130	-	-	-	-	**1430 - 1530**
Noon Peak Volume	1	452	102	18	13	10	1	2	2	0	0	0	0	**584**

PM Peak Hour	1645 - 1745	1630 - 1730	1515 - 1615	1530 - 1630	1500 - 1600	1500 - 1600	1500 - 1600	1830 - 1930	-	-	-	-	-	**1630 - 1730**
PM Peak Volume	2	592	119	8	7	4	1	1	0	0	0	0	0	**693**

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

Fayetteville, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Grady Ave,
south of Spring Hill Elementary School Dwy

Date
Thursday, October 24, 2024

Lat/Long
33.442427°, -84.464198°

Weather
Fair
70°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (10-24-2024)
Bi-Directional 15min

	Bi-Directional 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	
0015 - 0030	0	7	1	0	1	1	0	0	0	0	0	0	0	**10**	
0030 - 0045	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0045 - 0100	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**	**31**
0100 - 0115	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0130 - 0145	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**14**
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0215 - 0230	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0245 - 0300	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**8**
0300 - 0315	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0315 - 0330	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**	
0330 - 0345	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	
0345 - 0400	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**18**
0400 - 0415	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	
0415 - 0430	0	14	4	0	1	1	0	0	0	0	0	0	0	**20**	
0430 - 0445	0	17	3	0	0	0	0	0	0	0	0	0	0	**20**	
0445 - 0500	0	23	8	0	0	0	0	0	1	0	0	0	0	**32**	**80**
0500 - 0515	0	14	7	0	0	0	0	0	0	0	0	0	0	**21**	
0515 - 0530	0	27	11	0	0	0	0	0	0	0	0	0	0	**38**	
0530 - 0545	0	37	12	1	0	0	0	0	0	0	0	0	0	**50**	
0545 - 0600	0	48	13	0	0	1	0	0	0	0	0	0	0	**62**	**171**
0600 - 0615	0	46	14	1	0	0	0	0	0	0	0	0	0	**61**	
0615 - 0630	0	70	24	0	0	0	0	0	0	0	0	0	0	**94**	
0630 - 0645	0	93	25	0	1	2	0	0	0	0	0	0	0	**121**	
0645 - 0700	0	112	34	6	0	0	0	0	0	0	0	0	0	**152**	**428**
0700 - 0715	0	131	36	5	0	0	0	0	1	0	0	0	0	**173**	
0715 - 0730	0	222	40	7	4	0	0	0	1	0	0	0	0	**274**	
0730 - 0745	0	264	36	4	2	0	0	0	1	0	0	0	0	**307**	
0745 - 0800	1	211	30	4	2	0	0	0	0	0	0	0	0	**248**	**1002**
0800 - 0815	0	187	42	1	1	0	0	0	0	0	0	0	0	**231**	
0815 - 0830	0	206	26	4	3	0	0	0	0	0	0	0	0	**239**	
0830 - 0845	0	195	36	8	2	1	0	0	0	0	0	0	0	**242**	
0845 - 0900	0	160	42	4	5	1	0	1	0	0	0	0	0	**213**	**925**
0900 - 0915	0	125	33	1	3	0	0	1	0	0	0	0	0	**163**	
0915 - 0930	0	119	37	0	0	0	0	0	1	0	0	0	0	**157**	
0930 - 0945	0	142	32	0	1	0	0	0	0	0	0	0	0	**175**	
0945 - 1000	0	151	35	0	4	0	0	0	0	0	0	0	0	**190**	**685**
1000 - 1015	0	141	35	0	1	1	0	1	0	0	0	0	0	**179**	
1015 - 1030	0	136	31	1	2	3	0	0	1	0	0	0	0	**174**	
1030 - 1045	0	139	33	3	6	2	0	0	0	0	0	0	0	**183**	
1045 - 1100	0	165	36	0	4	2	0	0	0	0	0	0	0	**207**	**743**
1100 - 1115	0	150	48	1	3	1	0	1	0	0	0	0	0	**204**	
1115 - 1130	0	130	37	2	6	0	0	0	2	0	0	0	0	**177**	
1130 - 1145	0	159	40	1	3	1	0	0	0	0	0	0	0	**204**	
1145 - 1200	0	161	46	2	3	0	0	0	1	0	0	0	0	**213**	**798**
1200 - 1215	0	162	51	0	2	0	0	0	0	0	0	0	0	**215**	
1215 - 1230	0	168	37	0	4	0	0	0	1	0	0	0	0	**210**	
1230 - 1245	1	160	42	1	4	1	0	1	0	0	0	0	0	**210**	
1245 - 1300	1	154	35	0	6	0	0	0	0	0	0	0	0	**196**	**831**
1300 - 1315	1	173	37	1	2	1	0	1	0	0	0	0	0	**216**	
1315 - 1330	0	155	37	0	2	0	0	0	1	0	0	0	0	**195**	
1330 - 1345	0	177	39	0	5	1	0	0	1	0	0	0	0	**223**	
1345 - 1400	0	184	28	3	2	1	0	0	0	0	0	0	0	**218**	**852**
1400 - 1415	2	208	47	11	6	5	0	0	1	0	0	0	0	**280**	
1415 - 1430	0	189	47	5	5	2	0	0	0	0	0	0	0	**248**	
1430 - 1445	0	223	38	13	5	2	0	1	1	0	0	0	0	**283**	
1445 - 1500	0	182	33	1	7	4	0	1	0	0	0	0	0	**228**	**1039**
1500 - 1515	1	195	36	3	3	0	1	0	0	0	0	0	0	**239**	
1515 - 1530	0	199	45	0	4	1	0	0	0	0	0	0	0	**249**	
1530 - 1545	0	180	38	5	3	1	0	0	1	0	0	0	0	**228**	
1545 - 1600	0	197	40	1	4	2	0	0	0	0	0	0	0	**244**	**960**
1600 - 1615	0	196	61	1	3	0	0	0	0	0	0	0	0	**261**	
1615 - 1630	0	206	39	3	1	1	0	0	0	0	0	0	0	**250**	
1630 - 1645	1	201	46	0	0	0	0	0	0	0	0	0	0	**248**	
1645 - 1700	0	225	37	0	4	1	0	0	0	0	0	0	0	**267**	**1026**
1700 - 1715	0	256	43	0	0	0	0	0	0	0	0	0	0	**299**	
1715 - 1730	0	232	42	0	0	1	0	0	0	0	0	0	0	**275**	
1730 - 1745	2	218	40	0	0	0	0	0	0	0	0	0	0	**260**	
1745 - 1800	0	201	25	0	0	0	0	0	0	0	0	0	0	**226**	**1060**
1800 - 1815	0	210	36	0	3	0	0	0	0	0	0	0	0	**249**	
1815 - 1830	0	168	22	0	3	0	0	0	0	0	0	0	0	**193**	
1830 - 1845	0	186	19	0	0	0	0	0	0	0	0	0	0	**205**	
1845 - 1900	0	148	24	0	1	0	0	0	0	0	0	0	0	**173**	**820**
1900 - 1915	0	153	19	0	0	0	0	0	0	0	0	0	0	**172**	
1915 - 1930	0	194	24	0	2	0	0	1	0	0	0	0	0	**221**	
1930 - 1945	0	232	25	0	0	0	0	0	0	0	0	0	0	**257**	
1945 - 2000	0	126	5	0	0	1	0	0	0	0	0	0	0	**132**	**782**
2000 - 2015	0	100	6	0	0	0	0	0	0	0	0	0	0	**106**	
2015 - 2030	0	100	7	0	0	0	0	0	0	0	0	0	0	**107**	
2030 - 2045	0	75	6	0	0	0	0	0	0	0	0	0	0	**81**	
2045 - 2100	0	64	3	0	0	0	0	0	0	0	0	0	0	**67**	**361**
2100 - 2115	0	53	8	0	0	0	0	0	0	0	0	0	0	**61**	
2115 - 2130	0	40	4	0	0	0	0	0	0	0	0	0	0	**44**	
2130 - 2145	0	44	4	0	0	0	0	0	0	0	0	0	0	**48**	
2145 - 2200	0	50	4	0	0	0	0	0	0	0	0	0	0	**54**	**207**
2200 - 2215	0	28	5	0	0	0	0	0	0	0	0	0	0	**33**	
2215 - 2230	0	22	4	0	0	0	0	0	0	0	0	0	0	**26**	
2230 - 2245	0	21	3	0	0	0	0	0	0	0	0	0	0	**24**	
2245 - 2300	0	19	4	0	0	0	0	0	0	0	0	0	0	**23**	**106**
2300 - 2315	0	12	3	0	0	0	0	0	0	0	0	0	0	**15**	
2315 - 2330	0	18	4	0	0	0	0	0	0	0	0	0	0	**22**	
2330 - 2345	0	15	2	0	0	0	0	0	0	0	0	0	0	**17**	
2345 - 0000	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	**64**

Session Total	10	10594	2096	104	140	42	1	9	15	0	0	0	0	**13011**
Session Average	0.10	110.35	21.83	1.08	1.46	0.44	0.01	0.09	0.16	0.00	0.00	0.00	0.00	**135.53**
Session Percentage	0.08	81.42	16.11	0.80	1.08	0.32	0.01	0.07	0.12	0.00	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0715 - 0815	0715 - 0815	0645 - 0745	0815 - 0915	0945 - 1045	-	0815 - 0915	0645 - 0745	-	-	-	-	**0715 - 0815**
AM Peak Volume	1	884	148	22	13	6	0	2	3	0	0	0	0	**1060**

Noon Peak Hour	1215 - 1315	1345 - 1445	1145 - 1245	1345 - 1445	1400 - 1500	1400 - 1500	1415 - 1515	1215 - 1315	1100 - 1200	-	-	-	-	**1400 - 1500**
Noon Peak Volume	3	804	176	32	23	13	1	2	3	0	0	0	0	**1039**

PM Peak Hour	1645 - 1745	1645 - 1745	1545 - 1645	1530 - 1630	1500 - 1600	1500 - 1600	1500 - 1600	1830 - 1930	1500 - 1600	-	-	-	-	**1645 - 1745**
PM Peak Volume	2	931	186	10	14	4	1	1	1	0	0	0	0	**1101**

Bi-Directional Class Count || Volume Summary 15min

Fayetteville, GA

Marr Traffic DATA COLLECTION

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Site 1

Grady Ave,
south of Spring Hill Elementary School Dwy

Date

Thursday, October 24, 2024

Lat/Long

33.442427°, -84.464198°

Weather

Fair
70°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (10-24-2024)

Volume Summary 15min

TIME	Volume Summary 15min		15min Total	60min Total
	NB	SB		
0000 - 0015	1	5	**6**	
0015 - 0030	4	6	**10**	
0030 - 0045	1	1	**2**	
0045 - 0100	5	8	**13**	**31**
0100 - 0115	1	4	**5**	
0115 - 0130	1	1	**2**	
0130 - 0145	2	3	**5**	
0145 - 0200	0	2	**2**	**14**
0200 - 0215	0	1	**1**	
0215 - 0230	2	1	**3**	
0230 - 0245	0	2	**2**	
0245 - 0300	2	0	**2**	**8**
0300 - 0315	3	0	**3**	
0315 - 0330	0	6	**6**	
0330 - 0345	3	3	**6**	
0345 - 0400	3	0	**3**	**18**
0400 - 0415	6	2	**8**	
0415 - 0430	18	2	**20**	
0430 - 0445	18	2	**20**	
0445 - 0500	29	3	**32**	**80**
0500 - 0515	19	2	**21**	
0515 - 0530	28	10	**38**	
0530 - 0545	42	8	**50**	
0545 - 0600	49	13	**62**	**171**
0600 - 0615	44	17	**61**	
0615 - 0630	74	20	**94**	
0630 - 0645	98	23	**121**	
0645 - 0700	121	31	**152**	**428**
0700 - 0715	127	46	**173**	
0715 - 0730	149	125	**274**	
0730 - 0745	183	124	**307**	
0745 - 0800	177	71	**248**	**1002**
0800 - 0815	147	84	**231**	
0815 - 0830	141	98	**239**	
0830 - 0845	160	82	**242**	
0845 - 0900	124	89	**213**	**925**
0900 - 0915	95	68	**163**	
0915 - 0930	85	72	**157**	
0930 - 0945	103	72	**175**	
0945 - 1000	109	81	**190**	**685**
1000 - 1015	92	87	**179**	
1015 - 1030	93	81	**174**	
1030 - 1045	87	96	**183**	
1045 - 1100	103	104	**207**	**743**
1100 - 1115	104	100	**204**	
1115 - 1130	85	92	**177**	
1130 - 1145	87	117	**204**	
1145 - 1200	99	114	**213**	**798**

Time	Volume Summary 15min		15min Total	60min Total
	NB	SB		
1200 - 1215	94	121	**215**	
1215 - 1230	102	108	**210**	
1230 - 1245	106	104	**210**	
1245 - 1300	105	91	**196**	**831**
1300 - 1315	112	104	**216**	
1315 - 1330	103	92	**195**	
1330 - 1345	107	116	**223**	
1345 - 1400	122	96	**218**	**852**
1400 - 1415	132	148	**280**	
1415 - 1430	114	134	**248**	
1430 - 1445	114	169	**283**	
1445 - 1500	105	123	**228**	**1039**
1500 - 1515	103	136	**239**	
1515 - 1530	93	156	**249**	
1530 - 1545	86	142	**228**	
1545 - 1600	101	143	**244**	**960**
1600 - 1615	111	150	**261**	
1615 - 1630	89	161	**250**	
1630 - 1645	89	159	**248**	
1645 - 1700	98	169	**267**	**1026**
1700 - 1715	103	196	**299**	
1715 - 1730	106	169	**275**	
1730 - 1745	121	139	**260**	
1745 - 1800	99	127	**226**	**1060**
1800 - 1815	113	136	**249**	
1815 - 1830	91	102	**193**	
1830 - 1845	105	100	**205**	
1845 - 1900	93	80	**173**	**820**
1900 - 1915	73	99	**172**	
1915 - 1930	56	165	**221**	
1930 - 1945	68	189	**257**	
1945 - 2000	43	89	**132**	**782**
2000 - 2015	49	57	**106**	
2015 - 2030	47	60	**107**	
2030 - 2045	32	49	**81**	
2045 - 2100	29	38	**67**	**361**
2100 - 2115	24	37	**61**	
2115 - 2130	8	36	**44**	
2130 - 2145	24	24	**48**	
2145 - 2200	18	36	**54**	**207**
2200 - 2215	19	14	**33**	
2215 - 2230	8	18	**26**	
2230 - 2245	14	10	**24**	
2245 - 2300	9	14	**23**	**106**
2300 - 2315	4	11	**15**	
2315 - 2330	7	15	**22**	
2330 - 2345	6	11	**17**	
2345 - 0000	3	7	**10**	**64**

Session Total	6382	6629	**13011**
Session Average	66.48	69.05	**135.53**
Session Percentage	49.05	50.95	

Bi-Directional Class Count || NB EB 60min

Fayetteville, GA

Marr Traffic DATA COLLECTION

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Site 1
Grady Ave,
south of Spring Hill Elementary School Dwy

Date
Thursday, October 24, 2024

Lat/Long
33.442427°, -84.464198°

Weather
Fair
70°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (10-24-2024)
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	10	0	0	0	1	0	0	0	0	0	0	0	**11**
0100 - 0200	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
0200 - 0300	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
0300 - 0400	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
0400 - 0500	0	55	15	0	0	1	0	0	0	0	0	0	0	**71**
0500 - 0600	0	101	36	1	0	0	0	0	0	0	0	0	0	**138**
0600 - 0700	0	250	80	6	1	0	0	0	0	0	0	0	0	**337**
0700 - 0800	1	532	89	9	4	0	0	0	1	0	0	0	0	**636**
0800 - 0900	0	466	93	7	5	0	0	1	0	0	0	0	0	**572**
0900 - 1000	0	313	72	1	5	0	0	1	0	0	0	0	0	**392**
1000 - 1100	0	304	59	0	5	6	0	0	1	0	0	0	0	**375**
1100 - 1200	0	287	77	4	6	0	0	0	1	0	0	0	0	**375**
1200 - 1300	2	325	75	0	4	1	0	0	0	0	0	0	0	**407**
1300 - 1400	0	367	64	3	5	3	0	0	2	0	0	0	0	**444**
1400 - 1500	1	368	67	13	11	3	0	1	1	0	0	0	0	**465**
1500 - 1600	0	313	59	3	7	0	0	0	1	0	0	0	0	**383**
1600 - 1700	0	310	75	1	1	0	0	0	0	0	0	0	0	**387**
1700 - 1800	0	363	66	0	0	0	0	0	0	0	0	0	0	**429**
1800 - 1900	0	360	40	0	2	0	0	0	0	0	0	0	0	**402**
1900 - 2000	0	211	28	0	1	0	0	0	0	0	0	0	0	**240**
2000 - 2100	0	157	0	0	0	0	0	0	0	0	0	0	0	**157**
2100 - 2200	0	67	7	0	0	0	0	0	0	0	0	0	0	**74**
2200 - 2300	0	45	5	0	0	0	0	0	0	0	0	0	0	**50**
2300 - 2400	0	20	0	0	0	0	0	0	0	0	0	0	0	**20**

Session Total	4	5241	1007	48	57	15	0	3	7	0	0	0	0	**6382**
Session Average	0.17	218.38	41.96	2.00	2.38	0.63	0.00	0.13	0.29	0.00	0.00	0.00	0.00	**265.92**
Session Percentage	0.06	82.12	15.78	0.75	0.89	0.24	0.00	0.05	0.11	0.00	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0700 - 0800	0800 - 0900	0700 - 0800	0800 - 0900	-	-	0800 - 0900	0700 - 0800	-	-	-	-	**0700 - 0800**
AM Peak Volume	1	532	93	9	5	0	0	1	1	0	0	0	0	**636**

Noon Peak Hour	1200 - 1300	1400 - 1500	1100 - 1200	1400 - 1500	1400 - 1500	1000 - 1100	-	1400 - 1500	1300 - 1400	-	-	-	-	**1400 - 1500**
Noon Peak Volume	2	368	77	13	11	6	0	1	2	0	0	0	0	**465**

PM Peak Hour	-	1700 - 1800	1600 - 1700	1500 - 1600	1500 - 1600	-	-	-	1500 - 1600	-	-	-	-	**1700 - 1800**
PM Peak Volume	0	363	75	3	7	0	0	0	1	0	0	0	0	**429**

Bi-Directional Class Count || SB WB 60min

Fayetteville, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1
Grady Ave,
south of Spring Hill Elementary School Dwy

Date
Thursday, October 24, 2024

Lat/Long
33.442427°, -84.464198°

Weather
Fair
70°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (10-24-2024)
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	16	3	0	1	0	0	0	0	0	0	0	0	**20**
0100 - 0200	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
0200 - 0300	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
0300 - 0400	0	7	1	0	1	0	0	0	0	0	0	0	0	**9**
0400 - 0500	0	7	0	0	1	0	0	0	1	0	0	0	0	**9**
0500 - 0600	0	25	7	0	0	1	0	0	0	0	0	0	0	**33**
0600 - 0700	0	71	17	1	0	2	0	0	0	0	0	0	0	**91**
0700 - 0800	0	296	53	11	4	0	0	0	2	0	0	0	0	**366**
0800 - 0900	0	282	53	10	6	2	0	0	0	0	0	0	0	**353**
0900 - 1000	0	224	65	0	3	0	0	0	1	0	0	0	0	**293**
1000 - 1100	0	277	76	4	8	2	0	1	0	0	0	0	0	**368**
1100 - 1200	0	313	94	2	9	2	0	1	2	0	0	0	0	**423**
1200 - 1300	0	319	90	1	12	0	0	1	1	0	0	0	0	**424**
1300 - 1400	1	322	77	1	6	0	0	1	0	0	0	0	0	**408**
1400 - 1500	1	434	98	17	12	10	0	1	1	0	0	0	0	**574**
1500 - 1600	1	458	100	6	7	4	1	0	0	0	0	0	0	**577**
1600 - 1700	1	518	108	3	7	2	0	0	0	0	0	0	0	**639**
1700 - 1800	2	544	84	0	0	1	0	0	0	0	0	0	0	**631**
1800 - 1900	0	352	61	0	5	0	0	0	0	0	0	0	0	**418**
1900 - 2000	0	494	45	0	1	1	0	1	0	0	0	0	0	**542**
2000 - 2100	0	182	22	0	0	0	0	0	0	0	0	0	0	**204**
2100 - 2200	0	120	13	0	0	0	0	0	0	0	0	0	0	**133**
2200 - 2300	0	45	11	0	0	0	0	0	0	0	0	0	0	**56**
2300 - 2400	0	33	11	0	0	0	0	0	0	0	0	0	0	**44**

Session Total	6	5353	1089	56	83	27	1	6	8	0	0	0	0	**6629**
Session Average	0.25	223.04	45.38	2.33	3.46	1.13	0.04	0.25	0.33	0.00	0.00	0.00	0.00	**276.21**
Session Percentage	0.09	80.75	16.43	0.84	1.25	0.41	0.02	0.09	0.12	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0900 - 1000	0700 - 0800	0800 - 0900	0600 - 0700	-	-	0700 - 0800	-	-	-	-	**0700 - 0800**
AM Peak Volume	0	296	65	11	6	2	0	0	2	0	0	0	0	**366**

Noon Peak Hour	1300 - 1400	1400 - 1500	1400 - 1500	1400 - 1500	1200 - 1300	1400 - 1500	-	1000 - 1100	1100 - 1200	-	-	-	-	**1400 - 1500**
Noon Peak Volume	1	434	98	17	12	10	0	1	2	0	0	0	0	**574**

PM Peak Hour	1700 - 1800	1700 - 1800	1600 - 1700	1500 - 1600	1500 - 1600	1500 - 1600	1500 - 1600	1900 - 2000	-	-	-	-	-	**1600 - 1700**
PM Peak Volume	2	544	108	6	7	4	1	1	0	0	0	0	0	**639**

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

Fayetteville, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1
Grady Ave,
south of Spring Hill Elementary School Dwy

Date
Thursday, October 24, 2024

Lat/Long
33.442427°, -84.464198°

Weather
Fair
70°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (10-24-2024)
Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	26	3	0	1	1	0	0	0	0	0	0	0	**31**
0100 - 0200	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
0200 - 0300	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
0300 - 0400	0	16	1	0	1	0	0	0	0	0	0	0	0	**18**
0400 - 0500	0	62	15	0	1	1	0	0	1	0	0	0	0	**80**
0500 - 0600	0	126	43	1	0	1	0	0	0	0	0	0	0	**171**
0600 - 0700	0	321	97	7	1	2	0	0	0	0	0	0	0	**428**
0700 - 0800	1	828	142	20	8	0	0	0	3	0	0	0	0	**1002**
0800 - 0900	0	748	146	17	11	2	0	1	0	0	0	0	0	**925**
0900 - 1000	0	537	137	1	8	0	0	1	1	0	0	0	0	**685**
1000 - 1100	0	581	135	4	13	8	0	1	1	0	0	0	0	**743**
1100 - 1200	0	600	171	6	15	2	0	1	3	0	0	0	0	**798**
1200 - 1300	2	644	165	1	16	1	0	1	1	0	0	0	0	**831**
1300 - 1400	1	689	141	4	11	3	0	1	2	0	0	0	0	**852**
1400 - 1500	2	802	165	30	23	13	0	2	2	0	0	0	0	**1039**
1500 - 1600	1	771	159	9	14	4	1	0	1	0	0	0	0	**960**
1600 - 1700	1	828	183	4	8	2	0	0	0	0	0	0	0	**1026**
1700 - 1800	2	907	150	0	0	1	0	0	0	0	0	0	0	**1060**
1800 - 1900	0	712	101	0	7	0	0	0	0	0	0	0	0	**820**
1900 - 2000	0	705	73	0	2	1	0	1	0	0	0	0	0	**782**
2000 - 2100	0	339	22	0	0	0	0	0	0	0	0	0	0	**361**
2100 - 2200	0	187	20	0	0	0	0	0	0	0	0	0	0	**207**
2200 - 2300	0	90	16	0	0	0	0	0	0	0	0	0	0	**106**
2300 - 2400	0	53	11	0	0	0	0	0	0	0	0	0	0	**64**

Session Total	10	10594	2096	104	140	42	1	9	15	0	0	0	0	**13011**
Session Average	0.42	441.42	87.33	4.33	5.83	1.75	0.04	0.38	0.63	0.00	0.00	0.00	0.00	**542.13**
Session Percentage	0.08	81.42	16.11	0.80	1.08	0.32	0.01	0.07	0.12	0.00	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0700 - 0800	0800 - 0900	0700 - 0800	0800 - 0900	0600 - 0700	-	0800 - 0900	0700 - 0800	-	-	-	-	**0700 - 0800**
AM Peak Volume	1	828	146	20	11	2	0	1	3	0	0	0	0	**1002**

Noon Peak Hour	1200 - 1300	1400 - 1500	1100 - 1200	1400 - 1500	1400 - 1500	1400 - 1500	-	1400 - 1500	1100 - 1200	-	-	-	-	**1400 - 1500**
Noon Peak Volume	2	802	171	30	23	13	0	2	3	0	0	0	0	**1039**

PM Peak Hour	1700 - 1800	1700 - 1800	1600 - 1700	1500 - 1600	1500 - 1600	1500 - 1600	1500 - 1600	1900 - 2000	1500 - 1600	-	-	-	-	**1700 - 1800**
PM Peak Volume	2	907	183	9	14	4	1	1	1	0	0	0	0	**1060**

Bi-Directional Class Count || Volume Summary 60min

Fayetteville, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1

Grady Ave,
south of Spring Hill Elementary School Dwy

Date

Thursday, October 24, 2024

Lat/Long

33.442427°, -84.464198°

Weather

Fair
70°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (10-24-2024)

Volume Summary 60min

	Volume Summary 60min		
TIME	NB	SB	**Total**
0000 - 0100	11	20	**31**
0100 - 0200	4	10	**14**
0200 - 0300	4	4	**8**
0300 - 0400	9	9	**18**
0400 - 0500	71	9	**80**
0500 - 0600	138	33	**171**
0600 - 0700	337	91	**428**
0700 - 0800	636	366	**1002**
0800 - 0900	572	353	**925**
0900 - 1000	392	293	**685**
1000 - 1100	375	368	**743**
1100 - 1200	375	423	**798**

	Volume Summary 60min		
Time	NB	SB	**Total**
1200 - 1300	407	424	**831**
1300 - 1400	444	408	**852**
1400 - 1500	465	574	**1039**
1500 - 1600	383	577	**960**
1600 - 1700	387	639	**1026**
1700 - 1800	429	631	**1060**
1800 - 1900	402	418	**820**
1900 - 2000	240	542	**782**
2000 - 2100	157	204	**361**
2100 - 2200	74	133	**207**
2200 - 2300	50	56	**106**
2300 - 2400	20	44	**64**

Session Total	6382	6629	**13011**
Session Average	265.92	276.21	**542.13**
Session Percentage	49.05	50.95	

Bi-Directional Class Count || Graphical Analysis NB EB

Fayetteville, GA

Marr Traffic DATA COLLECTION

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Site 1

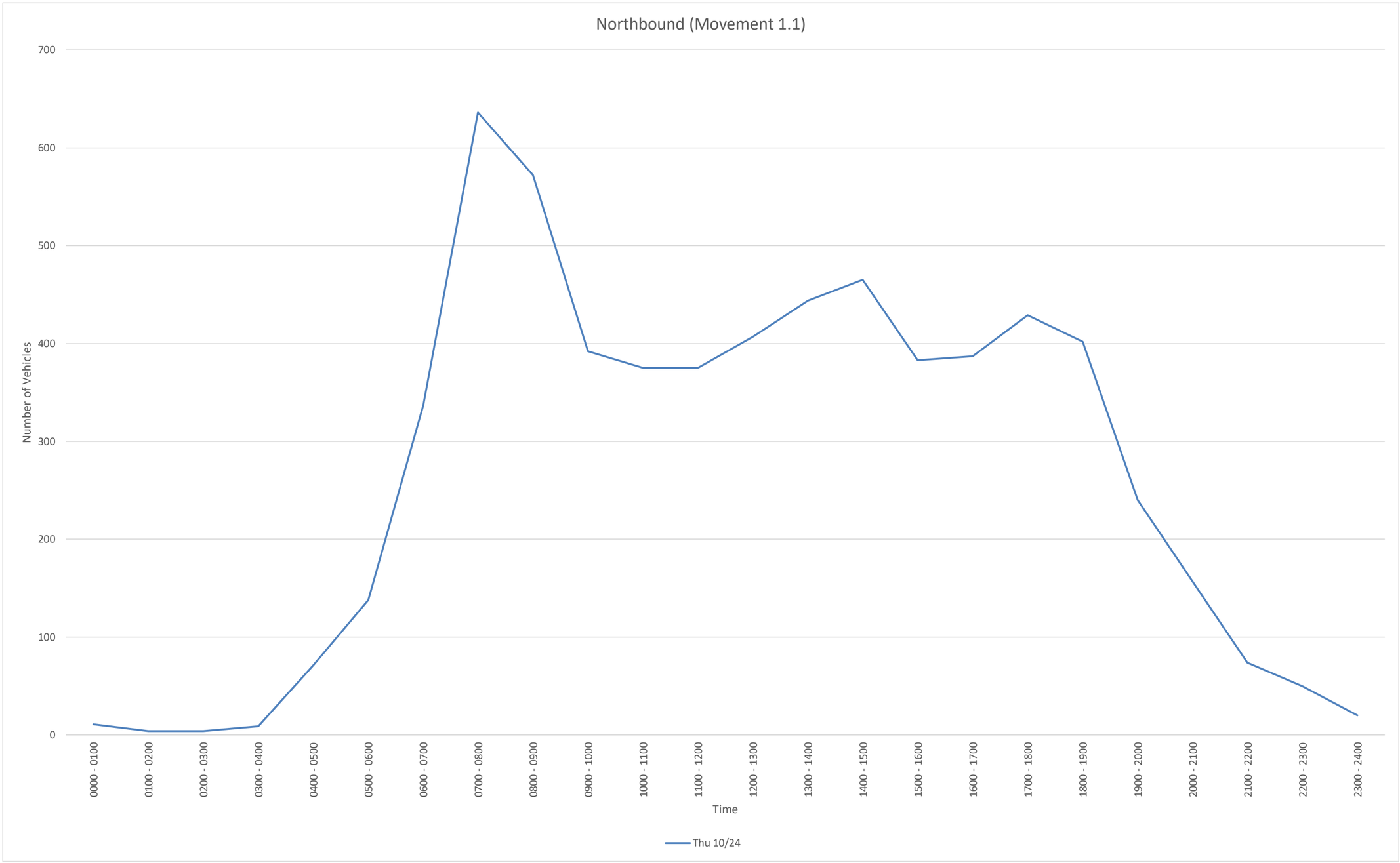
Grady Ave,
south of Spring Hill Elementary School Dwy

Lat/Long

33.442427°, -84.464198°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Time	Thu 10/24						
0000 - 0100	11						
0100 - 0200	4						
0200 - 0300	4						
0300 - 0400	9						
0400 - 0500	71						
0500 - 0600	138						
0600 - 0700	337						
0700 - 0800	636						
0800 - 0900	572						
0900 - 1000	392						
1000 - 1100	375						
1100 - 1200	375						
1200 - 1300	407						
1300 - 1400	444						
1400 - 1500	465						
1500 - 1600	383						
1600 - 1700	387						
1700 - 1800	429						
1800 - 1900	402						
1900 - 2000	240						
2000 - 2100	157						
2100 - 2200	74						
2200 - 2300	50						
2300 - 2400	20						
Daily Total	6382						

Bi-Directional Class Count || Graphical Analysis SB WB

Fayetteville, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1

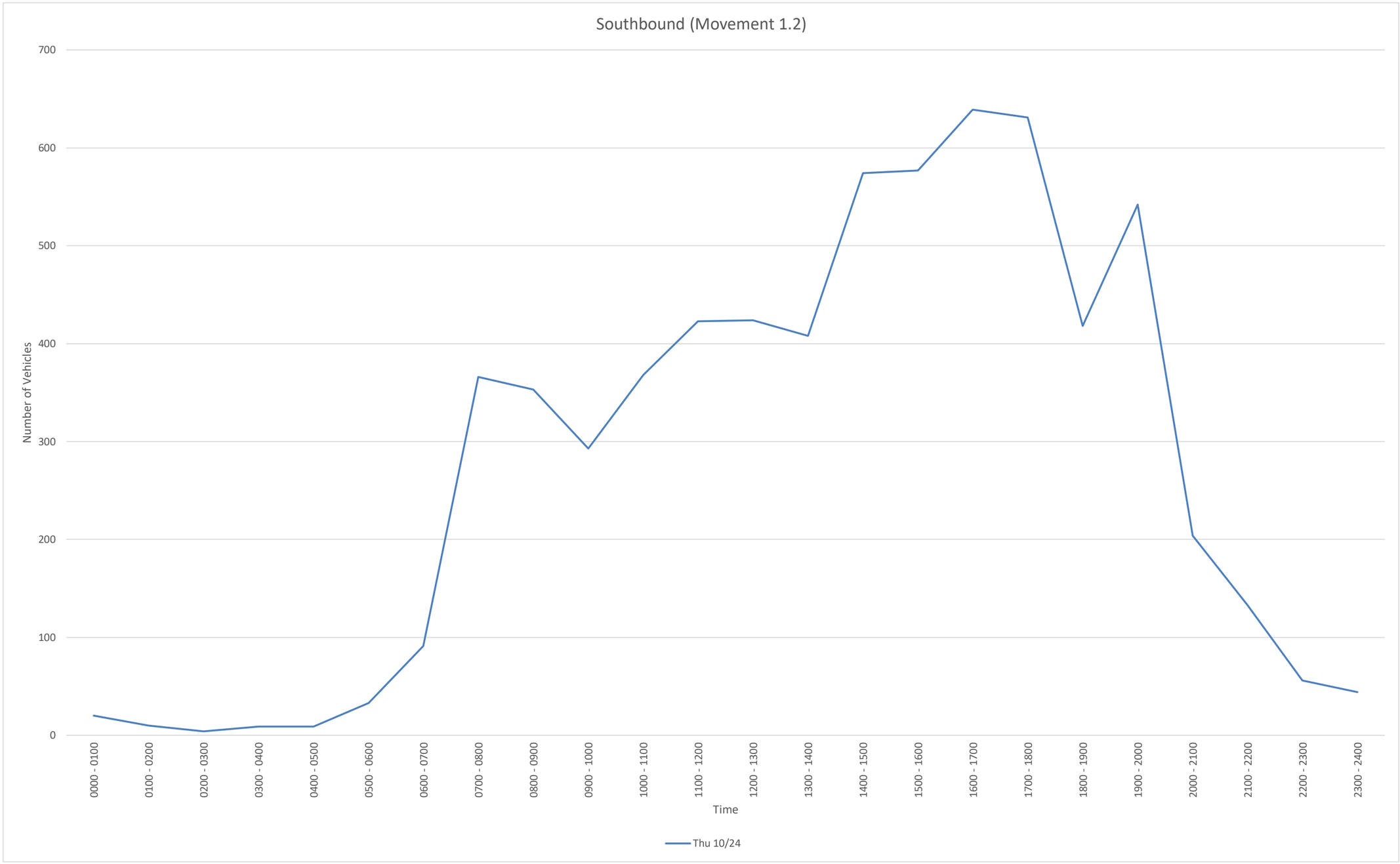
Grady Ave,
south of Spring Hill Elementary School Dwy

Lat/Long

33.442427°, -84.464198°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



Time	Thu 10/24						
0000 - 0100	20						
0100 - 0200	10						
0200 - 0300	4						
0300 - 0400	9						
0400 - 0500	9						
0500 - 0600	33						
0600 - 0700	91						
0700 - 0800	366						
0800 - 0900	353						
0900 - 1000	293						
1000 - 1100	368						
1100 - 1200	423						
1200 - 1300	424						
1300 - 1400	408						
1400 - 1500	574						
1500 - 1600	577						
1600 - 1700	639						
1700 - 1800	631						
1800 - 1900	418						
1900 - 2000	542						
2000 - 2100	204						
2100 - 2200	133						
2200 - 2300	56						
2300 - 2400	44						
Daily Total	6629						

Bi-Directional Class Count || Graphical Analysis BiDir

Fayetteville, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1

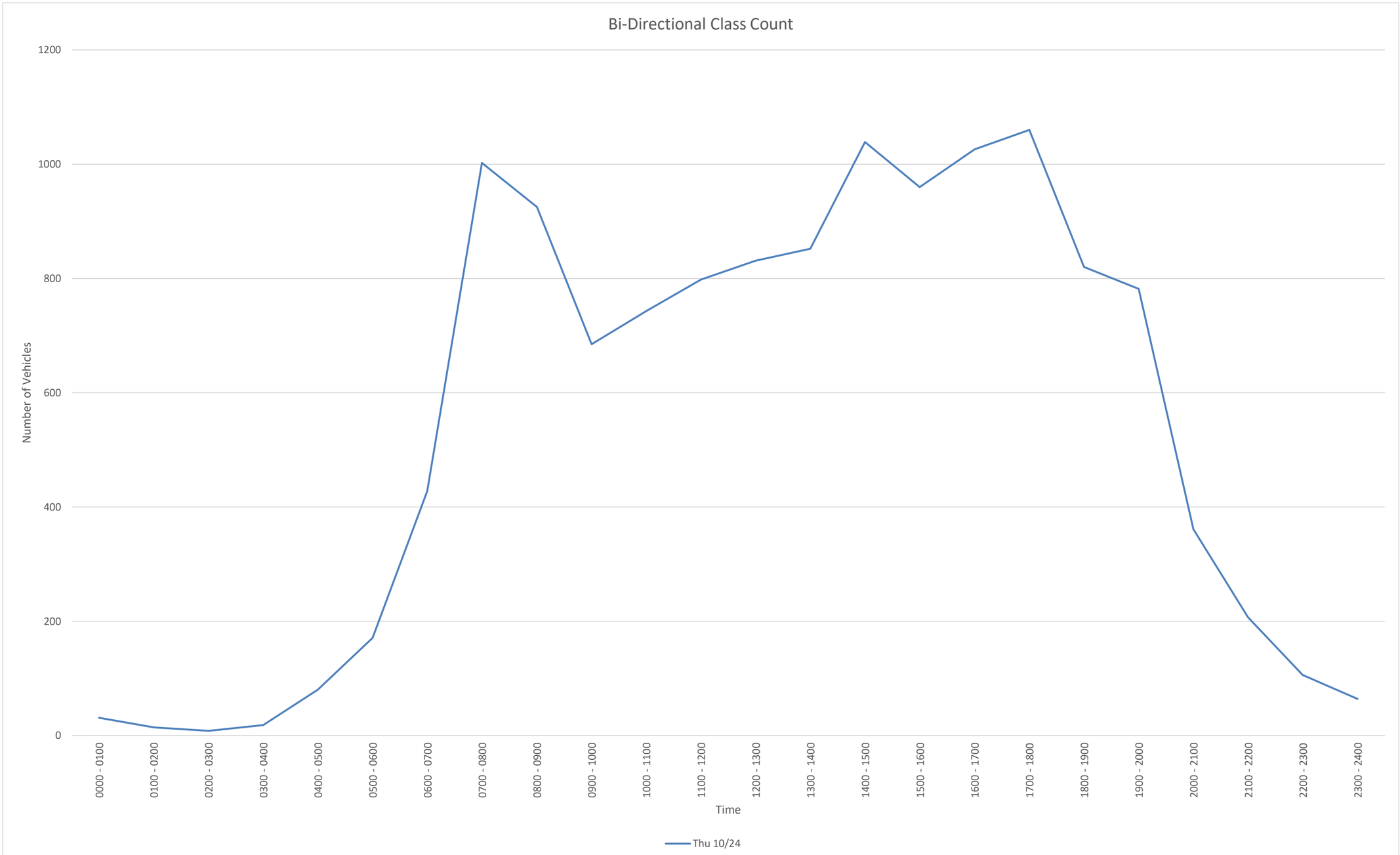
Grady Ave,
south of Spring Hill Elementary School Dwy

Lat/Long

33.442427°, -84.464198°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis BiDir



Time	Thu 10/24						
0000 - 0100	31						
0100 - 0200	14						
0200 - 0300	8						
0300 - 0400	18						
0400 - 0500	80						
0500 - 0600	171						
0600 - 0700	428						
0700 - 0800	1002						
0800 - 0900	925						
0900 - 1000	685						
1000 - 1100	743						
1100 - 1200	798						
1200 - 1300	831						
1300 - 1400	852						
1400 - 1500	1039						
1500 - 1600	960						
1600 - 1700	1026						
1700 - 1800	1060						
1800 - 1900	820						
1900 - 2000	782						
2000 - 2100	361						
2100 - 2200	207						
2200 - 2300	106						
2300 - 2400	64						
Daily Total	13011						

NB
File Name:
Start Date: 10/24/2024
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: Grady Ave, south of Spring Hill Elementary School Dwy
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
10/24/2024	12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	12:15 AM	0	3	0	0	0	1	0	0	0	0	0	0	0
10/24/2024	12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	12:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	3:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	3:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	4:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	4:15 AM	0	13	4	0	0	1	0	0	0	0	0	0	0
10/24/2024	4:30 AM	0	15	3	0	0	0	0	0	0	0	0	0	0
10/24/2024	4:45 AM	0	21	8	0	0	0	0	0	0	0	0	0	0
10/24/2024	5:00 AM	0	12	7	0	0	0	0	0	0	0	0	0	0
10/24/2024	5:15 AM	0	20	8	0	0	0	0	0	0	0	0	0	0
10/24/2024	5:30 AM	0	31	10	1	0	0	0	0	0	0	0	0	0
10/24/2024	5:45 AM	0	38	11	0	0	0	0	0	0	0	0	0	0
10/24/2024	6:00 AM	0	34	10	0	0	0	0	0	0	0	0	0	0
10/24/2024	6:15 AM	0	54	20	0	0	0	0	0	0	0	0	0	0
10/24/2024	6:30 AM	0	75	22	0	1	0	0	0	0	0	0	0	0
10/24/2024	6:45 AM	0	87	28	6	0	0	0	0	0	0	0	0	0
10/24/2024	7:00 AM	0	95	26	5	0	0	0	0	1	0	0	0	0
10/24/2024	7:15 AM	0	124	22	1	2	0	0	0	0	0	0	0	0
10/24/2024	7:30 AM	0	160	20	2	1	0	0	0	0	0	0	0	0
10/24/2024	7:45 AM	1	153	21	1	1	0	0	0	0	0	0	0	0
10/24/2024	8:00 AM	0	118	27	1	1	0	0	0	0	0	0	0	0
10/24/2024	8:15 AM	0	124	15	2	0	0	0	0	0	0	0	0	0
10/24/2024	8:30 AM	0	130	26	3	1	0	0	0	0	0	0	0	0
10/24/2024	8:45 AM	0	94	25	1	3	0	0	1	0	0	0	0	0
10/24/2024	9:00 AM	0	74	18	1	1	0	0	1	0	0	0	0	0
10/24/2024	9:15 AM	0	67	18	0	0	0	0	0	0	0	0	0	0
10/24/2024	9:30 AM	0	84	19	0	0	0	0	0	0	0	0	0	0
10/24/2024	9:45 AM	0	88	17	0	4	0	0	0	0	0	0	0	0
10/24/2024	10:00 AM	0	72	19	0	0	1	0	0	0	0	0	0	0
10/24/2024	10:15 AM	0	78	11	0	0	3	0	0	1	0	0	0	0
10/24/2024	10:30 AM	0	69	14	0	3	1	0	0	0	0	0	0	0
10/24/2024	10:45 AM	0	85	15	0	2	1	0	0	0	0	0	0	0
10/24/2024	11:00 AM	0	75	28	0	1	0	0	0	0	0	0	0	0
10/24/2024	11:15 AM	0	67	15	1	2	0	0	0	0	0	0	0	0
10/24/2024	11:30 AM	0	72	12	1	2	0	0	0	0	0	0	0	0
10/24/2024	11:45 AM	0	73	22	2	1	0	0	0	1	0	0	0	0
10/24/2024	12:00 PM	0	70	23	0	1	0	0	0	0	0	0	0	0
10/24/2024	12:15 PM	0	85	17	0	0	0	0	0	0	0	0	0	0
10/24/2024	12:30 PM	1	81	22	0	1	1	0	0	0	0	0	0	0
10/24/2024	12:45 PM	1	89	13	0	2	0	0	0	0	0	0	0	0
10/24/2024	1:00 PM	0	92	16	1	2	1	0	0	0	0	0	0	0
10/24/2024	1:15 PM	0	81	19	0	2	0	0	0	1	0	0	0	0
10/24/2024	1:30 PM	0	89	15	0	1	1	0	0	1	0	0	0	0
10/24/2024	1:45 PM	0	105	14	2	0	1	0	0	0	0	0	0	0
10/24/2024	2:00 PM	1	100	14	11	4	1	0	0	1	0	0	0	0
10/24/2024	2:15 PM	0	83	27	1	2	1	0	0	0	0	0	0	0
10/24/2024	2:30 PM	0	96	14	0	3	1	0	0	0	0	0	0	0
10/24/2024	2:45 PM	0	89	12	1	2	0	0	1	0	0	0	0	0
10/24/2024	3:00 PM	0	84	17	2	0	0	0	0	0	0	0	0	0
10/24/2024	3:15 PM	0	78	13	0	2	0	0	0	0	0	0	0	0
10/24/2024	3:30 PM	0	67	14	1	3	0	0	0	1	0	0	0	0
10/24/2024	3:45 PM	0	84	15	0	2	0	0	0	0	0	0	0	0
10/24/2024	4:00 PM	0	88	23	0	0	0	0	0	0	0	0	0	0
10/24/2024	4:15 PM	0	71	17	1	0	0	0	0	0	0	0	0	0
10/24/2024	4:30 PM	0	72	17	0	0	0	0	0	0	0	0	0	0
10/24/2024	4:45 PM	0	79	18	0	1	0	0	0	0	0	0	0	0
10/24/2024	5:00 PM	0	86	17	0	0	0	0	0	0	0	0	0	0
10/24/2024	5:15 PM	0	85	21	0	0	0	0	0	0	0	0	0	0
10/24/2024	5:30 PM	0	104	17	0	0	0	0	0	0	0	0	0	0
10/24/2024	5:45 PM	0	88	11	0	0	0	0	0	0	0	0	0	0
10/24/2024	6:00 PM	0	100	11	0	2	0	0	0	0	0	0	0	0
10/24/2024	6:15 PM	0	81	10	0	0	0	0	0	0	0	0	0	0
10/24/2024	6:30 PM	0	97	8	0	0	0	0	0	0	0	0	0	0
10/24/2024	6:45 PM	0	82	11	0	0	0	0	0	0	0	0	0	0
10/24/2024	7:00 PM	0	61	12	0	0	0	0	0	0	0	0	0	0
10/24/2024	7:15 PM	0	48	7	0	1	0	0	0	0	0	0	0	0
10/24/2024	7:30 PM	0	59	9	0	0	0	0	0	0	0	0	0	0
10/24/2024	7:45 PM	0	43	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	8:00 PM	0	49	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	8:15 PM	0	47	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	8:30 PM	0	32	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	8:45 PM	0	29	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	9:00 PM	0	20	4	0	0	0	0	0	0	0	0	0	0
10/24/2024	9:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	9:30 PM	0	22	2	0	0	0	0	0	0	0	0	0	0
10/24/2024	9:45 PM	0	17	1	0	0	0	0	0	0	0	0	0	0
10/24/2024	10:00 PM	0	16	3	0	0	0	0	0	0	0	0	0	0
10/24/2024	10:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0
10/24/2024	10:30 PM	0	13	1	0	0	0	0	0	0	0	0	0	0
10/24/2024	10:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	11:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	11:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	11:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	11:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0

SB
File Name:
Start Date: 10/24/2024
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: Grady Ave, south of Spring Hill Elementary School Dwy
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
10/24/2024	12:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	12:15 AM	0	4	1	0	1	0	0	0	0	0	0	0	0
10/24/2024	12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	12:45 AM	0	6	2	0	0	0	0	0	0	0	0	0	0
10/24/2024	1:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	1:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	2:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	3:15 AM	0	4	1	0	1	0	0	0	0	0	0	0	0
10/24/2024	3:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	4:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0
10/24/2024	4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	4:45 AM	0	2	0	0	0	0	0	0	1	0	0	0	0
10/24/2024	5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	5:15 AM	0	7	3	0	0	0	0	0	0	0	0	0	0
10/24/2024	5:30 AM	0	6	2	0	0	0	0	0	0	0	0	0	0
10/24/2024	5:45 AM	0	10	2	0	0	1	0	0	0	0	0	0	0
10/24/2024	6:00 AM	0	12	4	1	0	0	0	0	0	0	0	0	0
10/24/2024	6:15 AM	0	16	4	0	0	0	0	0	0	0	0	0	0
10/24/2024	6:30 AM	0	18	3	0	0	2	0	0	0	0	0	0	0
10/24/2024	6:45 AM	0	25	6	0	0	0	0	0	0	0	0	0	0
10/24/2024	7:00 AM	0	36	10	0	0	0	0	0	0	0	0	0	0
10/24/2024	7:15 AM	0	98	18	6	2	0	0	0	1	0	0	0	0
10/24/2024	7:30 AM	0	104	16	2	1	0	0	0	1	0	0	0	0
10/24/2024	7:45 AM	0	58	9	3	1	0	0	0	0	0	0	0	0
10/24/2024	8:00 AM	0	69	15	0	0	0	0	0	0	0	0	0	0
10/24/2024	8:15 AM	0	82	11	2	3	0	0	0	0	0	0	0	0
10/24/2024	8:30 AM	0	65	10	5	1	1	0	0	0	0	0	0	0
10/24/2024	8:45 AM	0	66	17	3	2	1	0	0	0	0	0	0	0
10/24/2024	9:00 AM	0	51	15	0	2	0	0	0	0	0	0	0	0
10/24/2024	9:15 AM	0	52	19	0	0	0	0	0	1	0	0	0	0
10/24/2024	9:30 AM	0	58	13	0	1	0	0	0	0	0	0	0	0
10/24/2024	9:45 AM	0	63	18	0	0	0	0	0	0	0	0	0	0
10/24/2024	10:00 AM	0	69	16	0	1	0	0	1	0	0	0	0	0
10/24/2024	10:15 AM	0	58	20	1	2	0	0	0	0	0	0	0	0
10/24/2024	10:30 AM	0	70	19	3	3	1	0	0	0	0	0	0	0
10/24/2024	10:45 AM	0	80	21	0	2	1	0	0	0	0	0	0	0
10/24/2024	11:00 AM	0	75	20	1	2	1	0	1	0	0	0	0	0
10/24/2024	11:15 AM	0	63	22	1	4	0	0	0	2	0	0	0	0
10/24/2024	11:30 AM	0	87	28	0	1	1	0	0	0	0	0	0	0
10/24/2024	11:45 AM	0	88	24	0	2	0	0	0	0	0	0	0	0
10/24/2024	12:00 PM	0	92	28	0	1	0	0	0	0	0	0	0	0
10/24/2024	12:15 PM	0	83	20	0	4	0	0	0	1	0	0	0	0
10/24/2024	12:30 PM	0	79	20	1	3	0	0	1	0	0	0	0	0
10/24/2024	12:45 PM	0	65	22	0	4	0	0	0	0	0	0	0	0
10/24/2024	1:00 PM	1	81	21	0	0	0	0	1	0	0	0	0	0
10/24/2024	1:15 PM	0	74	18	0	0	0	0	0	0	0	0	0	0
10/24/2024	1:30 PM	0	88	24	0	4	0	0	0	0	0	0	0	0
10/24/2024	1:45 PM	0	79	14	1	2	0	0	0	0	0	0	0	0
10/24/2024	2:00 PM	1	108	33	0	2	4	0	0	0	0	0	0	0
10/24/2024	2:15 PM	0	106	20	4	3	1	0	0	0	0	0	0	0
10/24/2024	2:30 PM	0	127	24	13	2	1	0	1	1	0	0	0	0
10/24/2024	2:45 PM	0	93	21	0	5	4	0	0	0	0	0	0	0
10/24/2024	3:00 PM	1	111	19	1	3	0	1	0	0	0	0	0	0
10/24/2024	3:15 PM	0	121	32	0	2	1	0	0	0	0	0	0	0
10/24/2024	3:30 PM	0	113	24	4	0	1	0	0	0	0	0	0	0
10/24/2024	3:45 PM	0	113	25	1	2	2	0	0	0	0	0	0	0
10/24/2024	4:00 PM	0	108	38	1	3	0	0	0	0	0	0	0	0
10/24/2024	4:15 PM	0	135	22	2	1	1	0	0	0	0	0	0	0
10/24/2024	4:30 PM	1	129	29	0	0	0	0	0	0	0	0	0	0
10/24/2024	4:45 PM	0	146	19	0	3	1	0	0	0	0	0	0	0
10/24/2024	5:00 PM	0	170	26	0	0	0	0	0	0	0	0	0	0
10/24/2024	5:15 PM	0	147	21	0	0	1	0	0	0	0	0	0	0
10/24/2024	5:30 PM	2	114	23	0	0	0	0	0	0	0	0	0	0
10/24/2024	5:45 PM	0	113	14	0	0	0	0	0	0	0	0	0	0
10/24/2024	6:00 PM	0	110	25	0	1	0	0	0	0	0	0	0	0
10/24/2024	6:15 PM	0	87	12	0	3	0	0	0	0	0	0	0	0
10/24/2024	6:30 PM	0	89	11	0	0	0	0	0	0	0	0	0	0
10/24/2024	6:45 PM	0	66	13	0	1	0	0	0	0	0	0	0	0
10/24/2024	7:00 PM	0	92	7	0	0	0	0	0	0	0	0	0	0
10/24/2024	7:15 PM	0	146	17	0	1	0	0	1	0	0	0	0	0
10/24/2024	7:30 PM	0	173	16	0	0	0	0	0	0	0	0	0	0
10/24/2024	7:45 PM	0	83	5	0	0	1	0	0	0	0	0	0	0
10/24/2024	8:00 PM	0	51	6	0	0	0	0	0	0	0	0	0	0
10/24/2024	8:15 PM	0	53	7	0	0	0	0	0	0	0	0	0	0
10/24/2024	8:30 PM	0	43	6	0	0	0	0	0	0	0	0	0	0
10/24/2024	8:45 PM	0	35	3	0	0	0	0	0	0	0	0	0	0
10/24/2024	9:00 PM	0	33	4	0	0	0	0	0	0	0	0	0	0
10/24/2024	9:15 PM	0	32	4	0	0	0	0	0	0	0	0	0	0
10/24/2024	9:30 PM	0	22	2	0	0	0	0	0	0	0	0	0	0
10/24/2024	9:45 PM	0	33	3	0	0	0	0	0	0	0	0	0	0
10/24/2024	10:00 PM	0	12	2	0	0	0	0	0	0	0	0	0	0
10/24/2024	10:15 PM	0	15	3	0	0	0	0	0	0	0	0	0	0
10/24/2024	10:30 PM	0	8	2	0	0	0	0	0	0	0	0	0	0
10/24/2024	10:45 PM	0	10	4	0	0	0	0	0	0	0	0	0	0
10/24/2024	11:00 PM	0	8	3	0	0	0	0	0	0	0	0	0	0
10/24/2024	11:15 PM	0	11	4	0	0	0	0	0	0	0	0	0	0
10/24/2024	11:30 PM	0	9	2	0	0	0	0	0	0	0	0	0	0
10/24/2024	11:45 PM	0	5	2	0	0	0	0	0	0	0	0	0	0

NB
File Name:
Start Date: 10/24/2024
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: Grady Ave, south of Spring Hill Elementary School Dwy
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
10/24/2024	12:00 AM	0	10	0	0	0	1	0	0	0	0	0	0	0
10/24/2024	12:15 AM	0	10	0	0	0	1	0	0	0	0	0	0	0
10/24/2024	12:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	12:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	1:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	1:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	1:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	2:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	2:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	2:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	2:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	3:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	3:15 AM	0	12	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	3:30 AM	0	25	4	0	0	1	0	0	0	0	0	0	0
10/24/2024	3:45 AM	0	37	7	0	0	1	0	0	0	0	0	0	0
10/24/2024	4:00 AM	0	55	15	0	0	1	0	0	0	0	0	0	0
10/24/2024	4:15 AM	0	61	22	0	0	1	0	0	0	0	0	0	0
10/24/2024	4:30 AM	0	68	26	0	0	0	0	0	0	0	0	0	0
10/24/2024	4:45 AM	0	84	33	1	0	0	0	0	0	0	0	0	0
10/24/2024	5:00 AM	0	101	36	1	0	0	0	0	0	0	0	0	0
10/24/2024	5:15 AM	0	123	39	1	0	0	0	0	0	0	0	0	0
10/24/2024	5:30 AM	0	157	51	1	0	0	0	0	0	0	0	0	0
10/24/2024	5:45 AM	0	201	63	0	1	0	0	0	0	0	0	0	0
10/24/2024	6:00 AM	0	250	80	6	1	0	0	0	0	0	0	0	0
10/24/2024	6:15 AM	0	311	96	11	1	0	0	0	1	0	0	0	0
10/24/2024	6:30 AM	0	381	98	12	3	0	0	0	1	0	0	0	0
10/24/2024	6:45 AM	0	466	96	14	3	0	0	0	1	0	0	0	0
10/24/2024	7:00 AM	1	532	89	9	4	0	0	0	1	0	0	0	0
10/24/2024	7:15 AM	1	555	90	5	5	0	0	0	0	0	0	0	0
10/24/2024	7:30 AM	1	555	83	6	3	0	0	0	0	0	0	0	0
10/24/2024	7:45 AM	1	525	89	7	3	0	0	0	0	0	0	0	0
10/24/2024	8:00 AM	0	466	93	7	5	0	0	1	0	0	0	0	0
10/24/2024	8:15 AM	0	422	84	7	5	0	0	2	0	0	0	0	0
10/24/2024	8:30 AM	0	365	87	5	5	0	0	2	0	0	0	0	0
10/24/2024	8:45 AM	0	319	80	2	4	0	0	2	0	0	0	0	0
10/24/2024	9:00 AM	0	313	72	1	5	0	0	1	0	0	0	0	0
10/24/2024	9:15 AM	0	311	73	0	4	1	0	0	0	0	0	0	0
10/24/2024	9:30 AM	0	322	66	0	4	4	0	0	1	0	0	0	0
10/24/2024	9:45 AM	0	307	61	0	7	5	0	0	1	0	0	0	0
10/24/2024	10:00 AM	0	304	59	0	5	6	0	0	1	0	0	0	0
10/24/2024	10:15 AM	0	307	68	0	6	5	0	0	1	0	0	0	0
10/24/2024	10:30 AM	0	296	72	1	8	2	0	0	0	0	0	0	0
10/24/2024	10:45 AM	0	299	70	2	7	1	0	0	0	0	0	0	0
10/24/2024	11:00 AM	0	287	77	4	6	0	0	0	1	0	0	0	0
10/24/2024	11:15 AM	0	282	72	4	6	0	0	0	1	0	0	0	0
10/24/2024	11:30 AM	0	300	74	3	4	0	0	0	1	0	0	0	0
10/24/2024	11:45 AM	1	309	84	2	3	1	0	0	1	0	0	0	0
10/24/2024	12:00 PM	2	325	75	0	4	1	0	0	0	0	0	0	0
10/24/2024	12:15 PM	2	347	68	1	5	2	0	0	0	0	0	0	0
10/24/2024	12:30 PM	2	343	70	1	7	2	0	0	1	0	0	0	0
10/24/2024	12:45 PM	1	351	63	1	7	2	0	0	2	0	0	0	0
10/24/2024	1:00 PM	0	367	64	3	5	3	0	0	2	0	0	0	0
10/24/2024	1:15 PM	1	375	62	13	7	3	0	0	3	0	0	0	0
10/24/2024	1:30 PM	1	377	70	14	7	4	0	0	2	0	0	0	0
10/24/2024	1:45 PM	1	384	69	14	9	4	0	0	1	0	0	0	0
10/24/2024	2:00 PM	1	368	67	13	11	3	0	1	1	0	0	0	0
10/24/2024	2:15 PM	0	352	70	4	7	2	0	1	0	0	0	0	0
10/24/2024	2:30 PM	0	347	56	3	7	1	0	1	0	0	0	0	0
10/24/2024	2:45 PM	0	318	56	4	7	0	0	1	1	0	0	0	0
10/24/2024	3:00 PM	0	313	59	3	7	0	0	0	1	0	0	0	0
10/24/2024	3:15 PM	0	317	65	1	7	0	0	0	1	0	0	0	0
10/24/2024	3:30 PM	0	310	69	2	5	0	0	0	1	0	0	0	0
10/24/2024	3:45 PM	0	315	72	1	2	0	0	0	0	0	0	0	0
10/24/2024	4:00 PM	0	310	75	1	1	0	0	0	0	0	0	0	0
10/24/2024	4:15 PM	0	308	69	1	1	0	0	0	0	0	0	0	0
10/24/2024	4:30 PM	0	322	73	0	1	0	0	0	0	0	0	0	0
10/24/2024	4:45 PM	0	354	73	0	1	0	0	0	0	0	0	0	0
10/24/2024	5:00 PM	0	363	66	0	0	0	0	0	0	0	0	0	0
10/24/2024	5:15 PM	0	377	60	0	2	0	0	0	0	0	0	0	0
10/24/2024	5:30 PM	0	373	49	0	2	0	0	0	0	0	0	0	0
10/24/2024	5:45 PM	0	366	40	0	2	0	0	0	0	0	0	0	0
10/24/2024	6:00 PM	0	360	40	0	2	0	0	0	0	0	0	0	0
10/24/2024	6:15 PM	0	321	41	0	0	0	0	0	0	0	0	0	0
10/24/2024	6:30 PM	0	288	38	0	1	0	0	0	0	0	0	0	0
10/24/2024	6:45 PM	0	250	39	0	1	0	0	0	0	0	0	0	0
10/24/2024	7:00 PM	0	211	28	0	1	0	0	0	0	0	0	0	0
10/24/2024	7:15 PM	0	199	16	0	1	0	0	0	0	0	0	0	0
10/24/2024	7:30 PM	0	198	9	0	0	0	0	0	0	0	0	0	0
10/24/2024	7:45 PM	0	171	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	8:00 PM	0	157	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	8:15 PM	0	128	4	0	0	0	0	0	0	0	0	0	0
10/24/2024	8:30 PM	0	89	4	0	0	0	0	0	0	0	0	0	0
10/24/2024	8:45 PM	0	79	6	0	0	0	0	0	0	0	0	0	0
10/24/2024	9:00 PM	0	67	7	0	0	0	0	0	0	0	0	0	0
10/24/2024	9:15 PM	0	63	6	0	0	0	0	0	0	0	0	0	0
10/24/2024	9:30 PM	0	62	7	0	0	0	0	0	0	0	0	0	0
10/24/2024	9:45 PM	0	53	6	0	0	0	0	0	0	0	0	0	0
10/24/2024	10:00 PM	0	45	5	0	0	0	0	0	0	0	0	0	0
10/24/2024	10:15 PM	0	33	2	0	0	0	0	0	0	0	0	0	0
10/24/2024	10:30 PM	0	33	1	0	0	0	0	0	0	0	0	0	0
10/24/2024	10:45 PM	0	26	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	11:00 PM	0	20	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	11:15 PM	0	16	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	11:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	11:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0

SB
File Name:
Start Date: 10/24/2024
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: Grady Ave, south of Spring Hill Elementary School Dwy
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
10/24/2024	12:00 AM	0	16	3	0	1	0	0	0	0	0	0	0	0
10/24/2024	12:15 AM	0	15	3	0	1	0	0	0	0	0	0	0	0
10/24/2024	12:30 AM	0	12	2	0	0	0	0	0	0	0	0	0	0
10/24/2024	12:45 AM	0	14	2	0	0	0	0	0	0	0	0	0	0
10/24/2024	1:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	1:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	1:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	1:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	2:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	2:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
10/24/2024	2:30 AM	0	6	1	0	1	0	0	0	0	0	0	0	0
10/24/2024	2:45 AM	0	7	1	0	1	0	0	0	0	0	0	0	0
10/24/2024	3:00 AM	0	7	1	0	1	0	0	0	0	0	0	0	0
10/24/2024	3:15 AM	0	9	1	0	1	0	0	0	0	0	0	0	0
10/24/2024	3:30 AM	0	6	0	0	1	0	0	0	0	0	0	0	0
10/24/2024	3:45 AM	0	5	0	0	1	0	0	0	0	0	0	0	0
10/24/2024	4:00 AM	0	7	0	0	1	0	0	0	1	0	0	0	0
10/24/2024	4:15 AM	0	7	0	0	1	0	0	0	1	0	0	0	0
10/24/2024	4:30 AM	0	13	3	0	0	0	0	0	1	0	0	0	0
10/24/2024	4:45 AM	0	17	5	0	0	0	0	0	1	0	0	0	0
10/24/2024	5:00 AM	0	25	7	0	0	1	0	0	0	0	0	0	0
10/24/2024	5:15 AM	0	35	11	1	0	1	0	0	0	0	0	0	0
10/24/2024	5:30 AM	0	44	12	1	0	1	0	0	0	0	0	0	0
10/24/2024	5:45 AM	0	56	13	1	0	3	0	0	0	0	0	0	0
10/24/2024	6:00 AM	0	71	17	1	0	2	0	0	0	0	0	0	0
10/24/2024	6:15 AM	0	95	23	0	0	2	0	0	0	0	0	0	0
10/24/2024	6:30 AM	0	177	37	6	2	2	0	0	1	0	0	0	0
10/24/2024	6:45 AM	0	263	50	8	3	0	0	0	2	0	0	0	0
10/24/2024	7:00 AM	0	296	53	11	4	0	0	0	2	0	0	0	0
10/24/2024	7:15 AM	0	329	58	11	4	0	0	0	2	0	0	0	0
10/24/2024	7:30 AM	0	313	51	7	5	0	0	0	1	0	0	0	0
10/24/2024	7:45 AM	0	274	45	10	5	1	0	0	0	0	0	0	0
10/24/2024	8:00 AM	0	282	53	10	6	2	0	0	0	0	0	0	0
10/24/2024	8:15 AM	0	264	53	10	8	2	0	0	0	0	0	0	0
10/24/2024	8:30 AM	0	234	61	8	5	2	0	0	1	0	0	0	0
10/24/2024	8:45 AM	0	227	64	3	5	1	0	0	1	0	0	0	0
10/24/2024	9:00 AM	0	224	65	0	3	0	0	0	1	0	0	0	0
10/24/2024	9:15 AM	0	242	66	0	2	0	0	1	1	0	0	0	0
10/24/2024	9:30 AM	0	248	67	1	4	0	0	1	0	0	0	0	0
10/24/2024	9:45 AM	0	260	73	4	6	1	0	1	0	0	0	0	0
10/24/2024	10:00 AM	0	277	76	4	8	2	0	1	0	0	0	0	0
10/24/2024	10:15 AM	0	283	80	5	9	3	0	1	0	0	0	0	0
10/24/2024	10:30 AM	0	288	82	5	11	3	0	1	2	0	0	0	0
10/24/2024	10:45 AM	0	305	91	2	9	3	0	1	2	0	0	0	0
10/24/2024	11:00 AM	0	313	94	2	9	2	0	1	2	0	0	0	0
10/24/2024	11:15 AM	0	330	102	1	8	1	0	0	2	0	0	0	0
10/24/2024	11:30 AM	0	350	100	0	8	1	0	0	1	0	0	0	0
10/24/2024	11:45 AM	0	342	92	1	10	0	0	1	1	0	0	0	0
10/24/2024	12:00 PM	0	319	90	1	12	0	0	1	1	0	0	0	0
10/24/2024	12:15 PM	1	308	83	1	11	0	0	2	1	0	0	0	0
10/24/2024	12:30 PM	1	299	81	1	7	0	0	2	0	0	0	0	0
10/24/2024	12:45 PM	1	308	85	0	8	0	0	1	0	0	0	0	0
10/24/2024	1:00 PM	1	322	77	1	6	0	0	1	0	0	0	0	0
10/24/2024	1:15 PM	1	349	89	1	8	4	0	0	0	0	0	0	0
10/24/2024	1:30 PM	1	381	91	5	11	5	0	0	0	0	0	0	0
10/24/2024	1:45 PM	1	420	91	18	9	6	0	1	1	0	0	0	0
10/24/2024	2:00 PM	1	434	98	17	12	10	0	1	1	0	0	0	0
10/24/2024	2:15 PM	1	437	84	18	13	6	1	1	1	0	0	0	0
10/24/2024	2:30 PM	1	452	96	14	12	6	1	1	1	0	0	0	0
10/24/2024	2:45 PM	1	438	96	5	10	6	1	0	0	0	0	0	0
10/24/2024	3:00 PM	1	458	100	6	7	4	1	0	0	0	0	0	0
10/24/2024	3:15 PM	0	455	119	6	7	4	0	0	0	0	0	0	0
10/24/2024	3:30 PM	0	469	109	8	6	4	0	0	0	0	0	0	0
10/24/2024	3:45 PM	1	485	114	4	6	3	0	0	0	0	0	0	0
10/24/2024	4:00 PM	1	518	108	3	7	2	0	0	0	0	0	0	0
10/24/2024	4:15 PM	1	580	96	2	4	2	0	0	0	0	0	0	0
10/24/2024	4:30 PM	1	592	95	0	3	2	0	0	0	0	0	0	0
10/24/2024	4:45 PM	2	577	89	0	3	2	0	0	0	0	0	0	0
10/24/2024	5:00 PM	2	544	84	0	0	1	0	0	0	0	0	0	0
10/24/2024	5:15 PM	2	484	83	0	1	1	0	0	0	0	0	0	0
10/24/2024	5:30 PM	2	424	74	0	4	0	0	0	0	0	0	0	0
10/24/2024	5:45 PM	0	399	62	0	4	0	0	0	0	0	0	0	0
10/24/2024	6:00 PM	0	352	61	0	5	0	0	0	0	0	0	0	0
10/24/2024	6:15 PM	0	334	43	0	4	0	0	0	0	0	0	0	0
10/24/2024	6:30 PM	0	393	48	0	2	0	0	1	0	0	0	0	0
10/24/2024	6:45 PM	0	477	53	0	2	0	0	1	0	0	0	0	0
10/24/2024	7:00 PM	0	494	45	0	1	1	0	1	0	0	0	0	0
10/24/2024	7:15 PM	0	453	44	0	1	1	0	1	0	0	0	0	0
10/24/2024	7:30 PM	0	360	34	0	0	1	0	0	0	0	0	0	0
10/24/2024	7:45 PM	0	230	24	0	0	1	0	0	0	0	0	0	0
10/24/2024	8:00 PM	0	182	22	0	0	0	0	0	0	0	0	0	0
10/24/2024	8:15 PM	0	164	20	0	0	0	0	0	0	0	0	0	0
10/24/2024	8:30 PM	0	143	17	0	0	0	0	0	0	0	0	0	0
10/24/2024	8:45 PM	0	122	13	0	0	0	0	0	0	0	0	0	0
10/24/2024	9:00 PM	0	120	13	0	0	0	0	0	0	0	0	0	0
10/24/2024	9:15 PM	0	99	11	0	0	0	0	0	0	0	0	0	0
10/24/2024	9:30 PM	0	82	10	0	0	0	0	0	0	0	0	0	0
10/24/2024	9:45 PM	0	68	10	0	0	0	0	0	0	0	0	0	0
10/24/2024	10:00 PM	0	45	11	0	0	0	0	0	0	0	0	0	0
10/24/2024	10:15 PM	0	41	12	0	0	0	0	0	0	0	0	0	0
10/24/2024	10:30 PM	0	37	13	0	0	0	0	0	0	0	0	0	0
10/24/2024	10:45 PM	0	38	13	0	0	0	0	0	0	0	0	0	0
10/24/2024	11:00 PM	0	33	11	0	0	0	0	0	0	0	0	0	0
10/24/2024	11:15 PM	0	25	8	0	0	0	0	0	0	0	0	0	0
10/24/2024	11:30 PM	0	14	4	0	0	0	0	0	0	0	0	0	0
10/24/2024	11:45 PM	0	5	2	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Fayetteville, GA

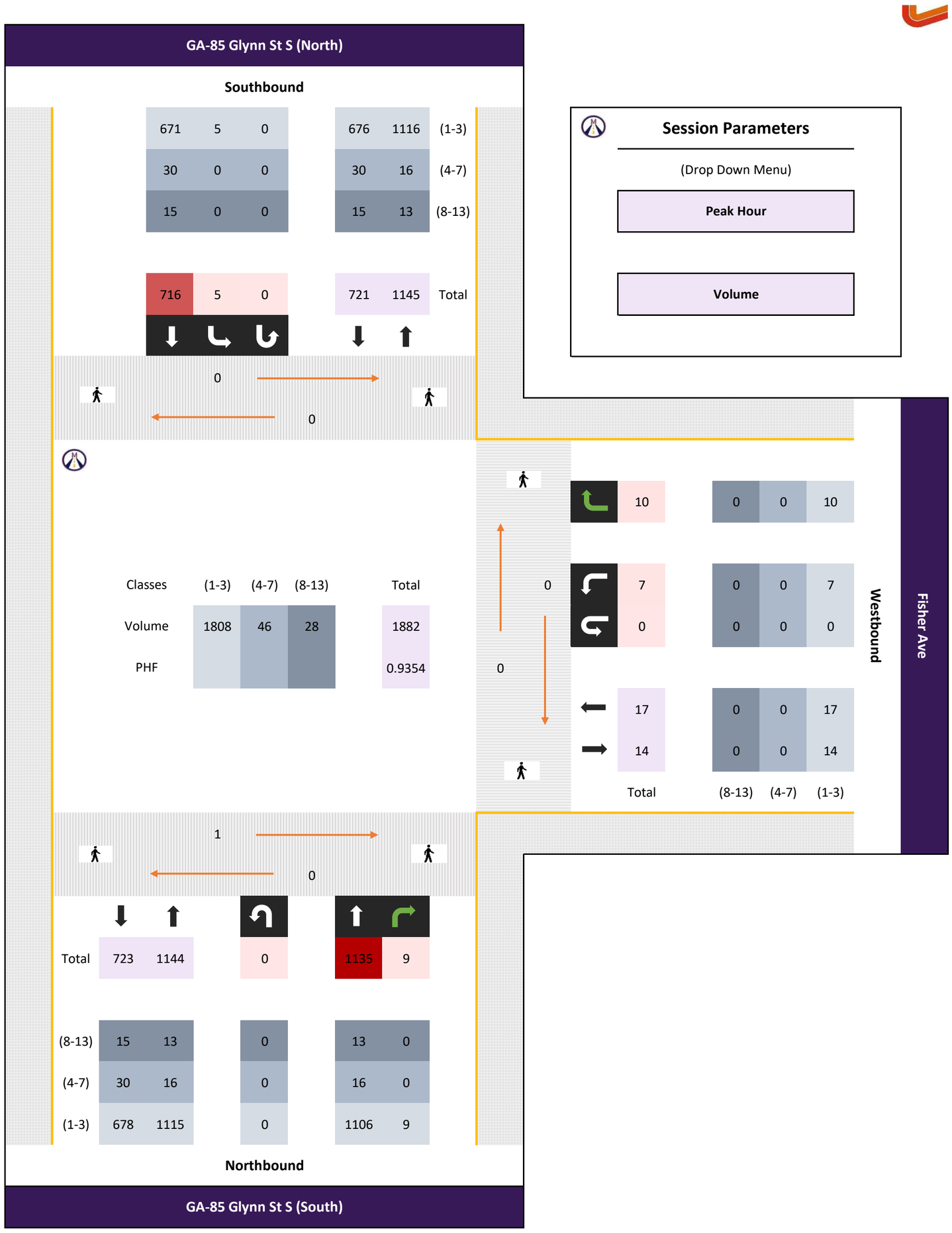
Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, October 24, 2024	
Period	0700 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes



All vehicles

	Northbound						Southbound												Westbound						
	GA-85 Glynn St S (South)						GA-85 Glynn St S (North)												Fisher Ave						
Time		Thru 1.1	Right 1.2		U-Turn 1.3	App Total	Left 1.4	Thru 1.5			U-Turn 1.6	App Total						App Total	Left 1.7		Right 1.8		U-Turn 1.9	App Total	Int Total
0730 - 0745	-	276	5	-	0	281	1	166	-	-	0	167	-	-	-	-	-	0	3	-	2	-	0	5	453
0745 - 0800	-	293	1	-	0	294	1	172	-	-	0	173	-	-	-	-	-	0	2	-	3	-	0	5	472
0800 - 0815	-	298	1	-	0	299	0	202	-	-	0	202	-	-	-	-	-	0	0	-	2	-	0	2	503
0815 - 0830	-	268	2	-	0	270	3	176	-	-	0	179	-	-	-	-	-	0	2	-	3	-	0	5	454
Total	0	1135	9	0	0	1144	5	716	0	0	0	721	0	0	0	0	0	0	7	0	10	0	0	17	1882
Approach %	0.00	99.21	0.79	0.00	0.00	-	0.69	99.31	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	41.18	0.00	58.82	0.00	0.00	-	
PHF	0.00	0.95	0.45	0.00	0.00	**0.96**	0.42	0.89	0.00	0.00	0.00	**0.89**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.58	0.00	0.83	0.00	0.00	**0.85**	**0.94**

Passenger Vehicles (1-3)

	Northbound						Southbound												Westbound						
	GA-85 Glynn St S (South)						GA-85 Glynn St S (North)												Fisher Ave						
Time		Thru 1.1	Right 1.2		U-Turn 1.3	App Total	Left 1.4	Thru 1.5			U-Turn 1.6	App Total						App Total	Left 1.7		Right 1.8		U-Turn 1.9	App Total	Int Total
0730 - 0745	-	273	5	-	0	278	1	154	-	-	0	155	-	-	-	-	-	0	3	-	2	-	0	5	438
0745 - 0800	-	289	1	-	0	290	1	162	-	-	0	163	-	-	-	-	-	0	2	-	3	-	0	5	458
0800 - 0815	-	285	1	-	0	286	0	193	-	-	0	193	-	-	-	-	-	0	0	-	2	-	0	2	481
0815 - 0830	-	259	2	-	0	261	3	162	-	-	0	165	-	-	-	-	-	0	2	-	3	-	0	5	431
Total	0	1106	9	0	0	1115	5	671	0	0	0	676	0	0	0	0	0	0	7	0	10	0	0	17	1808
Approach %	0.00	99.19	0.81	0.00	0.00	-	0.74	99.26	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	41.18	0.00	58.82	0.00	0.00	-	
PHF	0.00	0.96	0.45	0.00	0.00	**0.96**	0.42	0.87	0.00	0.00	0.00	**0.88**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.58	0.00	0.83	0.00	0.00	**0.85**	**0.94**

Single Unit Trucks (4-7)

	Northbound						Southbound												Westbound						
	GA-85 Glynn St S (South)						GA-85 Glynn St S (North)												Fisher Ave						
Time		Thru 1.1	Right 1.2		U-Turn 1.3	App Total	Left 1.4	Thru 1.5			U-Turn 1.6	App Total						App Total	Left 1.7		Right 1.8		U-Turn 1.9	App Total	Int Total
0730 - 0745	-	1	0	-	0	1	0	6	-	-	0	6	-	-	-	-	-	0	0	-	0	-	0	0	7
0745 - 0800	-	3	0	-	0	3	0	4	-	-	0	4	-	-	-	-	-	0	0	-	0	-	0	0	7
0800 - 0815	-	8	0	-	0	8	0	8	-	-	0	8	-	-	-	-	-	0	0	-	0	-	0	0	16
0815 - 0830	-	4	0	-	0	4	0	12	-	-	0	12	-	-	-	-	-	0	0	-	0	-	0	0	16
Total	0	16	0	0	0	16	0	30	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	46
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	0.00	-	
PHF	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.63	0.00	0.00	0.00	**0.63**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.72**

Combination Trucks (8-13)

	Northbound						Southbound												Westbound						
	GA-85 Glynn St S (South)						GA-85 Glynn St S (North)												Fisher Ave						
Time		Thru 1.1	Right 1.2		U-Turn 1.3	App Total	Left 1.4	Thru 1.5			U-Turn 1.6	App Total						App Total	Left 1.7		Right 1.8		U-Turn 1.9	App Total	Int Total
0730 - 0745	-	2	0	-	0	2	0	6	-	-	0	6	-	-	-	-	-	0	0	-	0	-	0	0	8
0745 - 0800	-	1	0	-	0	1	0	6	-	-	0	6	-	-	-	-	-	0	0	-	0	-	0	0	7
0800 - 0815	-	5	0	-	0	5	0	1	-	-	0	1	-	-	-	-	-	0	0	-	0	-	0	0	6
0815 - 0830	-	5	0	-	0	5	0	2	-	-	0	2	-	-	-	-	-	0	0	-	0	-	0	0	7
Total	0	13	0	0	0	13	0	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	28
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	0.00	-	
PHF	0.00	0.65	0.00	0.00	0.00	**0.65**	0.00	0.63	0.00	0.00	0.00	**0.63**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.88**

Bikes

	Northbound						Southbound												Westbound						
	GA-85 Glynn St S (South)						GA-85 Glynn St S (North)												Fisher Ave						
Time		Thru 1.1	Right 1.2		U-Turn 1.3	App Total	Left 1.4	Thru 1.5			U-Turn 1.6	App Total						App Total	Left 1.7		Right 1.8		U-Turn 1.9	App Total	Int Total
0730 - 0745	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
0745 - 0800	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
0800 - 0815	-	0	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
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**

Peak Hour Turning Movement Count

Fayetteville, GA

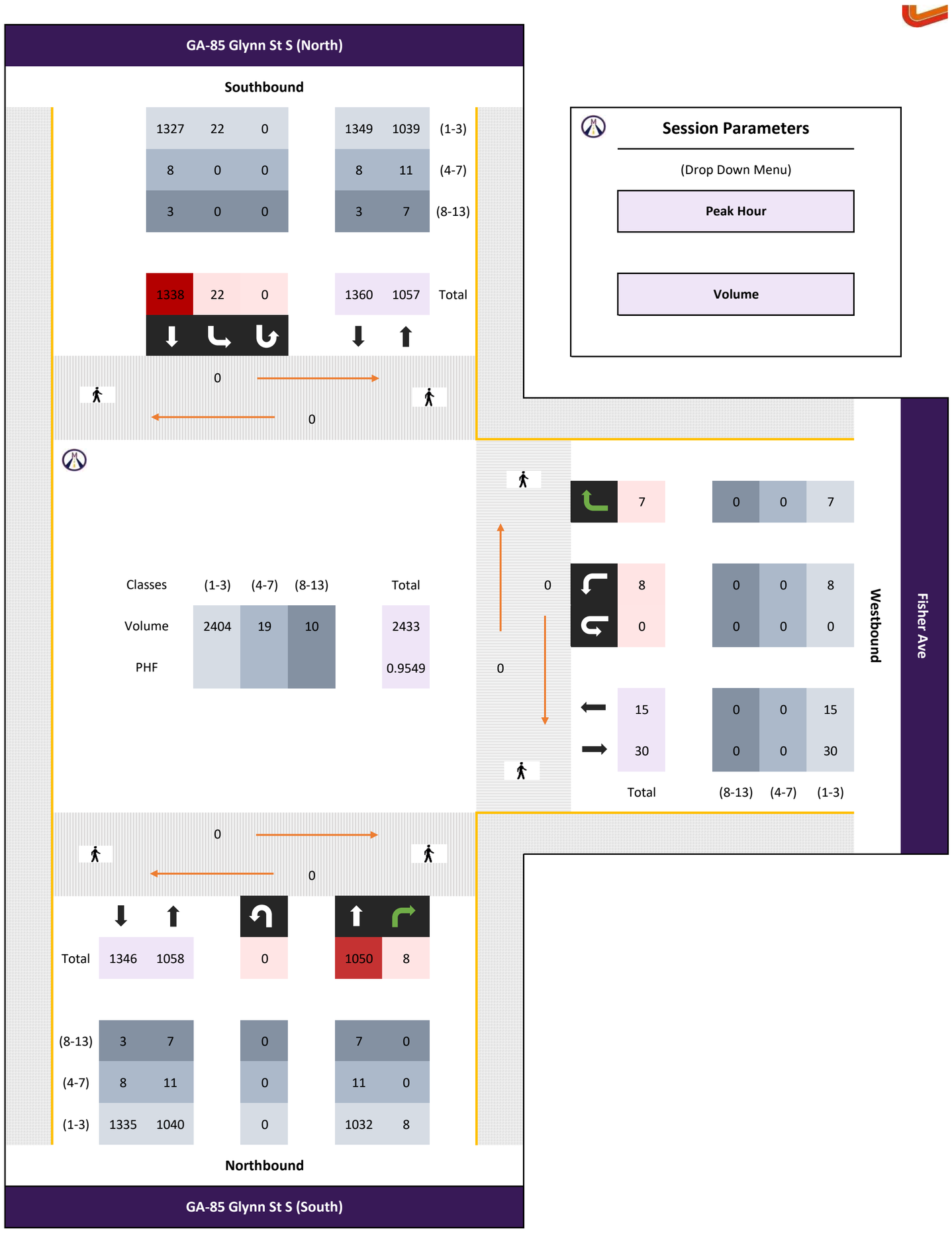
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Marr Traffic DATA COLLECTION

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Thursday, October 24, 2024	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes



All vehicles

	Northbound						Southbound												Westbound						
	GA-85 Glynn St S (South)						GA-85 Glynn St S (North)												Fisher Ave						
Time		Thru 1.1	Right 1.2		U-Turn 1.3	App Total	Left 1.4	Thru 1.5			U-Turn 1.6	App Total						App Total	Left 1.7		Right 1.8		U-Turn 1.9	App Total	Int Total
1700 - 1715	-	262	1	-	0	263	6	364	-	-	0	370	-	-	-	-	-	0	1	-	3	-	0	4	637
1715 - 1730	-	240	3	-	0	243	7	343	-	-	0	350	-	-	-	-	-	0	2	-	2	-	0	4	597
1730 - 1745	-	293	3	-	0	296	1	311	-	-	0	312	-	-	-	-	-	0	2	-	1	-	0	3	611
1745 - 1800	-	255	1	-	0	256	8	320	-	-	0	328	-	-	-	-	-	0	3	-	1	-	0	4	588
Total	0	1050	8	0	0	1058	22	1338	0	0	0	1360	0	0	0	0	0	0	8	0	7	0	0	15	2433
Approach %	0.00	99.24	0.76	0.00	0.00	-	1.62	98.38	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	53.33	0.00	46.67	0.00	0.00	-	
PHF	0.00	0.90	0.67	0.00	0.00	**0.89**	0.69	0.92	0.00	0.00	0.00	**0.92**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.67	0.00	0.58	0.00	0.00	**0.94**	**0.95**

Passenger Vehicles (1-3)

	Northbound						Southbound												Westbound						
	GA-85 Glynn St S (South)						GA-85 Glynn St S (North)												Fisher Ave						
Time		Thru 1.1	Right 1.2		U-Turn 1.3	App Total	Left 1.4	Thru 1.5			U-Turn 1.6	App Total						App Total	Left 1.7		Right 1.8		U-Turn 1.9	App Total	Int Total
1700 - 1715	-	256	1	-	0	257	6	362	-	-	0	368	-	-	-	-	-	0	1	-	3	-	0	4	629
1715 - 1730	-	236	3	-	0	239	7	342	-	-	0	349	-	-	-	-	-	0	2	-	2	-	0	4	592
1730 - 1745	-	289	3	-	0	292	1	307	-	-	0	308	-	-	-	-	-	0	2	-	1	-	0	3	603
1745 - 1800	-	251	1	-	0	252	8	316	-	-	0	324	-	-	-	-	-	0	3	-	1	-	0	4	580
Total	0	1032	8	0	0	1040	22	1327	0	0	0	1349	0	0	0	0	0	0	8	0	7	0	0	15	2404
Approach %	0.00	99.23	0.77	0.00	0.00	-	1.63	98.37	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	53.33	0.00	46.67	0.00	0.00	-	
PHF	0.00	0.89	0.67	0.00	0.00	**0.89**	0.69	0.92	0.00	0.00	0.00	**0.92**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.67	0.00	0.58	0.00	0.00	**0.94**	**0.96**

Single Unit Trucks (4-7)

	Northbound						Southbound												Westbound						
	GA-85 Glynn St S (South)						GA-85 Glynn St S (North)												Fisher Ave						
Time		Thru 1.1	Right 1.2		U-Turn 1.3	App Total	Left 1.4	Thru 1.5			U-Turn 1.6	App Total						App Total	Left 1.7		Right 1.8		U-Turn 1.9	App Total	Int Total
1700 - 1715	-	3	0	-	0	3	0	1	-	-	0	1	-	-	-	-	-	0	0	-	0	-	0	0	4
1715 - 1730	-	2	0	-	0	2	0	1	-	-	0	1	-	-	-	-	-	0	0	-	0	-	0	0	3
1730 - 1745	-	4	0	-	0	4	0	3	-	-	0	3	-	-	-	-	-	0	0	-	0	-	0	0	7
1745 - 1800	-	2	0	-	0	2	0	3	-	-	0	3	-	-	-	-	-	0	0	-	0	-	0	0	5
Total	0	11	0	0	0	11	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	19
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	0.00	-	
PHF	0.00	0.69	0.00	0.00	0.00	**0.69**	0.00	0.67	0.00	0.00	0.00	**0.67**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.68**

Combination Trucks (8-13)

	Northbound						Southbound												Westbound						
	GA-85 Glynn St S (South)						GA-85 Glynn St S (North)												Fisher Ave						
Time		Thru 1.1	Right 1.2		U-Turn 1.3	App Total	Left 1.4	Thru 1.5			U-Turn 1.6	App Total						App Total	Left 1.7		Right 1.8		U-Turn 1.9	App Total	Int Total
1700 - 1715	-	3	0	-	0	3	0	1	-	-	0	1	-	-	-	-	-	0	0	-	0	-	0	0	4
1715 - 1730	-	2	0	-	0	2	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	2
1730 - 1745	-	0	0	-	0	0	0	1	-	-	0	1	-	-	-	-	-	0	0	-	0	-	0	0	1
1745 - 1800	-	2	0	-	0	2	0	1	-	-	0	1	-	-	-	-	-	0	0	-	0	-	0	0	3
Total	0	7	0	0	0	7	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	10
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	0.00	-	
PHF	0.00	0.58	0.00	0.00	0.00	**0.58**	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	0.00	0.00	0.00	0.00	**0.00**	**0.63**

Bikes

	Northbound						Southbound												Westbound						
	GA-85 Glynn St S (South)						GA-85 Glynn St S (North)												Fisher Ave						
Time		Thru 1.1	Right 1.2		U-Turn 1.3	App Total	Left 1.4	Thru 1.5			U-Turn 1.6	App Total						App Total	Left 1.7		Right 1.8		U-Turn 1.9	App Total	Int Total
1700 - 1715	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
1715 - 1730	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
1730 - 1745	-	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
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**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Fayetteville, GA

Site 1

GA-85 Glynn St S (South)
GA-85 Glynn St S (North)

Fisher Ave

Date

Thursday, October 24, 2024

Lat/Long

33.445256°, -84.455166°
Click here for Map

Weather

Fair
70°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-24-2024)

All vehicles

	Northbound				Southbound				Westbound				
	GA-85 Glynn St S (South)				GA-85 Glynn St S (North)				Fisher Ave				
TIME	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715	188	0	0	188	1	111	0	112	1	0	0	1	301
0715 - 0730	248	1	0	249	0	141	0	141	3	1	0	4	394
0730 - 0745	276	5	0	281	1	166	0	167	3	2	0	5	453
0745 - 0800	293	1	0	294	1	172	0	173	2	3	0	5	472
Hourly Total	1005	7	0	**1012**	3	590	0	**593**	9	6	0	**15**	**1620**
0800 - 0815	298	1	0	299	0	202	0	202	0	2	0	2	503
0815 - 0830	268	2	0	270	3	176	0	179	2	3	0	5	454
0830 - 0845	249	2	0	251	6	166	0	172	0	0	0	0	423
0845 - 0900	255	1	0	256	6	209	0	215	2	4	0	6	477
Hourly Total	1070	6	0	**1076**	15	753	0	**768**	4	9	0	**13**	**1857**
Grand Total	2075	13	0	**2088**	18	1343	0	**1361**	13	15	0	**28**	**3477**
Approach %	99.38	0.62	0.00	-	1.32	98.68	0.00	-	46.43	53.57	0.00	-	
Intersection %	59.68	0.37	0.00	60.05	0.52	38.63	0.00	39.14	0.37	0.43	0.00	0.81	
Heavy Vehicle %	3	0	-	**2**	0	6	-	**6**	0	0	-	**0**	**4**
PHF	0.95	0.45	0.00	**0.96**	0.42	0.89	0.00	**0.89**	0.58	0.83	0.00	**0.85**	**0.94**

1600 - 1800 (Weekday 2h Session) (10-24-2024)

All vehicles

	Northbound				Southbound				Westbound				
	GA-85 Glynn St S (South)				GA-85 Glynn St S (North)				Fisher Ave				
TIME	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
1600 - 1615	230	3	0	233	4	333	0	337	2	4	0	6	576
1615 - 1630	231	5	0	236	7	307	2	316	3	2	0	5	557
1630 - 1645	239	2	0	241	8	320	1	329	0	6	0	6	576
1645 - 1700	242	3	0	245	5	327	0	332	1	2	0	3	580
Hourly Total	942	13	0	**955**	24	1287	3	**1314**	6	14	0	**20**	**2289**
1700 - 1715	262	1	0	263	6	364	0	370	1	3	0	4	637
1715 - 1730	240	3	0	243	7	343	0	350	2	2	0	4	597
1730 - 1745	293	3	0	296	1	311	0	312	2	1	0	3	611
1745 - 1800	255	1	0	256	8	320	0	328	3	1	0	4	588
Hourly Total	1050	8	0	**1058**	22	1338	0	**1360**	8	7	0	**15**	**2433**
Grand Total	1992	21	0	**2013**	46	2625	3	**2674**	14	21	0	**35**	**4722**
Approach %	98.96	1.04	0.00	-	1.72	98.17	0.11	-	40.00	60.00	0.00	-	
Intersection %	42.19	0.44	0.00	42.63	0.97	55.59	0.06	56.63	0.30	0.44	0.00	0.74	
Heavy Vehicle %	2	0	-	**2**	2	2	0	**2**	0	0	-	**0**	**2**
PHF	0.90	0.67	0.00	**0.89**	0.69	0.92	0.00	**0.92**	0.67	0.58	0.00	**0.94**	**0.95**

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

Fayetteville, GA

Marr Traffic DATA COLLECTION
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Site 1
GA-85 Glynn St S (South)
GA-85 Glynn St S (North)

Fisher Ave

Date
Thursday, October 24, 2024

Lat/Long
33.445256°, -84.455166°
Click here for Map

Weather
Fair
70°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-24-2024)
Passenger Vehicles (1-3)

	Northbound				Southbound				Westbound				
	GA-85 Glynn St S (South)				GA-85 Glynn St S (North)				Fisher Ave				
TIME	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715	184	0	0	184	1	102	0	103	1	0	0	1	288
0715 - 0730	243	1	0	244	0	130	0	130	3	1	0	4	378
0730 - 0745	273	5	0	278	1	154	0	155	3	2	0	5	438
0745 - 0800	289	1	0	290	1	162	0	163	2	3	0	5	458
Hourly Total	989	7	0	**996**	3	548	0	**551**	9	6	0	**15**	**1562**
0800 - 0815	285	1	0	286	0	193	0	193	0	2	0	2	481
0815 - 0830	259	2	0	261	3	162	0	165	2	3	0	5	431
0830 - 0845	243	2	0	245	6	156	0	162	0	0	0	0	407
0845 - 0900	247	1	0	248	6	199	0	205	2	4	0	6	459
Hourly Total	1034	6	0	**1040**	15	710	0	**725**	4	9	0	**13**	**1778**
Grand Total	2023	13	0	**2036**	18	1258	0	**1276**	13	15	0	**28**	**3340**
Approach %	99.36	0.64	0.00	-	1.41	98.59	0.00	-	46.43	53.57	0.00	-	
Intersection %	60.57	0.39	0.00	60.96	0.54	37.66	0.00	38.20	0.39	0.45	0.00	0.84	

1600 - 1800 (Weekday 2h Session) (10-24-2024)
Passenger Vehicles (1-3)

	Northbound				Southbound				Westbound				
	GA-85 Glynn St S (South)				GA-85 Glynn St S (North)				Fisher Ave				
TIME	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
1600 - 1615	220	3	0	223	3	325	0	328	2	4	0	6	557
1615 - 1630	226	5	0	231	7	296	2	305	3	2	0	5	541
1630 - 1645	233	2	0	235	8	312	1	321	0	6	0	6	562
1645 - 1700	234	3	0	237	5	316	0	321	1	2	0	3	561
Hourly Total	913	13	0	**926**	23	1249	3	**1275**	6	14	0	**20**	**2221**
1700 - 1715	256	1	0	257	6	362	0	368	1	3	0	4	629
1715 - 1730	236	3	0	239	7	342	0	349	2	2	0	4	592
1730 - 1745	289	3	0	292	1	307	0	308	2	1	0	3	603
1745 - 1800	251	1	0	252	8	316	0	324	3	1	0	4	580
Hourly Total	1032	8	0	**1040**	22	1327	0	**1349**	8	7	0	**15**	**2404**
Grand Total	1945	21	0	**1966**	45	2576	3	**2624**	14	21	0	**35**	**4625**
Approach %	98.93	1.07	0.00	-	1.71	98.17	0.11	-	40.00	60.00	0.00	-	
Intersection %	42.05	0.45	0.00	42.51	0.97	55.70	0.06	56.74	0.30	0.45	0.00	0.76	

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

Marr Traffic DATA COLLECTION
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Fayetteville, GA

Site 1
GA-85 Glynn St S (South)
GA-85 Glynn St S (North)

Fisher Ave

Date
Thursday, October 24, 2024

Lat/Long
33.445256°, -84.455166°
Click here for Map

Weather
Fair
70°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-24-2024)
Single Unit Trucks (4-7)

	Northbound				Southbound				Westbound				
	GA-85 Glynn St S (South)				GA-85 Glynn St S (North)				Fisher Ave				
TIME	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715	2	0	0	2	0	8	0	8	0	0	0	0	10
0715 - 0730	2	0	0	2	0	5	0	5	0	0	0	0	7
0730 - 0745	1	0	0	1	0	6	0	6	0	0	0	0	7
0745 - 0800	3	0	0	3	0	4	0	4	0	0	0	0	7
Hourly Total	8	0	0	**8**	0	23	0	**23**	0	0	0	**0**	**31**
0800 - 0815	8	0	0	8	0	8	0	8	0	0	0	0	16
0815 - 0830	4	0	0	4	0	12	0	12	0	0	0	0	16
0830 - 0845	6	0	0	6	0	6	0	6	0	0	0	0	12
0845 - 0900	4	0	0	4	0	6	0	6	0	0	0	0	10
Hourly Total	22	0	0	**22**	0	32	0	**32**	0	0	0	**0**	**54**
Grand Total	30	0	0	**30**	0	55	0	**55**	0	0	0	**0**	**85**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	35.29	0.00	0.00	35.29	0.00	64.71	0.00	64.71	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-24-2024)
Single Unit Trucks (4-7)

	Northbound				Southbound				Westbound				
	GA-85 Glynn St S (South)				GA-85 Glynn St S (North)				Fisher Ave				
TIME	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
1600 - 1615	10	0	0	10	1	6	0	7	0	0	0	0	17
1615 - 1630	2	0	0	2	0	7	0	7	0	0	0	0	9
1630 - 1645	2	0	0	2	0	6	0	6	0	0	0	0	8
1645 - 1700	5	0	0	5	0	9	0	9	0	0	0	0	14
Hourly Total	19	0	0	**19**	1	28	0	**29**	0	0	0	**0**	**48**
1700 - 1715	3	0	0	3	0	1	0	1	0	0	0	0	4
1715 - 1730	2	0	0	2	0	1	0	1	0	0	0	0	3
1730 - 1745	4	0	0	4	0	3	0	3	0	0	0	0	7
1745 - 1800	2	0	0	2	0	3	0	3	0	0	0	0	5
Hourly Total	11	0	0	**11**	0	8	0	**8**	0	0	0	**0**	**19**
Grand Total	30	0	0	**30**	1	36	0	**37**	0	0	0	**0**	**67**
Approach %	100.00	0.00	0.00	-	2.70	97.30	0.00	-	0.00	0.00	0.00	-	
Intersection %	44.78	0.00	0.00	44.78	1.49	53.73	0.00	55.22	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Fayetteville, GA

Site 1

GA-85 Glynn St S (South)
GA-85 Glynn St S (North)

Fisher Ave

Date

Thursday, October 24, 2024

Lat/Long

33.445256°, -84.455166°
Click here for Map

Weather

Fair
70°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-24-2024)

Combination Trucks (8-13)

TIME	Northbound GA-85 Glynn St S (South) Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Southbound GA-85 Glynn St S (North) Left 1.4	Thru 1.5	U-Turn 1.6	App Total	Westbound Fisher Ave Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715	2	0	0	2	0	1	0	1	0	0	0	0	3
0715 - 0730	3	0	0	3	0	6	0	6	0	0	0	0	9
0730 - 0745	2	0	0	2	0	6	0	6	0	0	0	0	8
0745 - 0800	1	0	0	1	0	6	0	6	0	0	0	0	7
Hourly Total	8	0	0	**8**	0	19	0	**19**	0	0	0	**0**	**27**
0800 - 0815	5	0	0	5	0	1	0	1	0	0	0	0	6
0815 - 0830	5	0	0	5	0	2	0	2	0	0	0	0	7
0830 - 0845	0	0	0	0	0	4	0	4	0	0	0	0	4
0845 - 0900	4	0	0	4	0	4	0	4	0	0	0	0	8
Hourly Total	14	0	0	**14**	0	11	0	**11**	0	0	0	**0**	**25**
Grand Total	22	0	0	**22**	0	30	0	**30**	0	0	0	**0**	**52**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	42.31	0.00	0.00	42.31	0.00	57.69	0.00	57.69	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-24-2024)

Combination Trucks (8-13)

TIME	Northbound GA-85 Glynn St S (South) Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Southbound GA-85 Glynn St S (North) Left 1.4	Thru 1.5	U-Turn 1.6	App Total	Westbound Fisher Ave Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	2	0	2	0	0	0	0	2
1615 - 1630	3	0	0	3	0	4	0	4	0	0	0	0	7
1630 - 1645	4	0	0	4	0	2	0	2	0	0	0	0	6
1645 - 1700	3	0	0	3	0	2	0	2	0	0	0	0	5
Hourly Total	10	0	0	**10**	0	10	0	**10**	0	0	0	**0**	**20**
1700 - 1715	3	0	0	3	0	1	0	1	0	0	0	0	4
1715 - 1730	2	0	0	2	0	0	0	0	0	0	0	0	2
1730 - 1745	0	0	0	0	0	1	0	1	0	0	0	0	1
1745 - 1800	2	0	0	2	0	1	0	1	0	0	0	0	3
Hourly Total	7	0	0	**7**	0	3	0	**3**	0	0	0	**0**	**10**
Grand Total	17	0	0	**17**	0	13	0	**13**	0	0	0	**0**	**30**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	56.67	0.00	0.00	56.67	0.00	43.33	0.00	43.33	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bikes

Fayetteville, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
GA-85 Glynn St S (South)
GA-85 Glynn St S (North)

Fisher Ave

Date
Thursday, October 24, 2024

Lat/Long
33.445256°, -84.455166°
Click here for Map

Weather
Fair
70°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-24-2024)
Bikes

	Northbound				Southbound				Westbound				
	GA-85 Glynn St S (South)				GA-85 Glynn St S (North)				Fisher Ave				
TIME	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	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	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) (10-24-2024)
Bikes

	Northbound				Southbound				Westbound				
	GA-85 Glynn St S (South)				GA-85 Glynn St S (North)				Fisher Ave				
TIME	Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Left 1.4	Thru 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	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)

Fayetteville, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
GA-85 Glynn St S (South)
GA-85 Glynn St S (North)

Fisher Ave

Date
Thursday, October 24, 2024

Lat/Long
33.445256°, -84.455166°
Click here for Map

Weather
Fair
70°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-24-2024)
All Trucks (4-13)

TIME	Northbound GA-85 Glynn St S (South) Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Southbound GA-85 Glynn St S (North) Left 1.4	Thru 1.5	U-Turn 1.6	App Total	Westbound Fisher Ave Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715	4	0	0	4	0	9	0	9	0	0	0	0	13
0715 - 0730	5	0	0	5	0	11	0	11	0	0	0	0	16
0730 - 0745	3	0	0	3	0	12	0	12	0	0	0	0	15
0745 - 0800	4	0	0	4	0	10	0	10	0	0	0	0	14
Hourly Total	16	0	0	**16**	0	42	0	**42**	0	0	0	**0**	**58**
0800 - 0815	13	0	0	13	0	9	0	9	0	0	0	0	22
0815 - 0830	9	0	0	9	0	14	0	14	0	0	0	0	23
0830 - 0845	6	0	0	6	0	10	0	10	0	0	0	0	16
0845 - 0900	8	0	0	8	0	10	0	10	0	0	0	0	18
Hourly Total	36	0	0	**36**	0	43	0	**43**	0	0	0	**0**	**79**
Grand Total	52	0	0	**52**	0	85	0	**85**	0	0	0	**0**	**137**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	37.96	0.00	0.00	37.96	0.00	62.04	0.00	62.04	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-24-2024)
All Trucks (4-13)

TIME	Northbound GA-85 Glynn St S (South) Thru 1.1	Right 1.2	U-Turn 1.3	App Total	Southbound GA-85 Glynn St S (North) Left 1.4	Thru 1.5	U-Turn 1.6	App Total	Westbound Fisher Ave Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
1600 - 1615	10	0	0	10	1	8	0	9	0	0	0	0	19
1615 - 1630	5	0	0	5	0	11	0	11	0	0	0	0	16
1630 - 1645	6	0	0	6	0	8	0	8	0	0	0	0	14
1645 - 1700	8	0	0	8	0	11	0	11	0	0	0	0	19
Hourly Total	29	0	0	**29**	1	38	0	**39**	0	0	0	**0**	**68**
1700 - 1715	6	0	0	6	0	2	0	2	0	0	0	0	8
1715 - 1730	4	0	0	4	0	1	0	1	0	0	0	0	5
1730 - 1745	4	0	0	4	0	4	0	4	0	0	0	0	8
1745 - 1800	4	0	0	4	0	4	0	4	0	0	0	0	8
Hourly Total	18	0	0	**18**	0	11	0	**11**	0	0	0	**0**	**29**
Grand Total	47	0	0	**47**	1	49	0	**50**	0	0	0	**0**	**97**
Approach %	100.00	0.00	0.00	-	2.00	98.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	48.45	0.00	0.00	48.45	1.03	50.52	0.00	51.55	0.00	0.00	0.00	0.00	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

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Fayetteville, GA

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GA-85 Glynn St S (North)

Fisher Ave

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0700 - 0900 (Weekday 2h Session) (10-24-2024)

Pedestrians

	Northbound			Southbound			Westbound			
	GA-85 Glynn St S (South)			GA-85 Glynn St S (North)			Fisher Ave			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	1	0	1	1
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**	1	0	**1**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	1	0	1	0	0	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	1	1	1
Hourly Total	1	0	**1**	0	0	**0**	0	1	**1**	**2**
Grand Total	1	0	**1**	0	0	**0**	1	1	**2**	**3**
Approach %	100.00	0.00	-	0.00	0.00	-	50.00	50.00	-	
Intersection %	33.33	0.00	33.33	0.00	0.00	0.00	33.33	33.33	66.67	

1600 - 1800 (Weekday 2h Session) (10-24-2024)

Pedestrians

	Northbound			Southbound			Westbound			
	GA-85 Glynn St S (South)			GA-85 Glynn St S (North)			Fisher Ave			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1g	SB 1h	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	1	1	1
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	1	**1**	**1**
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	1	**1**	**1**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	

Crosswalk Counts || Bikes

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GA-85 Glynn St S (North)

Fisher Ave

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0700 - 0900 (Weekday 2h Session) (10-24-2024)

Bikes

	Northbound			Southbound			Westbound			
	GA-85 Glynn St S (South)			GA-85 Glynn St S (North)			Fisher Ave			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1g	SB 1h	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) (10-24-2024)

Bikes

	Northbound			Southbound			Westbound			
	GA-85 Glynn St S (South)			GA-85 Glynn St S (North)			Fisher Ave			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1g	SB 1h	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	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Fayetteville, GA

Site 1
GA-85 Glynn St S (South)
GA-85 Glynn St S (North)

Fisher Ave

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0700 - 0900 (Weekday 2h Session) (10-24-2024)
Motorized Vehicles

	Northbound			Southbound			Westbound			
	GA-85 Glynn St S (South)			GA-85 Glynn St S (North)			Fisher Ave			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1g	SB 1h	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) (10-24-2024)
Motorized Vehicles

	Northbound			Southbound			Westbound			
	GA-85 Glynn St S (South)			GA-85 Glynn St S (North)			Fisher Ave			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1g	SB 1h	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	

Start Date: 10/24/2024	Eastbound			Fisher Ave Westbound			GA-85 Glynn St S (South) Northbound			GA-85 Glynn St S (North) 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	0	0	0	1	0	0	0	188	0	1	111	0	301
07:15 AM - 07:30 AM	0	0	0	3	0	1	0	248	1	0	141	0	394
07:30 AM - 07:45 AM	0	0	0	3	0	2	0	276	5	1	166	0	453
07:45 AM - 08:00 AM	0	0	0	2	0	3	0	293	1	1	172	0	472
08:00 AM - 08:15 AM	0	0	0	0	0	2	0	298	1	0	202	0	503
08:15 AM - 08:30 AM	0	0	0	2	0	3	0	268	2	3	176	0	454
08:30 AM - 08:45 AM	0	0	0	0	0	0	0	249	2	6	166	0	423
08:45 AM - 09:00 AM	0	0	0	2	0	4	0	255	1	6	209	0	477
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	0	0	0	2	0	4	0	230	3	4	333	0	576
04:15 PM - 04:30 PM	0	0	0	3	0	2	0	231	5	7	307	0	555
04:30 PM - 04:45 PM	0	0	0	0	0	6	0	239	2	8	320	0	575
04:45 PM - 05:00 PM	0	0	0	1	0	2	0	242	3	5	327	0	580
05:00 PM - 05:15 PM	0	0	0	1	0	3	0	262	1	6	364	0	637
05:15 PM - 05:30 PM	0	0	0	2	0	2	0	240	3	7	343	0	597
05:30 PM - 05:45 PM	0	0	0	2	0	1	0	293	3	1	311	0	611
05:45 PM - 06:00 PM	0	0	0	3	0	1	0	255	1	8	320	0	588
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

Peak Hour Turning Movement Count

Fayetteville, GA

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Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, October 24, 2024	
Period	0600 - 1900
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	GA-85 Glynn St S (South)						GA-85 Glynn St S (North)						Beauregaro Blvd						Driveway						
	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	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1700 - 1715	2	233	0	-	0	235	0	255	110	-	0	365	29	0	3	-	0	32	1	0	1	-	0	2	634
1715 - 1730	2	212	0	-	0	214	0	255	98	-	0	353	35	0	2	-	0	37	0	0	0	-	0	0	604
1730 - 1745	0	271	0	-	0	271	0	220	93	-	0	313	26	0	1	-	0	27	0	0	0	-	0	0	611
1745 - 1800	0	229	0	-	0	229	0	234	92	-	0	326	31	0	2	-	0	33	0	0	0	-	0	0	588
Total	4	945	0	0	0	949	0	964	393	0	0	1357	121	0	8	0	0	129	1	0	1	0	0	2	2437
Approach %	0.42	99.58	0.00	0.00	0.00	-	0.00	71.04	28.96	0.00	0.00	-	93.80	0.00	6.20	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	
PHF	0.50	0.87	0.00	0.00	0.00	**0.88**	0.00	0.95	0.89	0.00	0.00	**0.93**	0.86	0.00	0.67	0.00	0.00	**0.87**	0.25	0.00	0.25	0.00	0.00	**0.25**	**0.96**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	GA-85 Glynn St S (South)						GA-85 Glynn St S (North)						Beauregaro Blvd						Driveway						
	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	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1700 - 1715	2	228	0	-	0	230	0	253	109	-	0	362	29	0	3	-	0	32	1	0	1	-	0	2	626
1715 - 1730	2	208	0	-	0	210	0	253	98	-	0	351	35	0	2	-	0	37	0	0	0	-	0	0	598
1730 - 1745	0	266	0	-	0	266	0	218	93	-	0	311	26	0	1	-	0	27	0	0	0	-	0	0	604
1745 - 1800	0	225	0	-	0	225	0	230	92	-	0	322	31	0	2	-	0	33	0	0	0	-	0	0	580
Total	4	927	0	0	0	931	0	954	392	0	0	1346	121	0	8	0	0	129	1	0	1	0	0	2	2408
Approach %	0.43	99.57	0.00	0.00	0.00	-	0.00	70.88	29.12	0.00	0.00	-	93.80	0.00	6.20	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	
PHF	0.50	0.87	0.00	0.00	0.00	**0.88**	0.00	0.94	0.90	0.00	0.00	**0.93**	0.86	0.00	0.67	0.00	0.00	**0.87**	0.25	0.00	0.25	0.00	0.00	**0.25**	**0.96**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	GA-85 Glynn St S (South)						GA-85 Glynn St S (North)						Beauregaro Blvd						Driveway						
	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	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1700 - 1715	0	2	0	-	0	2	0	1	1	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	4
1715 - 1730	0	2	0	-	0	2	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	3
1730 - 1745	0	5	0	-	0	5	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	7
1745 - 1800	0	2	0	-	0	2	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	5
Total	0	11	0	0	0	11	0	7	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	19
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	87.50	12.50	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	0.55	0.00	0.00	0.00	**0.55**	0.00	0.58	0.25	0.00	0.00	**0.67**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.68**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	GA-85 Glynn St S (South)						GA-85 Glynn St S (North)						Beauregaro Blvd						Driveway						
	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	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1700 - 1715	0	3	0	-	0	3	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	4
1715 - 1730	0	2	0	-	0	2	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	3
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1745 - 1800	0	2	0	-	0	2	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	3
Total	0	7	0	0	0	7	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	10
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	0.00	-	
PHF	0.00	0.58	0.00	0.00	0.00	**0.58**	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	0.00	0.00	0.00	0.00	**0.00**	**0.63**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	GA-85 Glynn St S (South)						GA-85 Glynn St S (North)						Beauregaro Blvd						Driveway						
	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	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	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
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**

Peak Hour Turning Movement Count

Fayetteville, GA

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Marr Traffic DATA COLLECTION

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Thursday, October 24, 2024	
Period	0700 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	GA-85 Glynn St S (South)						GA-85 Glynn St S (North)						Beauregaro Blvd						Driveway						
	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	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
0730 - 0745	3	224	0	-	0	227	0	108	52	-	0	160	61	0	1	-	0	62	0	0	0	-	0	0	449
0745 - 0800	3	249	0	-	0	252	0	129	44	-	0	173	45	0	5	-	0	50	0	0	0	-	0	0	475
0800 - 0815	0	251	0	-	0	251	0	166	42	-	0	208	47	0	1	-	0	48	0	0	0	-	0	0	507
0815 - 0830	0	240	0	-	0	240	0	150	32	-	0	182	27	0	2	-	0	29	0	0	0	-	0	0	451
Total	6	964	0	0	0	970	0	553	170	0	0	723	180	0	9	0	0	189	0	0	0	0	0	0	1882
Approach %	0.62	99.38	0.00	0.00	0.00	-	0.00	76.49	23.51	0.00	0.00	-	95.24	0.00	4.76	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.50	0.96	0.00	0.00	0.00	**0.96**	0.00	0.83	0.82	0.00	0.00	**0.87**	0.74	0.00	0.45	0.00	0.00	**0.76**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.93**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	GA-85 Glynn St S (South)						GA-85 Glynn St S (North)						Beauregaro Blvd						Driveway						
	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	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
0730 - 0745	2	220	0	-	0	222	0	104	51	-	0	155	61	0	1	-	0	62	0	0	0	-	0	0	439
0745 - 0800	2	245	0	-	0	247	0	122	42	-	0	164	45	0	5	-	0	50	0	0	0	-	0	0	461
0800 - 0815	0	238	0	-	0	238	0	159	39	-	0	198	47	0	1	-	0	48	0	0	0	-	0	0	484
0815 - 0830	0	234	0	-	0	234	0	137	31	-	0	168	27	0	2	-	0	29	0	0	0	-	0	0	431
Total	4	937	0	0	0	941	0	522	163	0	0	685	180	0	9	0	0	189	0	0	0	0	0	0	1815
Approach %	0.43	99.57	0.00	0.00	0.00	-	0.00	76.20	23.80	0.00	0.00	-	95.24	0.00	4.76	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.50	0.96	0.00	0.00	0.00	**0.95**	0.00	0.82	0.80	0.00	0.00	**0.86**	0.74	0.00	0.45	0.00	0.00	**0.76**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.94**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	GA-85 Glynn St S (South)						GA-85 Glynn St S (North)						Beauregaro Blvd						Driveway						
	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	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
0730 - 0745	1	2	0	-	0	3	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	7
0745 - 0800	1	3	0	-	0	4	0	2	2	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	8
0800 - 0815	0	9	0	-	0	9	0	6	3	-	0	9	0	0	0	-	0	0	0	0	0	-	0	0	18
0815 - 0830	0	2	0	-	0	2	0	11	1	-	0	12	0	0	0	-	0	0	0	0	0	-	0	0	14
Total	2	16	0	0	0	18	0	23	6	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	47
Approach %	11.11	88.89	0.00	0.00	0.00	-	0.00	79.31	20.69	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	0.50	0.44	0.00	0.00	0.00	**0.50**	0.00	0.52	0.50	0.00	0.00	**0.60**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.65**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	GA-85 Glynn St S (South)						GA-85 Glynn St S (North)						Beauregaro Blvd						Driveway						
	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	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
0730 - 0745	0	2	0	-	0	2	0	0	1	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	3
0745 - 0800	0	1	0	-	0	1	0	5	0	-	0	5	0	0	0	-	0	0	0	0	0	-	0	0	6
0800 - 0815	0	4	0	-	0	4	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	5
0815 - 0830	0	4	0	-	0	4	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	6
Total	0	11	0	0	0	11	0	8	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	20
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	88.89	11.11	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	0.69	0.00	0.00	0.00	**0.69**	0.00	0.40	0.25	0.00	0.00	**0.45**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.83**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	GA-85 Glynn St S (South)						GA-85 Glynn St S (North)						Beauregaro Blvd						Driveway						
	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	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	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**

Peak Hour Turning Movement Count

Fayetteville, GA

Click here for Map

Marr Traffic DATA COLLECTION

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Thursday, October 24, 2024	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	GA-85 Glynn St S (South)						GA-85 Glynn St S (North)						Beauregaro Blvd						Driveway						
	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	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1700 - 1715	2	233	0	-	0	235	0	255	110	-	0	365	29	0	3	-	0	32	1	0	1	-	0	2	634
1715 - 1730	2	212	0	-	0	214	0	255	98	-	0	353	35	0	2	-	0	37	0	0	0	-	0	0	604
1730 - 1745	0	271	0	-	0	271	0	220	93	-	0	313	26	0	1	-	0	27	0	0	0	-	0	0	611
1745 - 1800	0	229	0	-	0	229	0	234	92	-	0	326	31	0	2	-	0	33	0	0	0	-	0	0	588
Total	4	945	0	0	0	949	0	964	393	0	0	1357	121	0	8	0	0	129	1	0	1	0	0	2	2437
Approach %	0.42	99.58	0.00	0.00	0.00	-	0.00	71.04	28.96	0.00	0.00	-	93.80	0.00	6.20	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	
PHF	0.50	0.87	0.00	0.00	0.00	**0.88**	0.00	0.95	0.89	0.00	0.00	**0.93**	0.86	0.00	0.67	0.00	0.00	**0.87**	0.25	0.00	0.25	0.00	0.00	**0.25**	**0.96**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	GA-85 Glynn St S (South)						GA-85 Glynn St S (North)						Beauregaro Blvd						Driveway						
	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	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1700 - 1715	2	228	0	-	0	230	0	253	109	-	0	362	29	0	3	-	0	32	1	0	1	-	0	2	626
1715 - 1730	2	208	0	-	0	210	0	253	98	-	0	351	35	0	2	-	0	37	0	0	0	-	0	0	598
1730 - 1745	0	266	0	-	0	266	0	218	93	-	0	311	26	0	1	-	0	27	0	0	0	-	0	0	604
1745 - 1800	0	225	0	-	0	225	0	230	92	-	0	322	31	0	2	-	0	33	0	0	0	-	0	0	580
Total	4	927	0	0	0	931	0	954	392	0	0	1346	121	0	8	0	0	129	1	0	1	0	0	2	2408
Approach %	0.43	99.57	0.00	0.00	0.00	-	0.00	70.88	29.12	0.00	0.00	-	93.80	0.00	6.20	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	
PHF	0.50	0.87	0.00	0.00	0.00	**0.88**	0.00	0.94	0.90	0.00	0.00	**0.93**	0.86	0.00	0.67	0.00	0.00	**0.87**	0.25	0.00	0.25	0.00	0.00	**0.25**	**0.96**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	GA-85 Glynn St S (South)						GA-85 Glynn St S (North)						Beauregaro Blvd						Driveway						
	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	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1700 - 1715	0	2	0	-	0	2	0	1	1	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	4
1715 - 1730	0	2	0	-	0	2	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	3
1730 - 1745	0	5	0	-	0	5	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	7
1745 - 1800	0	2	0	-	0	2	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	5
Total	0	11	0	0	0	11	0	7	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	19
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	87.50	12.50	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	0.55	0.00	0.00	0.00	**0.55**	0.00	0.58	0.25	0.00	0.00	**0.67**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.68**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	GA-85 Glynn St S (South)						GA-85 Glynn St S (North)						Beauregaro Blvd						Driveway						
	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	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1700 - 1715	0	3	0	-	0	3	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	4
1715 - 1730	0	2	0	-	0	2	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	3
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1745 - 1800	0	2	0	-	0	2	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	3
Total	0	7	0	0	0	7	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	10
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	0.00	-	
PHF	0.00	0.58	0.00	0.00	0.00	**0.58**	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	0.00	0.00	0.00	0.00	**0.00**	**0.63**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	GA-85 Glynn St S (South)						GA-85 Glynn St S (North)						Beauregaro Blvd						Driveway						
	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	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	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
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**

Classified Turn Movement Count || All vehicles

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Fayetteville, GA

Site 2
GA-85 Glynn St S (South)
GA-85 Glynn St S (North)
Beauregaro Blvd
Driveway

Date
Thursday, October 24, 2024

Lat/Long
33.444883°, -84.455205°
Click here for Map

Weather
Fair
70°F
Click here for Detailed Weather

0600 - 1900 (Weekday 13h Session) (10-24-2024)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-85 Glynn St S (South)					GA-85 Glynn St S (North)					Beauregaro Blvd					Driveway					
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
0600 - 0615	0	108	0	0	108	0	44	9	0	53	26	0	1	0	27	0	0	0	0	0	188
0615 - 0630	0	127	0	0	127	0	50	10	0	60	22	0	0	0	22	0	0	0	0	0	209
0630 - 0645	0	163	0	0	163	0	64	21	0	85	25	0	0	0	25	0	0	0	0	0	273
0645 - 0700	1	144	0	0	145	0	75	24	0	99	28	0	1	0	29	0	0	0	0	0	273
Hourly Total	1	542	0	0	**543**	0	233	64	0	**297**	101	0	2	0	**103**	0	0	0	0	**0**	**943**
0700 - 0715	1	154	0	0	155	0	88	26	0	114	33	0	0	0	33	0	0	0	0	0	302
0715 - 0730	3	209	0	0	212	0	113	32	0	145	38	0	3	0	41	0	0	0	0	0	398
0730 - 0745	3	224	0	0	227	0	108	52	0	160	61	0	1	0	62	0	0	0	0	0	449
0745 - 0800	3	249	0	0	252	0	129	44	0	173	45	0	5	0	50	0	0	0	0	0	475
Hourly Total	10	836	0	0	**846**	0	438	154	0	**592**	177	0	9	0	**186**	0	0	0	0	**0**	**1624**
0800 - 0815	0	251	0	0	251	0	166	42	0	208	47	0	1	0	48	0	0	0	0	0	507
0815 - 0830	0	240	0	0	240	0	150	32	0	182	27	0	2	0	29	0	0	0	0	0	451
0830 - 0845	2	218	1	0	221	0	132	32	0	164	32	0	1	0	33	0	0	0	0	0	418
0845 - 0900	0	218	0	0	218	1	172	38	0	211	41	0	0	0	41	0	0	0	0	0	470
Hourly Total	2	927	1	0	**930**	1	620	144	0	**765**	147	0	4	0	**151**	0	0	0	0	**0**	**1846**
0900 - 0915	0	179	0	0	179	0	143	34	0	177	28	0	0	0	28	0	0	0	0	0	384
0915 - 0930	0	188	0	0	188	0	144	35	0	179	27	0	1	0	28	0	0	0	0	0	395
0930 - 0945	0	182	0	0	182	0	160	38	0	198	31	0	1	0	32	0	0	0	0	0	412
0945 - 1000	1	192	0	0	193	0	153	33	0	186	22	0	1	0	23	0	0	0	0	0	402
Hourly Total	1	741	0	0	**742**	0	600	140	0	**740**	108	0	3	0	**111**	0	0	0	0	**0**	**1593**
1000 - 1015	0	196	0	0	196	0	154	28	0	182	16	0	0	0	16	0	0	0	0	0	394
1015 - 1030	1	199	0	0	200	0	171	42	0	213	13	0	2	0	15	0	0	0	0	0	428
1030 - 1045	1	191	0	0	192	0	162	40	0	202	23	0	4	0	27	0	0	0	0	0	421
1045 - 1100	1	207	0	0	208	0	175	38	0	213	22	0	1	0	23	0	0	0	0	0	444
Hourly Total	3	793	0	0	**796**	0	662	148	0	**810**	74	0	7	0	**81**	0	0	0	0	**0**	**1687**
1100 - 1115	2	199	0	0	201	0	191	39	0	230	23	0	3	0	26	0	0	0	0	0	457
1115 - 1130	0	211	0	0	211	0	175	29	0	204	20	0	2	0	22	0	0	0	0	0	437
1130 - 1145	1	208	0	0	209	1	210	39	0	250	23	0	0	0	23	0	0	0	0	0	482
1145 - 1200	1	213	0	0	214	0	200	45	0	245	29	0	1	0	30	0	0	0	0	0	489
Hourly Total	4	831	0	0	**835**	1	776	152	0	**929**	95	0	6	0	**101**	0	0	0	0	**0**	**1865**
1200 - 1215	0	241	0	0	241	0	191	41	0	232	22	0	1	0	23	0	0	0	0	0	496
1215 - 1230	2	208	0	0	210	0	206	45	0	251	18	0	1	0	19	0	0	0	0	0	480
1230 - 1245	1	221	0	0	222	0	220	38	0	258	19	0	0	0	19	0	0	1	0	1	500
1245 - 1300	2	246	1	0	249	0	223	44	0	267	25	0	0	0	25	0	0	0	0	0	541
Hourly Total	5	916	1	0	**922**	0	840	168	0	**1008**	84	0	2	0	**86**	0	0	1	0	**1**	**2017**
1300 - 1315	2	207	0	0	209	1	205	61	0	267	20	0	0	0	20	0	0	0	0	0	496
1315 - 1330	0	219	0	0	219	0	192	56	0	248	18	0	6	0	24	0	0	0	0	0	491
1330 - 1345	1	219	0	0	220	0	237	59	0	296	20	0	0	0	20	0	0	1	0	1	537
1345 - 1400	2	200	0	0	202	0	220	66	0	286	14	0	1	0	15	0	0	0	0	0	503
Hourly Total	5	845	0	0	**850**	1	854	242	0	**1097**	72	0	7	0	**79**	0	0	1	0	**1**	**2027**
1400 - 1415	4	212	0	0	216	0	219	59	0	278	25	0	1	0	26	0	0	0	0	0	520
1415 - 1430	1	208	0	0	209	0	238	70	0	308	31	0	2	1	34	0	0	0	0	0	551
1430 - 1445	3	224	0	0	227	0	211	58	0	269	35	0	5	0	40	0	0	1	0	1	537
1445 - 1500	1	231	0	0	232	0	205	40	0	245	26	0	2	0	28	0	0	0	0	0	505
Hourly Total	9	875	0	0	**884**	0	873	227	0	**1100**	117	0	10	1	**128**	0	0	1	0	**1**	**2113**
1500 - 1515	0	205	0	0	205	0	235	63	0	298	18	0	2	0	20	0	0	0	0	0	523
1515 - 1530	2	212	0	0	214	1	219	76	0	296	24	0	1	0	25	0	0	0	0	0	535
1530 - 1545	1	202	0	0	203	0	242	55	0	297	24	0	2	0	26	0	0	0	0	0	526
1545 - 1600	0	220	0	0	220	0	213	57	0	270	24	0	1	0	25	0	0	0	0	0	515
Hourly Total	3	839	0	0	**842**	1	909	251	0	**1161**	90	0	6	0	**96**	0	0	0	0	**0**	**2099**
1600 - 1615	0	201	0	0	201	0	260	75	0	335	32	0	0	0	32	0	0	0	0	0	568
1615 - 1630	2	206	0	0	208	0	251	55	0	306	25	0	2	0	27	0	0	0	0	0	541
1630 - 1645	2	214	0	0	216	0	243	72	0	315	27	0	1	0	28	0	0	1	0	1	560
1645 - 1700	1	220	0	0	221	0	248	77	0	325	21	0	1	0	22	0	0	0	0	0	568
Hourly Total	5	841	0	0	**846**	0	1002	279	0	**1281**	105	0	4	0	**109**	0	0	1	0	**1**	**2237**
1700 - 1715	2	233	0	0	235	0	255	110	0	365	29	0	3	0	32	1	0	1	0	2	634
1715 - 1730	2	212	0	0	214	0	255	98	0	353	35	0	2	0	37	0	0	0	0	0	604
1730 - 1745	0	271	0	0	271	0	220	93	0	313	26	0	1	0	27	0	0	0	0	0	611
1745 - 1800	0	229	0	0	229	0	234	92	0	326	31	0	2	0	33	0	0	0	0	0	588
Hourly Total	4	945	0	0	**949**	0	964	393	0	**1357**	121	0	8	0	**129**	1	0	1	0	**2**	**2437**
1800 - 1815	0	224	0	0	224	0	250	79	0	329	24	0	0	0	24	0	0	0	0	0	577
1815 - 1830	1	163	0	0	164	0	235	73	0	308	26	0	2	0	28	0	0	1	0	1	501
1830 - 1845	0	180	0	0	180	0	205	92	0	297	33	0	0	0	33	0	0	0	0	0	510
1845 - 1900	2	169	0	0	171	0	200	62	0	262	23	0	2	0	25	0	0	0	0	0	458
Hourly Total	3	736	0	0	**739**	0	890	306	0	**1196**	106	0	4	0	**110**	0	0	1	0	**1**	**2046**
Grand Total	55	10667	2	0	**10724**	4	9661	2668	0	**12333**	1397	0	72	1	**1470**	1	0	6	0	**7**	**24534**
Approach %	0.51	99.47	0.02	0.00	-	0.03	78.33	21.63	0.00	-	95.03	0.00	4.90	0.07	-	14.29	0.00	85.71	0.00	-	
Intersection %	0.22	43.48	0.01	0.00	43.71	0.02	39.38	10.87	0.00	50.27	5.69	0.00	0.29	0.00	5.99	0.00	0.00	0.02	0.00	0.03	
Heavy Vehicle %	22	3	0	-	**3**	0	4	2	-	**4**	1	-	7	0	**2**	0	-	0	-	**0**	**3**
PHF	0.50	0.87	0.00	0.00	**0.88**	0.00	0.95	0.89	0.00	**0.93**	0.86	0.00	0.67	0.00	**0.87**	0.25	0.00	0.25	0.00	**0.25**	**0.96**

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

Marr Traffic DATA COLLECTION
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Fayetteville, GA

Site 2
GA-85 Glynn St S (South)
GA-85 Glynn St S (North)
Beauregaro Blvd
Driveway

Date
Thursday, October 24, 2024

Lat/Long
33.444883°, -84.455205°
Click here for Map

Weather
Fair
70°F
Click here for Detailed Weather

0600 - 1900 (Weekday 13h Session) (10-24-2024)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	GA-85 Glynn St S (South)					GA-85 Glynn St S (North)					Beauregaro Blvd					Driveway					
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
0600 - 0615	0	106	0	0	106	0	36	9	0	45	26	0	1	0	27	0	0	0	0	0	178
0615 - 0630	0	124	0	0	124	0	46	10	0	56	22	0	0	0	22	0	0	0	0	0	202
0630 - 0645	0	160	0	0	160	0	57	19	0	76	25	0	0	0	25	0	0	0	0	0	261
0645 - 0700	0	142	0	0	142	0	70	21	0	91	28	0	0	0	28	0	0	0	0	0	261
Hourly Total	0	532	0	0	**532**	0	209	59	0	**268**	101	0	1	0	**102**	0	0	0	0	**0**	**902**
0700 - 0715	0	150	0	0	150	0	75	21	0	96	33	0	0	0	33	0	0	0	0	0	279
0715 - 0730	2	205	0	0	207	0	103	32	0	135	38	0	2	0	40	0	0	0	0	0	382
0730 - 0745	2	220	0	0	222	0	104	51	0	155	61	0	1	0	62	0	0	0	0	0	439
0745 - 0800	2	245	0	0	247	0	122	42	0	164	45	0	5	0	50	0	0	0	0	0	461
Hourly Total	6	820	0	0	**826**	0	404	146	0	**550**	177	0	8	0	**185**	0	0	0	0	**0**	**1561**
0800 - 0815	0	238	0	0	238	0	159	39	0	198	47	0	1	0	48	0	0	0	0	0	484
0815 - 0830	0	234	0	0	234	0	137	31	0	168	27	0	2	0	29	0	0	0	0	0	431
0830 - 0845	2	213	1	0	216	0	124	30	0	154	32	0	0	0	32	0	0	0	0	0	402
0845 - 0900	0	206	0	0	206	1	163	38	0	202	41	0	0	0	41	0	0	0	0	0	449
Hourly Total	2	891	1	0	**894**	1	583	138	0	**722**	147	0	3	0	**150**	0	0	0	0	**0**	**1766**
0900 - 0915	0	166	0	0	166	0	133	30	0	163	28	0	0	0	28	0	0	0	0	0	357
0915 - 0930	0	177	0	0	177	0	132	33	0	165	26	0	1	0	27	0	0	0	0	0	369
0930 - 0945	0	175	0	0	175	0	147	36	0	183	28	0	1	0	29	0	0	0	0	0	387
0945 - 1000	1	186	0	0	187	0	146	31	0	177	22	0	1	0	23	0	0	0	0	0	387
Hourly Total	1	704	0	0	**705**	0	558	130	0	**688**	104	0	3	0	**107**	0	0	0	0	**0**	**1500**
1000 - 1015	0	187	0	0	187	0	144	28	0	172	14	0	0	0	14	0	0	0	0	0	373
1015 - 1030	1	189	0	0	190	0	163	41	0	204	13	0	2	0	15	0	0	0	0	0	409
1030 - 1045	1	179	0	0	180	0	152	38	0	190	23	0	4	0	27	0	0	0	0	0	397
1045 - 1100	0	202	0	0	202	0	166	38	0	204	22	0	1	0	23	0	0	0	0	0	429
Hourly Total	2	757	0	0	**759**	0	625	145	0	**770**	72	0	7	0	**79**	0	0	0	0	**0**	**1608**
1100 - 1115	2	192	0	0	194	0	180	39	0	219	23	0	3	0	26	0	0	0	0	0	439
1115 - 1130	0	205	0	0	205	0	171	29	0	200	20	0	1	0	21	0	0	0	0	0	426
1130 - 1145	1	200	0	0	201	1	198	38	0	237	23	0	0	0	23	0	0	0	0	0	461
1145 - 1200	1	210	0	0	211	0	193	42	0	235	29	0	1	0	30	0	0	0	0	0	476
Hourly Total	4	807	0	0	**811**	1	742	148	0	**891**	95	0	5	0	**100**	0	0	0	0	**0**	**1802**
1200 - 1215	0	228	0	0	228	0	176	41	0	217	20	0	1	0	21	0	0	0	0	0	466
1215 - 1230	2	198	0	0	200	0	201	44	0	245	18	0	1	0	19	0	0	0	0	0	464
1230 - 1245	1	215	0	0	216	0	211	38	0	249	19	0	0	0	19	0	0	1	0	1	485
1245 - 1300	2	234	1	0	237	0	213	43	0	256	25	0	0	0	25	0	0	0	0	0	518
Hourly Total	5	875	1	0	**881**	0	801	166	0	**967**	82	0	2	0	**84**	0	0	1	0	**1**	**1933**
1300 - 1315	2	200	0	0	202	1	199	60	0	260	20	0	0	0	20	0	0	0	0	0	482
1315 - 1330	0	216	0	0	216	0	178	54	0	232	18	0	5	0	23	0	0	0	0	0	471
1330 - 1345	1	213	0	0	214	0	227	56	0	283	20	0	0	0	20	0	0	1	0	1	518
1345 - 1400	1	190	0	0	191	0	212	65	0	277	14	0	1	0	15	0	0	0	0	0	483
Hourly Total	4	819	0	0	**823**	1	816	235	0	**1052**	72	0	6	0	**78**	0	0	1	0	**1**	**1954**
1400 - 1415	0	202	0	0	202	0	215	58	0	273	24	0	1	0	25	0	0	0	0	0	500
1415 - 1430	1	199	0	0	200	0	228	70	0	298	30	0	2	1	33	0	0	0	0	0	531
1430 - 1445	3	210	0	0	213	0	205	56	0	261	35	0	5	0	40	0	0	1	0	1	515
1445 - 1500	0	224	0	0	224	0	200	40	0	240	24	0	2	0	26	0	0	0	0	0	490
Hourly Total	4	835	0	0	**839**	0	848	224	0	**1072**	113	0	10	1	**124**	0	0	1	0	**1**	**2036**
1500 - 1515	0	192	0	0	192	0	227	59	0	286	17	0	2	0	19	0	0	0	0	0	497
1515 - 1530	2	207	0	0	209	1	208	75	0	284	22	0	1	0	23	0	0	0	0	0	516
1530 - 1545	1	197	0	0	198	0	235	54	0	289	24	0	2	0	26	0	0	0	0	0	513
1545 - 1600	0	212	0	0	212	0	208	57	0	265	24	0	1	0	25	0	0	0	0	0	502
Hourly Total	3	808	0	0	**811**	1	878	245	0	**1124**	87	0	6	0	**93**	0	0	0	0	**0**	**2028**
1600 - 1615	0	193	0	0	193	0	253	74	0	327	31	0	0	0	31	0	0	0	0	0	551
1615 - 1630	2	202	0	0	204	0	241	55	0	296	23	0	2	0	25	0	0	0	0	0	525
1630 - 1645	2	208	0	0	210	0	234	72	0	306	27	0	1	0	28	0	0	1	0	1	545
1645 - 1700	1	212	0	0	213	0	237	77	0	314	21	0	1	0	22	0	0	0	0	0	549
Hourly Total	5	815	0	0	**820**	0	965	278	0	**1243**	102	0	4	0	**106**	0	0	1	0	**1**	**2170**
1700 - 1715	2	228	0	0	230	0	253	109	0	362	29	0	3	0	32	1	0	1	0	2	626
1715 - 1730	2	208	0	0	210	0	253	98	0	351	35	0	2	0	37	0	0	0	0	0	598
1730 - 1745	0	266	0	0	266	0	218	93	0	311	26	0	1	0	27	0	0	0	0	0	604
1745 - 1800	0	225	0	0	225	0	230	92	0	322	31	0	2	0	33	0	0	0	0	0	580
Hourly Total	4	927	0	0	**931**	0	954	392	0	**1346**	121	0	8	0	**129**	1	0	1	0	**2**	**2408**
1800 - 1815	0	218	0	0	218	0	246	78	0	324	24	0	0	0	24	0	0	0	0	0	566
1815 - 1830	1	159	0	0	160	0	231	73	0	304	26	0	2	0	28	0	0	1	0	1	493
1830 - 1845	0	177	0	0	177	0	201	92	0	293	33	0	0	0	33	0	0	0	0	0	503
1845 - 1900	2	167	0	0	169	0	197	62	0	259	23	0	2	0	25	0	0	0	0	0	453
Hourly Total	3	721	0	0	**724**	0	875	305	0	**1180**	106	0	4	0	**110**	0	0	1	0	**1**	**2015**
Grand Total	43	10311	2	0	**10356**	4	9258	2611	0	**11873**	1379	0	67	1	**1447**	1	0	6	0	**7**	**23683**
Approach %	0.42	99.57	0.02	0.00	-	0.03	77.98	21.99	0.00	-	95.30	0.00	4.63	0.07	-	14.29	0.00	85.71	0.00	-	
Intersection %	0.18	43.54	0.01	0.00	43.73	0.02	39.09	11.02	0.00	50.13	5.82	0.00	0.28	0.00	6.11	0.00	0.00	0.03	0.00	0.03	

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

Fayetteville, GA

Marr Traffic DATA COLLECTION
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Site 2
GA-85 Glynn St S (South)
GA-85 Glynn St S (North)
Beauregaro Blvd
Driveway

Date
Thursday, October 24, 2024

Lat/Long
33.444883°, -84.455205°
Click here for Map

Weather
Fair
70°F
Click here for Detailed Weather

0600 - 1900 (Weekday 13h Session) (10-24-2024)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	GA-85 Glynn St S (South)					GA-85 Glynn St S (North)					Beauregaro Blvd					Driveway					
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
0600 - 0615	0	2	0	0	2	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	9
0615 - 0630	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
0630 - 0645	0	2	0	0	2	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	8
0645 - 0700	1	2	0	0	3	0	3	3	0	6	0	0	1	0	1	0	0	0	0	0	10
Hourly Total	1	9	0	0	**10**	0	18	4	0	**22**	0	0	1	0	**1**	0	0	0	0	**0**	**33**
0700 - 0715	1	2	0	0	3	0	6	4	0	10	0	0	0	0	0	0	0	0	0	0	13
0715 - 0730	1	1	0	0	2	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	8
0730 - 0745	1	2	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
0745 - 0800	1	3	0	0	4	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	4	8	0	0	**12**	0	17	6	0	**23**	0	0	1	0	**1**	0	0	0	0	**0**	**36**
0800 - 0815	0	9	0	0	9	0	6	3	0	9	0	0	0	0	0	0	0	0	0	0	18
0815 - 0830	0	2	0	0	2	0	11	1	0	12	0	0	0	0	0	0	0	0	0	0	14
0830 - 0845	0	5	0	0	5	0	5	1	0	6	0	0	1	0	1	0	0	0	0	0	12
0845 - 0900	0	6	0	0	6	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	0	22	0	0	**22**	0	27	5	0	**32**	0	0	1	0	**1**	0	0	0	0	**0**	**55**
0900 - 0915	0	10	0	0	10	0	8	3	0	11	0	0	0	0	0	0	0	0	0	0	21
0915 - 0930	0	10	0	0	10	0	7	1	0	8	1	0	0	0	1	0	0	0	0	0	19
0930 - 0945	0	4	0	0	4	0	9	1	0	10	2	0	0	0	2	0	0	0	0	0	16
0945 - 1000	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	0	28	0	0	**28**	0	30	5	0	**35**	3	0	0	0	**3**	0	0	0	0	**0**	**66**
1000 - 1015	0	6	0	0	6	0	7	0	0	7	2	0	0	0	2	0	0	0	0	0	15
1015 - 1030	0	9	0	0	9	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	13
1030 - 1045	0	7	0	0	7	0	6	2	0	8	0	0	0	0	0	0	0	0	0	0	15
1045 - 1100	1	4	0	0	5	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	1	26	0	0	**27**	0	22	3	0	**25**	2	0	0	0	**2**	0	0	0	0	**0**	**54**
1100 - 1115	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	12
1115 - 1130	0	6	0	0	6	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	8
1130 - 1145	0	6	0	0	6	0	8	1	0	9	0	0	0	0	0	0	0	0	0	0	15
1145 - 1200	0	3	0	0	3	0	4	3	0	7	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	0	20	0	0	**20**	0	20	4	0	**24**	0	0	1	0	**1**	0	0	0	0	**0**	**45**
1200 - 1215	0	11	0	0	11	0	11	0	0	11	2	0	0	0	2	0	0	0	0	0	24
1215 - 1230	0	7	0	0	7	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	12
1230 - 1245	0	5	0	0	5	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	11
1245 - 1300	0	8	0	0	8	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	0	31	0	0	**31**	0	27	2	0	**29**	2	0	0	0	**2**	0	0	0	0	**0**	**62**
1300 - 1315	0	5	0	0	5	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	8
1315 - 1330	0	1	0	0	1	0	9	1	0	10	0	0	1	0	1	0	0	0	0	0	12
1330 - 1345	0	5	0	0	5	0	8	3	0	11	0	0	0	0	0	0	0	0	0	0	16
1345 - 1400	1	9	0	0	10	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0	18
Hourly Total	1	20	0	0	**21**	0	26	6	0	**32**	0	0	1	0	**1**	0	0	0	0	**0**	**54**
1400 - 1415	4	6	0	0	10	0	3	1	0	4	1	0	0	0	1	0	0	0	0	0	15
1415 - 1430	0	5	0	0	5	0	8	0	0	8	1	0	0	0	1	0	0	0	0	0	14
1430 - 1445	0	14	0	0	14	0	3	2	0	5	0	0	0	0	0	0	0	0	0	0	19
1445 - 1500	1	4	0	0	5	0	3	0	0	3	2	0	0	0	2	0	0	0	0	0	10
Hourly Total	5	29	0	0	**34**	0	17	3	0	**20**	4	0	0	0	**4**	0	0	0	0	**0**	**58**
1500 - 1515	0	8	0	0	8	0	4	4	0	8	1	0	0	0	1	0	0	0	0	0	17
1515 - 1530	0	3	0	0	3	0	8	1	0	9	1	0	0	0	1	0	0	0	0	0	13
1530 - 1545	0	2	0	0	2	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	8
1545 - 1600	0	5	0	0	5	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	0	18	0	0	**18**	0	20	6	0	**26**	2	0	0	0	**2**	0	0	0	0	**0**	**46**
1600 - 1615	0	8	0	0	8	0	5	1	0	6	1	0	0	0	1	0	0	0	0	0	15
1615 - 1630	0	2	0	0	2	0	6	0	0	6	1	0	0	0	1	0	0	0	0	0	9
1630 - 1645	0	2	0	0	2	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	9
1645 - 1700	0	5	0	0	5	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	0	17	0	0	**17**	0	27	1	0	**28**	2	0	0	0	**2**	0	0	0	0	**0**	**47**
1700 - 1715	0	2	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	4
1715 - 1730	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1730 - 1745	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	7
1745 - 1800	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	11	0	0	**11**	0	7	1	0	**8**	0	0	0	0	**0**	0	0	0	0	**0**	**19**
1800 - 1815	0	3	0	0	3	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	7
1815 - 1830	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
1830 - 1845	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
1845 - 1900	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	8	0	0	**8**	0	11	1	0	**12**	0	0	0	0	**0**	0	0	0	0	**0**	**20**
Grand Total	12	247	0	0	**259**	0	269	47	0	**316**	15	0	5	0	**20**	0	0	0	0	**0**	**595**
Approach %	4.63	95.37	0.00	0.00	-	0.00	85.13	14.87	0.00	-	75.00	0.00	25.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	2.02	41.51	0.00	0.00	43.53	0.00	45.21	7.90	0.00	53.11	2.52	0.00	0.84	0.00	3.36	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION
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Fayetteville, GA

Site 2
GA-85 Glynn St S (South)
GA-85 Glynn St S (North)
Beauregaro Blvd
Driveway

Date
Thursday, October 24, 2024

Lat/Long
33.444883°, -84.455205°
Click here for Map

Weather
Fair
70°F
Click here for Detailed Weather

0600 - 1900 (Weekday 13h Session) (10-24-2024)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-85 Glynn St S (South)					GA-85 Glynn St S (North)					Beauregaro Blvd					Driveway					
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
0600 - 0615	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0615 - 0630	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0630 - 0645	0	1	0	0	1	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	4
0645 - 0700	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	1	0	0	**1**	0	6	1	0	**7**	0	0	0	0	**0**	0	0	0	0	**0**	**8**
0700 - 0715	0	2	0	0	2	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0	10
0715 - 0730	0	3	0	0	3	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	8
0730 - 0745	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
0745 - 0800	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	8	0	0	**8**	0	17	2	0	**19**	0	0	0	0	**0**	0	0	0	0	**0**	**27**
0800 - 0815	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
0815 - 0830	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
0830 - 0845	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	4
0845 - 0900	0	6	0	0	6	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	0	14	0	0	**14**	0	10	1	0	**11**	0	0	0	0	**0**	0	0	0	0	**0**	**25**
0900 - 0915	0	3	0	0	3	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	6
0915 - 0930	0	1	0	0	1	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	7
0930 - 0945	0	3	0	0	3	0	4	1	0	5	1	0	0	0	1	0	0	0	0	0	9
0945 - 1000	0	2	0	0	2	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	9	0	0	**9**	0	12	5	0	**17**	1	0	0	0	**1**	0	0	0	0	**0**	**27**
1000 - 1015	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
1015 - 1030	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	6
1030 - 1045	0	5	0	0	5	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	9
1045 - 1100	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	10	0	0	**10**	0	15	0	0	**15**	0	0	0	0	**0**	0	0	0	0	**0**	**25**
1100 - 1115	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
1115 - 1130	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
1130 - 1145	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
1145 - 1200	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	4	0	0	**4**	0	14	0	0	**14**	0	0	0	0	**0**	0	0	0	0	**0**	**18**
1200 - 1215	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
1215 - 1230	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
1230 - 1245	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
1245 - 1300	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	0	10	0	0	**10**	0	12	0	0	**12**	0	0	0	0	**0**	0	0	0	0	**0**	**22**
1300 - 1315	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
1315 - 1330	0	2	0	0	2	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	8
1330 - 1345	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1345 - 1400	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	6	0	0	**6**	0	12	1	0	**13**	0	0	0	0	**0**	0	0	0	0	**0**	**19**
1400 - 1415	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
1415 - 1430	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
1430 - 1445	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
1445 - 1500	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	11	0	0	**11**	0	8	0	0	**8**	0	0	0	0	**0**	0	0	0	0	**0**	**19**
1500 - 1515	0	5	0	0	5	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	9
1515 - 1530	0	2	0	0	2	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	6
1530 - 1545	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
1545 - 1600	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	13	0	0	**13**	0	11	0	0	**11**	1	0	0	0	**1**	0	0	0	0	**0**	**25**
1600 - 1615	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1615 - 1630	0	2	0	0	2	0	4	0	0	4	1	0	0	0	1	0	0	0	0	0	7
1630 - 1645	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
1645 - 1700	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	9	0	0	**9**	0	10	0	0	**10**	1	0	0	0	**1**	0	0	0	0	**0**	**20**
1700 - 1715	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
1715 - 1730	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	7	0	0	**7**	0	3	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	**10**
1800 - 1815	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
1815 - 1830	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1830 - 1845	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1845 - 1900	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	7	0	0	**7**	0	4	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	**11**
Grand Total	0	109	0	0	**109**	0	134	10	0	**144**	3	0	0	0	**3**	0	0	0	0	**0**	**256**
Approach %	0.00	100.00	0.00	0.00	-	0.00	93.06	6.94	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	42.58	0.00	0.00	42.58	0.00	52.34	3.91	0.00	56.25	1.17	0.00	0.00	0.00	1.17	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bikes

Fayetteville, GA

Marr Traffic DATA COLLECTION
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Site 2
GA-85 Glynn St S (South)
GA-85 Glynn St S (North)
Beauregaro Blvd
Driveway

Date
Thursday, October 24, 2024

Lat/Long
33.444883°, -84.455205°
Click here for Map

Weather
Fair
70°F
Click here for Detailed Weather

0600 - 1900 (Weekday 13h Session) (10-24-2024)
Bikes

	Northbound					Southbound					Eastbound					Westbound					
	GA-85 Glynn St S (South)					GA-85 Glynn St S (North)					Beauregaro Blvd					Driveway					
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
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	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**
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	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**
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	0	0	0	0	0	0
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**	0	0	0	0	**0**	**0**
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	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**
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	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	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	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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**	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)

Fayetteville, GA

Marr Traffic DATA COLLECTION
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Site 2
GA-85 Glynn St S (South)
GA-85 Glynn St S (North)
Beauregaro Blvd
Driveway

Date
Thursday, October 24, 2024

Lat/Long
33.444883°, -84.455205°
Click here for Map

Weather
Fair
70°F
Click here for Detailed Weather

0600 - 1900 (Weekday 13h Session) (10-24-2024)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-85 Glynn St S (South)					GA-85 Glynn St S (North)					Beauregaro Blvd					Driveway					
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
0600 - 0615	0	2	0	0	2	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	10
0615 - 0630	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
0630 - 0645	0	3	0	0	3	0	7	2	0	9	0	0	0	0	0	0	0	0	0	0	12
0645 - 0700	1	2	0	0	3	0	5	3	0	8	0	0	1	0	1	0	0	0	0	0	12
Hourly Total	1	10	0	0	**11**	0	24	5	0	**29**	0	0	1	0	**1**	0	0	0	0	**0**	**41**
0700 - 0715	1	4	0	0	5	0	13	5	0	18	0	0	0	0	0	0	0	0	0	0	23
0715 - 0730	1	4	0	0	5	0	10	0	0	10	0	0	1	0	1	0	0	0	0	0	16
0730 - 0745	1	4	0	0	5	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	10
0745 - 0800	1	4	0	0	5	0	7	2	0	9	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	4	16	0	0	**20**	0	34	8	0	**42**	0	0	1	0	**1**	0	0	0	0	**0**	**63**
0800 - 0815	0	13	0	0	13	0	7	3	0	10	0	0	0	0	0	0	0	0	0	0	23
0815 - 0830	0	6	0	0	6	0	13	1	0	14	0	0	0	0	0	0	0	0	0	0	20
0830 - 0845	0	5	0	0	5	0	8	2	0	10	0	0	1	0	1	0	0	0	0	0	16
0845 - 0900	0	12	0	0	12	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	21
Hourly Total	0	36	0	0	**36**	0	37	6	0	**43**	0	0	1	0	**1**	0	0	0	0	**0**	**80**
0900 - 0915	0	13	0	0	13	0	10	4	0	14	0	0	0	0	0	0	0	0	0	0	27
0915 - 0930	0	11	0	0	11	0	12	2	0	14	1	0	0	0	1	0	0	0	0	0	26
0930 - 0945	0	7	0	0	7	0	13	2	0	15	3	0	0	0	3	0	0	0	0	0	25
0945 - 1000	0	6	0	0	6	0	7	2	0	9	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	0	37	0	0	**37**	0	42	10	0	**52**	4	0	0	0	**4**	0	0	0	0	**0**	**93**
1000 - 1015	0	9	0	0	9	0	10	0	0	10	2	0	0	0	2	0	0	0	0	0	21
1015 - 1030	0	10	0	0	10	0	8	1	0	9	0	0	0	0	0	0	0	0	0	0	19
1030 - 1045	0	12	0	0	12	0	10	2	0	12	0	0	0	0	0	0	0	0	0	0	24
1045 - 1100	1	5	0	0	6	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	1	36	0	0	**37**	0	37	3	0	**40**	2	0	0	0	**2**	0	0	0	0	**0**	**79**
1100 - 1115	0	7	0	0	7	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	18
1115 - 1130	0	6	0	0	6	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	11
1130 - 1145	0	8	0	0	8	0	12	1	0	13	0	0	0	0	0	0	0	0	0	0	21
1145 - 1200	0	3	0	0	3	0	7	3	0	10	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	0	24	0	0	**24**	0	34	4	0	**38**	0	0	1	0	**1**	0	0	0	0	**0**	**63**
1200 - 1215	0	13	0	0	13	0	15	0	0	15	2	0	0	0	2	0	0	0	0	0	30
1215 - 1230	0	10	0	0	10	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	16
1230 - 1245	0	6	0	0	6	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	15
1245 - 1300	0	12	0	0	12	0	10	1	0	11	0	0	0	0	0	0	0	0	0	0	23
Hourly Total	0	41	0	0	**41**	0	39	2	0	**41**	2	0	0	0	**2**	0	0	0	0	**0**	**84**
1300 - 1315	0	7	0	0	7	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	14
1315 - 1330	0	3	0	0	3	0	14	2	0	16	0	0	1	0	1	0	0	0	0	0	20
1330 - 1345	0	6	0	0	6	0	10	3	0	13	0	0	0	0	0	0	0	0	0	0	19
1345 - 1400	1	10	0	0	11	0	8	1	0	9	0	0	0	0	0	0	0	0	0	0	20
Hourly Total	1	26	0	0	**27**	0	38	7	0	**45**	0	0	1	0	**1**	0	0	0	0	**0**	**73**
1400 - 1415	4	10	0	0	14	0	4	1	0	5	1	0	0	0	1	0	0	0	0	0	20
1415 - 1430	0	9	0	0	9	0	10	0	0	10	1	0	0	0	1	0	0	0	0	0	20
1430 - 1445	0	14	0	0	14	0	6	2	0	8	0	0	0	0	0	0	0	0	0	0	22
1445 - 1500	1	7	0	0	8	0	5	0	0	5	2	0	0	0	2	0	0	0	0	0	15
Hourly Total	5	40	0	0	**45**	0	25	3	0	**28**	4	0	0	0	**4**	0	0	0	0	**0**	**77**
1500 - 1515	0	13	0	0	13	0	8	4	0	12	1	0	0	0	1	0	0	0	0	0	26
1515 - 1530	0	5	0	0	5	0	11	1	0	12	2	0	0	0	2	0	0	0	0	0	19
1530 - 1545	0	5	0	0	5	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0	13
1545 - 1600	0	8	0	0	8	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	0	31	0	0	**31**	0	31	6	0	**37**	3	0	0	0	**3**	0	0	0	0	**0**	**71**
1600 - 1615	0	8	0	0	8	0	7	1	0	8	1	0	0	0	1	0	0	0	0	0	17
1615 - 1630	0	4	0	0	4	0	10	0	0	10	2	0	0	0	2	0	0	0	0	0	16
1630 - 1645	0	6	0	0	6	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	15
1645 - 1700	0	8	0	0	8	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	19
Hourly Total	0	26	0	0	**26**	0	37	1	0	**38**	3	0	0	0	**3**	0	0	0	0	**0**	**67**
1700 - 1715	0	5	0	0	5	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	8
1715 - 1730	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
1730 - 1745	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	7
1745 - 1800	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	0	18	0	0	**18**	0	10	1	0	**11**	0	0	0	0	**0**	0	0	0	0	**0**	**29**
1800 - 1815	0	6	0	0	6	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	11
1815 - 1830	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
1830 - 1845	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
1845 - 1900	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	15	0	0	**15**	0	15	1	0	**16**	0	0	0	0	**0**	0	0	0	0	**0**	**31**
Grand Total	12	356	0	0	**368**	0	403	57	0	**460**	18	0	5	0	**23**	0	0	0	0	**0**	**851**
Approach %	3.26	96.74	0.00	0.00	-	0.00	87.61	12.39	0.00	-	78.26	0.00	21.74	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	1.41	41.83	0.00	0.00	43.24	0.00	47.36	6.70	0.00	54.05	2.12	0.00	0.59	0.00	2.70	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Pedestrians

Fayetteville, GA

Marr Traffic DATA COLLECTION
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Site 2
GA-85 Glynn St S (South)
GA-85 Glynn St S (North)
Beauregaro Blvd
Driveway

Date
Thursday, October 24, 2024

Lat/Long
33.444883°, -84.455205°
Click here for Map

Weather
Fair
70°F
Click here for Detailed Weather

0600 - 1900 (Weekday 13h Session) (10-24-2024)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-85 Glynn St S (South)			GA-85 Glynn St S (North)			Beauregaro Blvd			Driveway			
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
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	1	0	1	1
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**	1	0	**1**	**1**
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	2	2	2
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	2	**2**	**2**
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	1	1	1
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	1	**1**	**1**
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	1	1	1
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	1	0	1	1
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**	1	1	**2**	**2**
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	2	0	2	2
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	2	0	**2**	**2**
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**	4	4	**8**	**8**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	50.00	50.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	50.00	100.00	

Crosswalk Counts || Bikes

Fayetteville, GA

Marr Traffic DATA COLLECTION
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Site 2
GA-85 Glynn St S (South)
GA-85 Glynn St S (North)
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Driveway

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Thursday, October 24, 2024

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0600 - 1900 (Weekday 13h Session) (10-24-2024)
Bikes

	Northbound			Southbound			Eastbound			Westbound			
	GA-85 Glynn St S (South)			GA-85 Glynn St S (North)			Beauregaro Blvd			Driveway			
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
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	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Fayetteville, GA

Site 2
GA-85 Glynn St S (South)
GA-85 Glynn St S (North)
Beauregaro Blvd
Driveway

Date
Thursday, October 24, 2024

Lat/Long
33.444883°, -84.455205°
Click here for Map

Weather
Fair
70°F
Click here for Detailed Weather

0600 - 1900 (Weekday 13h Session) (10-24-2024)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-85 Glynn St S (South)			GA-85 Glynn St S (North)			Beauregaro Blvd			Driveway			
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
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: 10/24/2024	Beauregaro Blvd Eastbound			Driveway Westbound			GA-85 Glynn St S (South) Northbound			GA-85 Glynn St S (North) 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	26	0	1	0	0	0	0	108	0	0	44	9	188
06:15 AM - 06:30 AM	22	0	0	0	0	0	0	127	0	0	50	10	209
06:30 AM - 06:45 AM	25	0	0	0	0	0	0	163	0	0	64	21	273
06:45 AM - 07:00 AM	28	0	1	0	0	0	1	144	0	0	75	24	273
07:00 AM - 07:15 AM	33	0	0	0	0	0	1	154	0	0	88	26	302
07:15 AM - 07:30 AM	38	0	3	0	0	0	3	209	0	0	113	32	398
07:30 AM - 07:45 AM	61	0	1	0	0	0	3	224	0	0	108	52	449
07:45 AM - 08:00 AM	45	0	5	0	0	0	3	249	0	0	129	44	475
08:00 AM - 08:15 AM	47	0	1	0	0	0	0	251	0	0	166	42	507
08:15 AM - 08:30 AM	27	0	2	0	0	0	0	240	0	0	150	32	451
08:30 AM - 08:45 AM	32	0	1	0	0	0	2	218	1	0	132	32	418
08:45 AM - 09:00 AM	41	0	0	0	0	0	0	218	0	1	172	38	470
09:00 AM - 09:15 AM	28	0	0	0	0	0	0	179	0	0	143	34	384
09:15 AM - 09:30 AM	27	0	1	0	0	0	0	188	0	0	144	35	395
09:30 AM - 09:45 AM	31	0	1	0	0	0	0	182	0	0	160	38	412
09:45 AM - 10:00 AM	22	0	1	0	0	0	1	192	0	0	153	33	402
10:00 AM - 10:15 AM	16	0	0	0	0	0	0	196	0	0	154	28	394
10:15 AM - 10:30 AM	13	0	2	0	0	0	1	199	0	0	171	42	428
10:30 AM - 10:45 AM	23	0	4	0	0	0	1	191	0	0	162	40	421
10:45 AM - 11:00 AM	22	0	1	0	0	0	1	207	0	0	175	38	444
11:00 AM - 11:15 AM	23	0	3	0	0	0	2	199	0	0	191	39	457
11:15 AM - 11:30 AM	20	0	2	0	0	0	0	211	0	0	175	29	437
11:30 AM - 11:45 AM	23	0	0	0	0	0	1	208	0	1	210	39	482
11:45 AM - 12:00 PM	29	0	1	0	0	0	1	213	0	0	200	45	489
12:00 PM - 12:15 PM	22	0	1	0	0	0	0	241	0	0	191	41	496
12:15 PM - 12:30 PM	18	0	1	0	0	0	2	208	0	0	206	45	480
12:30 PM - 12:45 PM	19	0	0	0	0	1	1	221	0	0	220	38	500
12:45 PM - 01:00 PM	25	0	0	0	0	0	2	246	1	0	223	44	541
01:00 PM - 01:15 PM	20	0	0	0	0	0	2	207	0	1	205	61	496
01:15 PM - 01:30 PM	18	0	6	0	0	0	0	219	0	0	192	56	491
01:30 PM - 01:45 PM	20	0	0	0	0	1	1	219	0	0	237	59	537
01:45 PM - 02:00 PM	14	0	1	0	0	0	2	200	0	0	220	66	503
02:00 PM - 02:15 PM	25	0	1	0	0	0	4	212	0	0	219	59	520
02:15 PM - 02:30 PM	31	0	2	0	0	0	1	208	0	0	238	70	550
02:30 PM - 02:45 PM	35	0	5	0	0	1	3	224	0	0	211	58	537
02:45 PM - 03:00 PM	26	0	2	0	0	0	1	231	0	0	205	40	505
03:00 PM - 03:15 PM	18	0	2	0	0	0	0	205	0	0	235	63	523
03:15 PM - 03:30 PM	24	0	1	0	0	0	2	212	0	1	219	76	535
03:30 PM - 03:45 PM	24	0	2	0	0	0	1	202	0	0	242	55	526
03:45 PM - 04:00 PM	24	0	1	0	0	0	0	220	0	0	213	57	515
04:00 PM - 04:15 PM	32	0	0	0	0	0	0	201	0	0	260	75	568
04:15 PM - 04:30 PM	25	0	2	0	0	0	2	206	0	0	251	55	541
04:30 PM - 04:45 PM	27	0	1	0	0	1	2	214	0	0	243	72	560
04:45 PM - 05:00 PM	21	0	1	0	0	0	1	220	0	0	248	77	568
05:00 PM - 05:15 PM	29	0	3	1	0	1	2	233	0	0	255	110	634
05:15 PM - 05:30 PM	35	0	2	0	0	0	2	212	0	0	255	98	604
05:30 PM - 05:45 PM	26	0	1	0	0	0	0	271	0	0	220	93	611
05:45 PM - 06:00 PM	31	0	2	0	0	0	0	229	0	0	234	92	588
06:00 PM - 06:15 PM	24	0	0	0	0	0	0	224	0	0	250	79	577
06:15 PM - 06:30 PM	26	0	2	0	0	1	1	163	0	0	235	73	501
06:30 PM - 06:45 PM	33	0	0	0	0	0	0	180	0	0	205	92	510
06:45 PM - 07:00 PM	23	0	2	0	0	0	2	169	0	0	200	62	458
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

Peak Hour Turning Movement Count

Click here for Map

Fayetteville, GA

Marr Traffic DATA COLLECTION

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Thursday, October 24, 2024	
Period	0700 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

0730 - 0830

Volume



All vehicles

Time	Northbound GA-85 Glynn St S (South)						Southbound GA-85 Glynn St S (North)						Eastbound Grady Ave						Westbound Bradley Dr						Int Total
	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	
0745 - 0800	39	212	1	-	0	252	13	109	3	-	0	125	8	18	28	-	0	54	7	84	38	-	0	129	560
0800 - 0815	33	228	3	-	0	264	22	128	2	-	1	153	10	24	25	-	0	59	5	52	33	-	0	90	566
0815 - 0830	33	222	2	-	0	257	22	131	0	-	0	153	11	23	38	-	0	72	6	49	21	-	0	76	558
0830 - 0845	39	199	0	-	0	238	23	101	2	-	0	126	11	29	28	-	0	68	5	66	16	-	0	87	519
Total	144	861	6	0	0	1011	80	469	7	0	1	557	40	94	119	0	0	253	23	251	108	0	0	382	2203
Approach %	14.24	85.16	0.59	0.00	0.00	-	14.36	84.20	1.26	0.00	0.18	-	15.81	37.15	47.04	0.00	0.00	-	6.02	65.71	28.27	0.00	0.00	-	
PHF	0.92	0.94	0.50	0.00	0.00	**0.96**	0.87	0.90	0.58	0.00	0.25	**0.91**	0.91	0.81	0.78	0.00	0.00	**0.88**	0.82	0.75	0.71	0.00	0.00	**0.74**	**0.97**

Passenger Vehicles (1-3)

Time	Northbound GA-85 Glynn St S (South)						Southbound GA-85 Glynn St S (North)						Eastbound Grady Ave						Westbound Bradley Dr						Int Total
	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	
0745 - 0800	39	207	1	-	0	247	12	104	3	-	0	119	8	17	27	-	0	52	7	83	38	-	0	128	546
0800 - 0815	31	218	3	-	0	252	20	123	1	-	1	145	10	21	23	-	0	54	5	52	30	-	0	87	538
0815 - 0830	32	213	2	-	0	247	18	125	0	-	0	143	11	22	37	-	0	70	6	49	21	-	0	76	536
0830 - 0845	38	195	0	-	0	233	22	92	2	-	0	116	10	29	24	-	0	63	5	66	15	-	0	86	498
Total	140	833	6	0	0	979	72	444	6	0	1	523	39	89	111	0	0	239	23	250	104	0	0	377	2118
Approach %	14.30	85.09	0.61	0.00	0.00	-	13.77	84.89	1.15	0.00	0.19	-	16.32	37.24	46.44	0.00	0.00	-	6.10	66.31	27.59	0.00	0.00	-	
PHF	0.90	0.96	0.50	0.00	0.00	**0.97**	0.82	0.89	0.50	0.00	0.25	**0.90**	0.89	0.77	0.75	0.00	0.00	**0.85**	0.82	0.75	0.68	0.00	0.00	**0.74**	**0.97**

Single Unit Trucks (4-7)

Time	Northbound GA-85 Glynn St S (South)						Southbound GA-85 Glynn St S (North)						Eastbound Grady Ave						Westbound Bradley Dr						Int Total
	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	
0745 - 0800	0	4	0	-	0	4	0	3	0	-	0	3	0	1	1	-	0	2	0	1	0	-	0	1	10
0800 - 0815	1	7	0	-	0	8	0	5	1	-	0	6	0	3	2	-	0	5	0	0	2	-	0	2	21
0815 - 0830	1	5	0	-	0	6	2	5	0	-	0	7	0	1	1	-	0	2	0	0	0	-	0	0	15
0830 - 0845	1	4	0	-	0	5	0	7	0	-	0	7	1	0	4	-	0	5	0	0	1	-	0	1	18
Total	3	20	0	0	0	23	2	20	1	0	0	23	1	5	8	0	0	14	0	1	3	0	0	4	64
Approach %	13.04	86.96	0.00	0.00	0.00	-	8.70	86.96	4.35	0.00	0.00	-	7.14	35.71	57.14	0.00	0.00	-	0.00	25.00	75.00	0.00	0.00	-	
PHF	0.75	0.71	0.00	0.00	0.00	**0.72**	0.25	0.71	0.25	0.00	0.00	**0.82**	0.25	0.42	0.50	0.00	0.00	**0.70**	0.00	0.25	0.38	0.00	0.00	**0.50**	**0.76**

Combination Trucks (8-13)

Time	Northbound GA-85 Glynn St S (South)						Southbound GA-85 Glynn St S (North)						Eastbound Grady Ave						Westbound Bradley Dr						Int Total
	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	
0745 - 0800	0	1	0	-	0	1	1	2	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	4
0800 - 0815	1	3	0	-	0	4	2	0	0	-	0	2	0	0	0	-	0	0	0	0	1	-	0	1	7
0815 - 0830	0	4	0	-	0	4	2	1	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	7
0830 - 0845	0	0	0	-	0	0	1	2	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	3
Total	1	8	0	0	0	9	6	5	0	0	0	11	0	0	0	0	0	0	0	0	1	0	0	1	21
Approach %	11.11	88.89	0.00	0.00	0.00	-	54.55	45.45	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	0.25	0.50	0.00	0.00	0.00	**0.56**	0.75	0.63	0.00	0.00	0.00	**0.92**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	0.00	**0.25**	**0.75**

Bikes

Time	Northbound GA-85 Glynn St S (South)						Southbound GA-85 Glynn St S (North)						Eastbound Grady Ave						Westbound Bradley Dr						Int Total
	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	
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
0830 - 0845	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**

Peak Hour Turning Movement Count

Click here for Map

Fayetteville, GA

Marr Traffic DATA COLLECTION

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Thursday, October 24, 2024	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

1700 - 1800

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	GA-85 Glynn St S (South)						GA-85 Glynn St S (North)						Grady Ave						Bradley Dr						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1645 - 1700	23	199	3	-	0	225	38	190	5	-	0	233	17	67	50	-	0	134	6	31	15	-	0	52	644
1700 - 1715	30	183	7	-	0	220	39	248	7	-	0	294	17	72	58	-	0	147	3	35	23	-	0	61	722
1715 - 1730	37	184	4	-	0	225	26	211	8	-	1	246	16	73	58	-	0	147	4	37	21	-	0	62	680
1730 - 1745	39	234	6	-	0	279	18	216	4	-	0	238	10	45	60	-	0	115	7	37	31	-	0	75	707
Total	129	800	20	0	0	949	121	865	24	0	1	1011	60	257	226	0	0	543	20	140	90	0	0	250	2753
Approach %	13.59	84.30	2.11	0.00	0.00	-	11.97	85.56	2.37	0.00	0.10	-	11.05	47.33	41.62	0.00	0.00	-	8.00	56.00	36.00	0.00	0.00	-	
PHF	0.83	0.85	0.71	0.00	0.00	**0.85**	0.78	0.87	0.75	0.00	0.25	**0.86**	0.88	0.88	0.94	0.00	0.00	**0.92**	0.71	0.95	0.73	0.00	0.00	**0.83**	**0.95**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	GA-85 Glynn St S (South)						GA-85 Glynn St S (North)						Grady Ave						Bradley Dr						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1645 - 1700	23	192	3	-	0	218	37	179	5	-	0	221	17	67	48	-	0	132	6	31	14	-	0	51	622
1700 - 1715	30	178	7	-	0	215	39	246	7	-	0	292	17	72	58	-	0	147	3	35	22	-	0	60	714
1715 - 1730	37	180	4	-	0	221	25	210	8	-	1	244	16	73	57	-	0	146	4	37	21	-	0	62	673
1730 - 1745	39	231	6	-	0	276	18	213	4	-	0	235	10	45	60	-	0	115	7	37	30	-	0	74	700
Total	129	781	20	0	0	930	119	848	24	0	1	992	60	257	223	0	0	540	20	140	87	0	0	247	2709
Approach %	13.87	83.98	2.15	0.00	0.00	-	12.00	85.48	2.42	0.00	0.10	-	11.11	47.59	41.30	0.00	0.00	-	8.10	56.68	35.22	0.00	0.00	-	
PHF	0.83	0.85	0.71	0.00	0.00	**0.84**	0.76	0.86	0.75	0.00	0.25	**0.85**	0.88	0.88	0.93	0.00	0.00	**0.92**	0.71	0.95	0.73	0.00	0.00	**0.83**	**0.95**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	GA-85 Glynn St S (South)						GA-85 Glynn St S (North)						Grady Ave						Bradley Dr						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1645 - 1700	0	5	0	-	0	5	1	9	0	-	0	10	0	0	2	-	0	2	0	0	0	-	0	0	17
1700 - 1715	0	3	0	-	0	3	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	4
1715 - 1730	0	2	0	-	0	2	1	0	0	-	0	1	0	0	1	-	0	1	0	0	0	-	0	0	4
1730 - 1745	0	3	0	-	0	3	0	3	0	-	0	3	0	0	0	-	0	0	0	0	1	-	0	1	7
Total	0	13	0	0	0	13	2	13	0	0	0	15	0	0	3	0	0	3	0	0	1	0	0	1	32
Approach %	0.00	100.00	0.00	0.00	0.00	-	13.33	86.67	0.00	0.00	0.00	-	0.00	0.00	100.00	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**	0.50	0.36	0.00	0.00	0.00	**0.38**	0.00	0.00	0.38	0.00	0.00	**0.38**	0.00	0.00	0.25	0.00	0.00	**0.25**	**0.47**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	GA-85 Glynn St S (South)						GA-85 Glynn St S (North)						Grady Ave						Bradley Dr						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1645 - 1700	0	2	0	-	0	2	0	2	0	-	0	2	0	0	0	-	0	0	0	0	1	-	0	1	5
1700 - 1715	0	2	0	-	0	2	0	1	0	-	0	1	0	0	0	-	0	0	0	0	1	-	0	1	4
1715 - 1730	0	2	0	-	0	2	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	3
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	6	0	0	0	6	0	4	0	0	0	4	0	0	0	0	0	0	0	0	2	0	0	2	12
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	100.00	0.00	0.00	-	
PHF	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.50	0.00	0.00	**0.50**	**0.60**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	GA-85 Glynn St S (South)						GA-85 Glynn St S (North)						Grady Ave						Bradley Dr						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Fayetteville, GA

Site 3

GA-85 Glynn St S (South)
GA-85 Glynn St S (North)
Grady Ave
Bradley Dr

Date

Thursday, October 24, 2024

Lat/Long

33.439885°, -84.455022°
Click here for Map

Weather

Fair
70°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-24-2024)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-85 Glynn St S (South)					GA-85 Glynn St S (North)					Grady Ave					Bradley Dr					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	27	140	2	0	169	12	66	0	0	78	2	19	18	0	39	1	46	18	0	65	351
0715 - 0730	28	183	1	0	212	10	82	3	0	95	9	48	24	0	81	1	58	26	0	85	473
0730 - 0745	35	180	0	0	215	11	97	0	0	108	14	33	35	0	82	2	79	28	0	109	514
0745 - 0800	39	212	1	0	252	13	109	3	0	125	8	18	28	0	54	7	84	38	0	129	560
Hourly Total	129	715	4	0	**848**	46	354	6	0	**406**	33	118	105	0	**256**	11	267	110	0	**388**	**1898**
0800 - 0815	33	228	3	0	264	22	128	2	1	153	10	24	25	0	59	5	52	33	0	90	566
0815 - 0830	33	222	2	0	257	22	131	0	0	153	11	23	38	0	72	6	49	21	0	76	558
0830 - 0845	39	199	0	0	238	23	101	2	0	126	11	29	28	0	68	5	66	16	0	87	519
0845 - 0900	31	192	3	0	226	22	131	3	0	156	9	25	27	0	61	9	47	19	0	75	518
Hourly Total	136	841	8	0	**985**	89	491	7	1	**588**	41	101	118	0	**260**	25	214	89	0	**328**	**2161**
Grand Total	265	1556	12	0	**1833**	135	845	13	1	**994**	74	219	223	0	**516**	36	481	199	0	**716**	**4059**
Approach %	14.46	84.89	0.65	0.00	-	13.58	85.01	1.31	0.10	-	14.34	42.44	43.22	0.00	-	5.03	67.18	27.79	0.00	-	
Intersection %	6.53	38.33	0.30	0.00	45.16	3.33	20.82	0.32	0.02	24.49	1.82	5.40	5.49	0.00	12.71	0.89	11.85	4.90	0.00	17.64	
Heavy Vehicle %	3	3	0	-	**3**	7	7	23	0	**7**	5	5	7	-	**6**	3	1	5	-	**2**	**4**
PHF	0.92	0.94	0.50	0.00	**0.96**	0.87	0.90	0.58	0.25	**0.91**	0.91	0.81	0.78	0.00	**0.88**	0.82	0.75	0.71	0.00	**0.74**	**0.97**

1600 - 1800 (Weekday 2h Session) (10-24-2024)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-85 Glynn St S (South)					GA-85 Glynn St S (North)					Grady Ave					Bradley Dr					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1600 - 1615	29	160	6	0	195	31	192	7	0	230	13	47	48	0	108	6	30	17	0	53	586
1615 - 1630	29	170	7	0	206	24	233	6	0	263	12	76	46	0	134	3	26	30	0	59	662
1630 - 1645	25	167	1	1	194	28	199	5	0	232	18	71	41	0	130	7	34	25	0	66	622
1645 - 1700	23	199	3	0	225	38	190	5	0	233	17	67	50	0	134	6	31	15	0	52	644
Hourly Total	106	696	17	1	**820**	121	814	23	0	**958**	60	261	185	0	**506**	22	121	87	0	**230**	**2514**
1700 - 1715	30	183	7	0	220	39	248	7	0	294	17	72	58	0	147	3	35	23	0	61	722
1715 - 1730	37	184	4	0	225	26	211	8	1	246	16	73	58	0	147	4	37	21	0	62	680
1730 - 1745	39	234	6	0	279	18	216	4	0	238	10	45	60	0	115	7	37	31	0	75	707
1745 - 1800	22	192	3	0	217	29	177	7	0	213	9	52	47	0	108	4	40	20	0	64	602
Hourly Total	128	793	20	0	**941**	112	852	26	1	**991**	52	242	223	0	**517**	18	149	95	0	**262**	**2711**
Grand Total	234	1489	37	1	**1761**	233	1666	49	1	**1949**	112	503	408	0	**1023**	40	270	182	0	**492**	**5225**
Approach %	13.29	84.55	2.10	0.06	-	11.95	85.48	2.51	0.05	-	10.95	49.17	39.88	0.00	-	8.13	54.88	36.99	0.00	-	
Intersection %	4.48	28.50	0.71	0.02	33.70	4.46	31.89	0.94	0.02	37.30	2.14	9.63	7.81	0.00	19.58	0.77	5.17	3.48	0.00	9.42	
Heavy Vehicle %	0	3	0	0	**2**	4	2	0	0	**2**	1	0	1	-	**1**	0	0	3	-	**1**	**2**
PHF	0.83	0.85	0.71	0.00	**0.85**	0.78	0.87	0.75	0.25	**0.86**	0.88	0.88	0.94	0.00	**0.92**	0.71	0.95	0.73	0.00	**0.83**	**0.95**

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Fayetteville, GA

Site 3

GA-85 Glynn St S (South)
GA-85 Glynn St S (North)
Grady Ave
Bradley Dr

Date

Thursday, October 24, 2024

Lat/Long

33.439885°, -84.455022°
Click here for Map

Weather

Fair
70°F
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0700 - 0900 (Weekday 2h Session) (10-24-2024)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	GA-85 Glynn St S (South)					GA-85 Glynn St S (North)					Grady Ave					Bradley Dr					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	27	137	2	0	166	12	58	0	0	70	2	19	18	0	39	1	44	18	0	63	338
0715 - 0730	27	180	1	0	208	10	73	2	0	85	6	45	21	0	72	1	57	24	0	82	447
0730 - 0745	34	178	0	0	212	11	87	0	0	98	14	30	33	0	77	2	78	26	0	106	493
0745 - 0800	39	207	1	0	247	12	104	3	0	119	8	17	27	0	52	7	83	38	0	128	546
Hourly Total	127	702	4	0	**833**	45	322	5	0	**372**	30	111	99	0	**240**	11	262	106	0	**379**	**1824**
0800 - 0815	31	218	3	0	252	20	123	1	1	145	10	21	23	0	54	5	52	30	0	87	538
0815 - 0830	32	213	2	0	247	18	125	0	0	143	11	22	37	0	70	6	49	21	0	76	536
0830 - 0845	38	195	0	0	233	22	92	2	0	116	10	29	24	0	63	5	66	15	0	86	498
0845 - 0900	29	185	3	0	217	21	124	2	0	147	9	25	24	0	58	8	47	17	0	72	494
Hourly Total	130	811	8	0	**949**	81	464	5	1	**551**	40	97	108	0	**245**	24	214	83	0	**321**	**2066**
Grand Total	257	1513	12	0	**1782**	126	786	10	1	**923**	70	208	207	0	**485**	35	476	189	0	**700**	**3890**
Approach %	14.42	84.90	0.67	0.00	-	13.65	85.16	1.08	0.11	-	14.43	42.89	42.68	0.00	-	5.00	68.00	27.00	0.00	-	
Intersection %	6.61	38.89	0.31	0.00	45.81	3.24	20.21	0.26	0.03	23.73	1.80	5.35	5.32	0.00	12.47	0.90	12.24	4.86	0.00	17.99	

1600 - 1800 (Weekday 2h Session) (10-24-2024)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	GA-85 Glynn St S (South)					GA-85 Glynn St S (North)					Grady Ave					Bradley Dr					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1600 - 1615	29	153	6	0	188	31	186	7	0	224	12	47	47	0	106	6	30	17	0	53	571
1615 - 1630	29	167	7	0	203	21	228	6	0	255	12	75	46	0	133	3	26	30	0	59	650
1630 - 1645	25	161	1	1	188	25	192	5	0	222	18	70	39	0	127	7	34	24	0	65	602
1645 - 1700	23	192	3	0	218	37	179	5	0	221	17	67	48	0	132	6	31	14	0	51	622
Hourly Total	106	673	17	1	**797**	114	785	23	0	**922**	59	259	180	0	**498**	22	121	85	0	**228**	**2445**
1700 - 1715	30	178	7	0	215	39	246	7	0	292	17	72	58	0	147	3	35	22	0	60	714
1715 - 1730	37	180	4	0	221	25	210	8	1	244	16	73	57	0	146	4	37	21	0	62	673
1730 - 1745	39	231	6	0	276	18	213	4	0	235	10	45	60	0	115	7	37	30	0	74	700
1745 - 1800	22	189	3	0	214	28	175	7	0	210	9	52	47	0	108	4	40	19	0	63	595
Hourly Total	128	778	20	0	**926**	110	844	26	1	**981**	52	242	222	0	**516**	18	149	92	0	**259**	**2682**
Grand Total	234	1451	37	1	**1723**	224	1629	49	1	**1903**	111	501	402	0	**1014**	40	270	177	0	**487**	**5127**
Approach %	13.58	84.21	2.15	0.06	-	11.77	85.60	2.57	0.05	-	10.95	49.41	39.64	0.00	-	8.21	55.44	36.34	0.00	-	
Intersection %	4.56	28.30	0.72	0.02	33.61	4.37	31.77	0.96	0.02	37.12	2.17	9.77	7.84	0.00	19.78	0.78	5.27	3.45	0.00	9.50	

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

Marr Traffic DATA COLLECTION
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Fayetteville, GA

Site 3
GA-85 Glynn St S (South)
GA-85 Glynn St S (North)
Grady Ave
Bradley Dr

Date
Thursday, October 24, 2024

Lat/Long
33.439885°, -84.455022°
Click here for Map

Weather
Fair
70°F
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0700 - 0900 (Weekday 2h Session) (10-24-2024)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	GA-85 Glynn St S (South)					GA-85 Glynn St S (North)					Grady Ave					Bradley Dr					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	7
0715 - 0730	1	2	0	0	3	0	3	1	0	4	3	3	3	0	9	0	1	0	0	1	17
0730 - 0745	1	1	0	0	2	0	6	0	0	6	0	1	2	0	3	0	1	0	0	1	12
0745 - 0800	0	4	0	0	4	0	3	0	0	3	0	1	1	0	2	0	1	0	0	1	10
Hourly Total	2	9	0	0	**11**	0	16	1	0	**17**	3	5	6	0	**14**	0	4	0	0	**4**	**46**
0800 - 0815	1	7	0	0	8	0	5	1	0	6	0	3	2	0	5	0	0	2	0	2	21
0815 - 0830	1	5	0	0	6	2	5	0	0	7	0	1	1	0	2	0	0	0	0	0	15
0830 - 0845	1	4	0	0	5	0	7	0	0	7	1	0	4	0	5	0	0	1	0	1	18
0845 - 0900	2	2	0	0	4	0	6	1	0	7	0	0	3	0	3	1	0	1	0	2	16
Hourly Total	5	18	0	0	**23**	2	23	2	0	**27**	1	4	10	0	**15**	1	0	4	0	**5**	**70**
Grand Total	7	27	0	0	**34**	2	39	3	0	**44**	4	9	16	0	**29**	1	4	4	0	**9**	**116**
Approach %	20.59	79.41	0.00	0.00	-	4.55	88.64	6.82	0.00	-	13.79	31.03	55.17	0.00	-	11.11	44.44	44.44	0.00	-	
Intersection %	6.03	23.28	0.00	0.00	29.31	1.72	33.62	2.59	0.00	37.93	3.45	7.76	13.79	0.00	25.00	0.86	3.45	3.45	0.00	7.76	

1600 - 1800 (Weekday 2h Session) (10-24-2024)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	GA-85 Glynn St S (South)					GA-85 Glynn St S (North)					Grady Ave					Bradley Dr					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1600 - 1615	0	7	0	0	7	0	4	0	0	4	1	0	1	0	2	0	0	0	0	0	13
1615 - 1630	0	1	0	0	1	2	2	0	0	4	0	1	0	0	1	0	0	0	0	0	6
1630 - 1645	0	2	0	0	2	2	6	0	0	8	0	1	2	0	3	0	0	1	0	1	14
1645 - 1700	0	5	0	0	5	1	9	0	0	10	0	0	2	0	2	0	0	0	0	0	17
Hourly Total	0	15	0	0	**15**	5	21	0	0	**26**	1	2	5	0	**8**	0	0	1	0	**1**	**50**
1700 - 1715	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
1715 - 1730	0	2	0	0	2	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	4
1730 - 1745	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	7
1745 - 1800	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	4
Hourly Total	0	9	0	0	**9**	1	6	0	0	**7**	0	0	1	0	**1**	0	0	2	0	**2**	**19**
Grand Total	0	24	0	0	**24**	6	27	0	0	**33**	1	2	6	0	**9**	0	0	3	0	**3**	**69**
Approach %	0.00	100.00	0.00	0.00	-	18.18	81.82	0.00	0.00	-	11.11	22.22	66.67	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	34.78	0.00	0.00	34.78	8.70	39.13	0.00	0.00	47.83	1.45	2.90	8.70	0.00	13.04	0.00	0.00	4.35	0.00	4.35	

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

Marr Traffic DATA COLLECTION
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Fayetteville, GA

Site 3
GA-85 Glynn St S (South)
GA-85 Glynn St S (North)
Grady Ave
Bradley Dr

Date
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0700 - 0900 (Weekday 2h Session) (10-24-2024)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-85 Glynn St S (South)					GA-85 Glynn St S (North)					Grady Ave					Bradley Dr					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	6
0715 - 0730	0	1	0	0	1	0	6	0	0	6	0	0	0	0	0	0	0	2	0	2	9
0730 - 0745	0	1	0	0	1	0	4	0	0	4	0	2	0	0	2	0	0	2	0	2	9
0745 - 0800	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	4	0	0	**4**	1	16	0	0	**17**	0	2	0	0	**2**	0	1	4	0	**5**	**28**
0800 - 0815	1	3	0	0	4	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	7
0815 - 0830	0	4	0	0	4	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	7
0830 - 0845	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	3
0845 - 0900	0	5	0	0	5	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	8
Hourly Total	1	12	0	0	**13**	6	4	0	0	**10**	0	0	0	0	**0**	0	0	2	0	**2**	**25**
Grand Total	1	16	0	0	**17**	7	20	0	0	**27**	0	2	0	0	**2**	0	1	6	0	**7**	**53**
Approach %	5.88	94.12	0.00	0.00	-	25.93	74.07	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	14.29	85.71	0.00	-	
Intersection %	1.89	30.19	0.00	0.00	32.08	13.21	37.74	0.00	0.00	50.94	0.00	3.77	0.00	0.00	3.77	0.00	1.89	11.32	0.00	13.21	

1600 - 1800 (Weekday 2h Session) (10-24-2024)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-85 Glynn St S (South)					GA-85 Glynn St S (North)					Grady Ave					Bradley Dr					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1615 - 1630	0	2	0	0	2	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	6
1630 - 1645	0	4	0	0	4	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	6
1645 - 1700	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	5
Hourly Total	0	8	0	0	**8**	2	8	0	0	**10**	0	0	0	0	**0**	0	0	1	0	**1**	**19**
1700 - 1715	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	4
1715 - 1730	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	6	0	0	**6**	1	2	0	0	**3**	0	0	0	0	**0**	0	0	1	0	**1**	**10**
Grand Total	0	14	0	0	**14**	3	10	0	0	**13**	0	0	0	0	**0**	0	0	2	0	**2**	**29**
Approach %	0.00	100.00	0.00	0.00	-	23.08	76.92	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	48.28	0.00	0.00	48.28	10.34	34.48	0.00	0.00	44.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.90	0.00	6.90	

Classified Turn Movement Count || Bikes

Fayetteville, GA

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Bradley Dr

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Weather
Fair
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0700 - 0900 (Weekday 2h Session) (10-24-2024)
Bikes

	Northbound					Southbound					Eastbound					Westbound					
	GA-85 Glynn St S (South)					GA-85 Glynn St S (North)					Grady Ave					Bradley Dr					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	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) (10-24-2024)
Bikes

	Northbound					Southbound					Eastbound					Westbound					
	GA-85 Glynn St S (South)					GA-85 Glynn St S (North)					Grady Ave					Bradley Dr					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
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)

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Fayetteville, GA

Site 3

GA-85 Glynn St S (South)
GA-85 Glynn St S (North)
Grady Ave
Bradley Dr

Date

Thursday, October 24, 2024

Lat/Long

33.439885°, -84.455022°
Click here for Map

Weather

Fair
70°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-24-2024)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-85 Glynn St S (South)					GA-85 Glynn St S (North)					Grady Ave					Bradley Dr					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	0	3	0	0	3	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	13
0715 - 0730	1	3	0	0	4	0	9	1	0	10	3	3	3	0	9	0	1	2	0	3	26
0730 - 0745	1	2	0	0	3	0	10	0	0	10	0	3	2	0	5	0	1	2	0	3	21
0745 - 0800	0	5	0	0	5	1	5	0	0	6	0	1	1	0	2	0	1	0	0	1	14
Hourly Total	2	13	0	0	**15**	1	32	1	0	**34**	3	7	6	0	**16**	0	5	4	0	**9**	**74**
0800 - 0815	2	10	0	0	12	2	5	1	0	8	0	3	2	0	5	0	0	3	0	3	28
0815 - 0830	1	9	0	0	10	4	6	0	0	10	0	1	1	0	2	0	0	0	0	0	22
0830 - 0845	1	4	0	0	5	1	9	0	0	10	1	0	4	0	5	0	0	1	0	1	21
0845 - 0900	2	7	0	0	9	1	7	1	0	9	0	0	3	0	3	1	0	2	0	3	24
Hourly Total	6	30	0	0	**36**	8	27	2	0	**37**	1	4	10	0	**15**	1	0	6	0	**7**	**95**
Grand Total	8	43	0	0	**51**	9	59	3	0	**71**	4	11	16	0	**31**	1	5	10	0	**16**	**169**
Approach %	15.69	84.31	0.00	0.00	-	12.68	83.10	4.23	0.00	-	12.90	35.48	51.61	0.00	-	6.25	31.25	62.50	0.00	-	
Intersection %	4.73	25.44	0.00	0.00	30.18	5.33	34.91	1.78	0.00	42.01	2.37	6.51	9.47	0.00	18.34	0.59	2.96	5.92	0.00	9.47	

1600 - 1800 (Weekday 2h Session) (10-24-2024)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-85 Glynn St S (South)					GA-85 Glynn St S (North)					Grady Ave					Bradley Dr					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1600 - 1615	0	7	0	0	7	0	6	0	0	6	1	0	1	0	2	0	0	0	0	0	15
1615 - 1630	0	3	0	0	3	3	5	0	0	8	0	1	0	0	1	0	0	0	0	0	12
1630 - 1645	0	6	0	0	6	3	7	0	0	10	0	1	2	0	3	0	0	1	0	1	20
1645 - 1700	0	7	0	0	7	1	11	0	0	12	0	0	2	0	2	0	0	1	0	1	22
Hourly Total	0	23	0	0	**23**	7	29	0	0	**36**	1	2	5	0	**8**	0	0	2	0	**2**	**69**
1700 - 1715	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	8
1715 - 1730	0	4	0	0	4	1	1	0	0	2	0	0	1	0	1	0	0	0	0	0	7
1730 - 1745	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	7
1745 - 1800	0	3	0	0	3	1	2	0	0	3	0	0	0	0	0	0	0	1	0	1	7
Hourly Total	0	15	0	0	**15**	2	8	0	0	**10**	0	0	1	0	**1**	0	0	3	0	**3**	**29**
Grand Total	0	38	0	0	**38**	9	37	0	0	**46**	1	2	6	0	**9**	0	0	5	0	**5**	**98**
Approach %	0.00	100.00	0.00	0.00	-	19.57	80.43	0.00	0.00	-	11.11	22.22	66.67	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	38.78	0.00	0.00	38.78	9.18	37.76	0.00	0.00	46.94	1.02	2.04	6.12	0.00	9.18	0.00	0.00	5.10	0.00	5.10	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Fayetteville, GA

Site 3
GA-85 Glynn St S (South)
GA-85 Glynn St S (North)
Grady Ave
Bradley Dr

Date
Thursday, October 24, 2024

Lat/Long
33.439885°, -84.455022°
Click here for Map

Weather
Fair
70°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-24-2024)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-85 Glynn St S (South)			GA-85 Glynn St S (North)			Grady Ave			Bradley Dr			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	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	3	3	0	0	0	0	0	0	3
Hourly Total	0	0	**0**	0	3	**3**	0	0	**0**	0	0	**0**	**3**
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	3	0	3	0	0	0	0	0	0	3
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	3	0	**3**	0	0	**0**	0	0	**0**	**3**
Grand Total	0	0	**0**	3	3	**6**	0	0	**0**	0	0	**0**	**6**
Approach %	0.00	0.00	-	50.00	50.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	50.00	50.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-24-2024)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-85 Glynn St S (South)			GA-85 Glynn St S (North)			Grady Ave			Bradley Dr			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	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	1	1	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	1	**1**	0	0	**0**	**1**
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	1	**1**	0	0	**0**	**1**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	0.00	0.00	0.00	

Crosswalk Counts || Bikes

Fayetteville, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 3
GA-85 Glynn St S (South)
GA-85 Glynn St S (North)
Grady Ave
Bradley Dr

Date
Thursday, October 24, 2024

Lat/Long
33.439885°, -84.455022°
Click here for Map

Weather
Fair
70°F
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0700 - 0900 (Weekday 2h Session) (10-24-2024)
Bikes

	Northbound			Southbound			Eastbound			Westbound			
	GA-85 Glynn St S (South)			GA-85 Glynn St S (North)			Grady Ave			Bradley Dr			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	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) (10-24-2024)
Bikes

	Northbound			Southbound			Eastbound			Westbound			
	GA-85 Glynn St S (South)			GA-85 Glynn St S (North)			Grady Ave			Bradley Dr			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	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	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

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Fayetteville, GA

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0700 - 0900 (Weekday 2h Session) (10-24-2024)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-85 Glynn St S (South)			GA-85 Glynn St S (North)			Grady Ave			Bradley Dr			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	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) (10-24-2024)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-85 Glynn St S (South)			GA-85 Glynn St S (North)			Grady Ave			Bradley Dr			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	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: 10/24/2024	Grady Ave Eastbound			Bradley Dr Westbound			GA-85 Glynn St S (South) Northbound			GA-85 Glynn St S (North) 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	2	19	18	1	46	18	27	140	2	12	66	0	351
07:15 AM - 07:30 AM	9	48	24	1	58	26	28	183	1	10	82	3	473
07:30 AM - 07:45 AM	14	33	35	2	79	28	35	180	0	11	97	0	514
07:45 AM - 08:00 AM	8	18	28	7	84	38	39	212	1	13	109	3	560
08:00 AM - 08:15 AM	10	24	25	5	52	33	33	228	3	22	128	2	565
08:15 AM - 08:30 AM	11	23	38	6	49	21	33	222	2	22	131	0	558
08:30 AM - 08:45 AM	11	29	28	5	66	16	39	199	0	23	101	2	519
08:45 AM - 09:00 AM	9	25	27	9	47	19	31	192	3	22	131	3	518
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	13	47	48	6	30	17	29	160	6	31	192	7	586
04:15 PM - 04:30 PM	12	76	46	3	26	30	29	170	7	24	233	6	662
04:30 PM - 04:45 PM	18	71	41	7	34	25	25	167	1	28	199	5	621
04:45 PM - 05:00 PM	17	67	50	6	31	15	23	199	3	38	190	5	644
05:00 PM - 05:15 PM	17	72	58	3	35	23	30	183	7	39	248	7	722
05:15 PM - 05:30 PM	16	73	58	4	37	21	37	184	4	26	211	8	679
05:30 PM - 05:45 PM	10	45	60	7	37	31	39	234	6	18	216	4	707
05:45 PM - 06:00 PM	9	52	47	4	40	20	22	192	3	29	177	7	602
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

Peak Hour Turning Movement Count

Click here for Map

Fayetteville, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, October 24, 2024	
Period	0700 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

0730 - 0830

Volume



All vehicles

Time	Northbound Beauregard Blvd (South)						Southbound Beauregard Blvd (North)						Eastbound Grady Ave (West)						Westbound Grady Ave (East)						Int Total
	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	37	29	2	-	0	68	2	11	27	-	1	41	12	81	23	-	0	116	2	85	4	-	0	91	316
0730 - 0745	45	27	6	-	0	78	5	38	21	-	0	64	30	78	31	-	1	140	1	111	1	-	0	113	395
0745 - 0800	45	36	5	-	0	86	1	33	13	-	0	47	9	44	14	-	0	67	1	126	4	-	0	131	331
0800 - 0815	40	38	6	-	0	84	4	32	17	-	0	53	8	54	23	-	1	86	0	90	1	-	0	91	314
Total	167	130	19	0	0	316	12	114	78	0	1	205	59	257	91	0	2	409	4	412	10	0	0	426	1356
Approach %	52.85	41.14	6.01	0.00	0.00	-	5.85	55.61	38.05	0.00	0.49	-	14.43	62.84	22.25	0.00	0.49	-	0.94	96.71	2.35	0.00	0.00	-	
PHF	0.93	0.86	0.79	0.00	0.00	**0.92**	0.60	0.75	0.72	0.00	0.25	**0.80**	0.49	0.79	0.73	0.00	0.50	**0.73**	0.50	0.82	0.63	0.00	0.00	**0.81**	**0.86**

Passenger Vehicles (1-3)

Time	Northbound Beauregard Blvd (South)						Southbound Beauregard Blvd (North)						Eastbound Grady Ave (West)						Westbound Grady Ave (East)						Int Total
	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	36	29	2	-	0	67	2	10	27	-	0	39	12	73	22	-	0	107	1	83	4	-	0	88	301
0730 - 0745	45	27	6	-	0	78	5	37	20	-	0	62	30	72	31	-	1	134	1	109	1	-	0	111	385
0745 - 0800	45	36	5	-	0	86	1	32	12	-	0	45	9	42	14	-	0	65	1	125	4	-	0	130	326
0800 - 0815	39	38	5	-	0	82	4	28	17	-	0	49	8	50	22	-	1	81	0	89	1	-	0	90	302
Total	165	130	18	0	0	313	12	107	76	0	0	195	59	237	89	0	2	387	3	406	10	0	0	419	1314
Approach %	52.72	41.53	5.75	0.00	0.00	-	6.15	54.87	38.97	0.00	0.00	-	15.25	61.24	23.00	0.00	0.52	-	0.72	96.90	2.39	0.00	0.00	-	
PHF	0.92	0.86	0.75	0.00	0.00	**0.91**	0.60	0.72	0.70	0.00	0.00	**0.79**	0.49	0.81	0.72	0.00	0.50	**0.72**	0.75	0.81	0.63	0.00	0.00	**0.81**	**0.85**

Single Unit Trucks (4-7)

Time	Northbound Beauregard Blvd (South)						Southbound Beauregard Blvd (North)						Eastbound Grady Ave (West)						Westbound Grady Ave (East)						Int Total
	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	1	0	0	-	0	1	0	0	0	-	1	1	0	8	1	-	0	9	1	2	0	-	0	3	14
0730 - 0745	0	0	0	-	0	0	0	0	1	-	0	1	0	4	0	-	0	4	0	2	0	-	0	2	7
0745 - 0800	0	0	0	-	0	0	0	1	1	-	0	2	0	2	0	-	0	2	0	1	0	-	0	1	5
0800 - 0815	1	0	1	-	0	2	0	4	0	-	0	4	0	4	1	-	0	5	0	1	0	-	0	1	12
Total	2	0	1	0	0	3	0	5	2	0	1	8	0	18	2	0	0	20	1	6	0	0	0	7	38
Approach %	66.67	0.00	33.33	0.00	0.00	-	0.00	62.50	25.00	0.00	12.50	-	0.00	90.00	10.00	0.00	0.00	-	14.29	85.71	0.00	0.00	0.00	-	
PHF	0.50	0.00	0.25	0.00	0.00	**0.38**	0.00	0.31	0.50	0.00	0.25	**0.50**	0.00	0.56	0.50	0.00	0.00	**0.56**	0.25	0.75	0.00	0.00	0.00	**0.58**	**0.68**

Combination Trucks (8-13)

Time	Northbound Beauregard Blvd (South)						Southbound Beauregard Blvd (North)						Eastbound Grady Ave (West)						Westbound Grady Ave (East)						Int Total
	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	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
0730 - 0745	0	0	0	-	0	0	0	1	0	-	0	1	0	2	0	-	0	2	0	0	0	-	0	0	3
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	2	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	4
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	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	0.50	0.00	0.00	0.00	**0.50**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.33**

Bikes

Time	Northbound Beauregard Blvd (South)						Southbound Beauregard Blvd (North)						Eastbound Grady Ave (West)						Westbound Grady Ave (East)						Int Total
	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	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	-	
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**

Peak Hour Turning Movement Count

Click here for Map

Fayetteville, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, October 24, 2024	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

1700 - 1800

Volume



All vehicles

Time	Northbound Beauregard Blvd (South) Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Southbound Beauregard Blvd (North) Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Eastbound Grady Ave (West) Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Westbound Grady Ave (East) Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
1645 - 1700	27	22	14	-	1	64	3	70	8	-	0	81	5	127	40	-	0	172	3	65	1	-	0	69	386
1700 - 1715	24	24	4	-	0	52	4	90	25	-	0	119	6	137	41	-	1	185	3	58	7	-	0	68	424
1715 - 1730	25	29	8	-	0	62	2	72	14	-	0	88	8	124	51	-	0	183	8	74	10	-	0	92	425
1730 - 1745	36	27	10	-	0	73	2	88	10	-	0	100	6	96	32	-	0	134	4	72	4	-	1	81	388
Total	112	102	36	0	1	251	11	320	57	0	0	388	25	484	164	0	1	674	18	269	22	0	1	310	1623
Approach %	44.62	40.64	14.34	0.00	0.40	-	2.84	82.47	14.69	0.00	0.00	-	3.71	71.81	24.33	0.00	0.15	-	5.81	86.77	7.10	0.00	0.32	-	
PHF	0.78	0.88	0.64	0.00	0.25	**0.86**	0.69	0.89	0.57	0.00	0.00	**0.82**	0.78	0.88	0.80	0.00	0.25	**0.91**	0.56	0.91	0.55	0.00	0.25	**0.84**	**0.95**

Passenger Vehicles (1-3)

Time	Northbound Beauregard Blvd (South) Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Southbound Beauregard Blvd (North) Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Eastbound Grady Ave (West) Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Westbound Grady Ave (East) Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
1645 - 1700	26	22	14	-	1	63	3	70	8	-	0	81	5	125	40	-	0	170	3	65	1	-	0	69	383
1700 - 1715	24	24	4	-	0	52	4	89	25	-	0	118	6	137	41	-	1	185	3	58	7	-	0	68	423
1715 - 1730	25	28	8	-	0	61	2	72	14	-	0	88	8	123	51	-	0	182	8	74	10	-	0	92	423
1730 - 1745	36	27	10	-	0	73	2	88	10	-	0	100	6	96	32	-	0	134	4	72	4	-	1	81	388
Total	111	101	36	0	1	249	11	319	57	0	0	387	25	481	164	0	1	671	18	269	22	0	1	310	1617
Approach %	44.58	40.56	14.46	0.00	0.40	-	2.84	82.43	14.73	0.00	0.00	-	3.73	71.68	24.44	0.00	0.15	-	5.81	86.77	7.10	0.00	0.32	-	
PHF	0.77	0.90	0.64	0.00	0.25	**0.85**	0.69	0.90	0.57	0.00	0.00	**0.82**	0.78	0.88	0.80	0.00	0.25	**0.91**	0.56	0.91	0.55	0.00	0.25	**0.84**	**0.96**

Single Unit Trucks (4-7)

Time	Northbound Beauregard Blvd (South) Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Southbound Beauregard Blvd (North) Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Eastbound Grady Ave (West) Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Westbound Grady Ave (East) Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
1645 - 1700	1	0	0	-	0	1	0	0	0	-	0	0	0	2	0	-	0	2	0	0	0	-	0	0	3
1700 - 1715	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
1715 - 1730	0	1	0	-	0	1	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	2
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	1	1	0	0	0	2	0	1	0	0	0	1	0	3	0	0	0	3	0	0	0	0	0	0	6
Approach %	50.00	50.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.25	0.00	0.00	0.00	**0.50**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.38	0.00	0.00	0.00	**0.38**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.50**

Combination Trucks (8-13)

Time	Northbound Beauregard Blvd (South) Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Southbound Beauregard Blvd (North) Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Eastbound Grady Ave (West) Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Westbound Grady Ave (East) Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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 Beauregard Blvd (South) Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Southbound Beauregard Blvd (North) Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Eastbound Grady Ave (West) Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Westbound Grady Ave (East) Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Fayetteville, GA

Site 4

Beauregard Blvd (South)
Beauregard Blvd (North)
Grady Ave (West)
Grady Ave (East)

Date

Thursday, October 24, 2024

Lat/Long

33.441098°, -84.457485°
Click here for Map

Weather

Fair
70°F
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0700 - 0900 (Weekday 2h Session) (10-24-2024)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Beauregard Blvd (South)					Beauregard Blvd (North)					Grady Ave (West)					Grady Ave (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	27	31	4	0	62	0	12	23	0	35	0	35	11	0	46	0	74	0	0	74	217
0715 - 0730	37	29	2	0	68	2	11	27	1	41	12	81	23	0	116	2	85	4	0	91	316
0730 - 0745	45	27	6	0	78	5	38	21	0	64	30	78	31	1	140	1	111	1	0	113	395
0745 - 0800	45	36	5	0	86	1	33	13	0	47	9	44	14	0	67	1	126	4	0	131	331
Hourly Total	154	123	17	0	**294**	8	94	84	1	**187**	51	238	79	1	**369**	4	396	9	0	**409**	**1259**
0800 - 0815	40	38	6	0	84	4	32	17	0	53	8	54	23	1	86	0	90	1	0	91	314
0815 - 0830	48	24	9	0	81	2	23	12	0	37	6	68	27	0	101	0	84	0	0	84	303
0830 - 0845	41	26	7	0	74	2	21	14	0	37	4	60	20	0	84	0	99	2	0	101	296
0845 - 0900	32	32	4	0	68	1	37	11	0	49	11	54	22	2	89	1	79	2	1	83	289
Hourly Total	161	120	26	0	**307**	9	113	54	0	**176**	29	236	92	3	**360**	1	352	5	1	**359**	**1202**
Grand Total	315	243	43	0	**601**	17	207	138	1	**363**	80	474	171	4	**729**	5	748	14	1	**768**	**2461**
Approach %	52.41	40.43	7.15	0.00	-	4.68	57.02	38.02	0.28	-	10.97	65.02	23.46	0.55	-	0.65	97.40	1.82	0.14	-	
Intersection %	12.80	9.87	1.75	0.00	24.42	0.69	8.41	5.61	0.04	14.75	3.25	19.26	6.95	0.16	29.62	0.20	30.39	0.57	0.04	31.21	
Heavy Vehicle %	2	0	2	-	**1**	0	5	5	100	**5**	1	6	2	0	**5**	20	2	0	0	**2**	**3**
PHF	0.93	0.86	0.79	0.00	**0.92**	0.60	0.75	0.72	0.25	**0.80**	0.49	0.79	0.73	0.50	**0.73**	0.50	0.82	0.63	0.00	**0.81**	**0.86**

1600 - 1800 (Weekday 2h Session) (10-24-2024)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Beauregard Blvd (South)					Beauregard Blvd (North)					Grady Ave (West)					Grady Ave (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	30	21	7	0	58	1	51	15	0	67	13	94	40	0	147	4	53	4	0	61	333
1615 - 1630	27	26	8	0	61	5	51	7	0	63	3	121	39	0	163	6	58	3	0	67	354
1630 - 1645	25	24	7	0	56	3	57	9	0	69	2	112	45	1	160	2	57	1	0	60	345
1645 - 1700	27	22	14	1	64	3	70	8	0	81	5	127	40	0	172	3	65	1	0	69	386
Hourly Total	109	93	36	1	**239**	12	229	39	0	**280**	23	454	164	1	**642**	15	233	9	0	**257**	**1418**
1700 - 1715	24	24	4	0	52	4	90	25	0	119	6	137	41	1	185	3	58	7	0	68	424
1715 - 1730	25	29	8	0	62	2	72	14	0	88	8	124	51	0	183	8	74	10	0	92	425
1730 - 1745	36	27	10	0	73	2	88	10	0	100	6	96	32	0	134	4	72	4	1	81	388
1745 - 1800	26	28	5	0	59	3	69	13	0	85	4	98	35	0	137	4	61	8	0	73	354
Hourly Total	111	108	27	0	**246**	11	319	62	0	**392**	24	455	159	1	**639**	19	265	29	1	**314**	**1591**
Grand Total	220	201	63	1	**485**	23	548	101	0	**672**	47	909	323	2	**1281**	34	498	38	1	**571**	**3009**
Approach %	45.36	41.44	12.99	0.21	-	3.42	81.55	15.03	0.00	-	3.67	70.96	25.21	0.16	-	5.95	87.22	6.65	0.18	-	
Intersection %	7.31	6.68	2.09	0.03	16.12	0.76	18.21	3.36	0.00	22.33	1.56	30.21	10.73	0.07	42.57	1.13	16.55	1.26	0.03	18.98	
Heavy Vehicle %	1	2	0	0	**1**	0	0	0	-	**0**	0	1	1	0	**1**	0	0	0	0	**0**	**1**
PHF	0.78	0.88	0.64	0.25	**0.86**	0.69	0.89	0.57	0.00	**0.82**	0.78	0.88	0.80	0.25	**0.91**	0.56	0.91	0.55	0.25	**0.84**	**0.95**

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

Marr Traffic DATA COLLECTION

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Fayetteville, GA

Site 4

Beauregard Blvd (South)
Beauregard Blvd (North)
Grady Ave (West)
Grady Ave (East)

Date

Thursday, October 24, 2024

Lat/Long

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Weather

Fair
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0700 - 0900 (Weekday 2h Session) (10-24-2024)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Beauregard Blvd (South)					Beauregard Blvd (North)					Grady Ave (West)					Grady Ave (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	27	31	4	0	62	0	10	19	0	29	0	35	11	0	46	0	72	0	0	72	209
0715 - 0730	36	29	2	0	67	2	10	27	0	39	12	73	22	0	107	1	83	4	0	88	301
0730 - 0745	45	27	6	0	78	5	37	20	0	62	30	72	31	1	134	1	109	1	0	111	385
0745 - 0800	45	36	5	0	86	1	32	12	0	45	9	42	14	0	65	1	125	4	0	130	326
Hourly Total	153	123	17	0	**293**	8	89	78	0	**175**	51	222	78	1	**352**	3	389	9	0	**401**	**1221**
0800 - 0815	39	38	5	0	82	4	28	17	0	49	8	50	22	1	81	0	89	1	0	90	302
0815 - 0830	47	24	9	0	80	2	23	12	0	37	6	66	27	0	99	0	82	0	0	82	298
0830 - 0845	39	26	7	0	72	2	20	13	0	35	4	55	18	0	77	0	97	2	0	99	283
0845 - 0900	32	32	4	0	68	1	36	11	0	48	10	51	22	2	85	1	76	2	1	80	281
Hourly Total	157	120	25	0	**302**	9	107	53	0	**169**	28	222	89	3	**342**	1	344	5	1	**351**	**1164**
Grand Total	310	243	42	0	**595**	17	196	131	0	**344**	79	444	167	4	**694**	4	733	14	1	**752**	**2385**
Approach %	52.10	40.84	7.06	0.00	-	4.94	56.98	38.08	0.00	-	11.38	63.98	24.06	0.58	-	0.53	97.47	1.86	0.14	-	
Intersection %	13.00	10.19	1.76	0.00	24.95	0.71	8.22	5.49	0.00	14.42	3.31	18.62	7.00	0.17	29.10	0.17	30.73	0.59	0.04	31.53	

1600 - 1800 (Weekday 2h Session) (10-24-2024)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Beauregard Blvd (South)					Beauregard Blvd (North)					Grady Ave (West)					Grady Ave (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	30	20	7	0	57	1	50	15	0	66	13	92	40	0	145	4	53	4	0	61	329
1615 - 1630	26	25	8	0	59	5	51	7	0	63	3	120	37	0	160	6	58	3	0	67	349
1630 - 1645	25	23	7	0	55	3	57	9	0	69	2	109	43	1	155	2	57	1	0	60	339
1645 - 1700	26	22	14	1	63	3	70	8	0	81	5	125	40	0	170	3	65	1	0	69	383
Hourly Total	107	90	36	1	**234**	12	228	39	0	**279**	23	446	160	1	**630**	15	233	9	0	**257**	**1400**
1700 - 1715	24	24	4	0	52	4	89	25	0	118	6	137	41	1	185	3	58	7	0	68	423
1715 - 1730	25	28	8	0	61	2	72	14	0	88	8	123	51	0	182	8	74	10	0	92	423
1730 - 1745	36	27	10	0	73	2	88	10	0	100	6	96	32	0	134	4	72	4	1	81	388
1745 - 1800	26	28	5	0	59	3	69	13	0	85	4	98	35	0	137	4	61	8	0	73	354
Hourly Total	111	107	27	0	**245**	11	318	62	0	**391**	24	454	159	1	**638**	19	265	29	1	**314**	**1588**
Grand Total	218	197	63	1	**479**	23	546	101	0	**670**	47	900	319	2	**1268**	34	498	38	1	**571**	**2988**
Approach %	45.51	41.13	13.15	0.21	-	3.43	81.49	15.07	0.00	-	3.71	70.98	25.16	0.16	-	5.95	87.22	6.65	0.18	-	
Intersection %	7.30	6.59	2.11	0.03	16.03	0.77	18.27	3.38	0.00	22.42	1.57	30.12	10.68	0.07	42.44	1.14	16.67	1.27	0.03	19.11	

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

Marr Traffic DATA COLLECTION

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Fayetteville, GA

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Beauregard Blvd (South)
Beauregard Blvd (North)
Grady Ave (West)
Grady Ave (East)

Date

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0700 - 0900 (Weekday 2h Session) (10-24-2024)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Beauregard Blvd (South)					Beauregard Blvd (North)					Grady Ave (West)					Grady Ave (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	2	4	0	6	0	0	0	0	0	0	1	0	0	1	7
0715 - 0730	1	0	0	0	1	0	0	0	1	1	0	8	1	0	9	1	2	0	0	3	14
0730 - 0745	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	0	2	0	0	2	7
0745 - 0800	0	0	0	0	0	0	1	1	0	2	0	2	0	0	2	0	1	0	0	1	5
Hourly Total	1	0	0	0	**1**	0	3	6	1	**10**	0	14	1	0	**15**	1	6	0	0	**7**	**33**
0800 - 0815	1	0	1	0	2	0	4	0	0	4	0	4	1	0	5	0	1	0	0	1	12
0815 - 0830	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	5
0830 - 0845	2	0	0	0	2	0	0	1	0	1	0	5	2	0	7	0	2	0	0	2	12
0845 - 0900	0	0	0	0	0	0	1	0	0	1	1	3	0	0	4	0	2	0	0	2	7
Hourly Total	4	0	1	0	**5**	0	5	1	0	**6**	1	14	3	0	**18**	0	7	0	0	**7**	**36**
Grand Total	5	0	1	0	**6**	0	8	7	1	**16**	1	28	4	0	**33**	1	13	0	0	**14**	**69**
Approach %	83.33	0.00	16.67	0.00	-	0.00	50.00	43.75	6.25	-	3.03	84.85	12.12	0.00	-	7.14	92.86	0.00	0.00	-	
Intersection %	7.25	0.00	1.45	0.00	8.70	0.00	11.59	10.14	1.45	23.19	1.45	40.58	5.80	0.00	47.83	1.45	18.84	0.00	0.00	20.29	

1600 - 1800 (Weekday 2h Session) (10-24-2024)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Beauregard Blvd (South)					Beauregard Blvd (North)					Grady Ave (West)					Grady Ave (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	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	4
1615 - 1630	1	0	0	0	1	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	4
1630 - 1645	0	1	0	0	1	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	6
1645 - 1700	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Hourly Total	2	2	0	0	**4**	0	1	0	0	**1**	0	8	4	0	**12**	0	0	0	0	**0**	**17**
1700 - 1715	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
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	1	0	0	**1**	0	1	0	0	**1**	0	1	0	0	**1**	0	0	0	0	**0**	**3**
Grand Total	2	3	0	0	**5**	0	2	0	0	**2**	0	9	4	0	**13**	0	0	0	0	**0**	**20**
Approach %	40.00	60.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	69.23	30.77	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	10.00	15.00	0.00	0.00	25.00	0.00	10.00	0.00	0.00	10.00	0.00	45.00	20.00	0.00	65.00	0.00	0.00	0.00	0.00	0.00	

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

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0700 - 0900 (Weekday 2h Session) (10-24-2024)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Beauregard Blvd (South)					Beauregard Blvd (North)					Grady Ave (West)					Grady Ave (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0715 - 0730	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0730 - 0745	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
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	2	0	0	**2**	0	2	0	0	**2**	0	1	0	0	**1**	**5**
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	1	0	0	**1**	**2**
Grand Total	0	0	0	0	**0**	0	3	0	0	**3**	0	2	0	0	**2**	0	2	0	0	**2**	**7**
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	42.86	0.00	0.00	42.86	0.00	28.57	0.00	0.00	28.57	0.00	28.57	0.00	0.00	28.57	

1600 - 1800 (Weekday 2h Session) (10-24-2024)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Beauregard Blvd (South)					Beauregard Blvd (North)					Grady Ave (West)					Grady Ave (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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Fayetteville, GA

Site 4

Beauregard Blvd (South)
Beauregard Blvd (North)
Grady Ave (West)
Grady Ave (East)

Date

Thursday, October 24, 2024

Lat/Long

33.441098°, -84.457485°
Click here for Map

Weather

Fair
70°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-24-2024)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Beauregard Blvd (South)					Beauregard Blvd (North)					Grady Ave (West)					Grady Ave (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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) (10-24-2024)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Beauregard Blvd (South)					Beauregard Blvd (North)					Grady Ave (West)					Grady Ave (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	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)

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Fayetteville, GA

Site 4

Beauregard Blvd (South)
Beauregard Blvd (North)
Grady Ave (West)
Grady Ave (East)

Date

Thursday, October 24, 2024

Lat/Long

33.441098°, -84.457485°
Click here for Map

Weather

Fair
70°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-24-2024)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Beauregard Blvd (South)					Beauregard Blvd (North)					Grady Ave (West)					Grady Ave (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	2	4	0	6	0	0	0	0	0	0	2	0	0	2	8
0715 - 0730	1	0	0	0	1	0	1	0	1	2	0	8	1	0	9	1	2	0	0	3	15
0730 - 0745	0	0	0	0	0	0	1	1	0	2	0	6	0	0	6	0	2	0	0	2	10
0745 - 0800	0	0	0	0	0	0	1	1	0	2	0	2	0	0	2	0	1	0	0	1	5
Hourly Total	1	0	0	0	**1**	0	5	6	1	**12**	0	16	1	0	**17**	1	7	0	0	**8**	**38**
0800 - 0815	1	0	1	0	2	0	4	0	0	4	0	4	1	0	5	0	1	0	0	1	12
0815 - 0830	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	5
0830 - 0845	2	0	0	0	2	0	1	1	0	2	0	5	2	0	7	0	2	0	0	2	13
0845 - 0900	0	0	0	0	0	0	1	0	0	1	1	3	0	0	4	0	3	0	0	3	8
Hourly Total	4	0	1	0	**5**	0	6	1	0	**7**	1	14	3	0	**18**	0	8	0	0	**8**	**38**
Grand Total	5	0	1	0	**6**	0	11	7	1	**19**	1	30	4	0	**35**	1	15	0	0	**16**	**76**
Approach %	83.33	0.00	16.67	0.00	-	0.00	57.89	36.84	5.26	-	2.86	85.71	11.43	0.00	-	6.25	93.75	0.00	0.00	-	
Intersection %	6.58	0.00	1.32	0.00	7.89	0.00	14.47	9.21	1.32	25.00	1.32	39.47	5.26	0.00	46.05	1.32	19.74	0.00	0.00	21.05	

1600 - 1800 (Weekday 2h Session) (10-24-2024)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Beauregard Blvd (South)					Beauregard Blvd (North)					Grady Ave (West)					Grady Ave (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	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	4
1615 - 1630	1	1	0	0	2	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	5
1630 - 1645	0	1	0	0	1	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	6
1645 - 1700	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Hourly Total	2	3	0	0	**5**	0	1	0	0	**1**	0	8	4	0	**12**	0	0	0	0	**0**	**18**
1700 - 1715	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
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	1	0	0	**1**	0	1	0	0	**1**	0	1	0	0	**1**	0	0	0	0	**0**	**3**
Grand Total	2	4	0	0	**6**	0	2	0	0	**2**	0	9	4	0	**13**	0	0	0	0	**0**	**21**
Approach %	33.33	66.67	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	69.23	30.77	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	9.52	19.05	0.00	0.00	28.57	0.00	9.52	0.00	0.00	9.52	0.00	42.86	19.05	0.00	61.90	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Pedestrians

Fayetteville, GA

Marr Traffic DATA COLLECTION
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Site 4
Beauregard Blvd (South)
Beauregard Blvd (North)
Grady Ave (West)
Grady Ave (East)

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70°F
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0700 - 0900 (Weekday 2h Session) (10-24-2024)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Beauregard Blvd (South)			Beauregard Blvd (North)			Grady Ave (West)			Grady Ave (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
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	1	0	1	0	0	0	0	0	0	1
0745 - 0800	0	0	0	0	3	3	0	0	0	0	0	0	3
Hourly Total	0	0	**0**	1	3	**4**	0	0	**0**	0	0	**0**	**4**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	4	0	4	0	0	0	0	0	0	4
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**	4	0	**4**	0	0	**0**	0	0	**0**	**4**
Grand Total	0	0	**0**	5	3	**8**	0	0	**0**	0	0	**0**	**8**
Approach %	0.00	0.00	-	62.50	37.50	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	62.50	37.50	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-24-2024)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Beauregard Blvd (South)			Beauregard Blvd (North)			Grady Ave (West)			Grady Ave (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	1	0	1	1	0	1	0	0	0	2
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	1	0	**1**	1	0	**1**	0	0	**0**	**2**
1700 - 1715	0	0	0	0	0	0	0	1	1	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**	0	0	**0**	0	1	**1**	0	0	**0**	**1**
Grand Total	0	0	**0**	1	0	**1**	1	1	**2**	0	0	**0**	**3**
Approach %	0.00	0.00	-	100.00	0.00	-	50.00	50.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	33.33	0.00	33.33	33.33	33.33	66.67	0.00	0.00	0.00	

Crosswalk Counts || Bikes

Fayetteville, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 4
Beauregard Blvd (South)
Beauregard Blvd (North)
Grady Ave (West)
Grady Ave (East)

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0700 - 0900 (Weekday 2h Session) (10-24-2024)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	Beauregard Blvd (South)			Beauregard Blvd (North)			Grady Ave (West)			Grady Ave (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
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) (10-24-2024)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	Beauregard Blvd (South)			Beauregard Blvd (North)			Grady Ave (West)			Grady Ave (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	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

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Fayetteville, GA

Site 4
Beauregard Blvd (South)
Beauregard Blvd (North)
Grady Ave (West)
Grady Ave (East)

Date
Thursday, October 24, 2024

Lat/Long
33.441098°, -84.457485°
Click here for Map

Weather
Fair
70°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-24-2024)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Beauregard Blvd (South)			Beauregard Blvd (North)			Grady Ave (West)			Grady Ave (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
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) (10-24-2024)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Beauregard Blvd (South)			Beauregard Blvd (North)			Grady Ave (West)			Grady Ave (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	

Start Date: 10/24/2024	Grady Ave (West) Eastbound			Grady Ave (East) Westbound			Beauregard Blvd (South) Northbound			Beauregard Blvd (North) 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	0	35	11	0	74	0	27	31	4	0	12	23	217
07:15 AM - 07:30 AM	12	81	23	2	85	4	37	29	2	2	11	27	315
07:30 AM - 07:45 AM	30	78	31	1	111	1	45	27	6	5	38	21	394
07:45 AM - 08:00 AM	9	44	14	1	126	4	45	36	5	1	33	13	331
08:00 AM - 08:15 AM	8	54	23	0	90	1	40	38	6	4	32	17	313
08:15 AM - 08:30 AM	6	68	27	0	84	0	48	24	9	2	23	12	303
08:30 AM - 08:45 AM	4	60	20	0	99	2	41	26	7	2	21	14	296
08:45 AM - 09:00 AM	11	54	22	1	79	2	32	32	4	1	37	11	286
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	13	94	40	4	53	4	30	21	7	1	51	15	333
04:15 PM - 04:30 PM	3	121	39	6	58	3	27	26	8	5	51	7	354
04:30 PM - 04:45 PM	2	112	45	2	57	1	25	24	7	3	57	9	344
04:45 PM - 05:00 PM	5	127	40	3	65	1	27	22	14	3	70	8	385
05:00 PM - 05:15 PM	6	137	41	3	58	7	24	24	4	4	90	25	423
05:15 PM - 05:30 PM	8	124	51	8	74	10	25	29	8	2	72	14	425
05:30 PM - 05:45 PM	6	96	32	4	72	4	36	27	10	2	88	10	387
05:45 PM - 06:00 PM	4	98	35	4	61	8	26	28	5	3	69	13	354
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

Peak Hour Turning Movement Count

Click here for Map

Fayetteville, GA

Marr Traffic DATA COLLECTION

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Thursday, October 24, 2024	
Period	0700 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Lafayette Ave (South)						Lafayette Ave (North)						GA-54 W Lanier Ave (West)						GA-54 W Lanier Ave (East)						
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
0730 - 0745	2	0	0	-	0	2	11	0	11	-	0	22	6	265	5	-	2	278	4	380	2	-	0	386	688
0745 - 0800	3	0	1	-	0	4	8	0	12	-	1	21	9	267	16	-	23	315	11	404	1	-	0	416	756
0800 - 0815	3	0	0	-	0	3	3	1	3	-	0	7	6	227	5	-	11	249	7	361	2	-	2	372	631
0815 - 0830	1	0	2	-	0	3	4	0	7	-	0	11	6	240	4	-	3	253	5	335	5	-	0	345	612
Total	9	0	3	0	0	12	26	1	33	0	1	61	27	999	30	0	39	1095	27	1480	10	0	2	1519	2687
Approach %	75.00	0.00	25.00	0.00	0.00	-	42.62	1.64	54.10	0.00	1.64	-	2.47	91.23	2.74	0.00	3.56	-	1.78	97.43	0.66	0.00	0.13	-	
PHF	0.75	0.00	0.38	0.00	0.00	**0.75**	0.59	0.25	0.69	0.00	0.25	**0.69**	0.75	0.94	0.47	0.00	0.42	**0.87**	0.61	0.92	0.50	0.00	0.25	**0.91**	**0.89**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Lafayette Ave (South)						Lafayette Ave (North)						GA-54 W Lanier Ave (West)						GA-54 W Lanier Ave (East)						
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
0730 - 0745	2	0	0	-	0	2	11	0	11	-	0	22	6	254	5	-	2	267	4	361	2	-	0	367	658
0745 - 0800	3	0	1	-	0	4	8	0	11	-	1	20	9	256	16	-	23	304	11	385	1	-	0	397	725
0800 - 0815	3	0	0	-	0	3	3	1	3	-	0	7	6	217	5	-	11	239	7	351	2	-	2	362	611
0815 - 0830	1	0	2	-	0	3	4	0	7	-	0	11	6	227	4	-	3	240	5	324	5	-	0	334	588
Total	9	0	3	0	0	12	26	1	32	0	1	60	27	954	30	0	39	1050	27	1421	10	0	2	1460	2582
Approach %	75.00	0.00	25.00	0.00	0.00	-	43.33	1.67	53.33	0.00	1.67	-	2.57	90.86	2.86	0.00	3.71	-	1.85	97.33	0.68	0.00	0.14	-	
PHF	0.75	0.00	0.38	0.00	0.00	**0.75**	0.59	0.25	0.73	0.00	0.25	**0.68**	0.75	0.93	0.47	0.00	0.42	**0.86**	0.61	0.92	0.50	0.00	0.25	**0.92**	**0.89**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Lafayette Ave (South)						Lafayette Ave (North)						GA-54 W Lanier Ave (West)						GA-54 W Lanier Ave (East)						
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	9	0	-	0	9	0	15	0	-	0	15	24
0745 - 0800	0	0	0	-	0	0	0	0	1	-	0	1	0	10	0	-	0	10	0	17	0	-	0	17	28
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	10	0	-	0	10	0	8	0	-	0	8	18
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	11	0	-	0	11	0	9	0	-	0	9	20
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	40	0	0	0	40	0	49	0	0	0	49	90
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.91	0.00	0.00	0.00	**0.91**	0.00	0.72	0.00	0.00	0.00	**0.72**	**0.80**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Lafayette Ave (South)						Lafayette Ave (North)						GA-54 W Lanier Ave (West)						GA-54 W Lanier Ave (East)						
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	4	0	-	0	4	6
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	2	0	-	0	2	3
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	2
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	2	0	-	0	2	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	10	0	0	0	10	15
Approach %	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	100.00	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	0.63	0.00	0.00	0.00	**0.63**	0.00	0.63	0.00	0.00	0.00	**0.63**	**0.63**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Lafayette Ave (South)						Lafayette Ave (North)						GA-54 W Lanier Ave (West)						GA-54 W Lanier Ave (East)						
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
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**

Peak Hour Turning Movement Count

Fayetteville, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, October 24, 2024	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Lafayette Ave (South)						Lafayette Ave (North)						GA-54 W Lanier Ave (West)						GA-54 W Lanier Ave (East)						
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
1700 - 1715	15	1	6	-	0	22	4	0	13	-	1	18	12	309	0	-	2	323	1	282	6	-	2	291	654
1715 - 1730	6	0	6	-	0	12	5	1	11	-	0	17	13	261	1	-	1	276	5	267	10	-	0	282	587
1730 - 1745	7	0	7	-	0	14	3	0	5	-	0	8	13	283	4	-	1	301	1	257	9	-	0	267	590
1745 - 1800	3	0	3	-	0	6	7	0	2	-	0	9	10	271	2	-	3	286	2	271	3	-	1	277	578
Total	31	1	22	0	0	54	19	1	31	0	1	52	48	1124	7	0	7	1186	9	1077	28	0	3	1117	2409
Approach %	57.41	1.85	40.74	0.00	0.00	-	36.54	1.92	59.62	0.00	1.92	-	4.05	94.77	0.59	0.00	0.59	-	0.81	96.42	2.51	0.00	0.27	-	
PHF	0.52	0.25	0.79	0.00	0.00	**0.61**	0.68	0.25	0.60	0.00	0.25	**0.72**	0.92	0.91	0.44	0.00	0.58	**0.92**	0.45	0.95	0.70	0.00	0.38	**0.96**	**0.92**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Lafayette Ave (South)						Lafayette Ave (North)						GA-54 W Lanier Ave (West)						GA-54 W Lanier Ave (East)						
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
1700 - 1715	15	1	6	-	0	22	4	0	13	-	1	18	12	306	0	-	2	320	1	277	6	-	2	286	646
1715 - 1730	6	0	6	-	0	12	5	1	10	-	0	16	13	259	1	-	1	274	5	264	10	-	0	279	581
1730 - 1745	7	0	7	-	0	14	3	0	5	-	0	8	13	279	4	-	1	297	1	256	9	-	0	266	585
1745 - 1800	3	0	3	-	0	6	7	0	2	-	0	9	10	264	2	-	3	279	2	267	3	-	1	273	567
Total	31	1	22	0	0	54	19	1	30	0	1	51	48	1108	7	0	7	1170	9	1064	28	0	3	1104	2379
Approach %	57.41	1.85	40.74	0.00	0.00	-	37.25	1.96	58.82	0.00	1.96	-	4.10	94.70	0.60	0.00	0.60	-	0.82	96.38	2.54	0.00	0.27	-	
PHF	0.52	0.25	0.79	0.00	0.00	**0.61**	0.68	0.25	0.58	0.00	0.25	**0.71**	0.92	0.91	0.44	0.00	0.58	**0.91**	0.45	0.96	0.70	0.00	0.38	**0.97**	**0.92**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Lafayette Ave (South)						Lafayette Ave (North)						GA-54 W Lanier Ave (West)						GA-54 W Lanier Ave (East)						
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	3	0	-	0	3	4
1715 - 1730	0	0	0	-	0	0	0	0	1	-	0	1	0	0	0	-	0	0	0	2	0	-	0	2	3
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	0	0	-	0	0	2
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	0	4	0	-	0	4	7
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	6	0	0	0	6	0	9	0	0	0	9	16
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.56	0.00	0.00	0.00	**0.56**	**0.57**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Lafayette Ave (South)						Lafayette Ave (North)						GA-54 W Lanier Ave (West)						GA-54 W Lanier Ave (East)						
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	2	0	-	0	2	4
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	1	0	-	0	1	3
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	1	0	-	0	1	3
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	0	4	0	0	0	-	0	0	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	4	0	0	0	4	14
Approach %	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	100.00	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	0.63	0.00	0.00	0.00	**0.63**	0.00	0.50	0.00	0.00	0.00	**0.50**	**0.88**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Lafayette Ave (South)						Lafayette Ave (North)						GA-54 W Lanier Ave (West)						GA-54 W Lanier Ave (East)						
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
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
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**

Classified Turn Movement Count || All vehicles

Fayetteville, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 5

Lafayette Ave (South)
Lafayette Ave (North)
GA-54 W Lanier Ave (West)
GA-54 W Lanier Ave (East)

Date

Thursday, October 24, 2024

Lat/Long

33.447159°, -84.465350°
Click here for Map

Weather

Fair
70°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-24-2024)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Lafayette Ave (South)					Lafayette Ave (North)					GA-54 W Lanier Ave (West)					GA-54 W Lanier Ave (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	4	0	7	0	11	3	121	0	0	124	0	277	1	1	279	414
0715 - 0730	0	0	0	0	0	6	0	14	0	20	2	188	4	0	194	1	307	1	0	309	523
0730 - 0745	2	0	0	0	2	11	0	11	0	22	6	265	5	2	278	4	380	2	0	386	688
0745 - 0800	3	0	1	0	4	8	0	12	1	21	9	267	16	23	315	11	404	1	0	416	756
Hourly Total	5	0	1	0	**6**	29	0	44	1	**74**	20	841	25	25	**911**	16	1368	5	1	**1390**	**2381**
0800 - 0815	3	0	0	0	3	3	1	3	0	7	6	227	5	11	249	7	361	2	2	372	631
0815 - 0830	1	0	2	0	3	4	0	7	0	11	6	240	4	3	253	5	335	5	0	345	612
0830 - 0845	3	0	1	0	4	9	0	11	0	20	3	208	7	7	225	3	370	5	0	378	627
0845 - 0900	0	0	2	0	2	4	0	11	1	16	4	221	9	6	240	9	310	5	0	324	582
Hourly Total	7	0	5	0	**12**	20	1	32	1	**54**	19	896	25	27	**967**	24	1376	17	2	**1419**	**2452**
Grand Total	12	0	6	0	**18**	49	1	76	2	**128**	39	1737	50	52	**1878**	40	2744	22	3	**2809**	**4833**
Approach %	66.67	0.00	33.33	0.00	-	38.28	0.78	59.38	1.56	-	2.08	92.49	2.66	2.77	-	1.42	97.69	0.78	0.16	-	
Intersection %	0.25	0.00	0.12	0.00	0.37	1.01	0.02	1.57	0.04	2.65	0.81	35.94	1.03	1.08	38.86	0.83	56.78	0.46	0.06	58.12	
Heavy Vehicle %	0	-	0	-	**0**	2	0	1	0	**2**	0	5	0	0	**5**	0	4	0	0	**4**	**4**
PHF	0.75	0.00	0.38	0.00	**0.75**	0.59	0.25	0.69	0.25	**0.69**	0.75	0.94	0.47	0.42	**0.87**	0.61	0.92	0.50	0.25	**0.91**	**0.89**

1600 - 1800 (Weekday 2h Session) (10-24-2024)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Lafayette Ave (South)					Lafayette Ave (North)					GA-54 W Lanier Ave (West)					GA-54 W Lanier Ave (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1600 - 1615	9	1	4	0	14	6	0	9	0	15	8	308	4	5	325	6	231	7	1	245	599
1615 - 1630	7	0	13	0	20	3	0	9	1	13	5	290	5	1	301	2	245	4	3	254	588
1630 - 1645	7	0	4	0	11	3	0	8	1	12	15	304	6	4	329	0	240	4	2	246	598
1645 - 1700	6	0	5	0	11	3	0	9	0	12	10	258	4	4	276	1	219	7	1	228	527
Hourly Total	29	1	26	0	**56**	15	0	35	2	**52**	38	1160	19	14	**1231**	9	935	22	7	**973**	**2312**
1700 - 1715	15	1	6	0	22	4	0	13	1	18	12	309	0	2	323	1	282	6	2	291	654
1715 - 1730	6	0	6	0	12	5	1	11	0	17	13	261	1	1	276	5	267	10	0	282	587
1730 - 1745	7	0	7	0	14	3	0	5	0	8	13	283	4	1	301	1	257	9	0	267	590
1745 - 1800	3	0	3	0	6	7	0	2	0	9	10	271	2	3	286	2	271	3	1	277	578
Hourly Total	31	1	22	0	**54**	19	1	31	1	**52**	48	1124	7	7	**1186**	9	1077	28	3	**1117**	**2409**
Grand Total	60	2	48	0	**110**	34	1	66	3	**104**	86	2284	26	21	**2417**	18	2012	50	10	**2090**	**4721**
Approach %	54.55	1.82	43.64	0.00	-	32.69	0.96	63.46	2.88	-	3.56	94.50	1.08	0.87	-	0.86	96.27	2.39	0.48	-	
Intersection %	1.27	0.04	1.02	0.00	2.33	0.72	0.02	1.40	0.06	2.20	1.82	48.38	0.55	0.44	51.20	0.38	42.62	1.06	0.21	44.27	
Heavy Vehicle %	0	0	0	-	**0**	3	0	2	0	**2**	1	1	0	0	**1**	0	2	0	0	**2**	**2**
PHF	0.52	0.25	0.79	0.00	**0.61**	0.68	0.25	0.60	0.25	**0.72**	0.92	0.91	0.44	0.58	**0.92**	0.45	0.95	0.70	0.38	**0.96**	**0.92**

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Fayetteville, GA

Site 5
Lafayette Ave (South)
Lafayette Ave (North)
GA-54 W Lanier Ave (West)
GA-54 W Lanier Ave (East)

Date
Thursday, October 24, 2024

Lat/Long
33.447159°, -84.465350°
Click here for Map

Weather
Fair
70°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-24-2024)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Lafayette Ave (South)					Lafayette Ave (North)					GA-54 W Lanier Ave (West)					GA-54 W Lanier Ave (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	4	0	7	0	11	3	114	0	0	117	0	261	1	1	263	391
0715 - 0730	0	0	0	0	0	5	0	14	0	19	2	178	4	0	184	1	291	1	0	293	496
0730 - 0745	2	0	0	0	2	11	0	11	0	22	6	254	5	2	267	4	361	2	0	367	658
0745 - 0800	3	0	1	0	4	8	0	11	1	20	9	256	16	23	304	11	385	1	0	397	725
Hourly Total	5	0	1	0	**6**	28	0	43	1	**72**	20	802	25	25	**872**	16	1298	5	1	**1320**	**2270**
0800 - 0815	3	0	0	0	3	3	1	3	0	7	6	217	5	11	239	7	351	2	2	362	611
0815 - 0830	1	0	2	0	3	4	0	7	0	11	6	227	4	3	240	5	324	5	0	334	588
0830 - 0845	3	0	1	0	4	9	0	11	0	20	3	196	7	7	213	3	357	5	0	365	602
0845 - 0900	0	0	2	0	2	4	0	11	1	16	4	206	9	6	225	9	299	5	0	313	556
Hourly Total	7	0	5	0	**12**	20	1	32	1	**54**	19	846	25	27	**917**	24	1331	17	2	**1374**	**2357**
Grand Total	12	0	6	0	**18**	48	1	75	2	**126**	39	1648	50	52	**1789**	40	2629	22	3	**2694**	**4627**
Approach %	66.67	0.00	33.33	0.00	-	38.10	0.79	59.52	1.59	-	2.18	92.12	2.79	2.91	-	1.48	97.59	0.82	0.17	-	
Intersection %	0.26	0.00	0.13	0.00	0.39	1.04	0.02	1.62	0.04	2.72	0.84	35.62	1.08	1.12	38.66	0.86	56.82	0.48	0.06	58.22	

1600 - 1800 (Weekday 2h Session) (10-24-2024)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Lafayette Ave (South)					Lafayette Ave (North)					GA-54 W Lanier Ave (West)					GA-54 W Lanier Ave (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1600 - 1615	9	1	4	0	14	6	0	9	0	15	7	302	4	5	318	6	219	7	1	233	580
1615 - 1630	7	0	13	0	20	3	0	9	1	13	5	284	5	1	295	2	240	4	3	249	577
1630 - 1645	7	0	4	0	11	2	0	8	1	11	15	303	6	4	328	0	235	4	2	241	591
1645 - 1700	6	0	5	0	11	3	0	9	0	12	10	255	4	4	273	1	212	7	1	221	517
Hourly Total	29	1	26	0	**56**	14	0	35	2	**51**	37	1144	19	14	**1214**	9	906	22	7	**944**	**2265**
1700 - 1715	15	1	6	0	22	4	0	13	1	18	12	306	0	2	320	1	277	6	2	286	646
1715 - 1730	6	0	6	0	12	5	1	10	0	16	13	259	1	1	274	5	264	10	0	279	581
1730 - 1745	7	0	7	0	14	3	0	5	0	8	13	279	4	1	297	1	256	9	0	266	585
1745 - 1800	3	0	3	0	6	7	0	2	0	9	10	264	2	3	279	2	267	3	1	273	567
Hourly Total	31	1	22	0	**54**	19	1	30	1	**51**	48	1108	7	7	**1170**	9	1064	28	3	**1104**	**2379**
Grand Total	60	2	48	0	**110**	33	1	65	3	**102**	85	2252	26	21	**2384**	18	1970	50	10	**2048**	**4644**
Approach %	54.55	1.82	43.64	0.00	-	32.35	0.98	63.73	2.94	-	3.57	94.46	1.09	0.88	-	0.88	96.19	2.44	0.49	-	
Intersection %	1.29	0.04	1.03	0.00	2.37	0.71	0.02	1.40	0.06	2.20	1.83	48.49	0.56	0.45	51.34	0.39	42.42	1.08	0.22	44.10	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Fayetteville, GA

Site 5
Lafayette Ave (South)
Lafayette Ave (North)
GA-54 W Lanier Ave (West)
GA-54 W Lanier Ave (East)

Date
Thursday, October 24, 2024

Lat/Long
33.447159°, -84.465350°
Click here for Map

Weather
Fair
70°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-24-2024)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Lafayette Ave (South)					Lafayette Ave (North)					GA-54 W Lanier Ave (West)					GA-54 W Lanier Ave (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	14	0	0	14	21
0715 - 0730	0	0	0	0	0	1	0	0	0	1	0	9	0	0	9	0	15	0	0	15	25
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	15	0	0	15	24
0745 - 0800	0	0	0	0	0	0	0	1	0	1	0	10	0	0	10	0	17	0	0	17	28
Hourly Total	0	0	0	0	**0**	1	0	1	0	**2**	0	35	0	0	**35**	0	61	0	0	**61**	**98**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	8	0	0	8	18
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	9	0	0	9	20
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	11	0	0	11	18
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	8	0	0	8	22
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	42	0	0	**42**	0	36	0	0	**36**	**78**
Grand Total	0	0	0	0	**0**	1	0	1	0	**2**	0	77	0	0	**77**	0	97	0	0	**97**	**176**
Approach %	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.57	0.00	0.57	0.00	1.14	0.00	43.75	0.00	0.00	43.75	0.00	55.11	0.00	0.00	55.11	

1600 - 1800 (Weekday 2h Session) (10-24-2024)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Lafayette Ave (South)					Lafayette Ave (North)					GA-54 W Lanier Ave (West)					GA-54 W Lanier Ave (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	9	0	0	9	12
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	3	0	0	3	7
1630 - 1645	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	3	0	0	3	5
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
Hourly Total	0	0	0	0	**0**	1	0	0	0	**1**	1	7	0	0	**8**	0	21	0	0	**21**	**30**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
1715 - 1730	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	3
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	7
Hourly Total	0	0	0	0	**0**	0	0	1	0	**1**	0	6	0	0	**6**	0	9	0	0	**9**	**16**
Grand Total	0	0	0	0	**0**	1	0	1	0	**2**	1	13	0	0	**14**	0	30	0	0	**30**	**46**
Approach %	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	7.14	92.86	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	2.17	0.00	2.17	0.00	4.35	2.17	28.26	0.00	0.00	30.43	0.00	65.22	0.00	0.00	65.22	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Fayetteville, GA

Site 5
Lafayette Ave (South)
Lafayette Ave (North)
GA-54 W Lanier Ave (West)
GA-54 W Lanier Ave (East)

Date
Thursday, October 24, 2024

Lat/Long
33.447159°, -84.465350°
Click here for Map

Weather
Fair
70°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-24-2024)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Lafayette Ave (South)					Lafayette Ave (North)					GA-54 W Lanier Ave (West)					GA-54 W Lanier Ave (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	6
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	4	0	0	**4**	0	9	0	0	**9**	**13**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	7
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	8	0	0	**8**	0	9	0	0	**9**	**17**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	12	0	0	**12**	0	18	0	0	**18**	**30**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.00	0.00	0.00	40.00	0.00	60.00	0.00	0.00	60.00	

1600 - 1800 (Weekday 2h Session) (10-24-2024)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Lafayette Ave (South)					Lafayette Ave (North)					GA-54 W Lanier Ave (West)					GA-54 W Lanier Ave (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	3	0	0	3	7
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	9	0	0	**9**	0	8	0	0	**8**	**17**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	10	0	0	**10**	0	4	0	0	**4**	**14**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	19	0	0	**19**	0	12	0	0	**12**	**31**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	61.29	0.00	0.00	61.29	0.00	38.71	0.00	0.00	38.71	

Classified Turn Movement Count || Bikes

Fayetteville, GA

Marr Traffic DATA COLLECTION
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Site 5
Lafayette Ave (South)
Lafayette Ave (North)
GA-54 W Lanier Ave (West)
GA-54 W Lanier Ave (East)

Date
Thursday, October 24, 2024

Lat/Long
33.447159°, -84.465350°
Click here for Map

Weather
Fair
70°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-24-2024)
Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Lafayette Ave (South)					Lafayette Ave (North)					GA-54 W Lanier Ave (West)					GA-54 W Lanier Ave (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	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) (10-24-2024)
Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Lafayette Ave (South)					Lafayette Ave (North)					GA-54 W Lanier Ave (West)					GA-54 W Lanier Ave (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
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)

Fayetteville, GA

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0700 - 0900 (Weekday 2h Session) (10-24-2024)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Lafayette Ave (South)					Lafayette Ave (North)					GA-54 W Lanier Ave (West)					GA-54 W Lanier Ave (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	16	0	0	16	23
0715 - 0730	0	0	0	0	0	1	0	0	0	1	0	10	0	0	10	0	16	0	0	16	27
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	19	0	0	19	30
0745 - 0800	0	0	0	0	0	0	0	1	0	1	0	11	0	0	11	0	19	0	0	19	31
Hourly Total	0	0	0	0	**0**	1	0	1	0	**2**	0	39	0	0	**39**	0	70	0	0	**70**	**111**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	10	0	0	10	20
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	11	0	0	11	24
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	13	0	0	13	25
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	11	0	0	11	26
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	50	0	0	**50**	0	45	0	0	**45**	**95**
Grand Total	0	0	0	0	**0**	1	0	1	0	**2**	0	89	0	0	**89**	0	115	0	0	**115**	**206**
Approach %	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.49	0.00	0.49	0.00	0.97	0.00	43.20	0.00	0.00	43.20	0.00	55.83	0.00	0.00	55.83	

1600 - 1800 (Weekday 2h Session) (10-24-2024)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Lafayette Ave (South)					Lafayette Ave (North)					GA-54 W Lanier Ave (West)					GA-54 W Lanier Ave (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	1	6	0	0	7	0	12	0	0	12	19
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	5	0	0	5	11
1630 - 1645	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	5	0	0	5	7
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	7	0	0	7	10
Hourly Total	0	0	0	0	**0**	1	0	0	0	**1**	1	16	0	0	**17**	0	29	0	0	**29**	**47**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	5	0	0	5	8
1715 - 1730	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	3	0	0	3	6
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	5
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	4	0	0	4	11
Hourly Total	0	0	0	0	**0**	0	0	1	0	**1**	0	16	0	0	**16**	0	13	0	0	**13**	**30**
Grand Total	0	0	0	0	**0**	1	0	1	0	**2**	1	32	0	0	**33**	0	42	0	0	**42**	**77**
Approach %	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	3.03	96.97	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	1.30	0.00	1.30	0.00	2.60	1.30	41.56	0.00	0.00	42.86	0.00	54.55	0.00	0.00	54.55	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Fayetteville, GA

Site 5
Lafayette Ave (South)
Lafayette Ave (North)
GA-54 W Lanier Ave (West)
GA-54 W Lanier Ave (East)

Date
Thursday, October 24, 2024

Lat/Long
33.447159°, -84.465350°
Click here for Map

Weather
Fair
70°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-24-2024)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Lafayette Ave (South)			Lafayette Ave (North)			GA-54 W Lanier Ave (West)			GA-54 W Lanier Ave (East)			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	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	1	1	0	0	0	0	0	0	1
0730 - 0745	0	0	0	1	0	1	0	0	0	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	1	1	**2**	0	0	**0**	0	0	**0**	**2**
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	1	0	1	0	0	0	0	1	1	0	0	0	2
0845 - 0900	1	0	1	1	0	1	0	0	0	0	0	0	2
Hourly Total	2	0	**2**	1	0	**1**	0	1	**1**	0	0	**0**	**4**
Grand Total	2	0	**2**	2	1	**3**	0	1	**1**	0	0	**0**	**6**
Approach %	100.00	0.00	-	66.67	33.33	-	0.00	100.00	-	0.00	0.00	-	
Intersection %	33.33	0.00	33.33	33.33	16.67	50.00	0.00	16.67	16.67	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (10-24-2024)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Lafayette Ave (South)			Lafayette Ave (North)			GA-54 W Lanier Ave (West)			GA-54 W Lanier Ave (East)			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
1600 - 1615	1	0	1	0	0	0	0	0	0	0	0	0	1
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	1	1	0	0	0	1	0	1	0	0	0	2
Hourly Total	1	1	**2**	0	0	**0**	1	0	**1**	0	0	**0**	**3**
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	1	1	0	0	0	0	0	0	1
Hourly Total	0	0	**0**	1	1	**2**	0	0	**0**	0	0	**0**	**2**
Grand Total	1	1	**2**	1	1	**2**	1	0	**1**	0	0	**0**	**5**
Approach %	50.00	50.00	-	50.00	50.00	-	100.00	0.00	-	0.00	0.00	-	
Intersection %	20.00	20.00	40.00	20.00	20.00	40.00	20.00	0.00	20.00	0.00	0.00	0.00	

Crosswalk Counts || Bikes

Fayetteville, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 5
Lafayette Ave (South)
Lafayette Ave (North)
GA-54 W Lanier Ave (West)
GA-54 W Lanier Ave (East)

Date
Thursday, October 24, 2024

Lat/Long
33.447159°, -84.465350°
Click here for Map

Weather
Fair
70°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-24-2024)
Bikes

	Northbound			Southbound			Eastbound			Westbound			
	Lafayette Ave (South)			Lafayette Ave (North)			GA-54 W Lanier Ave (West)			GA-54 W Lanier Ave (East)			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	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) (10-24-2024)
Bikes

	Northbound			Southbound			Eastbound			Westbound			
	Lafayette Ave (South)			Lafayette Ave (North)			GA-54 W Lanier Ave (West)			GA-54 W Lanier Ave (East)			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	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	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Fayetteville, GA

Site 5
Lafayette Ave (South)
Lafayette Ave (North)
GA-54 W Lanier Ave (West)
GA-54 W Lanier Ave (East)

Date
Thursday, October 24, 2024

Lat/Long
33.447159°, -84.465350°
Click here for Map

Weather
Fair
70°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-24-2024)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Lafayette Ave (South)			Lafayette Ave (North)			GA-54 W Lanier Ave (West)			GA-54 W Lanier Ave (East)			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	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) (10-24-2024)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Lafayette Ave (South)			Lafayette Ave (North)			GA-54 W Lanier Ave (West)			GA-54 W Lanier Ave (East)			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	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: 10/24/2024	GA-54 W Lanier Ave (West) Eastbound			GA-54 W Lanier Ave (East) Westbound			Lafayette Ave (South) Northbound			Lafayette Ave (North) 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	3	121	0	0	277	1	0	0	0	4	0	7	413
07:15 AM - 07:30 AM	2	188	4	1	307	1	0	0	0	6	0	14	523
07:30 AM - 07:45 AM	6	265	5	4	380	2	2	0	0	11	0	11	686
07:45 AM - 08:00 AM	9	267	16	11	404	1	3	0	1	8	0	12	732
08:00 AM - 08:15 AM	6	227	5	7	361	2	3	0	0	3	1	3	618
08:15 AM - 08:30 AM	6	240	4	5	335	5	1	0	2	4	0	7	609
08:30 AM - 08:45 AM	3	208	7	3	370	5	3	0	1	9	0	11	620
08:45 AM - 09:00 AM	4	221	9	9	310	5	0	0	2	4	0	11	575
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	8	308	4	6	231	7	9	1	4	6	0	9	593
04:15 PM - 04:30 PM	5	290	5	2	245	4	7	0	13	3	0	9	583
04:30 PM - 04:45 PM	15	304	6	0	240	4	7	0	4	3	0	8	591
04:45 PM - 05:00 PM	10	258	4	1	219	7	6	0	5	3	0	9	522
05:00 PM - 05:15 PM	12	309	0	1	282	6	15	1	6	4	0	13	649
05:15 PM - 05:30 PM	13	261	1	5	267	10	6	0	6	5	1	11	586
05:30 PM - 05:45 PM	13	283	4	1	257	9	7	0	7	3	0	5	589
05:45 PM - 06:00 PM	10	271	2	2	271	3	3	0	3	7	0	2	574
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

Peak Hour Turning Movement Count

Click here for Map

Fayetteville, GA

Marr Traffic DATA COLLECTION

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Thursday, October 24, 2024	
Period	0700 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Grady Ave						Sharon Dr						GA-54 W Lanier Ave (West)						GA-54 W Lanier Ave (East)						
Time	Left 6.1	Thru 6.2	Right 6.3		U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7		U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11		U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15		U-Turn 6.16	App Total	Int Total
0730 - 0745	110	2	54	-	0	166	1	1	1	-	0	3	1	238	73	-	1	313	45	327	2	-	0	374	856
0745 - 0800	138	1	43	-	0	182	3	4	3	-	0	10	3	260	83	-	0	346	28	408	3	-	2	441	979
0800 - 0815	139	1	32	-	0	172	2	0	2	-	0	4	2	208	102	-	0	312	25	340	1	-	1	367	855
0815 - 0830	118	1	31	-	0	150	2	4	0	-	0	6	0	212	76	-	0	288	39	306	4	-	2	351	795
Total	505	5	160	0	0	670	8	9	6	0	0	23	6	918	334	0	1	1259	137	1381	10	0	5	1533	3485
Approach %	75.37	0.75	23.88	0.00	0.00	-	34.78	39.13	26.09	0.00	0.00	-	0.48	72.92	26.53	0.00	0.08	-	8.94	90.08	0.65	0.00	0.33	-	
PHF	0.91	0.63	0.74	0.00	0.00	**0.92**	0.67	0.56	0.50	0.00	0.00	**0.58**	0.50	0.88	0.82	0.00	0.25	**0.91**	0.76	0.85	0.63	0.00	0.63	**0.87**	**0.89**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Grady Ave						Sharon Dr						GA-54 W Lanier Ave (West)						GA-54 W Lanier Ave (East)						
Time	Left 6.1	Thru 6.2	Right 6.3		U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7		U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11		U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15		U-Turn 6.16	App Total	Int Total
0730 - 0745	99	2	50	-	0	151	1	1	1	-	0	3	1	231	70	-	1	303	41	316	2	-	0	359	816
0745 - 0800	136	1	43	-	0	180	3	3	2	-	0	8	3	249	78	-	0	330	20	396	1	-	2	419	937
0800 - 0815	135	1	27	-	0	163	2	0	2	-	0	4	2	200	99	-	0	301	21	332	1	-	1	355	823
0815 - 0830	115	1	27	-	0	143	2	4	0	-	0	6	0	205	71	-	0	276	38	297	4	-	2	341	766
Total	485	5	147	0	0	637	8	8	5	0	0	21	6	885	318	0	1	1210	120	1341	8	0	5	1474	3342
Approach %	76.14	0.78	23.08	0.00	0.00	-	38.10	38.10	23.81	0.00	0.00	-	0.50	73.14	26.28	0.00	0.08	-	8.14	90.98	0.54	0.00	0.34	-	
PHF	0.89	0.63	0.74	0.00	0.00	**0.88**	0.67	0.50	0.63	0.00	0.00	**0.66**	0.50	0.89	0.80	0.00	0.25	**0.92**	0.73	0.85	0.50	0.00	0.63	**0.88**	**0.89**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Grady Ave						Sharon Dr						GA-54 W Lanier Ave (West)						GA-54 W Lanier Ave (East)						
Time	Left 6.1	Thru 6.2	Right 6.3		U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7		U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11		U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15		U-Turn 6.16	App Total	Int Total
0730 - 0745	11	0	4	-	0	15	0	0	0	-	0	0	0	5	3	-	0	8	1	11	0	-	0	12	35
0745 - 0800	2	0	0	-	0	2	0	1	1	-	0	2	0	10	5	-	0	15	7	10	2	-	0	19	38
0800 - 0815	4	0	5	-	0	9	0	0	0	-	0	0	0	8	3	-	0	11	3	6	0	-	0	9	29
0815 - 0830	3	0	3	-	0	6	0	0	0	-	0	0	0	6	5	-	0	11	1	9	0	-	0	10	27
Total	20	0	12	0	0	32	0	1	1	0	0	2	0	29	16	0	0	45	12	36	2	0	0	50	129
Approach %	62.50	0.00	37.50	0.00	0.00	-	0.00	50.00	50.00	0.00	0.00	-	0.00	64.44	35.56	0.00	0.00	-	24.00	72.00	4.00	0.00	0.00	-	
PHF	0.45	0.00	0.60	0.00	0.00	**0.53**	0.00	0.25	0.25	0.00	0.00	**0.25**	0.00	0.73	0.80	0.00	0.00	**0.75**	0.43	0.82	0.25	0.00	0.00	**0.66**	**0.85**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Grady Ave						Sharon Dr						GA-54 W Lanier Ave (West)						GA-54 W Lanier Ave (East)						
Time	Left 6.1	Thru 6.2	Right 6.3		U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7		U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11		U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15		U-Turn 6.16	App Total	Int Total
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	3	0	0	-	0	3	5
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1	2	0	-	0	3	4
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	2	0	-	0	3	3
0815 - 0830	0	0	1	-	0	1	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	2
Total	0	0	1	0	0	1	0	0	0	0	0	0	0	4	0	0	0	4	5	4	0	0	0	9	14
Approach %	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	0.00	-	55.56	44.44	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.42	0.50	0.00	0.00	0.00	**0.75**	**0.70**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Grady Ave						Sharon Dr						GA-54 W Lanier Ave (West)						GA-54 W Lanier Ave (East)						
Time	Left 6.1	Thru 6.2	Right 6.3		U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7		U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11		U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15		U-Turn 6.16	App Total	Int Total
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**

Peak Hour Turning Movement Count

Click here for Map

Fayetteville, GA

Marr Traffic DATA COLLECTION

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Thursday, October 24, 2024	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Grady Ave						Sharon Dr						GA-54 W Lanier Ave (West)						GA-54 W Lanier Ave (East)						
Time	Left 6.1	Thru 6.2	Right 6.3		U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7		U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11		U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15		U-Turn 6.16	App Total	Int Total
1700 - 1715	81	2	28	-	0	111	3	3	2	-	0	8	0	246	170	-	0	416	35	253	2	-	6	296	831
1715 - 1730	66	1	22	-	0	89	2	1	1	-	0	4	2	273	149	-	0	424	45	245	5	-	2	297	814
1730 - 1745	99	2	35	-	0	136	3	3	0	-	0	6	1	233	130	-	0	364	42	217	1	-	4	264	770
1745 - 1800	62	0	21	-	0	83	2	0	2	-	0	4	3	260	134	-	1	398	35	248	3	-	0	286	771
Total	308	5	106	0	0	419	10	7	5	0	0	22	6	1012	583	0	1	1602	157	963	11	0	12	1143	3186
Approach %	73.51	1.19	25.30	0.00	0.00	-	45.45	31.82	22.73	0.00	0.00	-	0.37	63.17	36.39	0.00	0.06	-	13.74	84.25	0.96	0.00	1.05	-	
PHF	0.78	0.63	0.76	0.00	0.00	**0.77**	0.83	0.58	0.63	0.00	0.00	**0.69**	0.50	0.93	0.86	0.00	0.25	**0.94**	0.87	0.95	0.55	0.00	0.50	**0.96**	**0.96**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Grady Ave						Sharon Dr						GA-54 W Lanier Ave (West)						GA-54 W Lanier Ave (East)						
Time	Left 6.1	Thru 6.2	Right 6.3		U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7		U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11		U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15		U-Turn 6.16	App Total	Int Total
1700 - 1715	81	2	27	-	0	110	3	3	2	-	0	8	0	244	170	-	0	414	35	248	2	-	6	291	823
1715 - 1730	66	1	20	-	0	87	2	1	1	-	0	4	2	273	149	-	0	424	44	242	5	-	2	293	808
1730 - 1745	99	2	34	-	0	135	3	3	0	-	0	6	1	231	130	-	0	362	42	214	1	-	4	261	764
1745 - 1800	62	0	19	-	0	81	2	0	2	-	0	4	3	255	134	-	1	393	35	246	3	-	0	284	762
Total	308	5	100	0	0	413	10	7	5	0	0	22	6	1003	583	0	1	1593	156	950	11	0	12	1129	3157
Approach %	74.58	1.21	24.21	0.00	0.00	-	45.45	31.82	22.73	0.00	0.00	-	0.38	62.96	36.60	0.00	0.06	-	13.82	84.15	0.97	0.00	1.06	-	
PHF	0.78	0.63	0.74	0.00	0.00	**0.76**	0.83	0.58	0.63	0.00	0.00	**0.69**	0.50	0.92	0.86	0.00	0.25	**0.94**	0.89	0.96	0.55	0.00	0.50	**0.96**	**0.96**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Grady Ave						Sharon Dr						GA-54 W Lanier Ave (West)						GA-54 W Lanier Ave (East)						
Time	Left 6.1	Thru 6.2	Right 6.3		U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7		U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11		U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15		U-Turn 6.16	App Total	Int Total
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	3	0	-	0	3	4
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	3
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	2	0	-	0	2	3
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	0	2	0	-	0	2	5
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	10	0	0	0	10	15
Approach %	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	100.00	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	0.42	0.00	0.00	0.00	**0.42**	0.00	0.83	0.00	0.00	0.00	**0.83**	**0.75**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Grady Ave						Sharon Dr						GA-54 W Lanier Ave (West)						GA-54 W Lanier Ave (East)						
Time	Left 6.1	Thru 6.2	Right 6.3		U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7		U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11		U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15		U-Turn 6.16	App Total	Int Total
1700 - 1715	0	0	1	-	0	1	0	0	0	-	0	0	0	1	0	-	0	1	0	2	0	-	0	2	4
1715 - 1730	0	0	2	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	0	1	3
1730 - 1745	0	0	1	-	0	1	0	0	0	-	0	0	0	1	0	-	0	1	0	1	0	-	0	1	3
1745 - 1800	0	0	2	-	0	2	0	0	0	-	0	0	0	2	0	-	0	2	0	0	0	-	0	0	4
Total	0	0	6	0	0	6	0	0	0	0	0	0	0	4	0	0	0	4	1	3	0	0	0	4	14
Approach %	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	0.00	-	25.00	75.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.75	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.25	0.38	0.00	0.00	0.00	**0.50**	**0.88**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Grady Ave						Sharon Dr						GA-54 W Lanier Ave (West)						GA-54 W Lanier Ave (East)						
Time	Left 6.1	Thru 6.2	Right 6.3		U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7		U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11		U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15		U-Turn 6.16	App Total	Int Total
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
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**

Classified Turn Movement Count || All vehicles

Fayetteville, GA

Marr Traffic DATA COLLECTION
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Site 6
Grady Ave
Sharon Dr
GA-54 W Lanier Ave (West)
GA-54 W Lanier Ave (East)

Date
Thursday, October 24, 2024

Lat/Long
33.446741°, -84.468456°
Click here for Map

Weather
Fair
70°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-24-2024)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Grady Ave					Sharon Dr					GA-54 W Lanier Ave (West)					GA-54 W Lanier Ave (East)					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
0700 - 0715	82	0	7	0	89	0	1	0	0	1	0	99	73	0	172	43	241	0	0	284	546
0715 - 0730	103	2	44	0	149	4	1	0	0	5	0	176	72	0	248	61	283	0	0	344	746
0730 - 0745	110	2	54	0	166	1	1	1	0	3	1	238	73	1	313	45	327	2	0	374	856
0745 - 0800	138	1	43	0	182	3	4	3	0	10	3	260	83	0	346	28	408	3	2	441	979
Hourly Total	433	5	148	0	**586**	8	7	4	0	**19**	4	773	301	1	**1079**	177	1259	5	2	**1443**	**3127**
0800 - 0815	139	1	32	0	172	2	0	2	0	4	2	208	102	0	312	25	340	1	1	367	855
0815 - 0830	118	1	31	0	150	2	4	0	0	6	0	212	76	0	288	39	306	4	2	351	795
0830 - 0845	120	0	35	0	155	5	2	1	0	8	1	163	71	0	235	37	343	1	0	381	779
0845 - 0900	118	1	29	0	148	1	0	0	0	1	2	218	87	2	309	31	309	0	1	341	799
Hourly Total	495	3	127	0	**625**	10	6	3	0	**19**	5	801	336	2	**1144**	132	1298	6	4	**1440**	**3228**
Grand Total	928	8	275	0	**1211**	18	13	7	0	**38**	9	1574	637	3	**2223**	309	2557	11	6	**2883**	**6355**
Approach %	76.63	0.66	22.71	0.00	-	47.37	34.21	18.42	0.00	-	0.40	70.81	28.65	0.13	-	10.72	88.69	0.38	0.27	-	
Intersection %	14.60	0.13	4.33	0.00	19.06	0.28	0.20	0.11	0.00	0.60	0.14	24.77	10.02	0.05	34.98	4.86	40.24	0.17	0.09	45.37	
Heavy Vehicle %	3	13	11	-	**5**	6	8	14	-	**8**	0	4	5	0	**4**	13	3	18	0	**4**	**4**
PHF	0.91	0.63	0.74	0.00	**0.92**	0.67	0.56	0.50	0.00	**0.58**	0.50	0.88	0.82	0.25	**0.91**	0.76	0.85	0.63	0.63	**0.87**	**0.89**

1600 - 1800 (Weekday 2h Session) (10-24-2024)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Grady Ave					Sharon Dr					GA-54 W Lanier Ave (West)					GA-54 W Lanier Ave (East)					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
1600 - 1615	87	0	34	0	121	2	0	1	0	3	3	286	108	0	397	37	225	2	2	266	787
1615 - 1630	92	5	22	0	119	3	4	2	0	9	0	262	135	1	398	31	216	5	4	256	782
1630 - 1645	73	2	23	0	98	6	1	2	0	9	3	286	120	1	410	33	212	2	1	248	765
1645 - 1700	80	0	17	0	97	1	1	3	0	5	5	261	152	2	420	28	214	4	0	246	768
Hourly Total	332	7	96	0	**435**	12	6	8	0	**26**	11	1095	515	4	**1625**	129	867	13	7	**1016**	**3102**
1700 - 1715	81	2	28	0	111	3	3	2	0	8	0	246	170	0	416	35	253	2	6	296	831
1715 - 1730	66	1	22	0	89	2	1	1	0	4	2	273	149	0	424	45	245	5	2	297	814
1730 - 1745	99	2	35	0	136	3	3	0	0	6	1	233	130	0	364	42	217	1	4	264	770
1745 - 1800	62	0	21	0	83	2	0	2	0	4	3	260	134	1	398	35	248	3	0	286	771
Hourly Total	308	5	106	0	**419**	10	7	5	0	**22**	6	1012	583	1	**1602**	157	963	11	12	**1143**	**3186**
Grand Total	640	12	202	0	**854**	22	13	13	0	**48**	17	2107	1098	5	**3227**	286	1830	24	19	**2159**	**6288**
Approach %	74.94	1.41	23.65	0.00	-	45.83	27.08	27.08	0.00	-	0.53	65.29	34.03	0.15	-	13.25	84.76	1.11	0.88	-	
Intersection %	10.18	0.19	3.21	0.00	13.58	0.35	0.21	0.21	0.00	0.76	0.27	33.51	17.46	0.08	51.32	4.55	29.10	0.38	0.30	34.34	
Heavy Vehicle %	0	8	5	-	**2**	5	0	8	-	**4**	0	1	0	0	**1**	4	2	4	0	**2**	**1**
PHF	0.78	0.63	0.76	0.00	**0.77**	0.83	0.58	0.63	0.00	**0.69**	0.50	0.93	0.86	0.25	**0.94**	0.87	0.95	0.55	0.50	**0.96**	**0.96**

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

Marr Traffic DATA COLLECTION

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Fayetteville, GA

Site 6

Grady Ave
Sharon Dr
GA-54 W Lanier Ave (West)
GA-54 W Lanier Ave (East)

Date

Thursday, October 24, 2024

Lat/Long

33.446741°, -84.468456°
Click here for Map

Weather

Fair
70°F
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0700 - 0900 (Weekday 2h Session) (10-24-2024)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Grady Ave					Sharon Dr					GA-54 W Lanier Ave (West)					GA-54 W Lanier Ave (East)					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
0700 - 0715	80	0	4	0	84	0	1	0	0	1	0	95	70	0	165	37	231	0	0	268	518
0715 - 0730	101	1	37	0	139	3	1	0	0	4	0	174	68	0	242	55	271	0	0	326	711
0730 - 0745	99	2	50	0	151	1	1	1	0	3	1	231	70	1	303	41	316	2	0	359	816
0745 - 0800	136	1	43	0	180	3	3	2	0	8	3	249	78	0	330	20	396	1	2	419	937
Hourly Total	416	4	134	0	**554**	7	6	3	0	**16**	4	749	286	1	**1040**	153	1214	3	2	**1372**	**2982**
0800 - 0815	135	1	27	0	163	2	0	2	0	4	2	200	99	0	301	21	332	1	1	355	823
0815 - 0830	115	1	27	0	143	2	4	0	0	6	0	205	71	0	276	38	297	4	2	341	766
0830 - 0845	116	0	29	0	145	5	2	1	0	8	1	159	67	0	227	31	339	1	0	371	751
0845 - 0900	114	1	28	0	143	1	0	0	0	1	2	204	83	2	291	27	300	0	1	328	763
Hourly Total	480	3	111	0	**594**	10	6	3	0	**19**	5	768	320	2	**1095**	117	1268	6	4	**1395**	**3103**
Grand Total	896	7	245	0	**1148**	17	12	6	0	**35**	9	1517	606	3	**2135**	270	2482	9	6	**2767**	**6085**
Approach %	78.05	0.61	21.34	0.00	-	48.57	34.29	17.14	0.00	-	0.42	71.05	28.38	0.14	-	9.76	89.70	0.33	0.28	-	
Intersection %	14.72	0.12	4.03	0.00	18.87	0.28	0.20	0.10	0.00	0.58	0.15	24.93	9.96	0.05	35.09	4.44	40.79	0.15	0.10	45.47	

1600 - 1800 (Weekday 2h Session) (10-24-2024)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Grady Ave					Sharon Dr					GA-54 W Lanier Ave (West)					GA-54 W Lanier Ave (East)					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
1600 - 1615	86	0	32	0	118	2	0	1	0	3	3	283	108	0	394	33	218	1	2	254	769
1615 - 1630	92	5	20	0	117	3	4	1	0	8	0	258	134	1	393	29	212	5	4	250	768
1630 - 1645	72	1	23	0	96	5	1	2	0	8	3	284	118	1	406	30	207	2	1	240	750
1645 - 1700	79	0	16	0	95	1	1	3	0	5	5	259	151	2	417	27	211	4	0	242	759
Hourly Total	329	6	91	0	**426**	11	6	7	0	**24**	11	1084	511	4	**1610**	119	848	12	7	**986**	**3046**
1700 - 1715	81	2	27	0	110	3	3	2	0	8	0	244	170	0	414	35	248	2	6	291	823
1715 - 1730	66	1	20	0	87	2	1	1	0	4	2	273	149	0	424	44	242	5	2	293	808
1730 - 1745	99	2	34	0	135	3	3	0	0	6	1	231	130	0	362	42	214	1	4	261	764
1745 - 1800	62	0	19	0	81	2	0	2	0	4	3	255	134	1	393	35	246	3	0	284	762
Hourly Total	308	5	100	0	**413**	10	7	5	0	**22**	6	1003	583	1	**1593**	156	950	11	12	**1129**	**3157**
Grand Total	637	11	191	0	**839**	21	13	12	0	**46**	17	2087	1094	5	**3203**	275	1798	23	19	**2115**	**6203**
Approach %	75.92	1.31	22.77	0.00	-	45.65	28.26	26.09	0.00	-	0.53	65.16	34.16	0.16	-	13.00	85.01	1.09	0.90	-	
Intersection %	10.27	0.18	3.08	0.00	13.53	0.34	0.21	0.19	0.00	0.74	0.27	33.65	17.64	0.08	51.64	4.43	28.99	0.37	0.31	34.10	

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

Marr Traffic DATA COLLECTION

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Fayetteville, GA

Site 6
Grady Ave
Sharon Dr
GA-54 W Lanier Ave (West)
GA-54 W Lanier Ave (East)

Date
Thursday, October 24, 2024

Lat/Long
33.446741°, -84.468456°
Click here for Map

Weather
Fair
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0700 - 0900 (Weekday 2h Session) (10-24-2024)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Grady Ave					Sharon Dr					GA-54 W Lanier Ave (West)					GA-54 W Lanier Ave (East)					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
0700 - 0715	2	0	3	0	5	0	0	0	0	0	0	4	2	0	6	6	8	0	0	14	25
0715 - 0730	2	1	7	0	10	1	0	0	0	1	0	1	4	0	5	5	12	0	0	17	33
0730 - 0745	11	0	4	0	15	0	0	0	0	0	0	5	3	0	8	1	11	0	0	12	35
0745 - 0800	2	0	0	0	2	0	1	1	0	2	0	10	5	0	15	7	10	2	0	19	38
Hourly Total	17	1	14	0	**32**	1	1	1	0	**3**	0	20	14	0	**34**	19	41	2	0	**62**	**131**
0800 - 0815	4	0	5	0	9	0	0	0	0	0	0	8	3	0	11	3	6	0	0	9	29
0815 - 0830	3	0	3	0	6	0	0	0	0	0	0	6	5	0	11	1	9	0	0	10	27
0830 - 0845	4	0	2	0	6	0	0	0	0	0	0	2	4	0	6	4	4	0	0	8	20
0845 - 0900	4	0	1	0	5	0	0	0	0	0	0	14	3	0	17	2	7	0	0	9	31
Hourly Total	15	0	11	0	**26**	0	0	0	0	**0**	0	30	15	0	**45**	10	26	0	0	**36**	**107**
Grand Total	32	1	25	0	**58**	1	1	1	0	**3**	0	50	29	0	**79**	29	67	2	0	**98**	**238**
Approach %	55.17	1.72	43.10	0.00	-	33.33	33.33	33.33	0.00	-	0.00	63.29	36.71	0.00	-	29.59	68.37	2.04	0.00	-	
Intersection %	13.45	0.42	10.50	0.00	24.37	0.42	0.42	0.42	0.00	1.26	0.00	21.01	12.18	0.00	33.19	12.18	28.15	0.84	0.00	41.18	

1600 - 1800 (Weekday 2h Session) (10-24-2024)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Grady Ave					Sharon Dr					GA-54 W Lanier Ave (West)					GA-54 W Lanier Ave (East)					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
1600 - 1615	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	2	6	1	0	9	13
1615 - 1630	0	0	1	0	1	0	0	1	0	1	0	3	1	0	4	1	2	0	0	3	9
1630 - 1645	1	1	0	0	2	1	0	0	0	1	0	0	2	0	2	1	5	0	0	6	11
1645 - 1700	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	2	0	0	3	5
Hourly Total	3	1	1	0	**5**	1	0	1	0	**2**	0	6	4	0	**10**	5	15	1	0	**21**	**38**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	5
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	5	0	0	**5**	0	10	0	0	**10**	**15**
Grand Total	3	1	1	0	**5**	1	0	1	0	**2**	0	11	4	0	**15**	5	25	1	0	**31**	**53**
Approach %	60.00	20.00	20.00	0.00	-	50.00	0.00	50.00	0.00	-	0.00	73.33	26.67	0.00	-	16.13	80.65	3.23	0.00	-	
Intersection %	5.66	1.89	1.89	0.00	9.43	1.89	0.00	1.89	0.00	3.77	0.00	20.75	7.55	0.00	28.30	9.43	47.17	1.89	0.00	58.49	

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

Fayetteville, GA

Marr Traffic DATA COLLECTION
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Site 6
Grady Ave
Sharon Dr
GA-54 W Lanier Ave (West)
GA-54 W Lanier Ave (East)

Date
Thursday, October 24, 2024

Lat/Long
33.446741°, -84.468456°
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0700 - 0900 (Weekday 2h Session) (10-24-2024)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Grady Ave					Sharon Dr					GA-54 W Lanier Ave (West)					GA-54 W Lanier Ave (East)					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	0	0	0	3	5
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	4
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	4	1	0	**5**	5	4	0	0	**9**	**14**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3
0815 - 0830	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
0830 - 0845	0	0	4	0	4	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	8
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2	0	0	4	5
Hourly Total	0	0	5	0	**5**	0	0	0	0	**0**	0	3	1	0	**4**	5	4	0	0	**9**	**18**
Grand Total	0	0	5	0	**5**	0	0	0	0	**0**	0	7	2	0	**9**	10	8	0	0	**18**	**32**
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	77.78	22.22	0.00	-	55.56	44.44	0.00	0.00	-	
Intersection %	0.00	0.00	15.63	0.00	15.63	0.00	0.00	0.00	0.00	0.00	0.00	21.88	6.25	0.00	28.13	31.25	25.00	0.00	0.00	56.25	

1600 - 1800 (Weekday 2h Session) (10-24-2024)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Grady Ave					Sharon Dr					GA-54 W Lanier Ave (West)					GA-54 W Lanier Ave (East)					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
1600 - 1615	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	5
1615 - 1630	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	4
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	4
1645 - 1700	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	4
Hourly Total	0	0	4	0	**4**	0	0	0	0	**0**	0	5	0	0	**5**	5	3	0	0	**8**	**17**
1700 - 1715	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	4
1715 - 1730	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
1730 - 1745	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
1745 - 1800	0	0	2	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Hourly Total	0	0	6	0	**6**	0	0	0	0	**0**	0	4	0	0	**4**	1	3	0	0	**4**	**14**
Grand Total	0	0	10	0	**10**	0	0	0	0	**0**	0	9	0	0	**9**	6	6	0	0	**12**	**31**
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	50.00	50.00	0.00	0.00	-	
Intersection %	0.00	0.00	32.26	0.00	32.26	0.00	0.00	0.00	0.00	0.00	0.00	29.03	0.00	0.00	29.03	19.35	19.35	0.00	0.00	38.71	

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

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Fayetteville, GA

Site 6
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GA-54 W Lanier Ave (West)
GA-54 W Lanier Ave (East)

Date
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Weather
Fair
70°F
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0700 - 0900 (Weekday 2h Session) (10-24-2024)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Grady Ave					Sharon Dr					GA-54 W Lanier Ave (West)					GA-54 W Lanier Ave (East)					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
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) (10-24-2024)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Grady Ave					Sharon Dr					GA-54 W Lanier Ave (West)					GA-54 W Lanier Ave (East)					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
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	1	0	0	1	1
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	1	0	0	**1**	**1**
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	1	0	0	**1**	**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	100.00	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	100.00	0.00	0.00	100.00	

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

Fayetteville, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 6
Grady Ave
Sharon Dr
GA-54 W Lanier Ave (West)
GA-54 W Lanier Ave (East)

Date
Thursday, October 24, 2024

Lat/Long
33.446741°, -84.468456°
Click here for Map

Weather
Fair
70°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-24-2024)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Grady Ave					Sharon Dr					GA-54 W Lanier Ave (West)					GA-54 W Lanier Ave (East)					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
0700 - 0715	2	0	3	0	5	0	0	0	0	0	0	4	3	0	7	6	10	0	0	16	28
0715 - 0730	2	1	7	0	10	1	0	0	0	1	0	2	4	0	6	6	12	0	0	18	35
0730 - 0745	11	0	4	0	15	0	0	0	0	0	0	7	3	0	10	4	11	0	0	15	40
0745 - 0800	2	0	0	0	2	0	1	1	0	2	0	11	5	0	16	8	12	2	0	22	42
Hourly Total	17	1	14	0	**32**	1	1	1	0	**3**	0	24	15	0	**39**	24	45	2	0	**71**	**145**
0800 - 0815	4	0	5	0	9	0	0	0	0	0	0	8	3	0	11	4	8	0	0	12	32
0815 - 0830	3	0	4	0	7	0	0	0	0	0	0	7	5	0	12	1	9	0	0	10	29
0830 - 0845	4	0	6	0	10	0	0	0	0	0	0	4	4	0	8	6	4	0	0	10	28
0845 - 0900	4	0	1	0	5	0	0	0	0	0	0	14	4	0	18	4	9	0	0	13	36
Hourly Total	15	0	16	0	**31**	0	0	0	0	**0**	0	33	16	0	**49**	15	30	0	0	**45**	**125**
Grand Total	32	1	30	0	**63**	1	1	1	0	**3**	0	57	31	0	**88**	39	75	2	0	**116**	**270**
Approach %	50.79	1.59	47.62	0.00	-	33.33	33.33	33.33	0.00	-	0.00	64.77	35.23	0.00	-	33.62	64.66	1.72	0.00	-	
Intersection %	11.85	0.37	11.11	0.00	23.33	0.37	0.37	0.37	0.00	1.11	0.00	21.11	11.48	0.00	32.59	14.44	27.78	0.74	0.00	42.96	

1600 - 1800 (Weekday 2h Session) (10-24-2024)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Grady Ave					Sharon Dr					GA-54 W Lanier Ave (West)					GA-54 W Lanier Ave (East)					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
1600 - 1615	1	0	2	0	3	0	0	0	0	0	0	3	0	0	3	4	7	1	0	12	18
1615 - 1630	0	0	2	0	2	0	0	1	0	1	0	4	1	0	5	2	3	0	0	5	13
1630 - 1645	1	1	0	0	2	1	0	0	0	1	0	2	2	0	4	3	5	0	0	8	15
1645 - 1700	1	0	1	0	2	0	0	0	0	0	0	2	1	0	3	1	3	0	0	4	9
Hourly Total	3	1	5	0	**9**	1	0	1	0	**2**	0	11	4	0	**15**	10	18	1	0	**29**	**55**
1700 - 1715	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	5	0	0	5	8
1715 - 1730	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	6
1730 - 1745	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	6
1745 - 1800	0	0	2	0	2	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	9
Hourly Total	0	0	6	0	**6**	0	0	0	0	**0**	0	9	0	0	**9**	1	13	0	0	**14**	**29**
Grand Total	3	1	11	0	**15**	1	0	1	0	**2**	0	20	4	0	**24**	11	31	1	0	**43**	**84**
Approach %	20.00	6.67	73.33	0.00	-	50.00	0.00	50.00	0.00	-	0.00	83.33	16.67	0.00	-	25.58	72.09	2.33	0.00	-	
Intersection %	3.57	1.19	13.10	0.00	17.86	1.19	0.00	1.19	0.00	2.38	0.00	23.81	4.76	0.00	28.57	13.10	36.90	1.19	0.00	51.19	

Crosswalk Counts || Pedestrians

Fayetteville, GA

Marr Traffic DATA COLLECTION
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Site 6
Grady Ave
Sharon Dr
GA-54 W Lanier Ave (West)
GA-54 W Lanier Ave (East)

Date
Thursday, October 24, 2024

Lat/Long
33.446741°, -84.468456°
Click here for Map

Weather
Fair
70°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (10-24-2024)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Grady Ave			Sharon Dr			GA-54 W Lanier Ave (West)			GA-54 W Lanier Ave (East)			
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	1	1	0	0	0	0	0	0	0	0	0	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**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	0	1	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
Approach %	0.00	100.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	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) (10-24-2024)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Grady Ave			Sharon Dr			GA-54 W Lanier Ave (West)			GA-54 W Lanier Ave (East)			
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	1	1	0	0	0	0	0	0	1
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	1	**1**	0	0	**0**	0	0	**0**	**1**
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	2	2	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	2	**2**	0	0	**0**	0	0	**0**	0	0	**0**	**2**
Grand Total	0	2	**2**	0	1	**1**	0	0	**0**	0	0	**0**	**3**
Approach %	0.00	100.00	-	0.00	100.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	66.67	66.67	0.00	33.33	33.33	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bikes

Fayetteville, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 6
Grady Ave
Sharon Dr
GA-54 W Lanier Ave (West)
GA-54 W Lanier Ave (East)

Date
Thursday, October 24, 2024

Lat/Long
33.446741°, -84.468456°
Click here for Map

Weather
Fair
70°F
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0700 - 0900 (Weekday 2h Session) (10-24-2024)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	Grady Ave			Sharon Dr			GA-54 W Lanier Ave (West)			GA-54 W Lanier Ave (East)			
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) (10-24-2024)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	Grady Ave			Sharon Dr			GA-54 W Lanier Ave (West)			GA-54 W Lanier Ave (East)			
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	

Crosswalk Counts || Motorized Vehicles

Fayetteville, GA

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0700 - 0900 (Weekday 2h Session) (10-24-2024)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Grady Ave			Sharon Dr			GA-54 W Lanier Ave (West)			GA-54 W Lanier Ave (East)			
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) (10-24-2024)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Grady Ave			Sharon Dr			GA-54 W Lanier Ave (West)			GA-54 W Lanier Ave (East)			
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: 10/24/2024	GA-54 W Lanier Ave (West) Eastbound			GA-54 W Lanier Ave (East) Westbound			Grady Ave Northbound			Sharon Dr 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	0	99	73	43	241	0	82	0	7	0	1	0	546
07:15 AM - 07:30 AM	0	176	72	61	283	0	103	2	44	4	1	0	746
07:30 AM - 07:45 AM	1	238	73	45	327	2	110	2	54	1	1	1	855
07:45 AM - 08:00 AM	3	260	83	28	408	3	138	1	43	3	4	3	977
08:00 AM - 08:15 AM	2	208	102	25	340	1	139	1	32	2	0	2	854
08:15 AM - 08:30 AM	0	212	76	39	306	4	118	1	31	2	4	0	793
08:30 AM - 08:45 AM	1	163	71	37	343	1	120	0	35	5	2	1	779
08:45 AM - 09:00 AM	2	218	87	31	309	0	118	1	29	1	0	0	796
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	3	286	108	37	225	2	87	0	34	2	0	1	785
04:15 PM - 04:30 PM	0	262	135	31	216	5	92	5	22	3	4	2	777
04:30 PM - 04:45 PM	3	286	120	33	212	2	73	2	23	6	1	2	763
04:45 PM - 05:00 PM	5	261	152	28	214	4	80	0	17	1	1	3	766
05:00 PM - 05:15 PM	0	246	170	35	253	2	81	2	28	3	3	2	825
05:15 PM - 05:30 PM	2	273	149	45	245	5	66	1	22	2	1	1	812
05:30 PM - 05:45 PM	1	233	130	42	217	1	99	2	35	3	3	0	766
05:45 PM - 06:00 PM	3	260	134	35	248	3	62	0	21	2	0	2	770
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

Peak Hour Turning Movement Count

Click here for Map

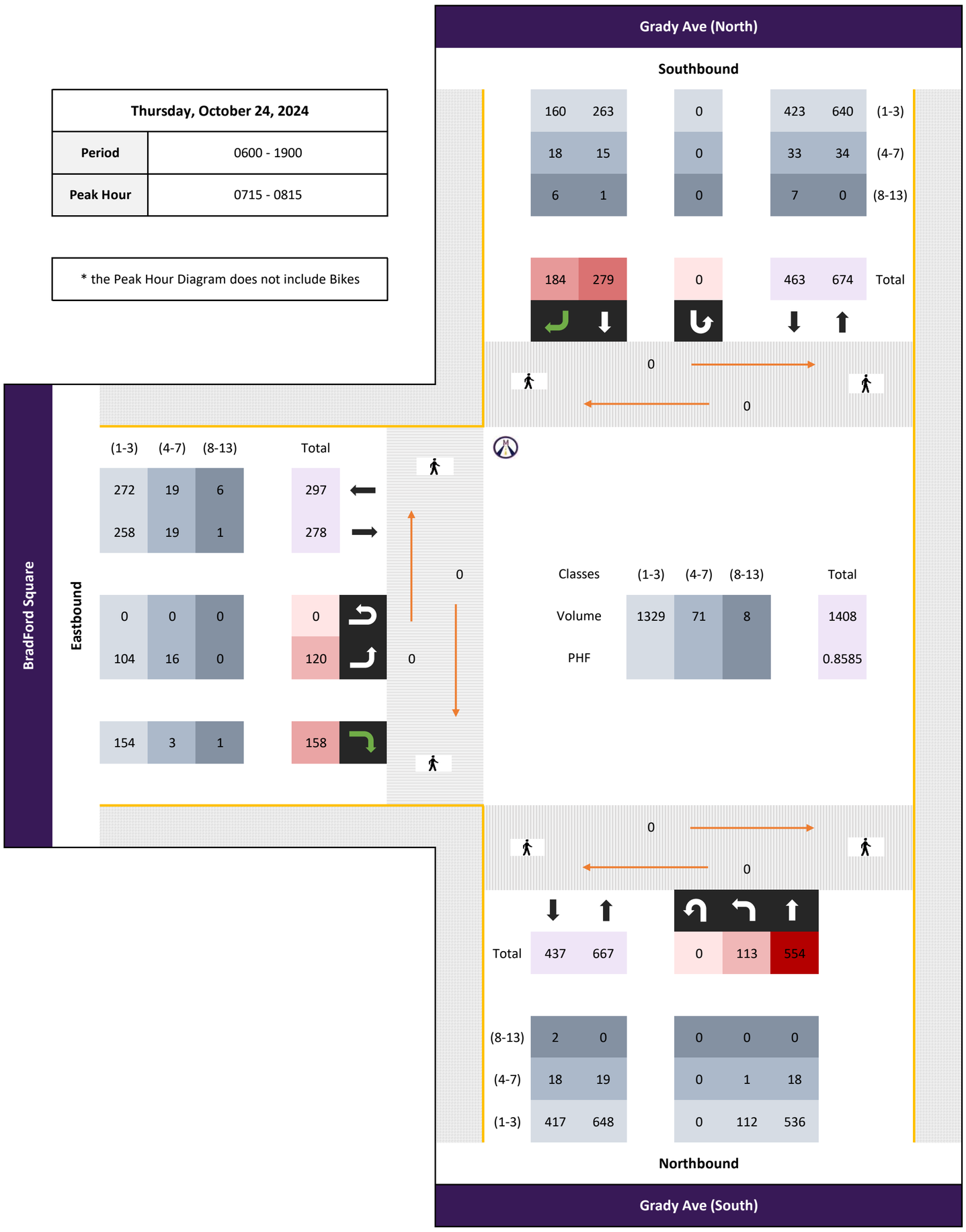
Fayetteville, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, October 24, 2024	
Period	0600 - 1900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound												
	Grady Ave (South)						Grady Ave (North)						BradFord Square												
Time	Left 7.1	Thru 7.2			U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8		U-Turn 7.9	App Total						App Total	Int Total
0715 - 0730	41	100	-	-	0	141	-	70	65	-	0	135	41	-	63	-	0	104	-	-	-	-	-	0	380
0730 - 0745	44	145	-	-	0	189	-	53	53	-	0	106	41	-	74	-	0	115	-	-	-	-	-	0	410
0745 - 0800	11	171	-	-	0	182	-	73	30	-	0	103	9	-	6	-	0	15	-	-	-	-	-	0	300
0800 - 0815	17	138	-	-	0	155	-	83	36	-	0	119	29	-	15	-	0	44	-	-	-	-	-	0	318
Total	113	554	0	0	0	667	0	279	184	0	0	463	120	0	158	0	0	278	0	0	0	0	0	0	1408
Approach %	16.94	83.06	0.00	0.00	0.00	-	0.00	60.26	39.74	0.00	0.00	-	43.17	0.00	56.83	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.64	0.81	0.00	0.00	0.00	**0.88**	0.00	0.84	0.71	0.00	0.00	**0.86**	0.73	0.00	0.53	0.00	0.00	**0.60**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.86**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	Grady Ave (South)						Grady Ave (North)						BradFord Square												
Time	Left 7.1	Thru 7.2			U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8		U-Turn 7.9	App Total						App Total	Int Total
0715 - 0730	41	95	-	-	0	136	-	62	62	-	0	124	37	-	62	-	0	99	-	-	-	-	-	0	359
0730 - 0745	44	137	-	-	0	181	-	52	48	-	0	100	36	-	72	-	0	108	-	-	-	-	-	0	389
0745 - 0800	11	168	-	-	0	179	-	69	20	-	0	89	8	-	6	-	0	14	-	-	-	-	-	0	282
0800 - 0815	16	136	-	-	0	152	-	80	30	-	0	110	23	-	14	-	0	37	-	-	-	-	-	0	299
Total	112	536	0	0	0	648	0	263	160	0	0	423	104	0	154	0	0	258	0	0	0	0	0	0	1329
Approach %	17.28	82.72	0.00	0.00	0.00	-	0.00	62.17	37.83	0.00	0.00	-	40.31	0.00	59.69	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.64	0.80	0.00	0.00	0.00	**0.90**	0.00	0.82	0.65	0.00	0.00	**0.85**	0.70	0.00	0.53	0.00	0.00	**0.60**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.85**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	Grady Ave (South)						Grady Ave (North)						BradFord Square												
Time	Left 7.1	Thru 7.2			U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8		U-Turn 7.9	App Total						App Total	Int Total
0715 - 0730	0	5	-	-	0	5	-	7	2	-	0	9	4	-	1	-	0	5	-	-	-	-	-	0	19
0730 - 0745	0	8	-	-	0	8	-	1	3	-	0	4	5	-	1	-	0	6	-	-	-	-	-	0	18
0745 - 0800	0	3	-	-	0	3	-	4	8	-	0	12	1	-	0	-	0	1	-	-	-	-	-	0	16
0800 - 0815	1	2	-	-	0	3	-	3	5	-	0	8	6	-	1	-	0	7	-	-	-	-	-	0	18
Total	1	18	0	0	0	19	0	15	18	0	0	33	16	0	3	0	0	19	0	0	0	0	0	0	71
Approach %	5.26	94.74	0.00	0.00	0.00	-	0.00	45.45	54.55	0.00	0.00	-	84.21	0.00	15.79	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.56	0.00	0.00	0.00	**0.59**	0.00	0.54	0.56	0.00	0.00	**0.69**	0.67	0.00	0.75	0.00	0.00	**0.68**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.93**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	Grady Ave (South)						Grady Ave (North)						BradFord Square												
Time	Left 7.1	Thru 7.2			U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8		U-Turn 7.9	App Total						App Total	Int Total
0715 - 0730	0	0	-	-	0	0	-	1	1	-	0	2	0	-	0	-	0	0	-	-	-	-	-	0	2
0730 - 0745	0	0	-	-	0	0	-	0	2	-	0	2	0	-	1	-	0	1	-	-	-	-	-	0	3
0745 - 0800	0	0	-	-	0	0	-	0	2	-	0	2	0	-	0	-	0	0	-	-	-	-	-	0	2
0800 - 0815	0	0	-	-	0	0	-	0	1	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
Total	0	0	0	0	0	0	0	1	6	0	0	7	0	0	1	0	0	1	0	0	0	0	0	0	8
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	14.29	85.71	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	0.25	0.75	0.00	0.00	**0.88**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.67**

Bikes

	Northbound						Southbound						Eastbound												
	Grady Ave (South)						Grady Ave (North)						BradFord Square												
Time	Left 7.1	Thru 7.2			U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8		U-Turn 7.9	App Total						App Total	Int Total
0715 - 0730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0730 - 0745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0745 - 0800	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0800 - 0815	0	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**

Peak Hour Turning Movement Count

Click here for Map

Fayetteville, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, October 24, 2024	
Period	0700 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

0730 - 0830

Volume



All vehicles

	Northbound						Southbound						Eastbound												
	Grady Ave (South)						Grady Ave (North)						BradFord Square												
Time	Left 7.1	Thru 7.2			U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8		U-Turn 7.9	App Total						App Total	Int Total
0715 - 0730	41	100	-	-	0	141	-	70	65	-	0	135	41	-	63	-	0	104	-	-	-	-	-	0	380
0730 - 0745	44	145	-	-	0	189	-	53	53	-	0	106	41	-	74	-	0	115	-	-	-	-	-	0	410
0745 - 0800	11	171	-	-	0	182	-	73	30	-	0	103	9	-	6	-	0	15	-	-	-	-	-	0	300
0800 - 0815	17	138	-	-	0	155	-	83	36	-	0	119	29	-	15	-	0	44	-	-	-	-	-	0	318
Total	113	554	0	0	0	667	0	279	184	0	0	463	120	0	158	0	0	278	0	0	0	0	0	0	1408
Approach %	16.94	83.06	0.00	0.00	0.00	-	0.00	60.26	39.74	0.00	0.00	-	43.17	0.00	56.83	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.64	0.81	0.00	0.00	0.00	**0.88**	0.00	0.84	0.71	0.00	0.00	**0.86**	0.73	0.00	0.53	0.00	0.00	**0.60**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.86**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	Grady Ave (South)						Grady Ave (North)						BradFord Square												
Time	Left 7.1	Thru 7.2			U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8		U-Turn 7.9	App Total						App Total	Int Total
0715 - 0730	41	95	-	-	0	136	-	62	62	-	0	124	37	-	62	-	0	99	-	-	-	-	-	0	359
0730 - 0745	44	137	-	-	0	181	-	52	48	-	0	100	36	-	72	-	0	108	-	-	-	-	-	0	389
0745 - 0800	11	168	-	-	0	179	-	69	20	-	0	89	8	-	6	-	0	14	-	-	-	-	-	0	282
0800 - 0815	16	136	-	-	0	152	-	80	30	-	0	110	23	-	14	-	0	37	-	-	-	-	-	0	299
Total	112	536	0	0	0	648	0	263	160	0	0	423	104	0	154	0	0	258	0	0	0	0	0	0	1329
Approach %	17.28	82.72	0.00	0.00	0.00	-	0.00	62.17	37.83	0.00	0.00	-	40.31	0.00	59.69	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.64	0.80	0.00	0.00	0.00	**0.90**	0.00	0.82	0.65	0.00	0.00	**0.85**	0.70	0.00	0.53	0.00	0.00	**0.60**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.85**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	Grady Ave (South)						Grady Ave (North)						BradFord Square												
Time	Left 7.1	Thru 7.2			U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8		U-Turn 7.9	App Total						App Total	Int Total
0715 - 0730	0	5	-	-	0	5	-	7	2	-	0	9	4	-	1	-	0	5	-	-	-	-	-	0	19
0730 - 0745	0	8	-	-	0	8	-	1	3	-	0	4	5	-	1	-	0	6	-	-	-	-	-	0	18
0745 - 0800	0	3	-	-	0	3	-	4	8	-	0	12	1	-	0	-	0	1	-	-	-	-	-	0	16
0800 - 0815	1	2	-	-	0	3	-	3	5	-	0	8	6	-	1	-	0	7	-	-	-	-	-	0	18
Total	1	18	0	0	0	19	0	15	18	0	0	33	16	0	3	0	0	19	0	0	0	0	0	0	71
Approach %	5.26	94.74	0.00	0.00	0.00	-	0.00	45.45	54.55	0.00	0.00	-	84.21	0.00	15.79	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.56	0.00	0.00	0.00	**0.59**	0.00	0.54	0.56	0.00	0.00	**0.69**	0.67	0.00	0.75	0.00	0.00	**0.68**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.93**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	Grady Ave (South)						Grady Ave (North)						BradFord Square												
Time	Left 7.1	Thru 7.2			U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8		U-Turn 7.9	App Total						App Total	Int Total
0715 - 0730	0	0	-	-	0	0	-	1	1	-	0	2	0	-	0	-	0	0	-	-	-	-	-	0	2
0730 - 0745	0	0	-	-	0	0	-	0	2	-	0	2	0	-	1	-	0	1	-	-	-	-	-	0	3
0745 - 0800	0	0	-	-	0	0	-	0	2	-	0	2	0	-	0	-	0	0	-	-	-	-	-	0	2
0800 - 0815	0	0	-	-	0	0	-	0	1	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
Total	0	0	0	0	0	0	0	1	6	0	0	7	0	0	1	0	0	1	0	0	0	0	0	0	8
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	14.29	85.71	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	0.25	0.75	0.00	0.00	**0.88**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.67**

Bikes

	Northbound						Southbound						Eastbound												
	Grady Ave (South)						Grady Ave (North)						BradFord Square												
Time	Left 7.1	Thru 7.2			U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8		U-Turn 7.9	App Total						App Total	Int Total
0715 - 0730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0730 - 0745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0745 - 0800	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0800 - 0815	0	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**

Peak Hour Turning Movement Count

Click here for Map

Fayetteville, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, October 24, 2024	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

1700 - 1800

Volume

All vehicles

	Northbound						Southbound						Eastbound												
	Grady Ave (South)						Grady Ave (North)						BradFord Square												
Time	Left 7.1	Thru 7.2			U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8		U-Turn 7.9	App Total						App Total	Int Total
1645 - 1700	12	84	-	-	0	96	-	170	15	-	0	185	8	-	9	-	0	17	-	-	-	-	-	0	298
1700 - 1715	11	93	-	-	0	104	-	189	17	-	0	206	20	-	12	-	0	32	-	-	-	-	-	0	342
1715 - 1730	23	80	-	-	0	103	-	161	39	-	0	200	14	-	15	-	0	29	-	-	-	-	-	0	332
1730 - 1745	18	99	-	-	0	117	-	135	35	-	0	170	19	-	6	-	0	25	-	-	-	-	-	0	312
Total	64	356	0	0	0	420	0	655	106	0	0	761	61	0	42	0	0	103	0	0	0	0	0	0	1284
Approach %	15.24	84.76	0.00	0.00	0.00	-	0.00	86.07	13.93	0.00	0.00	-	59.22	0.00	40.78	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.70	0.90	0.00	0.00	0.00	**0.90**	0.00	0.87	0.68	0.00	0.00	**0.92**	0.76	0.00	0.70	0.00	0.00	**0.80**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.94**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	Grady Ave (South)						Grady Ave (North)						BradFord Square												
Time	Left 7.1	Thru 7.2			U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8		U-Turn 7.9	App Total						App Total	Int Total
1645 - 1700	12	83	-	-	0	95	-	169	14	-	0	183	7	-	9	-	0	16	-	-	-	-	-	0	294
1700 - 1715	11	93	-	-	0	104	-	189	17	-	0	206	19	-	12	-	0	31	-	-	-	-	-	0	341
1715 - 1730	23	80	-	-	0	103	-	161	38	-	0	199	13	-	14	-	0	27	-	-	-	-	-	0	329
1730 - 1745	18	99	-	-	0	117	-	135	35	-	0	170	17	-	6	-	0	23	-	-	-	-	-	0	310
Total	64	355	0	0	0	419	0	654	104	0	0	758	56	0	41	0	0	97	0	0	0	0	0	0	1274
Approach %	15.27	84.73	0.00	0.00	0.00	-	0.00	86.28	13.72	0.00	0.00	-	57.73	0.00	42.27	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.70	0.90	0.00	0.00	0.00	**0.90**	0.00	0.87	0.68	0.00	0.00	**0.92**	0.74	0.00	0.73	0.00	0.00	**0.78**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.93**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	Grady Ave (South)						Grady Ave (North)						BradFord Square												
Time	Left 7.1	Thru 7.2			U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8		U-Turn 7.9	App Total						App Total	Int Total
1645 - 1700	0	1	-	-	0	1	-	1	1	-	0	2	0	-	0	-	0	0	-	-	-	-	-	0	3
1700 - 1715	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1715 - 1730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	1	-	0	1	-	-	-	-	-	0	1
1730 - 1745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	1	0	0	0	1	0	1	1	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	4
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	50.00	50.00	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	0.25	0.00	0.00	0.00	**0.25**	0.00	0.25	0.25	0.00	0.00	**0.25**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.33**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	Grady Ave (South)						Grady Ave (North)						BradFord Square												
Time	Left 7.1	Thru 7.2			U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8		U-Turn 7.9	App Total						App Total	Int Total
1645 - 1700	0	0	-	-	0	0	-	0	0	-	0	0	1	-	0	-	0	1	-	-	-	-	-	0	1
1700 - 1715	0	0	-	-	0	0	-	0	0	-	0	0	1	-	0	-	0	1	-	-	-	-	-	0	1
1715 - 1730	0	0	-	-	0	0	-	0	1	-	0	1	1	-	0	-	0	1	-	-	-	-	-	0	2
1730 - 1745	0	0	-	-	0	0	-	0	0	-	0	0	2	-	0	-	0	2	-	-	-	-	-	0	2
Total	0	0	0	0	0	0	0	0	1	0	0	1	5	0	0	0	0	5	0	0	0	0	0	0	6
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	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	0.25	0.00	0.00	**0.25**	0.63	0.00	0.00	0.00	0.00	**0.63**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Bikes

	Northbound						Southbound						Eastbound												
	Grady Ave (South)						Grady Ave (North)						BradFord Square												
Time	Left 7.1	Thru 7.2			U-Turn 7.3	App Total		Thru 7.4	Right 7.5		U-Turn 7.6	App Total	Left 7.7		Right 7.8		U-Turn 7.9	App Total						App Total	Int Total
1645 - 1700	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1700 - 1715	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1715 - 1730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1730 - 1745	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**

Classified Turn Movement Count || All vehicles

Fayetteville, GA

Marr Traffic DATA COLLECTION
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Site 7
Grady Ave (South)
Grady Ave (North)
BradFord Square

Date
Thursday, October 24, 2024

Lat/Long
33.444807°, -84.466961°
Click here for Map

Weather
Fair
70°F
Click here for Detailed Weather

0600 - 1900 (Weekday 13h Session) (10-24-2024)
All vehicles

	Northbound				Southbound				Eastbound				
	Grady Ave (South)				Grady Ave (North)				BradFord Square				
TIME	Left 7.1	Thru 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Right 7.8	U-Turn 7.9	App Total	Int Total
0600 - 0615	1	45	0	46	19	2	0	21	1	1	0	2	69
0615 - 0630	5	65	0	70	22	11	0	33	2	1	0	3	106
0630 - 0645	12	79	0	91	27	12	0	39	5	3	0	8	138
0645 - 0700	17	89	0	106	37	28	0	65	1	0	0	1	172
Hourly Total	35	278	0	**313**	105	53	0	**158**	9	5	0	**14**	**485**
0700 - 0715	25	86	0	111	69	44	0	113	3	1	0	4	228
0715 - 0730	41	100	0	141	70	65	0	135	41	63	0	104	380
0730 - 0745	44	145	0	189	53	53	0	106	41	74	0	115	410
0745 - 0800	11	171	0	182	73	30	0	103	9	6	0	15	300
Hourly Total	121	502	0	**623**	265	192	0	**457**	94	144	0	**238**	**1318**
0800 - 0815	17	138	0	155	83	36	0	119	29	15	0	44	318
0815 - 0830	14	116	0	130	83	33	0	116	28	16	0	44	290
0830 - 0845	10	137	0	147	75	21	0	96	28	11	0	39	282
0845 - 0900	16	122	0	138	82	33	0	115	18	8	0	26	279
Hourly Total	57	513	0	**570**	323	123	0	**446**	103	50	0	**153**	**1169**
0900 - 0915	8	86	0	94	66	16	0	82	20	5	0	25	201
0915 - 0930	12	73	0	85	71	20	0	91	18	6	0	24	200
0930 - 0945	5	103	0	108	68	18	0	86	21	7	0	28	222
0945 - 1000	7	100	0	107	74	32	0	106	12	8	0	20	233
Hourly Total	32	362	0	**394**	279	86	0	**365**	71	26	0	**97**	**856**
1000 - 1015	11	80	0	91	83	18	0	101	22	6	0	28	220
1015 - 1030	6	84	0	90	77	18	0	95	19	11	0	30	215
1030 - 1045	7	89	0	96	83	23	0	106	26	7	0	33	235
1045 - 1100	9	95	0	104	100	18	0	118	18	4	0	22	244
Hourly Total	33	348	0	**381**	343	77	0	**420**	85	28	0	**113**	**914**
1100 - 1115	10	90	0	100	89	17	0	106	14	10	0	24	230
1115 - 1130	13	77	0	90	84	17	0	101	20	7	0	27	218
1130 - 1145	4	81	0	85	103	15	0	118	27	15	0	42	245
1145 - 1200	8	86	0	94	102	23	0	125	17	9	0	26	245
Hourly Total	35	334	0	**369**	378	72	0	**450**	78	41	0	**119**	**938**
1200 - 1215	7	89	0	96	111	20	0	131	25	9	0	34	261
1215 - 1230	8	91	0	99	104	13	0	117	22	6	0	28	244
1230 - 1245	8	94	0	102	94	16	0	110	8	9	0	17	229
1245 - 1300	16	94	0	110	84	30	0	114	20	11	0	31	255
Hourly Total	39	368	0	**407**	393	79	0	**472**	75	35	0	**110**	**989**
1300 - 1315	9	105	0	114	100	19	0	119	19	7	0	26	259
1315 - 1330	10	91	0	101	82	22	1	105	23	8	0	31	237
1330 - 1345	12	104	0	116	102	21	0	123	25	9	0	34	273
1345 - 1400	13	101	0	114	88	37	0	125	18	7	0	25	264
Hourly Total	44	401	0	**445**	372	99	1	**472**	85	31	0	**116**	**1033**
1400 - 1415	26	94	0	120	129	53	0	182	15	18	0	33	335
1415 - 1430	23	75	0	98	111	42	0	153	26	22	0	48	299
1430 - 1445	11	128	0	139	95	25	0	120	47	57	0	104	363
1445 - 1500	7	100	0	107	109	23	0	132	21	12	0	33	272
Hourly Total	67	397	0	**464**	444	143	0	**587**	109	109	0	**218**	**1269**
1500 - 1515	8	103	0	111	124	17	0	141	25	12	0	37	289
1515 - 1530	7	93	0	100	134	19	0	153	27	13	0	40	293
1530 - 1545	9	74	0	83	126	15	0	141	26	16	0	42	266
1545 - 1600	8	98	0	106	132	13	0	145	17	8	0	25	276
Hourly Total	32	368	0	**400**	516	64	0	**580**	95	49	0	**144**	**1124**
1600 - 1615	11	97	0	108	130	12	0	142	16	22	0	38	288
1615 - 1630	7	91	0	98	147	17	0	164	14	13	0	27	289
1630 - 1645	4	86	0	90	151	9	0	160	12	16	0	28	278
1645 - 1700	12	84	0	96	170	15	0	185	8	9	0	17	298
Hourly Total	34	358	0	**392**	598	53	0	**651**	50	60	0	**110**	**1153**
1700 - 1715	11	93	0	104	189	17	0	206	20	12	0	32	342
1715 - 1730	23	80	0	103	161	39	0	200	14	15	0	29	332
1730 - 1745	18	99	0	117	135	35	0	170	19	6	0	25	312
1745 - 1800	16	78	0	94	127	37	0	164	11	6	0	17	275
Hourly Total	68	350	0	**418**	612	128	0	**740**	64	39	0	**103**	**1261**
1800 - 1815	13	99	0	112	132	31	0	163	15	4	0	19	294
1815 - 1830	12	77	0	89	91	19	0	110	10	12	0	22	221
1830 - 1845	9	92	0	101	89	15	0	104	12	7	0	19	224
1845 - 1900	7	87	0	94	74	19	0	93	14	6	0	20	207
Hourly Total	41	355	0	**396**	386	84	0	**470**	51	29	0	**80**	**946**
Grand Total	638	4934	0	**5572**	5014	1253	1	**6268**	969	646	0	**1615**	**13455**
Approach %	11.45	88.55	0.00	-	79.99	19.99	0.02	-	60.00	40.00	0.00	-	
Intersection %	4.74	36.67	0.00	41.41	37.26	9.31	0.01	46.58	7.20	4.80	0.00	12.00	
Heavy Vehicle %	5	2	-	**2**	3	16	0	**5**	20	7	-	**15**	**5**
PHF	0.64	0.81	0.00	**0.88**	0.84	0.71	0.00	**0.86**	0.73	0.53	0.00	**0.60**	**0.86**

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

Fayetteville, GA

Marr Traffic DATA COLLECTION
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Site 7
Grady Ave (South)
Grady Ave (North)
BradFord Square

Date
Thursday, October 24, 2024

Lat/Long
33.444807°, -84.466961°
Click here for Map

Weather
Fair
70°F
Click here for Detailed Weather

0600 - 1900 (Weekday 13h Session) (10-24-2024)
Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				
	Grady Ave (South)				Grady Ave (North)				BradFord Square				
TIME	Left 7.1	Thru 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Right 7.8	U-Turn 7.9	App Total	Int Total
0600 - 0615	1	43	0	44	17	1	0	18	1	1	0	2	64
0615 - 0630	4	65	0	69	21	10	0	31	2	1	0	3	103
0630 - 0645	12	79	0	91	26	10	0	36	3	2	0	5	132
0645 - 0700	17	89	0	106	37	26	0	63	1	0	0	1	170
Hourly Total	34	276	0	**310**	101	47	0	**148**	7	4	0	**11**	**469**
0700 - 0715	24	80	0	104	64	41	0	105	3	1	0	4	213
0715 - 0730	41	95	0	136	62	62	0	124	37	62	0	99	359
0730 - 0745	44	137	0	181	52	48	0	100	36	72	0	108	389
0745 - 0800	11	168	0	179	69	20	0	89	8	6	0	14	282
Hourly Total	120	480	0	**600**	247	171	0	**418**	84	141	0	**225**	**1243**
0800 - 0815	16	136	0	152	80	30	0	110	23	14	0	37	299
0815 - 0830	14	113	0	127	81	32	0	113	24	14	0	38	278
0830 - 0845	9	135	0	144	69	17	0	86	21	10	0	31	261
0845 - 0900	15	118	0	133	79	28	0	107	15	8	0	23	263
Hourly Total	54	502	0	**556**	309	107	0	**416**	83	46	0	**129**	**1101**
0900 - 0915	7	85	0	92	65	12	0	77	16	5	0	21	190
0915 - 0930	12	72	0	84	70	16	0	86	13	6	0	19	189
0930 - 0945	5	103	0	108	67	14	0	81	16	7	0	23	212
0945 - 1000	6	96	0	102	73	26	0	99	11	8	0	19	220
Hourly Total	30	356	0	**386**	275	68	0	**343**	56	26	0	**82**	**811**
1000 - 1015	10	79	0	89	79	14	0	93	15	5	0	20	202
1015 - 1030	5	83	0	88	75	12	0	87	15	11	0	26	201
1030 - 1045	5	87	0	92	81	13	0	94	19	6	0	25	211
1045 - 1100	6	95	0	101	97	13	0	110	9	3	0	12	223
Hourly Total	26	344	0	**370**	332	52	0	**384**	58	25	0	**83**	**837**
1100 - 1115	9	89	0	98	86	8	0	94	7	9	0	16	208
1115 - 1130	11	75	0	86	80	13	0	93	9	5	0	14	193
1130 - 1145	4	78	0	82	99	11	0	110	22	14	0	36	228
1145 - 1200	8	84	0	92	101	20	0	121	10	8	0	18	231
Hourly Total	32	326	0	**358**	366	52	0	**418**	48	36	0	**84**	**860**
1200 - 1215	7	88	0	95	106	13	0	119	20	9	0	29	243
1215 - 1230	8	90	0	98	100	9	0	109	19	6	0	25	232
1230 - 1245	8	93	0	101	90	12	0	102	7	9	0	16	219
1245 - 1300	15	93	0	108	82	22	0	104	12	10	0	22	234
Hourly Total	38	364	0	**402**	378	56	0	**434**	58	34	0	**92**	**928**
1300 - 1315	7	103	0	110	99	14	0	113	13	7	0	20	243
1315 - 1330	10	88	0	98	80	18	1	99	13	8	0	21	218
1330 - 1345	9	104	0	113	100	18	0	118	20	7	0	27	258
1345 - 1400	12	100	0	112	86	32	0	118	14	7	0	21	251
Hourly Total	38	395	0	**433**	365	82	1	**448**	60	29	0	**89**	**970**
1400 - 1415	26	88	0	114	119	48	0	167	12	16	0	28	309
1415 - 1430	22	70	0	92	105	36	0	141	20	21	0	41	274
1430 - 1445	8	119	0	127	89	16	0	105	43	53	0	96	328
1445 - 1500	7	92	0	99	104	19	0	123	19	7	0	26	248
Hourly Total	63	369	0	**432**	417	119	0	**536**	94	97	0	**191**	**1159**
1500 - 1515	8	101	0	109	121	14	0	135	18	11	0	29	273
1515 - 1530	5	93	0	98	132	15	0	147	21	11	0	32	277
1530 - 1545	9	69	0	78	120	10	0	130	24	16	0	40	248
1545 - 1600	5	98	0	103	129	13	0	142	13	6	0	19	264
Hourly Total	27	361	0	**388**	502	52	0	**554**	76	44	0	**120**	**1062**
1600 - 1615	11	97	0	108	129	10	0	139	15	19	0	34	281
1615 - 1630	7	91	0	98	146	13	0	159	12	11	0	23	280
1630 - 1645	4	84	0	88	149	7	0	156	11	13	0	24	268
1645 - 1700	12	83	0	95	169	14	0	183	7	9	0	16	294
Hourly Total	34	355	0	**389**	593	44	0	**637**	45	52	0	**97**	**1123**
1700 - 1715	11	93	0	104	189	17	0	206	19	12	0	31	341
1715 - 1730	23	80	0	103	161	38	0	199	13	14	0	27	329
1730 - 1745	18	99	0	117	135	35	0	170	17	6	0	23	310
1745 - 1800	16	78	0	94	127	37	0	164	9	6	0	15	273
Hourly Total	68	350	0	**418**	612	127	0	**739**	58	38	0	**96**	**1253**
1800 - 1815	13	98	0	111	130	30	0	160	15	4	0	19	290
1815 - 1830	12	77	0	89	90	17	0	107	10	12	0	22	218
1830 - 1845	9	91	0	100	88	15	0	103	12	7	0	19	222
1845 - 1900	7	87	0	94	73	19	0	92	14	6	0	20	206
Hourly Total	41	353	0	**394**	381	81	0	**462**	51	29	0	**80**	**936**
Grand Total	605	4831	0	**5436**	4878	1058	1	**5937**	778	601	0	**1379**	**12752**
Approach %	11.13	88.87	0.00	-	82.16	17.82	0.02	-	56.42	43.58	0.00	-	
Intersection %	4.74	37.88	0.00	42.63	38.25	8.30	0.01	46.56	6.10	4.71	0.00	10.81	

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

Fayetteville, GA

Marr Traffic DATA COLLECTION
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Site 7
Grady Ave (South)
Grady Ave (North)
BradFord Square

Date
Thursday, October 24, 2024

Lat/Long
33.444807°, -84.466961°
Click here for Map

Weather
Fair
70°F
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0600 - 1900 (Weekday 13h Session) (10-24-2024)
Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				
	Grady Ave (South)				Grady Ave (North)				BradFord Square				
TIME	Left 7.1	Thru 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Right 7.8	U-Turn 7.9	App Total	Int Total
0600 - 0615	0	2	0	2	2	0	0	2	0	0	0	0	4
0615 - 0630	1	0	0	1	1	1	0	2	0	0	0	0	3
0630 - 0645	0	0	0	0	1	2	0	3	1	1	0	2	5
0645 - 0700	0	0	0	0	0	2	0	2	0	0	0	0	2
Hourly Total	1	2	0	**3**	4	5	0	**9**	1	1	0	**2**	**14**
0700 - 0715	0	6	0	6	5	3	0	8	0	0	0	0	14
0715 - 0730	0	5	0	5	7	2	0	9	4	1	0	5	19
0730 - 0745	0	8	0	8	1	3	0	4	5	1	0	6	18
0745 - 0800	0	3	0	3	4	8	0	12	1	0	0	1	16
Hourly Total	0	22	0	**22**	17	16	0	**33**	10	2	0	**12**	**67**
0800 - 0815	1	2	0	3	3	5	0	8	6	1	0	7	18
0815 - 0830	0	3	0	3	2	1	0	3	3	2	0	5	11
0830 - 0845	1	2	0	3	6	2	0	8	3	1	0	4	15
0845 - 0900	0	4	0	4	3	2	0	5	3	0	0	3	12
Hourly Total	2	11	0	**13**	14	10	0	**24**	15	4	0	**19**	**56**
0900 - 0915	1	1	0	2	1	2	0	3	2	0	0	2	7
0915 - 0930	0	1	0	1	0	3	0	3	2	0	0	2	6
0930 - 0945	0	0	0	0	1	1	0	2	4	0	0	4	6
0945 - 1000	1	3	0	4	1	3	0	4	0	0	0	0	8
Hourly Total	2	5	0	**7**	3	9	0	**12**	8	0	0	**8**	**27**
1000 - 1015	1	1	0	2	4	4	0	8	3	1	0	4	14
1015 - 1030	1	1	0	2	2	5	0	7	2	0	0	2	11
1030 - 1045	1	2	0	3	1	8	0	9	5	1	0	6	18
1045 - 1100	3	0	0	3	3	4	0	7	8	1	0	9	19
Hourly Total	6	4	0	**10**	10	21	0	**31**	18	3	0	**21**	**62**
1100 - 1115	1	1	0	2	2	7	0	9	6	1	0	7	18
1115 - 1130	2	1	0	3	3	4	0	7	10	1	0	11	21
1130 - 1145	0	3	0	3	4	4	0	8	3	1	0	4	15
1145 - 1200	0	2	0	2	1	2	0	3	3	1	0	4	9
Hourly Total	3	7	0	**10**	10	17	0	**27**	22	4	0	**26**	**63**
1200 - 1215	0	1	0	1	5	4	0	9	4	0	0	4	14
1215 - 1230	0	1	0	1	3	3	0	6	3	0	0	3	10
1230 - 1245	0	1	0	1	3	3	0	6	1	0	0	1	8
1245 - 1300	1	1	0	2	2	5	0	7	5	1	0	6	15
Hourly Total	1	4	0	**5**	13	15	0	**28**	13	1	0	**14**	**47**
1300 - 1315	2	2	0	4	1	5	0	6	4	0	0	4	14
1315 - 1330	0	2	0	2	1	4	0	5	5	0	0	5	12
1330 - 1345	2	0	0	2	2	2	0	4	5	2	0	7	13
1345 - 1400	1	1	0	2	2	4	0	6	4	0	0	4	12
Hourly Total	5	5	0	**10**	6	15	0	**21**	18	2	0	**20**	**51**
1400 - 1415	0	6	0	6	10	4	0	14	3	2	0	5	25
1415 - 1430	1	5	0	6	6	4	0	10	4	1	0	5	21
1430 - 1445	3	8	0	11	6	7	0	13	3	3	0	6	30
1445 - 1500	0	7	0	7	5	4	0	9	2	4	0	6	22
Hourly Total	4	26	0	**30**	27	19	0	**46**	12	10	0	**22**	**98**
1500 - 1515	0	2	0	2	3	2	0	5	7	1	0	8	15
1515 - 1530	2	0	0	2	2	1	0	3	4	2	0	6	11
1530 - 1545	0	5	0	5	6	4	0	10	2	0	0	2	17
1545 - 1600	2	0	0	2	3	0	0	3	1	2	0	3	8
Hourly Total	4	7	0	**11**	14	7	0	**21**	14	5	0	**19**	**51**
1600 - 1615	0	0	0	0	1	0	0	1	0	3	0	3	4
1615 - 1630	0	0	0	0	1	3	0	4	1	2	0	3	7
1630 - 1645	0	2	0	2	2	0	0	2	0	3	0	3	7
1645 - 1700	0	1	0	1	1	1	0	2	0	0	0	0	3
Hourly Total	0	3	0	**3**	5	4	0	**9**	1	8	0	**9**	**21**
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	1	0	1	1
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	1	0	**1**	**1**
1800 - 1815	0	1	0	1	2	1	0	3	0	0	0	0	4
1815 - 1830	0	0	0	0	1	0	0	1	0	0	0	0	1
1830 - 1845	0	1	0	1	1	0	0	1	0	0	0	0	2
1845 - 1900	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	2	0	**2**	5	1	0	**6**	0	0	0	**0**	**8**
Grand Total	28	98	0	**126**	128	139	0	**267**	132	41	0	**173**	**566**
Approach %	22.22	77.78	0.00	-	47.94	52.06	0.00	-	76.30	23.70	0.00	-	
Intersection %	4.95	17.31	0.00	22.26	22.61	24.56	0.00	47.17	23.32	7.24	0.00	30.57	

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

Fayetteville, GA

Marr Traffic DATA COLLECTION
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Site 7
Grady Ave (South)
Grady Ave (North)
BradFord Square

Date
Thursday, October 24, 2024

Lat/Long
33.444807°, -84.466961°
Click here for Map

Weather
Fair
70°F
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0600 - 1900 (Weekday 13h Session) (10-24-2024)
Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	Grady Ave (South)				Grady Ave (North)				BradFord Square				
TIME	Left 7.1	Thru 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Right 7.8	U-Turn 7.9	App Total	Int Total
0600 - 0615	0	0	0	0	0	1	0	1	0	0	0	0	1
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	1	0	0	1	1
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	1	0	**1**	1	0	0	**1**	**2**
0700 - 0715	1	0	0	1	0	0	0	0	0	0	0	0	1
0715 - 0730	0	0	0	0	1	1	0	2	0	0	0	0	2
0730 - 0745	0	0	0	0	0	2	0	2	0	1	0	1	3
0745 - 0800	0	0	0	0	0	2	0	2	0	0	0	0	2
Hourly Total	1	0	0	**1**	1	5	0	**6**	0	1	0	**1**	**8**
0800 - 0815	0	0	0	0	0	1	0	1	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	1	0	0	1	1
0830 - 0845	0	0	0	0	0	2	0	2	4	0	0	4	6
0845 - 0900	1	0	0	1	0	3	0	3	0	0	0	0	4
Hourly Total	1	0	0	**1**	0	6	0	**6**	5	0	0	**5**	**12**
0900 - 0915	0	0	0	0	0	2	0	2	2	0	0	2	4
0915 - 0930	0	0	0	0	1	1	0	2	3	0	0	3	5
0930 - 0945	0	0	0	0	0	3	0	3	1	0	0	1	4
0945 - 1000	0	1	0	1	0	3	0	3	1	0	0	1	5
Hourly Total	0	1	0	**1**	1	9	0	**10**	7	0	0	**7**	**18**
1000 - 1015	0	0	0	0	0	0	0	0	4	0	0	4	4
1015 - 1030	0	0	0	0	0	1	0	1	2	0	0	2	3
1030 - 1045	1	0	0	1	1	2	0	3	2	0	0	2	6
1045 - 1100	0	0	0	0	0	1	0	1	1	0	0	1	2
Hourly Total	1	0	0	**1**	1	4	0	**5**	9	0	0	**9**	**15**
1100 - 1115	0	0	0	0	1	2	0	3	1	0	0	1	4
1115 - 1130	0	1	0	1	1	0	0	1	1	1	0	2	4
1130 - 1145	0	0	0	0	0	0	0	0	2	0	0	2	2
1145 - 1200	0	0	0	0	0	1	0	1	4	0	0	4	5
Hourly Total	0	1	0	**1**	2	3	0	**5**	8	1	0	**9**	**15**
1200 - 1215	0	0	0	0	0	3	0	3	1	0	0	1	4
1215 - 1230	0	0	0	0	1	1	0	2	0	0	0	0	2
1230 - 1245	0	0	0	0	1	1	0	2	0	0	0	0	2
1245 - 1300	0	0	0	0	0	3	0	3	3	0	0	3	6
Hourly Total	0	0	0	**0**	2	8	0	**10**	4	0	0	**4**	**14**
1300 - 1315	0	0	0	0	0	0	0	0	2	0	0	2	2
1315 - 1330	0	1	0	1	1	0	0	1	5	0	0	5	7
1330 - 1345	1	0	0	1	0	1	0	1	0	0	0	0	2
1345 - 1400	0	0	0	0	0	1	0	1	0	0	0	0	1
Hourly Total	1	1	0	**2**	1	2	0	**3**	7	0	0	**7**	**12**
1400 - 1415	0	0	0	0	0	1	0	1	0	0	0	0	1
1415 - 1430	0	0	0	0	0	2	0	2	2	0	0	2	4
1430 - 1445	0	1	0	1	0	2	0	2	1	1	0	2	5
1445 - 1500	0	1	0	1	0	0	0	0	0	1	0	1	2
Hourly Total	0	2	0	**2**	0	5	0	**5**	3	2	0	**5**	**12**
1500 - 1515	0	0	0	0	0	1	0	1	0	0	0	0	1
1515 - 1530	0	0	0	0	0	3	0	3	2	0	0	2	5
1530 - 1545	0	0	0	0	0	1	0	1	0	0	0	0	1
1545 - 1600	1	0	0	1	0	0	0	0	3	0	0	3	4
Hourly Total	1	0	0	**1**	0	5	0	**5**	5	0	0	**5**	**11**
1600 - 1615	0	0	0	0	0	2	0	2	1	0	0	1	3
1615 - 1630	0	0	0	0	0	1	0	1	1	0	0	1	2
1630 - 1645	0	0	0	0	0	2	0	2	1	0	0	1	3
1645 - 1700	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	**0**	0	5	0	**5**	4	0	0	**4**	**9**
1700 - 1715	0	0	0	0	0	0	0	0	1	0	0	1	1
1715 - 1730	0	0	0	0	0	1	0	1	1	0	0	1	2
1730 - 1745	0	0	0	0	0	0	0	0	2	0	0	2	2
1745 - 1800	0	0	0	0	0	0	0	0	2	0	0	2	2
Hourly Total	0	0	0	**0**	0	1	0	**1**	6	0	0	**6**	**7**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	2	0	2	0	0	0	0	2
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	2	0	**2**	0	0	0	**0**	**2**
Grand Total	5	5	0	**10**	8	56	0	**64**	59	4	0	**63**	**137**
Approach %	50.00	50.00	0.00	-	12.50	87.50	0.00	-	93.65	6.35	0.00	-	
Intersection %	3.65	3.65	0.00	7.30	5.84	40.88	0.00	46.72	43.07	2.92	0.00	45.99	

Classified Turn Movement Count || Bikes

Fayetteville, GA

Marr Traffic DATA COLLECTION

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Site 7

Grady Ave (South)
Grady Ave (North)
BradFord Square

Date

Thursday, October 24, 2024

Lat/Long

33.444807°, -84.466961°
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Weather

Fair
70°F
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0600 - 1900 (Weekday 13h Session) (10-24-2024)

Bikes

	Northbound				Southbound				Eastbound				
	Grady Ave (South)				Grady Ave (North)				BradFord Square				
TIME	Left 7.1	Thru 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Right 7.8	U-Turn 7.9	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	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)

Fayetteville, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 7
Grady Ave (South)
Grady Ave (North)
BradFord Square

Date
Thursday, October 24, 2024

Lat/Long
33.444807°, -84.466961°
Click here for Map

Weather
Fair
70°F
Click here for Detailed Weather

0600 - 1900 (Weekday 13h Session) (10-24-2024)
All Trucks (4-13)

	Northbound				Southbound				Eastbound				
	Grady Ave (South)				Grady Ave (North)				BradFord Square				
TIME	Left 7.1	Thru 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Right 7.8	U-Turn 7.9	App Total	Int Total
0600 - 0615	0	2	0	2	2	1	0	3	0	0	0	0	5
0615 - 0630	1	0	0	1	1	1	0	2	0	0	0	0	3
0630 - 0645	0	0	0	0	1	2	0	3	2	1	0	3	6
0645 - 0700	0	0	0	0	0	2	0	2	0	0	0	0	2
Hourly Total	1	2	0	**3**	4	6	0	**10**	2	1	0	**3**	**16**
0700 - 0715	1	6	0	7	5	3	0	8	0	0	0	0	15
0715 - 0730	0	5	0	5	8	3	0	11	4	1	0	5	21
0730 - 0745	0	8	0	8	1	5	0	6	5	2	0	7	21
0745 - 0800	0	3	0	3	4	10	0	14	1	0	0	1	18
Hourly Total	1	22	0	**23**	18	21	0	**39**	10	3	0	**13**	**75**
0800 - 0815	1	2	0	3	3	6	0	9	6	1	0	7	19
0815 - 0830	0	3	0	3	2	1	0	3	4	2	0	6	12
0830 - 0845	1	2	0	3	6	4	0	10	7	1	0	8	21
0845 - 0900	1	4	0	5	3	5	0	8	3	0	0	3	16
Hourly Total	3	11	0	**14**	14	16	0	**30**	20	4	0	**24**	**68**
0900 - 0915	1	1	0	2	1	4	0	5	4	0	0	4	11
0915 - 0930	0	1	0	1	1	4	0	5	5	0	0	5	11
0930 - 0945	0	0	0	0	1	4	0	5	5	0	0	5	10
0945 - 1000	1	4	0	5	1	6	0	7	1	0	0	1	13
Hourly Total	2	6	0	**8**	4	18	0	**22**	15	0	0	**15**	**45**
1000 - 1015	1	1	0	2	4	4	0	8	7	1	0	8	18
1015 - 1030	1	1	0	2	2	6	0	8	4	0	0	4	14
1030 - 1045	2	2	0	4	2	10	0	12	7	1	0	8	24
1045 - 1100	3	0	0	3	3	5	0	8	9	1	0	10	21
Hourly Total	7	4	0	**11**	11	25	0	**36**	27	3	0	**30**	**77**
1100 - 1115	1	1	0	2	3	9	0	12	7	1	0	8	22
1115 - 1130	2	2	0	4	4	4	0	8	11	2	0	13	25
1130 - 1145	0	3	0	3	4	4	0	8	5	1	0	6	17
1145 - 1200	0	2	0	2	1	3	0	4	7	1	0	8	14
Hourly Total	3	8	0	**11**	12	20	0	**32**	30	5	0	**35**	**78**
1200 - 1215	0	1	0	1	5	7	0	12	5	0	0	5	18
1215 - 1230	0	1	0	1	4	4	0	8	3	0	0	3	12
1230 - 1245	0	1	0	1	4	4	0	8	1	0	0	1	10
1245 - 1300	1	1	0	2	2	8	0	10	8	1	0	9	21
Hourly Total	1	4	0	**5**	15	23	0	**38**	17	1	0	**18**	**61**
1300 - 1315	2	2	0	4	1	5	0	6	6	0	0	6	16
1315 - 1330	0	3	0	3	2	4	0	6	10	0	0	10	19
1330 - 1345	3	0	0	3	2	3	0	5	5	2	0	7	15
1345 - 1400	1	1	0	2	2	5	0	7	4	0	0	4	13
Hourly Total	6	6	0	**12**	7	17	0	**24**	25	2	0	**27**	**63**
1400 - 1415	0	6	0	6	10	5	0	15	3	2	0	5	26
1415 - 1430	1	5	0	6	6	6	0	12	6	1	0	7	25
1430 - 1445	3	9	0	12	6	9	0	15	4	4	0	8	35
1445 - 1500	0	8	0	8	5	4	0	9	2	5	0	7	24
Hourly Total	4	28	0	**32**	27	24	0	**51**	15	12	0	**27**	**110**
1500 - 1515	0	2	0	2	3	3	0	6	7	1	0	8	16
1515 - 1530	2	0	0	2	2	4	0	6	6	2	0	8	16
1530 - 1545	0	5	0	5	6	5	0	11	2	0	0	2	18
1545 - 1600	3	0	0	3	3	0	0	3	4	2	0	6	12
Hourly Total	5	7	0	**12**	14	12	0	**26**	19	5	0	**24**	**62**
1600 - 1615	0	0	0	0	1	2	0	3	1	3	0	4	7
1615 - 1630	0	0	0	0	1	4	0	5	2	2	0	4	9
1630 - 1645	0	2	0	2	2	2	0	4	1	3	0	4	10
1645 - 1700	0	1	0	1	1	1	0	2	1	0	0	1	4
Hourly Total	0	3	0	**3**	5	9	0	**14**	5	8	0	**13**	**30**
1700 - 1715	0	0	0	0	0	0	0	0	1	0	0	1	1
1715 - 1730	0	0	0	0	0	1	0	1	1	1	0	2	3
1730 - 1745	0	0	0	0	0	0	0	0	2	0	0	2	2
1745 - 1800	0	0	0	0	0	0	0	0	2	0	0	2	2
Hourly Total	0	0	0	**0**	0	1	0	**1**	6	1	0	**7**	**8**
1800 - 1815	0	1	0	1	2	1	0	3	0	0	0	0	4
1815 - 1830	0	0	0	0	1	2	0	3	0	0	0	0	3
1830 - 1845	0	1	0	1	1	0	0	1	0	0	0	0	2
1845 - 1900	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	2	0	**2**	5	3	0	**8**	0	0	0	**0**	**10**
Grand Total	33	103	0	**136**	136	195	0	**331**	191	45	0	**236**	**703**
Approach %	24.26	75.74	0.00	-	41.09	58.91	0.00	-	80.93	19.07	0.00	-	
Intersection %	4.69	14.65	0.00	19.35	19.35	27.74	0.00	47.08	27.17	6.40	0.00	33.57	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION
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Fayetteville, GA

Site 7
Grady Ave (South)
Grady Ave (North)
BradFord Square

Date
Thursday, October 24, 2024

Lat/Long
33.444807°, -84.466961°
Click here for Map

Weather
Fair
70°F
Click here for Detailed Weather

0600 - 1900 (Weekday 13h Session) (10-24-2024)
Pedestrians

	Northbound			Southbound			Eastbound			
	Grady Ave (South)			Grady Ave (North)			BradFord Square			
TIME	EB 7a	WB 7b	App Total	EB 7c	WB 7d	App Total	NB 7e	SB 7f	App Total	Int Total
0600 - 0615	0	0	0	0	0	0	0	1	1	1
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	1	**1**	**1**
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	6	6	6
1445 - 1500	0	0	0	0	0	0	0	1	1	1
Hourly Total	0	0	**0**	0	0	**0**	0	7	**7**	**7**
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**	7	1	**8**	**8**
Approach %	0.00	0.00	-	0.00	0.00	-	87.50	12.50	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	87.50	12.50	100.00	

Crosswalk Counts || Bikes

Fayetteville, GA

Marr Traffic DATA COLLECTION
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Site 7
Grady Ave (South)
Grady Ave (North)
BradFord Square

Date
Thursday, October 24, 2024

Lat/Long
33.444807°, -84.466961°
Click here for Map

Weather
Fair
70°F
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0600 - 1900 (Weekday 13h Session) (10-24-2024)
Bikes

	Northbound			Southbound			Eastbound			
	Grady Ave (South)			Grady Ave (North)			BradFord Square			
TIME	EB 7a	WB 7b	App Total	EB 7c	WB 7d	App Total	NB 7e	SB 7f	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	2	0	2	2
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	2	0	**2**	**2**
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**	2	0	**2**	**2**
Approach %	0.00	0.00	-	0.00	0.00	-	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Fayetteville, GA

Site 7
Grady Ave (South)
Grady Ave (North)
BradFord Square

Date
Thursday, October 24, 2024

Lat/Long
33.444807°, -84.466961°
Click here for Map

Weather
Fair
70°F
Click here for Detailed Weather

0600 - 1900 (Weekday 13h Session) (10-24-2024)
Motorized Vehicles

	Northbound			Southbound			Eastbound			
	Grady Ave (South)			Grady Ave (North)			BradFord Square			
TIME	EB 7a	WB 7b	App Total	EB 7c	WB 7d	App Total	NB 7e	SB 7f	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	

Start Date: 10/24/2024	BradFord Square Eastbound			Westbound			Grady Ave (South) Northbound			Grady Ave (North) 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	1	0	1	0	0	0	1	45	0	0	19	2	69
06:15 AM - 06:30 AM	2	0	1	0	0	0	5	65	0	0	22	11	106
06:30 AM - 06:45 AM	5	0	3	0	0	0	12	79	0	0	27	12	138
06:45 AM - 07:00 AM	1	0	0	0	0	0	17	89	0	0	37	28	172
07:00 AM - 07:15 AM	3	0	1	0	0	0	25	86	0	0	69	44	228
07:15 AM - 07:30 AM	41	0	63	0	0	0	41	100	0	0	70	65	380
07:30 AM - 07:45 AM	41	0	74	0	0	0	44	145	0	0	53	53	410
07:45 AM - 08:00 AM	9	0	6	0	0	0	11	171	0	0	73	30	300
08:00 AM - 08:15 AM	29	0	15	0	0	0	17	138	0	0	83	36	318
08:15 AM - 08:30 AM	28	0	16	0	0	0	14	116	0	0	83	33	290
08:30 AM - 08:45 AM	28	0	11	0	0	0	10	137	0	0	75	21	282
08:45 AM - 09:00 AM	18	0	8	0	0	0	16	122	0	0	82	33	279
09:00 AM - 09:15 AM	20	0	5	0	0	0	8	86	0	0	66	16	201
09:15 AM - 09:30 AM	18	0	6	0	0	0	12	73	0	0	71	20	200
09:30 AM - 09:45 AM	21	0	7	0	0	0	5	103	0	0	68	18	222
09:45 AM - 10:00 AM	12	0	8	0	0	0	7	100	0	0	74	32	233
10:00 AM - 10:15 AM	22	0	6	0	0	0	11	80	0	0	83	18	220
10:15 AM - 10:30 AM	19	0	11	0	0	0	6	84	0	0	77	18	215
10:30 AM - 10:45 AM	26	0	7	0	0	0	7	89	0	0	83	23	235
10:45 AM - 11:00 AM	18	0	4	0	0	0	9	95	0	0	100	18	244
11:00 AM - 11:15 AM	14	0	10	0	0	0	10	90	0	0	89	17	230
11:15 AM - 11:30 AM	20	0	7	0	0	0	13	77	0	0	84	17	218
11:30 AM - 11:45 AM	27	0	15	0	0	0	4	81	0	0	103	15	245
11:45 AM - 12:00 PM	17	0	9	0	0	0	8	86	0	0	102	23	245
12:00 PM - 12:15 PM	25	0	9	0	0	0	7	89	0	0	111	20	261
12:15 PM - 12:30 PM	22	0	6	0	0	0	8	91	0	0	104	13	244
12:30 PM - 12:45 PM	8	0	9	0	0	0	8	94	0	0	94	16	229
12:45 PM - 01:00 PM	20	0	11	0	0	0	16	94	0	0	84	30	255
01:00 PM - 01:15 PM	19	0	7	0	0	0	9	105	0	0	100	19	259
01:15 PM - 01:30 PM	23	0	8	0	0	0	10	91	0	0	82	22	236
01:30 PM - 01:45 PM	25	0	9	0	0	0	12	104	0	0	102	21	273
01:45 PM - 02:00 PM	18	0	7	0	0	0	13	101	0	0	88	37	264
02:00 PM - 02:15 PM	15	0	18	0	0	0	26	94	0	0	129	53	335
02:15 PM - 02:30 PM	26	0	22	0	0	0	23	75	0	0	111	42	299
02:30 PM - 02:45 PM	47	0	57	0	0	0	11	128	0	0	95	25	363
02:45 PM - 03:00 PM	21	0	12	0	0	0	7	100	0	0	109	23	272
03:00 PM - 03:15 PM	25	0	12	0	0	0	8	103	0	0	124	17	289
03:15 PM - 03:30 PM	27	0	13	0	0	0	7	93	0	0	134	19	293
03:30 PM - 03:45 PM	26	0	16	0	0	0	9	74	0	0	126	15	266
03:45 PM - 04:00 PM	17	0	8	0	0	0	8	98	0	0	132	13	276
04:00 PM - 04:15 PM	16	0	22	0	0	0	11	97	0	0	130	12	288
04:15 PM - 04:30 PM	14	0	13	0	0	0	7	91	0	0	147	17	289
04:30 PM - 04:45 PM	12	0	16	0	0	0	4	86	0	0	151	9	278
04:45 PM - 05:00 PM	8	0	9	0	0	0	12	84	0	0	170	15	298
05:00 PM - 05:15 PM	20	0	12	0	0	0	11	93	0	0	189	17	342
05:15 PM - 05:30 PM	14	0	15	0	0	0	23	80	0	0	161	39	332
05:30 PM - 05:45 PM	19	0	6	0	0	0	18	99	0	0	135	35	312
05:45 PM - 06:00 PM	11	0	6	0	0	0	16	78	0	0	127	37	275
06:00 PM - 06:15 PM	15	0	4	0	0	0	13	99	0	0	132	31	294
06:15 PM - 06:30 PM	10	0	12	0	0	0	12	77	0	0	91	19	221
06:30 PM - 06:45 PM	12	0	7	0	0	0	9	92	0	0	89	15	224
06:45 PM - 07:00 PM	14	0	6	0	0	0	7	87	0	0	74	19	207
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

Peak Hour Turning Movement Count

Click here for Map

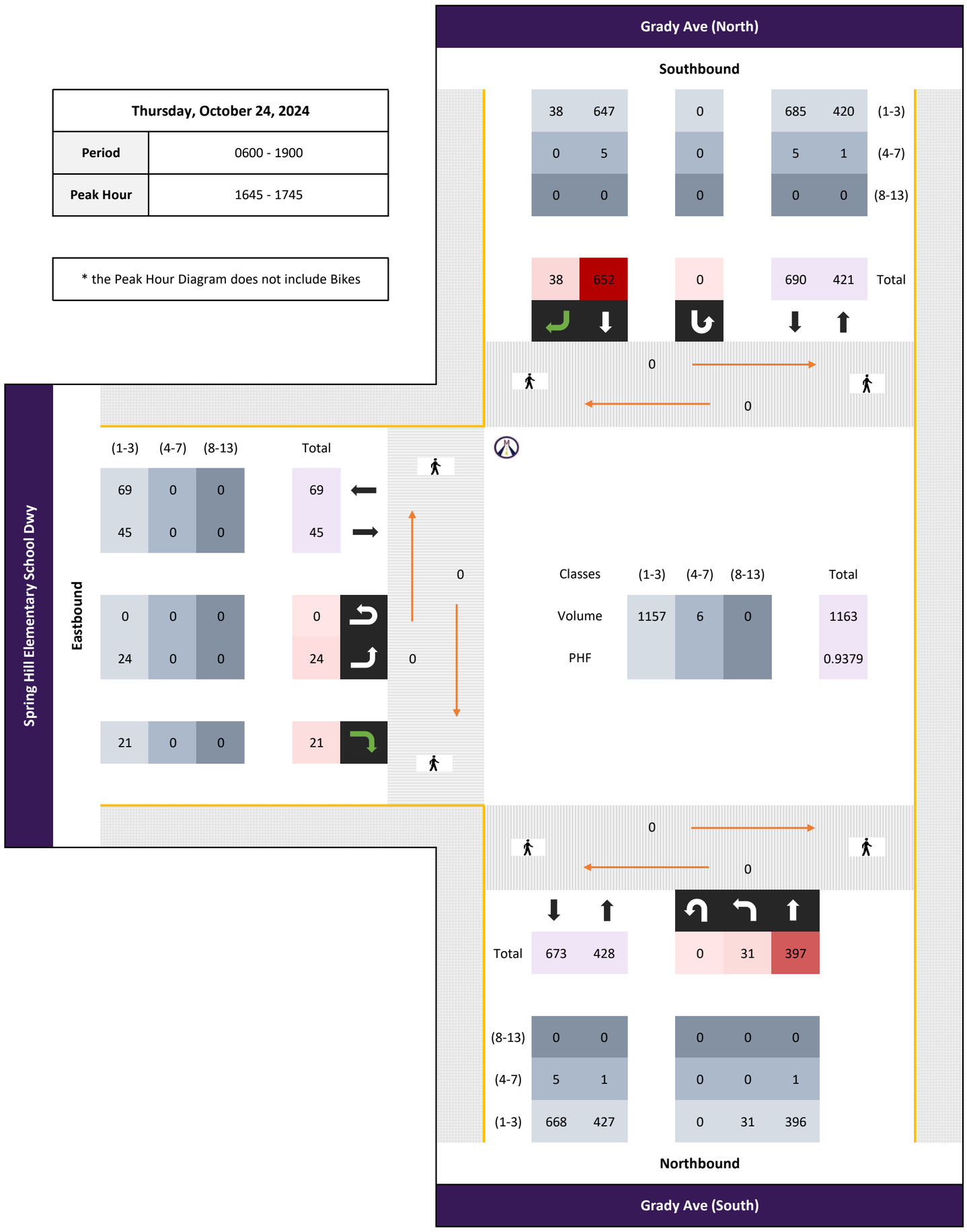
Fayetteville, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, October 24, 2024	
Period	0600 - 1900
Peak Hour	1645 - 1745

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound												
	Grady Ave (South)						Grady Ave (North)						Spring Hill Elementary School Dwy												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
1645 - 1700	6	92	-	-	0	98	-	162	13	-	0	175	7	-	7	-	0	14	-	-	-	-	-	0	287
1700 - 1715	5	98	-	-	0	103	-	193	6	-	0	199	5	-	3	-	0	8	-	-	-	-	-	0	310
1715 - 1730	11	95	-	-	0	106	-	165	12	-	0	177	7	-	4	-	0	11	-	-	-	-	-	0	294
1730 - 1745	9	112	-	-	0	121	-	132	7	-	0	139	5	-	7	-	0	12	-	-	-	-	-	0	272
Total	31	397	0	0	0	428	0	652	38	0	0	690	24	0	21	0	0	45	0	0	0	0	0	0	1163
Approach %	7.24	92.76	0.00	0.00	0.00	-	0.00	94.49	5.51	0.00	0.00	-	53.33	0.00	46.67	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.70	0.89	0.00	0.00	0.00	**0.88**	0.00	0.84	0.73	0.00	0.00	**0.87**	0.86	0.00	0.75	0.00	0.00	**0.80**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.94**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	Grady Ave (South)						Grady Ave (North)						Spring Hill Elementary School Dwy												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
1645 - 1700	6	91	-	-	0	97	-	158	13	-	0	171	7	-	7	-	0	14	-	-	-	-	-	0	282
1700 - 1715	5	98	-	-	0	103	-	193	6	-	0	199	5	-	3	-	0	8	-	-	-	-	-	0	310
1715 - 1730	11	95	-	-	0	106	-	164	12	-	0	176	7	-	4	-	0	11	-	-	-	-	-	0	293
1730 - 1745	9	112	-	-	0	121	-	132	7	-	0	139	5	-	7	-	0	12	-	-	-	-	-	0	272
Total	31	396	0	0	0	427	0	647	38	0	0	685	24	0	21	0	0	45	0	0	0	0	0	0	1157
Approach %	7.26	92.74	0.00	0.00	0.00	-	0.00	94.45	5.55	0.00	0.00	-	53.33	0.00	46.67	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.70	0.88	0.00	0.00	0.00	**0.88**	0.00	0.84	0.73	0.00	0.00	**0.86**	0.86	0.00	0.75	0.00	0.00	**0.80**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.93**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	Grady Ave (South)						Grady Ave (North)						Spring Hill Elementary School Dwy												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
1645 - 1700	0	1	-	-	0	1	-	4	0	-	0	4	0	-	0	-	0	0	-	-	-	-	-	0	5
1700 - 1715	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1715 - 1730	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
1730 - 1745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	1	0	0	0	1	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	6
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	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.31	0.00	0.00	0.00	**0.31**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.30**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	Grady Ave (South)						Grady Ave (North)						Spring Hill Elementary School Dwy												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
1645 - 1700	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1700 - 1715	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1715 - 1730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1730 - 1745	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

	Northbound						Southbound						Eastbound												
	Grady Ave (South)						Grady Ave (North)						Spring Hill Elementary School Dwy												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
1645 - 1700	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1700 - 1715	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1715 - 1730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1730 - 1745	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**

Peak Hour Turning Movement Count

Click here for Map

Fayetteville, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, October 24, 2024	
Period	0700 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

0730 - 0830

Volume



All vehicles

	Northbound						Southbound						Eastbound												
	Grady Ave (South)						Grady Ave (North)						Spring Hill Elementary School Dwy												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
0715 - 0730	6	143	-	-	0	149	-	119	15	-	0	134	5	-	6	-	0	11	-	-	-	-	-	0	294
0730 - 0745	5	178	-	-	0	183	-	120	6	-	0	126	9	-	4	-	0	13	-	-	-	-	-	0	322
0745 - 0800	6	171	-	-	0	177	-	70	4	-	0	74	0	-	1	-	0	1	-	-	-	-	-	0	252
0800 - 0815	6	141	-	-	0	147	-	84	2	-	0	86	3	-	0	-	0	3	-	-	-	-	-	0	236
Total	23	633	0	0	0	656	0	393	27	0	0	420	17	0	11	0	0	28	0	0	0	0	0	0	1104
Approach %	3.51	96.49	0.00	0.00	0.00	-	0.00	93.57	6.43	0.00	0.00	-	60.71	0.00	39.29	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.96	0.89	0.00	0.00	0.00	**0.90**	0.00	0.82	0.45	0.00	0.00	**0.78**	0.47	0.00	0.46	0.00	0.00	**0.54**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.86**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	Grady Ave (South)						Grady Ave (North)						Spring Hill Elementary School Dwy												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
0715 - 0730	5	141	-	-	0	146	-	116	7	-	0	123	1	-	0	-	0	1	-	-	-	-	-	0	270
0730 - 0745	5	175	-	-	0	180	-	118	5	-	0	123	5	-	2	-	0	7	-	-	-	-	-	0	310
0745 - 0800	6	169	-	-	0	175	-	66	4	-	0	70	0	-	1	-	0	1	-	-	-	-	-	0	246
0800 - 0815	6	139	-	-	0	145	-	84	1	-	0	85	3	-	0	-	0	3	-	-	-	-	-	0	233
Total	22	624	0	0	0	646	0	384	17	0	0	401	9	0	3	0	0	12	0	0	0	0	0	0	1059
Approach %	3.41	96.59	0.00	0.00	0.00	-	0.00	95.76	4.24	0.00	0.00	-	75.00	0.00	25.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.92	0.89	0.00	0.00	0.00	**0.90**	0.00	0.81	0.61	0.00	0.00	**0.82**	0.45	0.00	0.38	0.00	0.00	**0.43**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.85**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	Grady Ave (South)						Grady Ave (North)						Spring Hill Elementary School Dwy												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
0715 - 0730	1	2	-	-	0	3	-	2	8	-	0	10	4	-	6	-	0	10	-	-	-	-	-	0	23
0730 - 0745	0	3	-	-	0	3	-	1	1	-	0	2	4	-	2	-	0	6	-	-	-	-	-	0	11
0745 - 0800	0	2	-	-	0	2	-	4	0	-	0	4	0	-	0	-	0	0	-	-	-	-	-	0	6
0800 - 0815	0	2	-	-	0	2	-	0	1	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	3
Total	1	9	0	0	0	10	0	7	10	0	0	17	8	0	8	0	0	16	0	0	0	0	0	0	43
Approach %	10.00	90.00	0.00	0.00	0.00	-	0.00	41.18	58.82	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.75	0.00	0.00	0.00	**0.83**	0.00	0.44	0.31	0.00	0.00	**0.43**	0.50	0.00	0.33	0.00	0.00	**0.40**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.47**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	Grady Ave (South)						Grady Ave (North)						Spring Hill Elementary School Dwy												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
0715 - 0730	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
0730 - 0745	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
0745 - 0800	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0800 - 0815	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.50**

Bikes

	Northbound						Southbound						Eastbound												
	Grady Ave (South)						Grady Ave (North)						Spring Hill Elementary School Dwy												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
0715 - 0730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0730 - 0745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0745 - 0800	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0800 - 0815	0	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**

Peak Hour Turning Movement Count

Click here for Map

Fayetteville, GA

Marr Traffic DATA COLLECTION

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Thursday, October 24, 2024	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

1700 - 1800

Volume



All vehicles

	Northbound						Southbound						Eastbound												
	Grady Ave (South)						Grady Ave (North)						Spring Hill Elementary School Dwy												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
1645 - 1700	6	92	-	-	0	98	-	162	13	-	0	175	7	-	7	-	0	14	-	-	-	-	-	0	287
1700 - 1715	5	98	-	-	0	103	-	193	6	-	0	199	5	-	3	-	0	8	-	-	-	-	-	0	310
1715 - 1730	11	95	-	-	0	106	-	165	12	-	0	177	7	-	4	-	0	11	-	-	-	-	-	0	294
1730 - 1745	9	112	-	-	0	121	-	132	7	-	0	139	5	-	7	-	0	12	-	-	-	-	-	0	272
Total	31	397	0	0	0	428	0	652	38	0	0	690	24	0	21	0	0	45	0	0	0	0	0	0	1163
Approach %	7.24	92.76	0.00	0.00	0.00	-	0.00	94.49	5.51	0.00	0.00	-	53.33	0.00	46.67	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.70	0.89	0.00	0.00	0.00	**0.88**	0.00	0.84	0.73	0.00	0.00	**0.87**	0.86	0.00	0.75	0.00	0.00	**0.80**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.94**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	Grady Ave (South)						Grady Ave (North)						Spring Hill Elementary School Dwy												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
1645 - 1700	6	91	-	-	0	97	-	158	13	-	0	171	7	-	7	-	0	14	-	-	-	-	-	0	282
1700 - 1715	5	98	-	-	0	103	-	193	6	-	0	199	5	-	3	-	0	8	-	-	-	-	-	0	310
1715 - 1730	11	95	-	-	0	106	-	164	12	-	0	176	7	-	4	-	0	11	-	-	-	-	-	0	293
1730 - 1745	9	112	-	-	0	121	-	132	7	-	0	139	5	-	7	-	0	12	-	-	-	-	-	0	272
Total	31	396	0	0	0	427	0	647	38	0	0	685	24	0	21	0	0	45	0	0	0	0	0	0	1157
Approach %	7.26	92.74	0.00	0.00	0.00	-	0.00	94.45	5.55	0.00	0.00	-	53.33	0.00	46.67	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.70	0.88	0.00	0.00	0.00	**0.88**	0.00	0.84	0.73	0.00	0.00	**0.86**	0.86	0.00	0.75	0.00	0.00	**0.80**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.93**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	Grady Ave (South)						Grady Ave (North)						Spring Hill Elementary School Dwy												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
1645 - 1700	0	1	-	-	0	1	-	4	0	-	0	4	0	-	0	-	0	0	-	-	-	-	-	0	5
1700 - 1715	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1715 - 1730	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
1730 - 1745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	1	0	0	0	1	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	6
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	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.31	0.00	0.00	0.00	**0.31**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.30**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	Grady Ave (South)						Grady Ave (North)						Spring Hill Elementary School Dwy												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
1645 - 1700	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1700 - 1715	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1715 - 1730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1730 - 1745	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

	Northbound						Southbound						Eastbound												
	Grady Ave (South)						Grady Ave (North)						Spring Hill Elementary School Dwy												
Time	Left 8.1	Thru 8.2			U-Turn 8.3	App Total		Thru 8.4	Right 8.5		U-Turn 8.6	App Total	Left 8.7		Right 8.8		U-Turn 8.9	App Total						App Total	Int Total
1645 - 1700	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1700 - 1715	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1715 - 1730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1730 - 1745	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**

Classified Turn Movement Count || All vehicles

Fayetteville, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 8
Grady Ave (South)
Grady Ave (North)
Spring Hill Elementary School Dwy

Date
Thursday, October 24, 2024

Lat/Long
33.443083°, -84.465205°
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Weather
Fair
70°F
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0600 - 1900 (Weekday 13h Session) (10-24-2024)
All vehicles

	Northbound				Southbound				Eastbound				
	Grady Ave (South)				Grady Ave (North)				Spring Hill Elementary School Dwy				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 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	42	0	44	17	3	0	20	1	0	0	1	65
0615 - 0630	2	72	0	74	20	2	0	22	0	0	0	0	96
0630 - 0645	1	97	0	98	23	6	0	29	0	0	0	0	127
0645 - 0700	13	108	0	121	31	5	0	36	1	0	0	1	158
Hourly Total	18	319	0	**337**	91	16	0	**107**	2	0	0	**2**	**446**
0700 - 0715	17	110	0	127	45	18	0	63	9	1	0	10	200
0715 - 0730	6	143	0	149	119	15	0	134	5	6	0	11	294
0730 - 0745	5	178	0	183	120	6	0	126	9	4	0	13	322
0745 - 0800	6	171	0	177	70	4	0	74	0	1	0	1	252
Hourly Total	34	602	0	**636**	354	43	0	**397**	23	12	0	**35**	**1068**
0800 - 0815	6	141	0	147	84	2	0	86	3	0	0	3	236
0815 - 0830	11	130	0	141	94	6	0	100	1	4	0	5	246
0830 - 0845	7	153	0	160	75	12	1	88	5	7	0	12	260
0845 - 0900	6	118	0	124	83	7	0	90	2	6	0	8	222
Hourly Total	30	542	0	**572**	336	27	1	**364**	11	17	0	**28**	**964**
0900 - 0915	2	93	0	95	67	1	0	68	2	1	0	3	166
0915 - 0930	0	85	0	85	71	1	0	72	0	1	0	1	158
0930 - 0945	2	101	0	103	72	5	0	77	3	0	0	3	183
0945 - 1000	2	107	0	109	80	3	0	83	2	1	0	3	195
Hourly Total	6	386	0	**392**	290	10	0	**300**	7	3	0	**10**	**702**
1000 - 1015	4	88	0	92	86	2	0	88	2	1	0	3	183
1015 - 1030	3	90	0	93	80	3	0	83	2	1	0	3	179
1030 - 1045	1	86	0	87	95	2	0	97	1	1	0	2	186
1045 - 1100	1	102	0	103	104	0	0	104	1	0	0	1	208
Hourly Total	9	366	0	**375**	365	7	0	**372**	6	3	0	**9**	**756**
1100 - 1115	0	104	0	104	97	2	0	99	2	3	0	5	208
1115 - 1130	1	84	0	85	91	2	0	93	1	1	0	2	180
1130 - 1145	0	87	0	87	115	0	0	115	0	2	0	2	204
1145 - 1200	0	99	0	99	114	0	0	114	0	0	0	0	213
Hourly Total	1	374	0	**375**	417	4	0	**421**	3	6	0	**9**	**805**
1200 - 1215	3	91	0	94	120	2	0	122	2	1	0	3	219
1215 - 1230	2	100	0	102	107	1	0	108	0	1	0	1	211
1230 - 1245	1	105	0	106	103	0	0	103	0	1	0	1	210
1245 - 1300	1	104	0	105	91	2	1	94	0	0	0	0	199
Hourly Total	7	400	0	**407**	421	5	1	**427**	2	3	0	**5**	**839**
1300 - 1315	0	112	0	112	103	0	0	103	2	1	0	3	218
1315 - 1330	0	103	0	103	92	1	0	93	0	0	0	0	196
1330 - 1345	2	105	0	107	103	9	0	112	12	13	0	25	244
1345 - 1400	5	117	0	122	93	4	0	97	1	3	0	4	223
Hourly Total	7	437	0	**444**	391	14	0	**405**	15	17	0	**32**	**881**
1400 - 1415	15	117	0	132	133	10	0	143	4	15	0	19	294
1415 - 1430	2	112	0	114	127	7	0	134	14	7	0	21	269
1430 - 1445	2	112	0	114	153	4	0	157	9	16	0	25	296
1445 - 1500	2	103	0	105	120	3	0	123	2	3	0	5	233
Hourly Total	21	444	0	**465**	533	24	0	**557**	29	41	0	**70**	**1092**
1500 - 1515	0	103	0	103	131	1	0	132	7	5	0	12	247
1515 - 1530	0	93	0	93	151	0	0	151	3	5	0	8	252
1530 - 1545	3	83	0	86	137	5	0	142	6	5	0	11	239
1545 - 1600	2	99	0	101	138	2	0	140	4	5	0	9	250
Hourly Total	5	378	0	**383**	557	8	0	**565**	20	20	0	**40**	**988**
1600 - 1615	3	108	0	111	145	5	0	150	2	5	0	7	268
1615 - 1630	1	88	0	89	158	3	0	161	8	3	0	11	261
1630 - 1645	1	88	0	89	152	4	0	156	4	7	0	11	256
1645 - 1700	6	92	0	98	162	13	0	175	7	7	0	14	287
Hourly Total	11	376	0	**387**	617	25	0	**642**	21	22	0	**43**	**1072**
1700 - 1715	5	98	0	103	193	6	0	199	5	3	0	8	310
1715 - 1730	11	95	0	106	165	12	0	177	7	4	0	11	294
1730 - 1745	9	112	0	121	132	7	0	139	5	7	0	12	272
1745 - 1800	9	90	0	99	125	10	0	135	2	2	0	4	238
Hourly Total	34	395	0	**429**	615	35	0	**650**	19	16	0	**35**	**1114**
1800 - 1815	7	106	0	113	130	7	0	137	2	6	0	8	258
1815 - 1830	3	88	0	91	96	5	0	101	3	6	0	9	201
1830 - 1845	5	100	0	105	95	4	0	99	4	5	0	9	213
1845 - 1900	4	89	0	93	78	3	0	81	3	2	0	5	179
Hourly Total	19	383	0	**402**	399	19	0	**418**	12	19	0	**31**	**851**
Grand Total	202	5402	0	**5604**	5386	237	2	**5625**	170	179	0	**349**	**11578**
Approach %	3.60	96.40	0.00	-	95.75	4.21	0.04	-	48.71	51.29	0.00	-	
Intersection %	1.74	46.66	0.00	48.40	46.52	2.05	0.02	48.58	1.47	1.55	0.00	3.01	
Heavy Vehicle %	13	2	-	**2**	3	17	0	**3**	22	18	-	**20**	**3**
PHF	0.70	0.89	0.00	**0.88**	0.84	0.73	0.00	**0.87**	0.86	0.75	0.00	**0.80**	**0.94**

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

Marr Traffic DATA COLLECTION
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Fayetteville, GA

Site 8
Grady Ave (South)
Grady Ave (North)
Spring Hill Elementary School Dwy

Date
Thursday, October 24, 2024

Lat/Long
33.443083°, -84.465205°
Click here for Map

Weather
Fair
70°F
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0600 - 1900 (Weekday 13h Session) (10-24-2024)
Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				
	Grady Ave (South)				Grady Ave (North)				Spring Hill Elementary School Dwy				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 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	42	0	44	16	2	0	18	0	0	0	0	62
0615 - 0630	2	72	0	74	20	1	0	21	0	0	0	0	95
0630 - 0645	1	96	0	97	21	6	0	27	0	0	0	0	124
0645 - 0700	7	108	0	115	31	5	0	36	0	0	0	0	151
Hourly Total	12	318	0	**330**	88	14	0	**102**	0	0	0	**0**	**432**
0700 - 0715	13	108	0	121	45	15	0	60	3	1	0	4	185
0715 - 0730	5	141	0	146	116	7	0	123	1	0	0	1	270
0730 - 0745	5	175	0	180	118	5	0	123	5	2	0	7	310
0745 - 0800	6	169	0	175	66	4	0	70	0	1	0	1	246
Hourly Total	29	593	0	**622**	345	31	0	**376**	9	4	0	**13**	**1011**
0800 - 0815	6	139	0	145	84	1	0	85	3	0	0	3	233
0815 - 0830	11	128	0	139	91	4	0	95	1	2	0	3	237
0830 - 0845	6	150	0	156	72	7	1	80	3	3	0	6	242
0845 - 0900	5	114	0	119	80	6	0	86	1	3	0	4	209
Hourly Total	28	531	0	**559**	327	18	1	**346**	8	8	0	**16**	**921**
0900 - 0915	2	90	0	92	65	1	0	66	2	1	0	3	161
0915 - 0930	0	85	0	85	70	1	0	71	0	1	0	1	157
0930 - 0945	2	101	0	103	71	5	0	76	3	0	0	3	182
0945 - 1000	2	103	0	105	80	3	0	83	1	1	0	2	190
Hourly Total	6	379	0	**385**	286	10	0	**296**	6	3	0	**9**	**690**
1000 - 1015	4	87	0	91	84	2	0	86	2	1	0	3	180
1015 - 1030	3	86	0	89	77	3	0	80	2	1	0	3	172
1030 - 1045	0	83	0	83	89	2	0	91	1	0	0	1	175
1045 - 1100	1	99	0	100	101	0	0	101	1	0	0	1	202
Hourly Total	8	355	0	**363**	351	7	0	**358**	6	2	0	**8**	**729**
1100 - 1115	0	103	0	103	92	2	0	94	2	3	0	5	202
1115 - 1130	1	81	0	82	84	1	0	85	1	1	0	2	169
1130 - 1145	0	84	0	84	113	0	0	113	0	2	0	2	199
1145 - 1200	0	95	0	95	112	0	0	112	0	0	0	0	207
Hourly Total	1	363	0	**364**	401	3	0	**404**	3	6	0	**9**	**777**
1200 - 1215	3	90	0	93	119	2	0	121	2	1	0	3	217
1215 - 1230	2	100	0	102	102	1	0	103	0	1	0	1	206
1230 - 1245	1	103	0	104	98	0	0	98	0	1	0	1	203
1245 - 1300	1	102	0	103	87	1	1	89	0	0	0	0	192
Hourly Total	7	395	0	**402**	406	4	1	**411**	2	3	0	**5**	**818**
1300 - 1315	0	108	0	108	102	0	0	102	1	1	0	2	212
1315 - 1330	0	100	0	100	92	1	0	93	0	0	0	0	193
1330 - 1345	2	102	0	104	99	8	0	107	12	13	0	25	236
1345 - 1400	3	116	0	119	90	4	0	94	1	3	0	4	217
Hourly Total	5	426	0	**431**	383	13	0	**396**	14	17	0	**31**	**858**
1400 - 1415	4	111	0	115	127	5	0	132	3	15	0	18	265
1415 - 1430	2	108	0	110	122	2	0	124	6	4	0	10	244
1430 - 1445	2	108	0	110	147	2	0	149	5	4	0	9	268
1445 - 1500	2	99	0	101	111	2	0	113	1	3	0	4	218
Hourly Total	10	426	0	**436**	507	11	0	**518**	15	26	0	**41**	**995**
1500 - 1515	0	101	0	101	126	1	0	127	7	5	0	12	240
1515 - 1530	0	91	0	91	148	0	0	148	3	5	0	8	247
1530 - 1545	3	78	0	81	132	4	0	136	5	5	0	10	227
1545 - 1600	2	97	0	99	133	2	0	135	4	5	0	9	243
Hourly Total	5	367	0	**372**	539	7	0	**546**	19	20	0	**39**	**957**
1600 - 1615	3	108	0	111	141	5	0	146	2	5	0	7	264
1615 - 1630	1	87	0	88	154	2	0	156	8	3	0	11	255
1630 - 1645	1	88	0	89	152	4	0	156	3	7	0	10	255
1645 - 1700	6	91	0	97	158	13	0	171	7	7	0	14	282
Hourly Total	11	374	0	**385**	605	24	0	**629**	20	22	0	**42**	**1056**
1700 - 1715	5	98	0	103	193	6	0	199	5	3	0	8	310
1715 - 1730	11	95	0	106	164	12	0	176	7	4	0	11	293
1730 - 1745	9	112	0	121	132	7	0	139	5	7	0	12	272
1745 - 1800	9	90	0	99	125	10	0	135	2	2	0	4	238
Hourly Total	34	395	0	**429**	614	35	0	**649**	19	16	0	**35**	**1113**
1800 - 1815	7	104	0	111	129	7	0	136	2	6	0	8	255
1815 - 1830	3	88	0	91	93	5	0	98	3	6	0	9	198
1830 - 1845	5	100	0	105	95	4	0	99	4	5	0	9	213
1845 - 1900	4	89	0	93	77	3	0	80	3	2	0	5	178
Hourly Total	19	381	0	**400**	394	19	0	**413**	12	19	0	**31**	**844**
Grand Total	175	5303	0	**5478**	5246	196	2	**5444**	133	146	0	**279**	**11201**
Approach %	3.19	96.81	0.00	-	96.36	3.60	0.04	-	47.67	52.33	0.00	-	
Intersection %	1.56	47.34	0.00	48.91	46.84	1.75	0.02	48.60	1.19	1.30	0.00	2.49	

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

Fayetteville, GA

Marr Traffic DATA COLLECTION
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Site 8
Grady Ave (South)
Grady Ave (North)
Spring Hill Elementary School Dwy

Date
Thursday, October 24, 2024

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0600 - 1900 (Weekday 13h Session) (10-24-2024)
Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				
	Grady Ave (South)				Grady Ave (North)				Spring Hill Elementary School Dwy				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
0600 - 0615	0	0	0	0	1	1	0	2	1	0	0	1	3
0615 - 0630	0	0	0	0	0	1	0	1	0	0	0	0	1
0630 - 0645	0	1	0	1	2	0	0	2	0	0	0	0	3
0645 - 0700	6	0	0	6	0	0	0	0	1	0	0	1	7
Hourly Total	6	1	0	**7**	3	2	0	**5**	2	0	0	**2**	**14**
0700 - 0715	4	1	0	5	0	3	0	3	6	0	0	6	14
0715 - 0730	1	2	0	3	2	8	0	10	4	6	0	10	23
0730 - 0745	0	3	0	3	1	1	0	2	4	2	0	6	11
0745 - 0800	0	2	0	2	4	0	0	4	0	0	0	0	6
Hourly Total	5	8	0	**13**	7	12	0	**19**	14	8	0	**22**	**54**
0800 - 0815	0	2	0	2	0	1	0	1	0	0	0	0	3
0815 - 0830	0	2	0	2	3	2	0	5	0	2	0	2	9
0830 - 0845	1	3	0	4	3	5	0	8	2	4	0	6	18
0845 - 0900	1	3	0	4	3	1	0	4	1	3	0	4	12
Hourly Total	2	10	0	**12**	9	9	0	**18**	3	9	0	**12**	**42**
0900 - 0915	0	2	0	2	2	0	0	2	0	0	0	0	4
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	1	0	0	1	0	0	0	0	1
0945 - 1000	0	4	0	4	0	0	0	0	1	0	0	1	5
Hourly Total	0	6	0	**6**	3	0	0	**3**	1	0	0	**1**	**10**
1000 - 1015	0	1	0	1	1	0	0	1	0	0	0	0	2
1015 - 1030	0	3	0	3	3	0	0	3	0	0	0	0	6
1030 - 1045	1	3	0	4	6	0	0	6	0	1	0	1	11
1045 - 1100	0	3	0	3	3	0	0	3	0	0	0	0	6
Hourly Total	1	10	0	**11**	13	0	0	**13**	0	1	0	**1**	**25**
1100 - 1115	0	1	0	1	4	0	0	4	0	0	0	0	5
1115 - 1130	0	3	0	3	5	1	0	6	0	0	0	0	9
1130 - 1145	0	3	0	3	2	0	0	2	0	0	0	0	5
1145 - 1200	0	3	0	3	2	0	0	2	0	0	0	0	5
Hourly Total	0	10	0	**10**	13	1	0	**14**	0	0	0	**0**	**24**
1200 - 1215	0	1	0	1	1	0	0	1	0	0	0	0	2
1215 - 1230	0	0	0	0	4	0	0	4	0	0	0	0	4
1230 - 1245	0	2	0	2	4	0	0	4	0	0	0	0	6
1245 - 1300	0	2	0	2	4	1	0	5	0	0	0	0	7
Hourly Total	0	5	0	**5**	13	1	0	**14**	0	0	0	**0**	**19**
1300 - 1315	0	4	0	4	0	0	0	0	1	0	0	1	5
1315 - 1330	0	2	0	2	0	0	0	0	0	0	0	0	2
1330 - 1345	0	2	0	2	4	1	0	5	0	0	0	0	7
1345 - 1400	2	1	0	3	3	0	0	3	0	0	0	0	6
Hourly Total	2	9	0	**11**	7	1	0	**8**	1	0	0	**1**	**20**
1400 - 1415	11	5	0	16	6	5	0	11	1	0	0	1	28
1415 - 1430	0	4	0	4	5	5	0	10	8	3	0	11	25
1430 - 1445	0	4	0	4	4	2	0	6	4	12	0	16	26
1445 - 1500	0	3	0	3	9	1	0	10	1	0	0	1	14
Hourly Total	11	16	0	**27**	24	13	0	**37**	14	15	0	**29**	**93**
1500 - 1515	0	2	0	2	5	0	0	5	0	0	0	0	7
1515 - 1530	0	2	0	2	3	0	0	3	0	0	0	0	5
1530 - 1545	0	4	0	4	5	1	0	6	1	0	0	1	11
1545 - 1600	0	2	0	2	5	0	0	5	0	0	0	0	7
Hourly Total	0	10	0	**10**	18	1	0	**19**	1	0	0	**1**	**30**
1600 - 1615	0	0	0	0	4	0	0	4	0	0	0	0	4
1615 - 1630	0	1	0	1	4	1	0	5	0	0	0	0	6
1630 - 1645	0	0	0	0	0	0	0	0	1	0	0	1	1
1645 - 1700	0	1	0	1	4	0	0	4	0	0	0	0	5
Hourly Total	0	2	0	**2**	12	1	0	**13**	1	0	0	**1**	**16**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	1	0	0	1	0	0	0	0	1
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**	1	0	0	**1**	0	0	0	**0**	**1**
1800 - 1815	0	2	0	2	1	0	0	1	0	0	0	0	3
1815 - 1830	0	0	0	0	3	0	0	3	0	0	0	0	3
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	2	0	**2**	5	0	0	**5**	0	0	0	**0**	**7**
Grand Total	27	89	0	**116**	128	41	0	**169**	37	33	0	**70**	**355**
Approach %	23.28	76.72	0.00	-	75.74	24.26	0.00	-	52.86	47.14	0.00	-	
Intersection %	7.61	25.07	0.00	32.68	36.06	11.55	0.00	47.61	10.42	9.30	0.00	19.72	

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

Fayetteville, GA

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Site 8
Grady Ave (South)
Grady Ave (North)
Spring Hill Elementary School Dwy

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Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	Grady Ave (South)				Grady Ave (North)				Spring Hill Elementary School Dwy				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	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	1	0	1	0	0	0	0	0	0	0	0	1
0715 - 0730	0	0	0	0	1	0	0	1	0	0	0	0	1
0730 - 0745	0	0	0	0	1	0	0	1	0	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	**1**	2	0	0	**2**	0	0	0	**0**	**3**
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	1	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	**1**
0900 - 0915	0	1	0	1	0	0	0	0	0	0	0	0	1
0915 - 0930	0	0	0	0	1	0	0	1	0	0	0	0	1
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	1	0	**1**	1	0	0	**1**	0	0	0	**0**	**2**
1000 - 1015	0	0	0	0	1	0	0	1	0	0	0	0	1
1015 - 1030	0	1	0	1	0	0	0	0	0	0	0	0	1
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	1	0	**1**	1	0	0	**1**	0	0	0	**0**	**2**
1100 - 1115	0	0	0	0	1	0	0	1	0	0	0	0	1
1115 - 1130	0	0	0	0	2	0	0	2	0	0	0	0	2
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	1	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	**1**	3	0	0	**3**	0	0	0	**0**	**4**
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	1	0	0	1	0	0	0	0	1
1230 - 1245	0	0	0	0	1	0	0	1	0	0	0	0	1
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	2	0	0	**2**	0	0	0	**0**	**2**
1300 - 1315	0	0	0	0	1	0	0	1	0	0	0	0	1
1315 - 1330	0	1	0	1	0	0	0	0	0	0	0	0	1
1330 - 1345	0	1	0	1	0	0	0	0	0	0	0	0	1
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	0	**2**	1	0	0	**1**	0	0	0	**0**	**3**
1400 - 1415	0	1	0	1	0	0	0	0	0	0	0	0	1
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	2	0	0	2	0	0	0	0	2
1445 - 1500	0	1	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	2	0	**2**	2	0	0	**2**	0	0	0	**0**	**4**
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	1	0	1	0	0	0	0	0	0	0	0	1
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	**1**	0	0	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	10	0	**10**	12	0	0	**12**	0	0	0	**0**	**22**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	45.45	0.00	45.45	54.55	0.00	0.00	54.55	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Fayetteville, GA

Site 8
Grady Ave (South)
Grady Ave (North)
Spring Hill Elementary School Dwy

Date
Thursday, October 24, 2024

Lat/Long
33.443083°, -84.465205°
Click here for Map

Weather
Fair
70°F
Click here for Detailed Weather

0600 - 1900 (Weekday 13h Session) (10-24-2024)
Bikes

	Northbound				Southbound				Eastbound				
	Grady Ave (South)				Grady Ave (North)				Spring Hill Elementary School Dwy				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	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	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)

Fayetteville, GA

Marr Traffic DATA COLLECTION
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Site 8
Grady Ave (South)
Grady Ave (North)
Spring Hill Elementary School Dwy

Date
Thursday, October 24, 2024

Lat/Long
33.443083°, -84.465205°
Click here for Map

Weather
Fair
70°F
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0600 - 1900 (Weekday 13h Session) (10-24-2024)
All Trucks (4-13)

	Northbound				Southbound				Eastbound				
	Grady Ave (South)				Grady Ave (North)				Spring Hill Elementary School Dwy				
TIME	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
0600 - 0615	0	0	0	0	1	1	0	2	1	0	0	1	3
0615 - 0630	0	0	0	0	0	1	0	1	0	0	0	0	1
0630 - 0645	0	1	0	1	2	0	0	2	0	0	0	0	3
0645 - 0700	6	0	0	6	0	0	0	0	1	0	0	1	7
Hourly Total	6	1	0	**7**	3	2	0	**5**	2	0	0	**2**	**14**
0700 - 0715	4	2	0	6	0	3	0	3	6	0	0	6	15
0715 - 0730	1	2	0	3	3	8	0	11	4	6	0	10	24
0730 - 0745	0	3	0	3	2	1	0	3	4	2	0	6	12
0745 - 0800	0	2	0	2	4	0	0	4	0	0	0	0	6
Hourly Total	5	9	0	**14**	9	12	0	**21**	14	8	0	**22**	**57**
0800 - 0815	0	2	0	2	0	1	0	1	0	0	0	0	3
0815 - 0830	0	2	0	2	3	2	0	5	0	2	0	2	9
0830 - 0845	1	3	0	4	3	5	0	8	2	4	0	6	18
0845 - 0900	1	4	0	5	3	1	0	4	1	3	0	4	13
Hourly Total	2	11	0	**13**	9	9	0	**18**	3	9	0	**12**	**43**
0900 - 0915	0	3	0	3	2	0	0	2	0	0	0	0	5
0915 - 0930	0	0	0	0	1	0	0	1	0	0	0	0	1
0930 - 0945	0	0	0	0	1	0	0	1	0	0	0	0	1
0945 - 1000	0	4	0	4	0	0	0	0	1	0	0	1	5
Hourly Total	0	7	0	**7**	4	0	0	**4**	1	0	0	**1**	**12**
1000 - 1015	0	1	0	1	2	0	0	2	0	0	0	0	3
1015 - 1030	0	4	0	4	3	0	0	3	0	0	0	0	7
1030 - 1045	1	3	0	4	6	0	0	6	0	1	0	1	11
1045 - 1100	0	3	0	3	3	0	0	3	0	0	0	0	6
Hourly Total	1	11	0	**12**	14	0	0	**14**	0	1	0	**1**	**27**
1100 - 1115	0	1	0	1	5	0	0	5	0	0	0	0	6
1115 - 1130	0	3	0	3	7	1	0	8	0	0	0	0	11
1130 - 1145	0	3	0	3	2	0	0	2	0	0	0	0	5
1145 - 1200	0	4	0	4	2	0	0	2	0	0	0	0	6
Hourly Total	0	11	0	**11**	16	1	0	**17**	0	0	0	**0**	**28**
1200 - 1215	0	1	0	1	1	0	0	1	0	0	0	0	2
1215 - 1230	0	0	0	0	5	0	0	5	0	0	0	0	5
1230 - 1245	0	2	0	2	5	0	0	5	0	0	0	0	7
1245 - 1300	0	2	0	2	4	1	0	5	0	0	0	0	7
Hourly Total	0	5	0	**5**	15	1	0	**16**	0	0	0	**0**	**21**
1300 - 1315	0	4	0	4	1	0	0	1	1	0	0	1	6
1315 - 1330	0	3	0	3	0	0	0	0	0	0	0	0	3
1330 - 1345	0	3	0	3	4	1	0	5	0	0	0	0	8
1345 - 1400	2	1	0	3	3	0	0	3	0	0	0	0	6
Hourly Total	2	11	0	**13**	8	1	0	**9**	1	0	0	**1**	**23**
1400 - 1415	11	6	0	17	6	5	0	11	1	0	0	1	29
1415 - 1430	0	4	0	4	5	5	0	10	8	3	0	11	25
1430 - 1445	0	4	0	4	6	2	0	8	4	12	0	16	28
1445 - 1500	0	4	0	4	9	1	0	10	1	0	0	1	15
Hourly Total	11	18	0	**29**	26	13	0	**39**	14	15	0	**29**	**97**
1500 - 1515	0	2	0	2	5	0	0	5	0	0	0	0	7
1515 - 1530	0	2	0	2	3	0	0	3	0	0	0	0	5
1530 - 1545	0	5	0	5	5	1	0	6	1	0	0	1	12
1545 - 1600	0	2	0	2	5	0	0	5	0	0	0	0	7
Hourly Total	0	11	0	**11**	18	1	0	**19**	1	0	0	**1**	**31**
1600 - 1615	0	0	0	0	4	0	0	4	0	0	0	0	4
1615 - 1630	0	1	0	1	4	1	0	5	0	0	0	0	6
1630 - 1645	0	0	0	0	0	0	0	0	1	0	0	1	1
1645 - 1700	0	1	0	1	4	0	0	4	0	0	0	0	5
Hourly Total	0	2	0	**2**	12	1	0	**13**	1	0	0	**1**	**16**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	1	0	0	1	0	0	0	0	1
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**	1	0	0	**1**	0	0	0	**0**	**1**
1800 - 1815	0	2	0	2	1	0	0	1	0	0	0	0	3
1815 - 1830	0	0	0	0	3	0	0	3	0	0	0	0	3
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	2	0	**2**	5	0	0	**5**	0	0	0	**0**	**7**
Grand Total	27	99	0	**126**	140	41	0	**181**	37	33	0	**70**	**377**
Approach %	21.43	78.57	0.00	-	77.35	22.65	0.00	-	52.86	47.14	0.00	-	
Intersection %	7.16	26.26	0.00	33.42	37.14	10.88	0.00	48.01	9.81	8.75	0.00	18.57	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION
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Fayetteville, GA

Site 8
Grady Ave (South)
Grady Ave (North)
Spring Hill Elementary School Dwy

Date
Thursday, October 24, 2024

Lat/Long
33.443083°, -84.465205°
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Weather
Fair
70°F
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0600 - 1900 (Weekday 13h Session) (10-24-2024)
Pedestrians

	Northbound			Southbound			Eastbound			
	Grady Ave (South)			Grady Ave (North)			Spring Hill Elementary School Dwy			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	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	

Crosswalk Counts || Bikes

Fayetteville, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 8
Grady Ave (South)
Grady Ave (North)
Spring Hill Elementary School Dwy

Date
Thursday, October 24, 2024

Lat/Long
33.443083°, -84.465205°
Click here for Map

Weather
Fair
70°F
Click here for Detailed Weather

0600 - 1900 (Weekday 13h Session) (10-24-2024)
Bikes

	Northbound			Southbound			Eastbound			
	Grady Ave (South)			Grady Ave (North)			Spring Hill Elementary School Dwy			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	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	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Fayetteville, GA

Site 8
Grady Ave (South)
Grady Ave (North)
Spring Hill Elementary School Dwy

Date
Thursday, October 24, 2024

Lat/Long
33.443083°, -84.465205°
Click here for Map

Weather
Fair
70°F
Click here for Detailed Weather

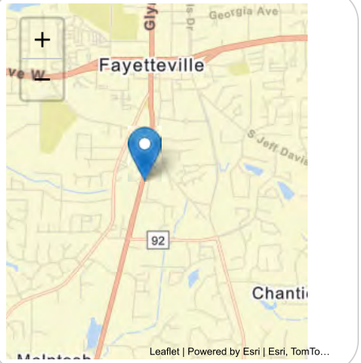
0600 - 1900 (Weekday 13h Session) (10-24-2024)
Motorized Vehicles

	Northbound			Southbound			Eastbound			
	Grady Ave (South)			Grady Ave (North)			Spring Hill Elementary School Dwy			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	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	

Start Date: 10/24/2024	Spring Hill Elementary School Dwy												
	Eastbound			Westbound			Grady Ave (South) Northbound			Grady Ave (North) 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	1	0	0	0	0	0	2	42	0	0	17	3	65
06:15 AM - 06:30 AM	0	0	0	0	0	0	2	72	0	0	20	2	96
06:30 AM - 06:45 AM	0	0	0	0	0	0	1	97	0	0	23	6	127
06:45 AM - 07:00 AM	1	0	0	0	0	0	13	108	0	0	31	5	158
07:00 AM - 07:15 AM	9	0	1	0	0	0	17	110	0	0	45	18	200
07:15 AM - 07:30 AM	5	0	6	0	0	0	6	143	0	0	119	15	294
07:30 AM - 07:45 AM	9	0	4	0	0	0	5	178	0	0	120	6	322
07:45 AM - 08:00 AM	0	0	1	0	0	0	6	171	0	0	70	4	252
08:00 AM - 08:15 AM	3	0	0	0	0	0	6	141	0	0	84	2	236
08:15 AM - 08:30 AM	1	0	4	0	0	0	11	130	0	0	94	6	246
08:30 AM - 08:45 AM	5	0	7	0	0	0	7	153	0	0	75	12	259
08:45 AM - 09:00 AM	2	0	6	0	0	0	6	118	0	0	83	7	222
09:00 AM - 09:15 AM	2	0	1	0	0	0	2	93	0	0	67	1	166
09:15 AM - 09:30 AM	0	0	1	0	0	0	0	85	0	0	71	1	158
09:30 AM - 09:45 AM	3	0	0	0	0	0	2	101	0	0	72	5	183
09:45 AM - 10:00 AM	2	0	1	0	0	0	2	107	0	0	80	3	195
10:00 AM - 10:15 AM	2	0	1	0	0	0	4	88	0	0	86	2	183
10:15 AM - 10:30 AM	2	0	1	0	0	0	3	90	0	0	80	3	179
10:30 AM - 10:45 AM	1	0	1	0	0	0	1	86	0	0	95	2	186
10:45 AM - 11:00 AM	1	0	0	0	0	0	1	102	0	0	104	0	208
11:00 AM - 11:15 AM	2	0	3	0	0	0	0	104	0	0	97	2	208
11:15 AM - 11:30 AM	1	0	1	0	0	0	1	84	0	0	91	2	180
11:30 AM - 11:45 AM	0	0	2	0	0	0	0	87	0	0	115	0	204
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	99	0	0	114	0	213
12:00 PM - 12:15 PM	2	0	1	0	0	0	3	91	0	0	120	2	219
12:15 PM - 12:30 PM	0	0	1	0	0	0	2	100	0	0	107	1	211
12:30 PM - 12:45 PM	0	0	1	0	0	0	1	105	0	0	103	0	210
12:45 PM - 01:00 PM	0	0	0	0	0	0	1	104	0	0	91	2	198
01:00 PM - 01:15 PM	2	0	1	0	0	0	0	112	0	0	103	0	218
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	103	0	0	92	1	196
01:30 PM - 01:45 PM	12	0	13	0	0	0	2	105	0	0	103	9	244
01:45 PM - 02:00 PM	1	0	3	0	0	0	5	117	0	0	93	4	223
02:00 PM - 02:15 PM	4	0	15	0	0	0	15	117	0	0	133	10	294
02:15 PM - 02:30 PM	14	0	7	0	0	0	2	112	0	0	127	7	269
02:30 PM - 02:45 PM	9	0	16	0	0	0	2	112	0	0	153	4	296
02:45 PM - 03:00 PM	2	0	3	0	0	0	2	103	0	0	120	3	233
03:00 PM - 03:15 PM	7	0	5	0	0	0	0	103	0	0	131	1	247
03:15 PM - 03:30 PM	3	0	5	0	0	0	0	93	0	0	151	0	252
03:30 PM - 03:45 PM	6	0	5	0	0	0	3	83	0	0	137	5	239
03:45 PM - 04:00 PM	4	0	5	0	0	0	2	99	0	0	138	2	250
04:00 PM - 04:15 PM	2	0	5	0	0	0	3	108	0	0	145	5	268
04:15 PM - 04:30 PM	8	0	3	0	0	0	1	88	0	0	158	3	261
04:30 PM - 04:45 PM	4	0	7	0	0	0	1	88	0	0	152	4	256
04:45 PM - 05:00 PM	7	0	7	0	0	0	6	92	0	0	162	13	287
05:00 PM - 05:15 PM	5	0	3	0	0	0	5	98	0	0	193	6	310
05:15 PM - 05:30 PM	7	0	4	0	0	0	11	95	0	0	165	12	294
05:30 PM - 05:45 PM	5	0	7	0	0	0	9	112	0	0	132	7	272
05:45 PM - 06:00 PM	2	0	2	0	0	0	9	90	0	0	125	10	238
06:00 PM - 06:15 PM	2	0	6	0	0	0	7	106	0	0	130	7	258
06:15 PM - 06:30 PM	3	0	6	0	0	0	3	88	0	0	96	5	201
06:30 PM - 06:45 PM	4	0	5	0	0	0	5	100	0	0	95	4	213
06:45 PM - 07:00 PM	3	0	2	0	0	0	4	89	0	0	78	3	179
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

0000113_0145 - 113-0145 - Glynn St S
County: Fayette
Route number: 00008500
LRS section: 1131008500
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 33.43546472, -84.45623002

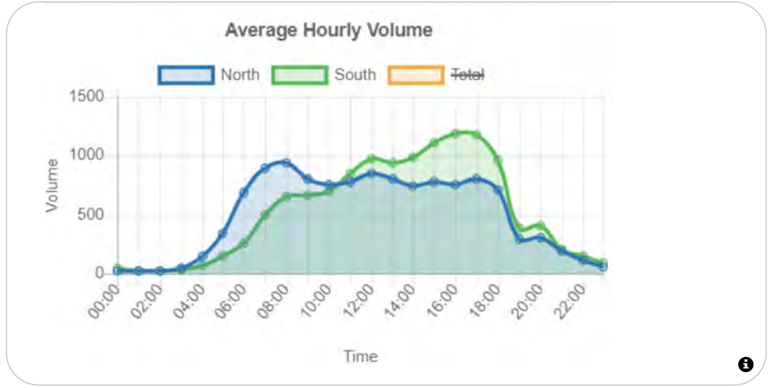
Site Data



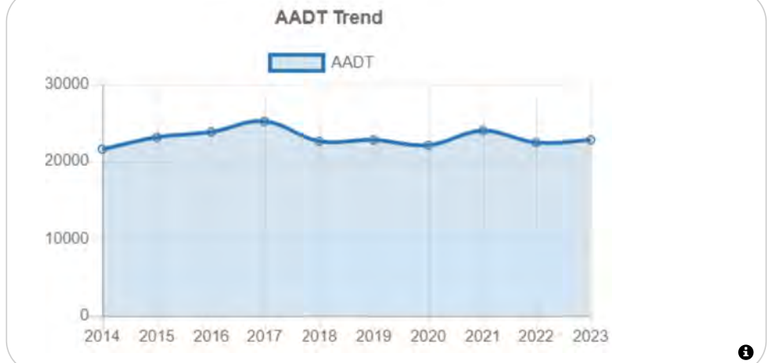
Year	Month	Count type	Duration	Count
2024	February	Class	48 hours	24,641
2022	February	Class	48 hours	24,877
2019	December	Class	48 hours	24,744
2018	March	Class	48 hours	25,186
2016	March	Class	48 hours	26,410
2014	April	Volume	48 hours	24,320
2012	May	Volume	48 hours	23,922
2009	September	Class	48 hours	21,481

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	**Estimated**
AADT	21,500	23,100	23,800	25,200	22,600	22,800	22,100	23,900	22,400	**22,700**
K-Factor	0.096	0.096	0.097	-	0.090	0.090	0.090	0.090	0.090	**0.090**
D-Factor	0.500	0.500	0.600	-	0.600	0.600	0.570	0.570	0.600	**0.600**
Future AADT	-	-	29,300	35,800	37,000	35,300	35,300	31,800	28,200	**28,600**





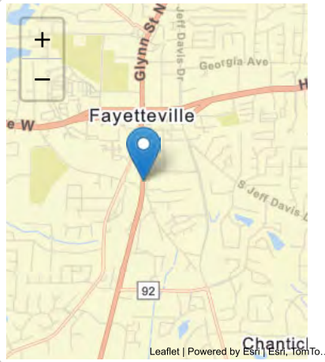


Vehicle Classification 2024

1. Motorcycles 2 axles, 2 or 3 wheels.	**0.21%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**78.49%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**16.61%**
4. Buses 2- or 3-axle, full length.	**0.51%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**3.02%**
6. Single-unit trucks 3-axle, single-unit trucks.	**0.36%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**0.01%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**0.39%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**0.33%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0.03%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0.03%**

0000113_0147 - 113-0147
County: Fayette
Route number: 00008500
LRS section: 1131008500
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 33.4409125223752, -84.4549716397094

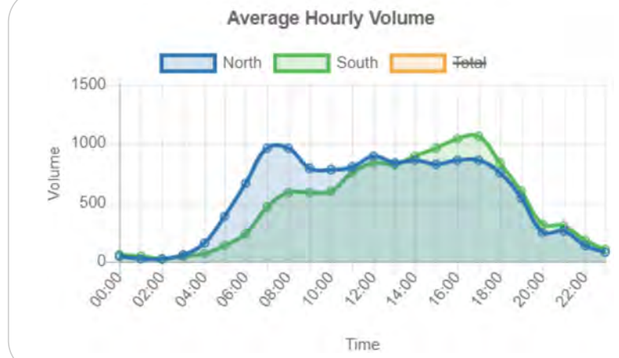
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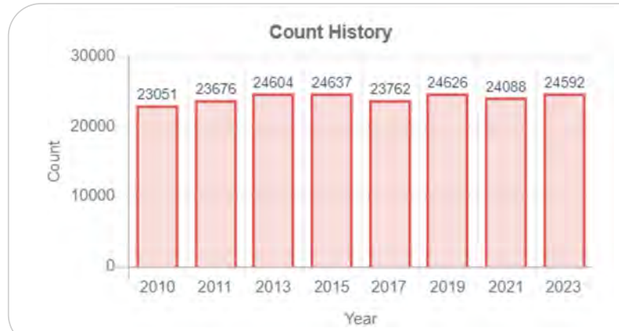


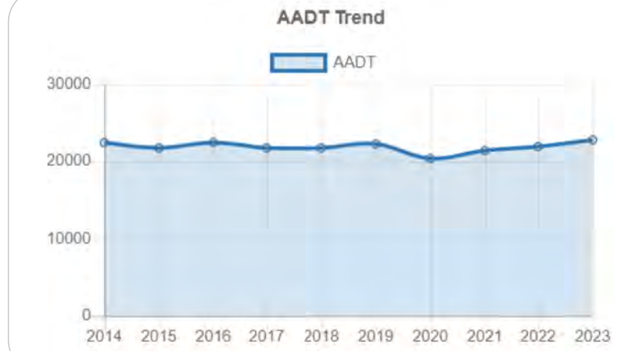
Year	Month	Count type	Duration	Count
2023	April	Class	48 hours	24,592
2021	August	Class	48 hours	24,088
2019	June	Class	48 hours	24,626
2017	June	Class	48 hours	23,762
2015	April	Volume	48 hours	24,637
2013	September	Class	48 hours	24,604
2011	March	Volume	48 hours	23,676
2010	July	Volume	48 hours	23,051

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	**Actual**
AADT	22,400	21,700	22,400	21,700	21,700	22,200	20,400	21,400	21,900	**22,700**
K-Factor	0.080	0.096	0.096	0.085	0.085	0.088	0.088	0.091	0.091	**0.086**
D-Factor	0.600	0.600	0.600	0.590	0.590	0.580	0.580	0.550	0.550	**0.570**
Future AADT	-	-	25,700	21,900	27,300	27,900	27,900	27,000	27,600	**28,600**





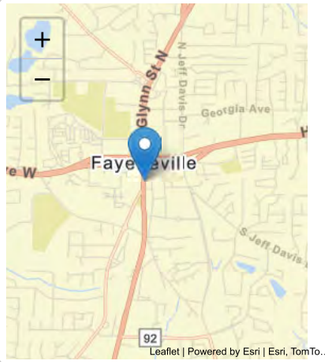


Vehicle Classification 2023

1. Motorcycles 2 axles, 2 or 3 wheels.	**0.29%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**72.65%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**20.60%**
4. Buses 2- or 3-axle, full length.	**0.53%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**4.39%**
6. Single-unit trucks 3-axle, single-unit trucks.	**0.40%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**0.01%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**0.52%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**0.58%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0.03%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0.01%**

0000113_0149 - 113-0149 - CSY 089603
County: Fayette
Route number: 00008500
LRS section: 1131008500
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 33.4460121, -84.45521734

Site Data

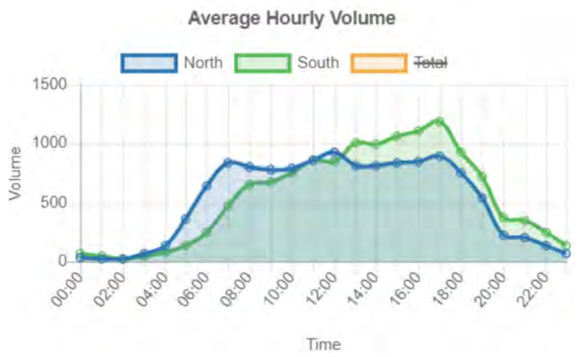


Count History

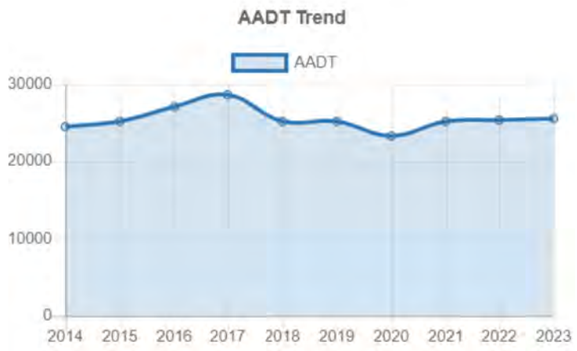
Year	Month	Count type	Duration	Count
2024	February	Class	48 hours	25,704
2022	February	Class	48 hours	28,147
2020	April	Class	48 hours	20,564
2018	October	Class	48 hours	27,234
2016	March	Class	48 hours	30,252
2014	April	Volume	48 hours	27,580
2012	May	Volume	48 hours	27,165

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Actual	Estimated	Actual	Estimated	Estimated	Estimated	Actual	**Estimated**
AADT	24,400	25,200	27,000	28,600	25,100	25,200	23,300	25,100	25,300	**25,500**
K-Factor	0.095	0.095	0.092	-	0.088	0.088	0.088	0.088	0.089	**0.089**
D-Factor	0.600	0.600	0.600	-	0.600	0.600	0.600	0.600	0.570	**0.570**
Future AADT	-	-	29,700	36,000	31,600	31,800	31,800	33,600	31,900	**32,100**





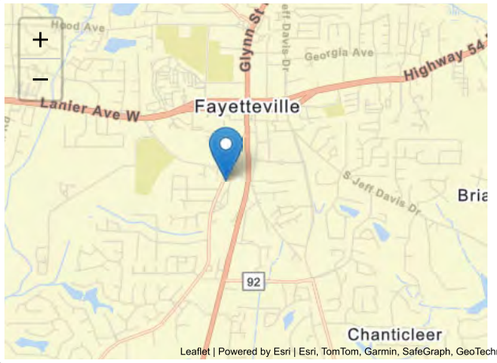


Vehicle Classification 2024

1. Motorcycles 2 axles, 2 or 3 wheels.	**0.31%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**76.90%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**17.77%**
4. Buses 2- or 3-axle, full length.	**0.30%**
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.	**0.38%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**0.05%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**0.45%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**0.24%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0.03%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0.03%**

0000113_0167 - 113-0167 - Beauregard Blvd
County: Fayette
Route number: 00036100
LRS section: 1132036100
Functional class: 4R - Minor Arterial (Rural)
Coordinates: 33.43992244, -84.45811693

Site Data

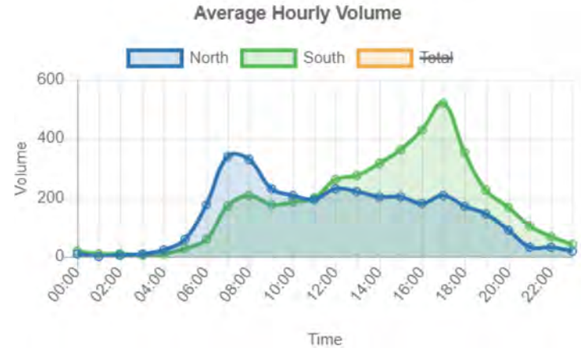


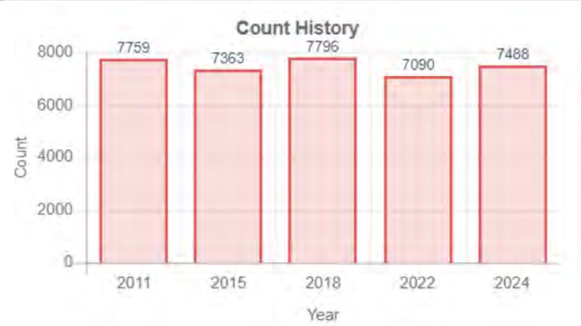
Count History

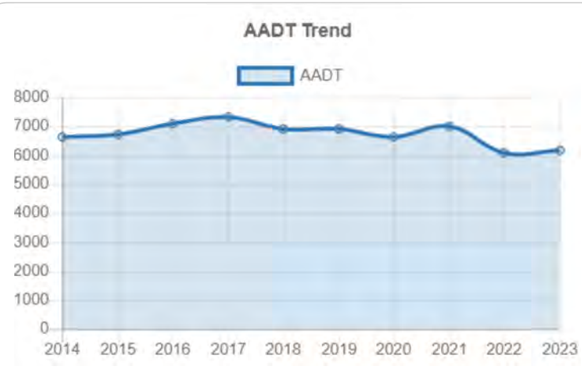
Year	Month	Count type	Duration	Count
2024	February	Volume	48 hours	7,488
2022	February	Volume	48 hours	7,090
2018	July	Volume	48 hours	7,796
2015	March	Volume	48 hours	7,363
2011	March	Volume	48 hours	7,759

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Actual	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Actual	**Estimated**
AADT	6,610	6,730	7,080	7,290	6,900	6,900	6,620	6,970	6,050	**6,160**
K-Factor	-	0.106	0.106	-	0.095	0.095	0.095	0.095	0.098	**0.098**
D-Factor	-	0.500	0.500	-	0.670	0.670	0.670	0.670	0.720	**0.720**
Future AADT	-	-	7,930	7,470	8,690	8,690	8,690	8,780	7,620	**7,760**

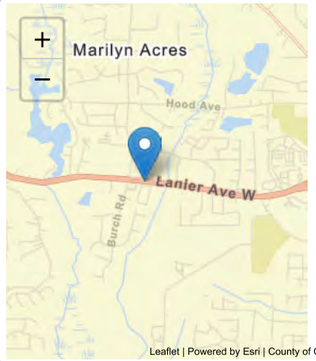






0000113_0191 - 113-0191 - State Route 54
County: Fayette
Route number: 00005400
LRS section: 1131005400
Functional class: 3U - Principal Arterial - Other (Urban)
Coordinates: 33.44841088, -84.48353615

Site Data

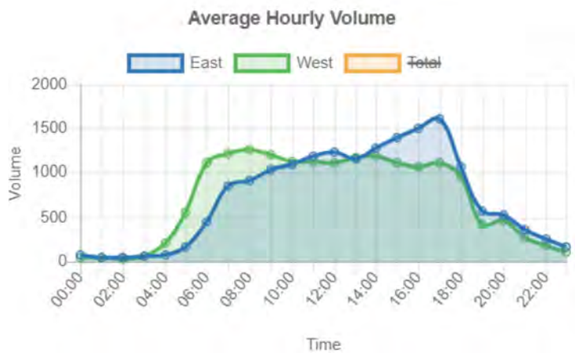


Count History

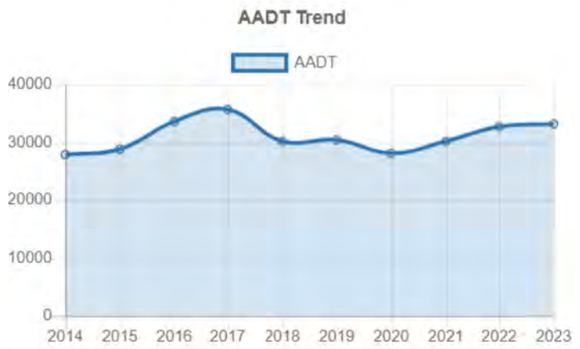
Year	Month	Count type	Duration	Count
2024	February	Class	48 hours	34,812
2022	October	Class	48 hours	36,074
2020	April	Class	48 hours	22,956
2018	August	Class	48 hours	33,468
2016	March	Class	48 hours	37,484
2012	May	Volume	48 hours	31,919
2010	July	Class	48 hours	29,778

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Actual	Estimated	Actual	Estimated	Estimated	Estimated	Actual	**Estimated**
AADT	27,800	28,800	33,600	35,600	30,100	30,400	28,000	30,200	32,700	**33,100**
K-Factor	-	-	0.096	-	0.086	0.086	0.086	0.086	0.088	**0.088**
D-Factor	-	-	0.600	-	0.550	0.550	0.550	0.550	0.540	**0.540**
Future AADT	-	-	34,300	44,900	41,800	45,700	45,700	47,500	43,700	**41,700**





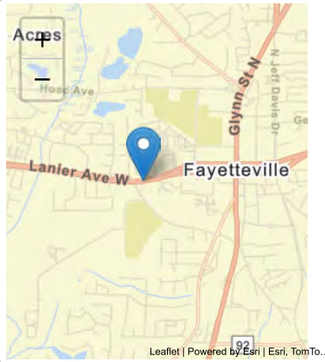


Vehicle Classification 2024

1. Motorcycles 2 axles, 2 or 3 wheels.	**0.20%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**81.41%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**14.43%**
4. Buses 2- or 3-axle, full length.	**0.27%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**2.59%**
6. Single-unit trucks 3-axle, single-unit trucks.	**0.31%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**0.03%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**0.33%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**0.34%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0.05%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0.04%**

0000113_0193 - 113-0193
County: Fayette
Route number: 00005400
LRS section: 1131005400
Functional class: 3U - Principal Arterial - Other (Urban)
Coordinates: 33.4467650271404, -84.4671765501732

Site Data

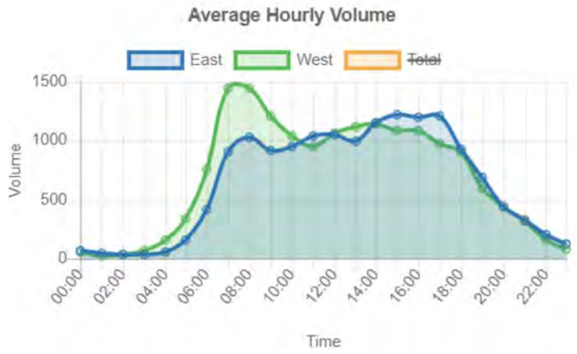


Count History

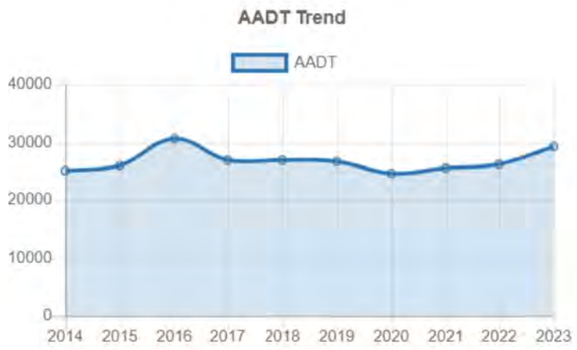
Year	Month	Count type	Duration	Count
2023	March	Class	48 hours	31,642
2021	April	Class	48 hours	28,267
2019	October	Class	48 hours	29,517
2017	June	Class	48 hours	29,294
2015	November	Class	48 hours	31,015
2011	March	Volume	48 hours	29,206

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Actual	Actual	Estimated	Actual	Estimated	Actual	Estimated	**Actual**
AADT	25,000	25,900	30,600	26,800	26,800	26,700	24,700	25,600	26,200	**29,100**
K-Factor	-	-	0.079	0.082	0.082	0.089	0.089	0.085	0.085	**0.085**
D-Factor	-	-	0.500	0.520	0.520	0.540	0.540	0.530	0.530	**0.580**
Future AADT	-	-	31,000	33,800	33,700	33,700	33,700	35,900	33,000	**36,700**





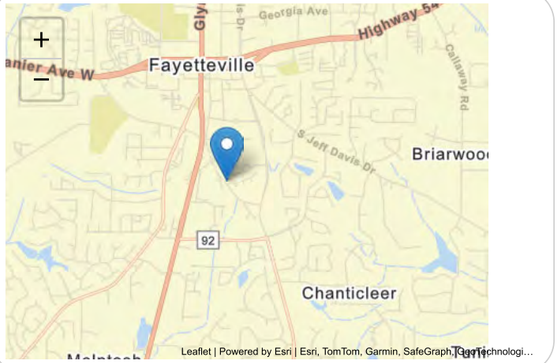


Vehicle Classification 2023

1. Motorcycles 2 axles, 2 or 3 wheels.	**0.24%**
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	**78.82%**
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	**16.34%**
4. Buses 2- or 3-axle, full length.	**0.53%**
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	**2.44%**
6. Single-unit trucks 3-axle, single-unit trucks.	**0.70%**
7. Single-unit trucks 4 or more axle, single-unit trucks.	**0.03%**
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	**0.46%**
9. Single-trailer trucks 5-axle, single-trailer trucks.	**0.40%**
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	**0.04%**
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	**0%**
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	**0%**
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	**0.01%**

0000113_0306 - 113-0306 - CS 057103 BEG AT
County: Fayette
Route number: 00057003
LRS section: 1133057003
Functional class: 5U - Major Collector (Urban)
Coordinates: 33.43545917, -84.45209863

Site Data

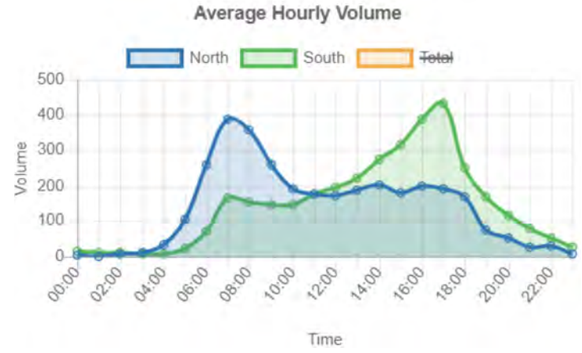


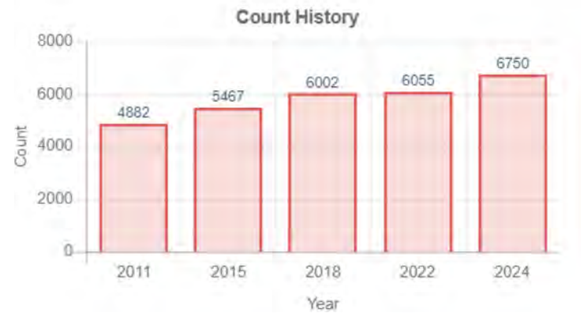
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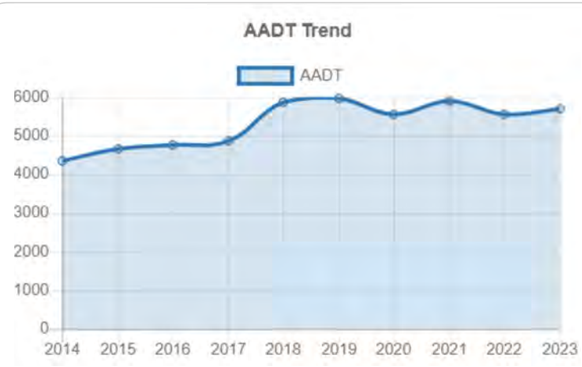
Year	Month	Count type	Duration	Count
2024	February	Volume	48 hours	6,750
2022	February	Volume	48 hours	6,055
2018	July	Volume	48 hours	6,002
2015	April	Volume	48 hours	5,467
2011	March	Volume	48 hours	4,882

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Actual	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Actual	**Estimated**
AADT	4,330	4,660	4,770	4,870	5,850	5,970	5,540	5,890	5,560	**5,700**
K-Factor	-	0.121	0.121	-	0.099	0.099	0.099	0.099	0.107	**0.107**
D-Factor	-	0.500	0.500	-	0.680	0.680	0.680	0.680	0.730	**0.730**
Future AADT	-	-	5,520	5,830	7,370	9,040	9,040	11,400	9,820	**9,030**

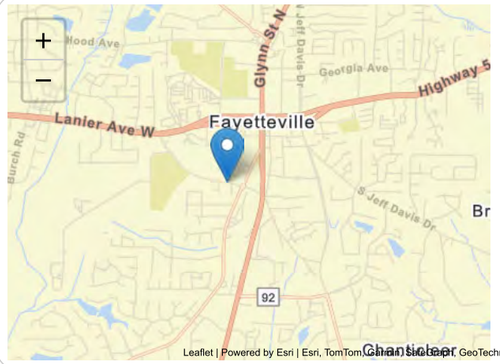






0000113_0310 - 113-0310 - SR 008500 BEG AT
County: Fayette
Route number: 00050503
LRS section: 1133050503
Functional class: 5U - Major Collector (Urban)
Coordinates: 33.4415026406797, -84.4596261112069

Site Data

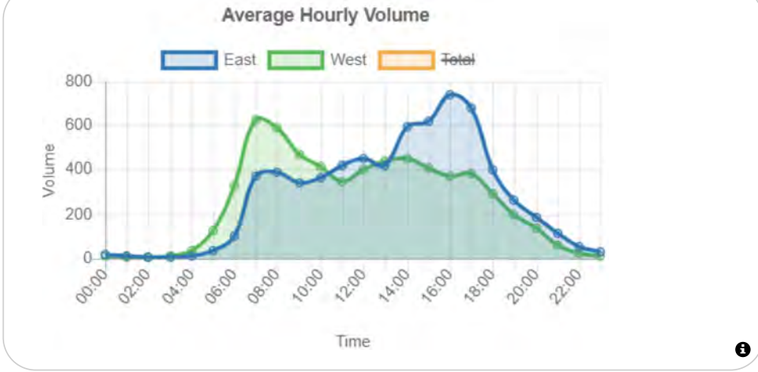


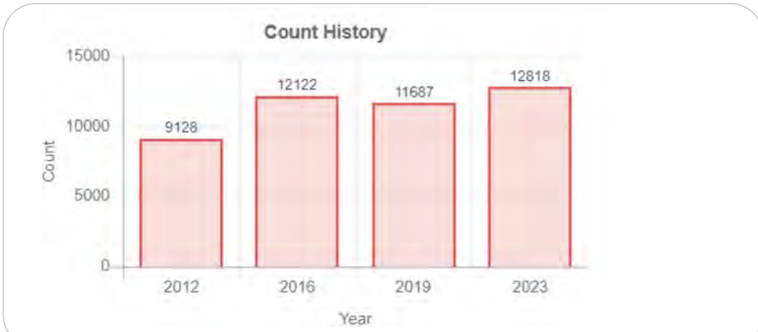
Count History

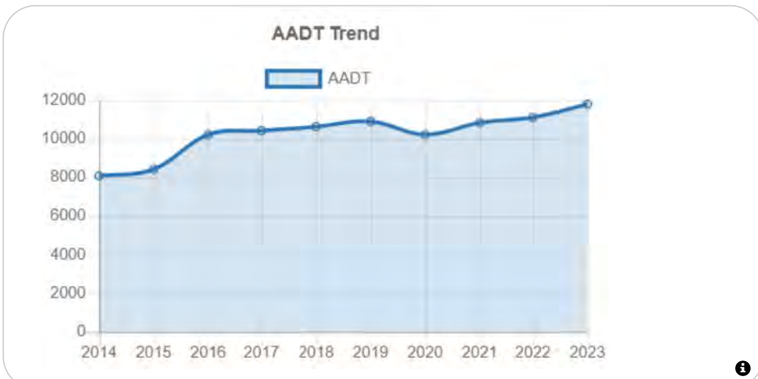
Year	Month	Count type	Duration	Count
2023	March	Volume	48 hours	12,818
2019	June	Volume	48 hours	11,687
2016	March	Volume	48 hours	12,122
2012	May	Volume	48 hours	9,128

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Actual	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	**Actual**
AADT	8,100	8,430	10,200	10,400	10,600	10,900	10,200	10,800	11,100	**11,800**
K-Factor	-	-	0.111	-	-	0.090	0.090	0.090	0.090	**0.096**
D-Factor	-	-	0.500	-	-	0.630	0.630	0.630	0.630	**0.670**
Future AADT	-	-	10,300	11,900	15,300	17,700	17,700	22,100	19,700	**19,100**







0000113_7205 - 113-7205 - CS 089903 BEG AT
County: Fayette
Route number: 00013600
LRS section: 1132013600
Functional class: 5U - Major Collector (Urban)
Coordinates: 33.44532926, -84.46746484

Site Data

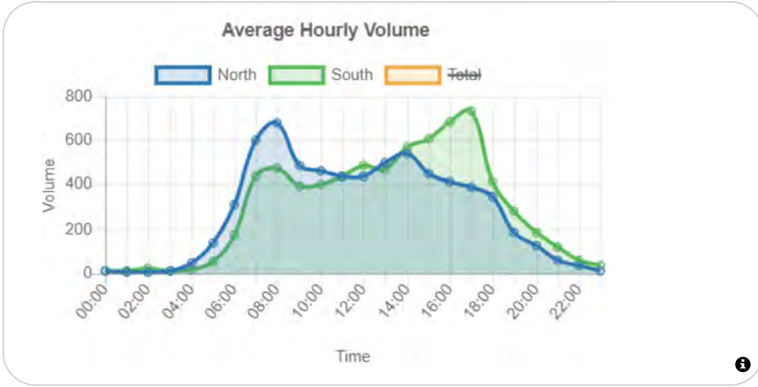


Count History

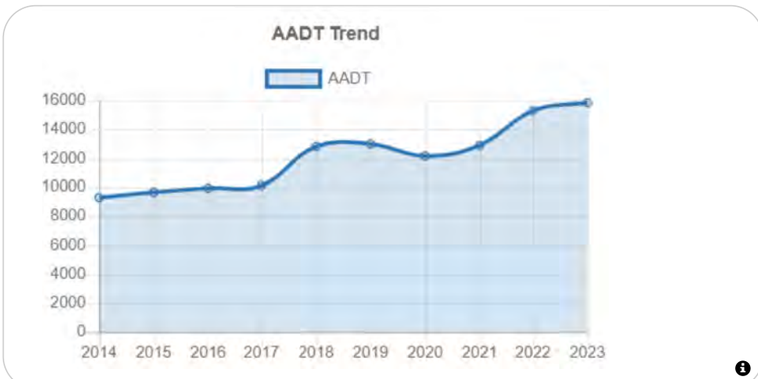
Year	Month	Count type	Duration	Count
2024	February	Volume	48 hours	13,846
2022	March	Volume	48 hours	17,310
2018	March	Volume	48 hours	14,486
2015	March	Volume	48 hours	11,299
2011	September	Volume	48 hours	10,508

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Actual	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Actual	**Estimated**
AADT	9,320	9,700	9,930	10,100	12,800	13,000	12,100	12,900	15,300	**15,800**
K-Factor	-	0.112	0.112	-	0.105	0.105	0.105	0.105	0.101	**0.101**
D-Factor	-	0.600	0.600	-	0.520	0.520	0.520	0.520	0.680	**0.680**
Future AADT	-	-	19,700	27,800	30,600	28,200	28,200	24,800	29,500	**31,800**







0000113_8134 - 113-8134 - N/A
County: Fayette
Route number: 00081903
LRS section: 1133081903
Functional class: 7R - Local (Rural)
Coordinates: 33.44935831, -84.46717265

Site Data

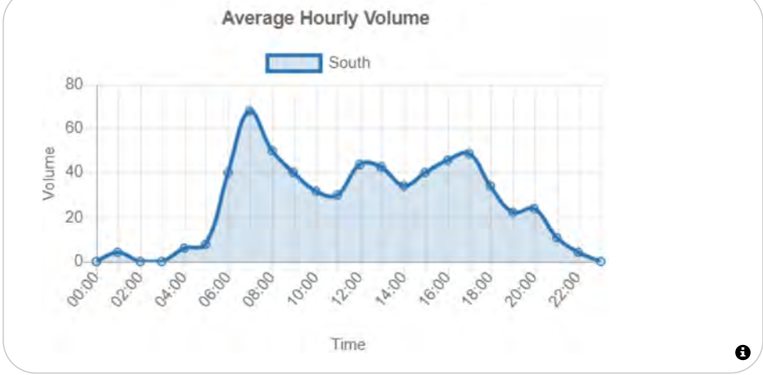


Count History

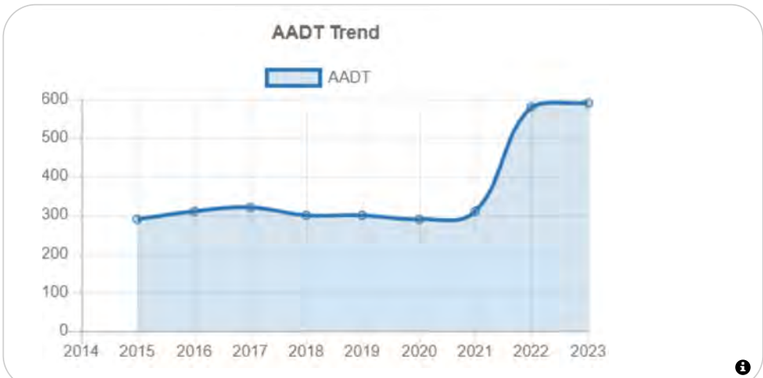
Year	Month	Count type	Duration	Count
2022	February	Volume	48 hours	629
2018	March	Volume	48 hours	342
2015	March	Volume	48 hours	312

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Actual	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Actual	**Estimated**
AADT	-	290	310	320	300	300	290	310	580	**590**
K-Factor	-	0.121	0.121	-	0.124	0.124	0.124	0.124	0.127	**0.127**
D-Factor	-	0.500	0.500	-	1.00	1.00	1.00	1.00	1.00	**1.00**
Future AADT	-	-	550	640	400	380	380	390	1,260	**1,390**







APPENDIX C: Growth Factor(s) Calculations & Analysis

HISTORICAL TRAFFIC COUNTS
Fayetteville City Center DRI 4306
Fayette County, Georgia

Location	Counter ID (Fayette Co.)	Georgia DOT AADT																Forecast		Compounded Growth Rate	
		2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2024	2028	2024-2028	Percent
SR 85/92 S/O Grady Ave/Bradley Dr	113-0145	21,481			23,922		24,320		26,410		25,186	24,744					24,641	25,868	26,609	0.71%	13.81%
SR 85/92 N/O Grady Ave/Bradley Dr	113-0147		23,051	23,676		24,604		24,637		23,762		24,626				24,592		24,886	25,237	0.35%	13.10%
SR 85/92 N/O Fisher Ave	113-0149				27,165		27,580		30,252		27,234						25,704	26,393	25,729	-0.63%	13.36%
Beauregard Blvd S/O Grady Ave	113-0167			7,759				7,363			7,796						7,488	7,518	7,471	-0.16%	3.88%
SR 54 E/O Burch Rd	113-0191		29,778		31,919				37,484		33,468				36,074		34,812	36,349	37,736	0.94%	19.59%
SR 54 W/O Lafayette Ave	113-0193			29,206				31,015		29,294		29,517				31,642		31,152	31,733	0.46%	16.47%
Bradley Dr E/O SR 85/92	113-0306			4,882				5,467			6,002						6,750	6,788	7,367	2.07%	3.82%
Grady Ave W/O Beauregard Blvd	113-0310				9,128				12,122			11,687				12,818		13,403	14,612	2.18%	7.59%
Grady Ave N/O Bradford Square	113-7205			10,508				11,299			14,486						13,846	14,538	15,683	1.91%	8.14%
Lafayette Ave N/O SR 54	113-8134							312			342							402	442	2.40%	0.23%
																		187,297	**192,619**	**0.7%**	**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	39 DU				210	Dwelling Units				
Daily		**424**	212	212			LN(T) = 0.92 * LN(X) + 2.68	50%	50%	9.43
AM Peak Hour		**32**	8	24			LN(T) = 0.91 * LN(X) + 0.12	26%	74%	0.70
PM Peak Hour		**41**	26	15			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		**424**	212	212						
AM Peak Hour		**32**	8	24						
PM Peak Hour		**41**	26	15						

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	48 DU				215	Dwelling Units				
Daily		**316**	158	158			T = 7.62 * X - 50.48	50%	50%	7.20
AM Peak Hour (One Hour from 7-9)		**19**	6	13			T = 0.52 * X - 5.7	31%	69%	0.48
PM Peak Hour (One Hour from 4-6)		**25**	14	11			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		**316**	158	158						
AM Peak Hour		**19**	6	13						
PM Peak Hour		**25**	14	11						

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 Total	Inbound	Outbound	ITE Code	Variable	Equation Used[1]	In/Out Distribution		Average Rate
Multifamily Housing (Mid-Rise)		700 DU				221	Dwelling Units				
General Urban/Suburban	Daily		**3,292**	1,646	1,646			T = 4.77 * X - 46.46	50%	50%	4.54
Adjacent Street Traffic 7-9 AM	AM Peak Hour		**296**	68	228			T = 0.44 * X - 11.61	23%	77%	0.37
Adjacent Street Traffic 4-6 PM	PM Peak Hour		**273**	167	106			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		**3,292**	1,646	1,646						
	AM Peak Hour		**296**	68	228						
	PM Peak Hour		**273**	167	106						

Note:

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

Hotel (310)

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						
Hotel	120 Rooms				310	Rooms				
Daily		**878**	439	439			T = 10.84 * X - 423.51	50%	50%	7.99
AM Peak Hour		**53**	30	23			T = 0.5 * X - 7.45	56%	44%	0.46
PM Peak Hour		**61**	31	30			T = 0.74 * X - 27.89	51%	49%	0.59
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		**878**	439	439						
AM Peak Hour		**53**	30	23						
PM Peak Hour		**61**	31	30						

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	14,000 S.F.				710	1,000 S.F.				
Daily		**210**	105	105			LN(T) = 0.87 * LN(X/1000) + 3.05	50%	50%	10.84
AM Peak Hour		**31**	27	4			LN(T) = 0.86 * LN(X/1000) + 1.16	88%	12%	1.52
PM Peak Hour		**32**	5	27			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		**210**	105	105						
AM Peak Hour		**31**	27	4						
PM Peak Hour		**32**	5	27						

Note:

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

Shopping Plaza (40-150K) (821)

Based upon methodology from ITE's Trip Generation, 11th Edition (2021)

With Supermarket Project Land Use	Project Density	Project Trips Total	Inbound	Outbound	ITE Code	Variable	Equation Used[1]	In/Out Distribution		Average Rate
Shopping Plaza (40-150K)	46,000 SF				821	1,000 SF				
Daily		**4,952**	2,476	2,476			T = 76.96 * X/1000 + 1412.79	50%	50%	94.49
AM Peak Hour		**162**	100	62			T = 3.53 * X/1000	62%	38%	3.53
PM Peak Hour		**472**	227	245			T = 7.67 * X/1000 + 118.86	48%	52%	9.03
Reductions for Pass-By Trips										
Daily	30%	**1,486**	743	743						
AM Peak Hour		**0**	0	0						
PM Peak Hour	30%	**142**	68	74						
TOTAL PROJECT TRIPS										
Daily		**3,466**	1,733	1,733						
AM Peak Hour		**162**	100	62						
PM Peak Hour		**330**	159	171						

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:	Fayetteville City Center DRI	**Organization:**	NV5
Project Location:	Fayetteville, GA	**Performed By:**	JP
Scenario Description:	Build	**Date:**	11/19/2024
Analysis Year:	2028	**Checked By:**	EB
Analysis Period:	**Daily**	**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	710	14,000	SF	210	105	105
Retail	821	46,000	SF	3,466	1,733	1,733
Restaurant				0		
Cinema/Entertainment				0		
Residential	210, 215, 221	796	DU	4,032	2,016	2,016
Hotel	310	120	Rooms	878	439	439
All Other Land Uses[2]				0		
				8,586	4,293	4,293

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%	5%	1.00	0%	5%
Retail	1.00	0%	5%	1.00	0%	5%
Restaurant	1.00	0%	5%	1.00	0%	5%
Cinema/Entertainment	1.00	0%	5%	1.00	0%	5%
Residential	1.00	0%	5%	1.00	0%	5%
Hotel	1.00	0%	5%	1.00	0%	5%
All Other Land Uses[2]	1.00	0%	5%	1.00	0%	5%

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		29	0	0	0	0
Retail	4		0	0	40	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	3	20	0	0		0
Hotel	3	61	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	8,586	4,293	4,293
Internal Capture Percentage	4%	4%	4%
External Vehicle-Trips[5]	7,852	3,926	3,926
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	414	207	207

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	10%	28%
Retail	6%	3%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	2%	1%
Hotel	0%	15%

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, 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 *Trip Generation Manual*).

[4]Enter 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.

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

[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:	Fayetteville City Center DRI
Analysis Period:	**Daily**

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	105	105	1.00	105	105
Retail	1.00	1733	1733	1.00	1733	1733
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	2016	2016	1.00	2016	2016
Hotel	1.00	439	439	1.00	439	439

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		29	66	0	1	0
Retail	503		225	0	243	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	40	20	403	0		0
Hotel	329	61	40	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		555	0	0	0	0
Retail	4		0	0	40	0
Restaurant	15	139		0	101	18
Cinema/Entertainment	0	0	0		0	0
Residential	3	295	0	0		0
Hotel	3	69	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	10	95	105	90	0	5
Retail	110	1623	1733	1542	0	81
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	40	1976	2016	1877	0	99
Hotel	0	439	439	417	0	22
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	29	76	105	72	0	4
Retail	44	1689	1733	1605	0	84
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	23	1993	2016	1893	0	100
Hotel	64	375	439	356	0	19
All Other Land Uses[3]	0	0	0	0	0	0

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

[2]Person-Trips

[3]Total 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:	Fayetteville City Center DRI	**Organization:**	NV5
Project Location:	Fayetteville, GA	**Performed By:**	JP
Scenario Description:	Build	**Date:**	11/19/2024
Analysis Year:	2028	**Checked By:**	EB
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	710	14,000	SF	31	27	4
Retail	821	46,000	SF	162	100	62
Restaurant				0		
Cinema/Entertainment				0		
Residential	210, 215, 221	796	DU	347	82	265
Hotel	310	120	Rooms	53	30	23
All Other Land Uses[2]				0		
				593	239	354

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%	5%	1.00	0%	5%
Retail	1.00	0%	5%	1.00	0%	5%
Restaurant	1.00	0%	5%	1.00	0%	5%
Cinema/Entertainment	1.00	0%	5%	1.00	0%	5%
Residential	1.00	0%	5%	1.00	0%	5%
Hotel	1.00	0%	5%	1.00	0%	5%
All Other Land Uses[2]	1.00	0%	5%	1.00	0%	5%

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		1	0	0	0	0
Retail	1		0	0	2	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	3	0	0		0
Hotel	1	3	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	593	239	354
Internal Capture Percentage	4%	5%	3%
External Vehicle-Trips[5]	540	215	325
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	29	12	17

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	11%	25%
Retail	7%	5%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	2%	2%
Hotel	0%	17%

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, 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 *Trip Generation Manual*).

[4]Enter 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.

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

[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:	Fayetteville City Center DRI
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	27	27	1.00	4	4
Retail	1.00	100	100	1.00	62	62
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	82	82	1.00	265	265
Hotel	1.00	30	30	1.00	23	23

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		1	3	0	0	0
Retail	18		8	0	9	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	5	3	53	0		0
Hotel	17	3	2	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		32	0	0	0	0
Retail	1		0	0	2	0
Restaurant	4	8		0	4	1
Cinema/Entertainment	0	0	0		0	0
Residential	1	17	0	0		0
Hotel	1	4	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	3	24	27	23	0	1
Retail	7	93	100	88	0	5
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	2	80	82	76	0	4
Hotel	0	30	30	28	0	2
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	1	3	4	3	0	0
Retail	3	59	62	56	0	3
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	4	261	265	248	0	13
Hotel	4	19	23	18	0	1
All Other Land Uses[3]	0	0	0	0	0	0

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

[2]Person-Trips

[3]Total 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:	Fayetteville City Center DRI	**Organization:**	NV5
Project Location:	Fayetteville, GA	**Performed By:**	JP
Scenario Description:	Build	**Date:**	11/19/2024
Analysis Year:	2028	**Checked By:**	EB
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	710	14,000	SF	32	5	27
Retail	821	46,000	SF	330	159	171
Restaurant				0		
Cinema/Entertainment				0		
Residential	210, 215, 221	796	DU	339	207	132
Hotel	310	120	Rooms	61	31	30
All Other Land Uses[2]				0		
				762	402	360

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%	5%	1.00	0%	5%
Retail	1.00	0%	5%	1.00	0%	5%
Restaurant	1.00	0%	5%	1.00	0%	5%
Cinema/Entertainment	1.00	0%	5%	1.00	0%	5%
Residential	1.00	0%	5%	1.00	0%	5%
Hotel	1.00	0%	5%	1.00	0%	5%
All Other Land Uses[2]	1.00	0%	5%	1.00	0%	5%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		5	0	0	1	0
Retail	1		0	0	44	5
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	3	16	0	0		4
Hotel	0	3	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	762	402	360
Internal Capture Percentage	22%	20%	23%
External Vehicle-Trips[5]	569	304	265
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	29	16	13

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	80%	22%
Retail	15%	29%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	22%	17%
Hotel	29%	10%

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, 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 *Trip Generation Manual*).

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

[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.

Project Name:	Fayetteville City Center DRI
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	5	5	1.00	27	27
Retail	1.00	159	159	1.00	171	171
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	207	207	1.00	132	132
Hotel	1.00	31	31	1.00	30	30

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		5	1	0	1	0
Retail	3		50	7	44	9
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	5	55	28	0		4
Hotel	0	5	20	0	1	

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	8	0
Retail	2		0	0	95	5
Restaurant	2	80		0	33	22
Cinema/Entertainment	0	6	0		8	0
Residential	3	16	0	0		4
Hotel	0	3	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	4	1	5	1	0	0
Retail	24	135	159	128	0	7
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	45	162	207	154	0	8
Hotel	9	22	31	21	0	1
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	6	21	27	20	0	1
Retail	50	121	171	115	0	6
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	23	109	132	104	0	5
Hotel	3	27	30	26	0	1
All Other Land Uses[3]	0	0	0	0	0	0

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

[2]Person-Trips

[3]Total 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

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	10	1135	9	5	716
Future Vol, veh/h	7	10	1135	9	5	716
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	225	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	3	0	0	6
Mvmt Flow	7	11	1207	10	5	762

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1604	609	0	0	1217	0
Stage 1	1212	-	-	-	-	-
Stage 2	391	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	98	443	-	-	580	-
Stage 1	248	-	-	-	-	-
Stage 2	658	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	97	443	-	-	580	-
Mov Cap-2 Maneuver	197	-	-	-	-	-
Stage 1	248	-	-	-	-	-
Stage 2	652	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	18.1	0	0.08
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	293	580	-
HCM Lane V/C Ratio	-	-	0.062	0.009	-
HCM Ctrl Dly (s/v)	-	-	18.1	11.3	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	180	9	6	964	553	170
Future Vol, veh/h	180	9	6	964	553	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	-	800	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	33	3	6	4
Mvmt Flow	194	10	6	1037	595	183

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1217	389	595	0	-	0
Stage 1	686	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.76	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.53	-	-	-
Pot Cap-1 Maneuver	~ 176	616	793	-	-	-
Stage 1	467	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 175	616	793	-	-	-
Mov Cap-2 Maneuver	310	-	-	-	-	-
Stage 1	463	-	-	-	-	-
Stage 2	560	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	32.82	0.06	0
HCM LOS	D		

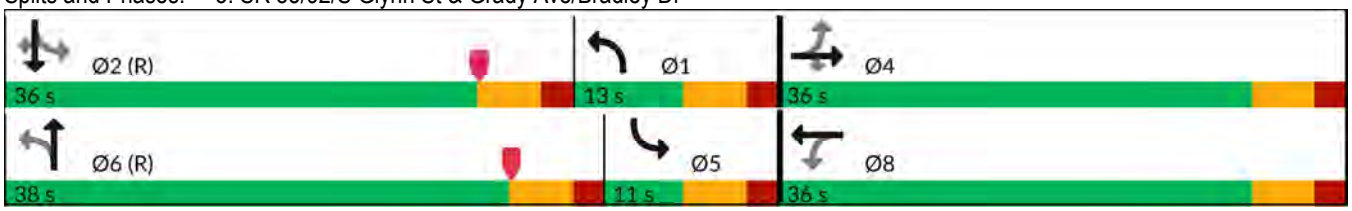
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	793	-	325	-	-
HCM Lane V/C Ratio	0.008	-	0.625	-	-
HCM Ctrl Dly (s/v)	9.6	-	32.8	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	4	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	43	98	126	20	264	140	842	68	465	5
Future Volume (vph)	43	98	126	20	264	140	842	68	465	5
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4			8	1	6	5	2	
Permitted Phases	4		4	8		6		2		2
Detector Phase	4	4	4	8	8	1	6	5	2	2
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	12.0	5.0	12.0	12.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	11.0	24.0	11.0	24.0	24.0
Total Split (s)	36.0	36.0	36.0	36.0	36.0	13.0	38.0	11.0	36.0	36.0
Total Split (%)	42.4%	42.4%	42.4%	42.4%	42.4%	15.3%	44.7%	12.9%	42.4%	42.4%
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)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag						Lag	Lead	Lag	Lead	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	23.9	23.9	23.9	23.9	23.9	48.7	42.3	44.4	38.4	38.4
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.28	0.57	0.50	0.52	0.45	0.45
v/c Ratio	0.32	0.20	0.25	0.06	0.76	0.26	0.50	0.23	0.31	0.01
Control Delay (s/veh)	28.7	22.5	5.0	19.9	35.0	11.5	17.5	13.6	16.9	0.0
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)	28.7	22.5	5.0	19.9	35.0	11.5	17.5	13.6	16.9	0.0
LOS	C	C	A	B	D	B	B	B	B	A
Approach Delay (s/veh)		15.2			34.3		16.6		16.3	
Approach LOS		B			C		B		B	

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay (s/veh): 19.6	Intersection LOS: B
Intersection Capacity Utilization 73.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: SR 85/92/S Glynn St & Grady Ave/Bradley Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	98	126	20	264	120	140	842	6	68	465	5
Future Volume (veh/h)	43	98	126	20	264	120	140	842	6	68	465	5
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	1781	1826	1900	1885	1841	1856	1856	1900	1752	1811	1604
Adj Flow Rate, veh/h	44	101	130	21	272	0	144	868	0	70	479	5
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, %	0	8	5	0	1	4	3	3	0	10	6	20
Cap, veh/h	178	384	333	281	406		752	1369		550	1255	496
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.00	0.24	0.39	0.00	0.22	0.36	0.36
Sat Flow, veh/h	1125	1781	1547	1168	1885	0	1767	3618	0	1668	3441	1359
Grp Volume(v), veh/h	44	101	130	21	272	0	144	868	0	70	479	5
Grp Sat Flow(s),veh/h/ln	1125	1781	1547	1168	1885	0	1767	1763	0	1668	1721	1359
Q Serve(g_s), s	3.2	4.0	6.1	1.3	11.2	0.0	0.0	17.0	0.0	0.0	8.7	0.2
Cycle Q Clear(g_c), s	14.4	4.0	6.1	5.3	11.2	0.0	0.0	17.0	0.0	0.0	8.7	0.2
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	178	384	333	281	406		752	1369		550	1255	496
V/C Ratio(X)	0.25	0.26	0.39	0.07	0.67		0.19	0.63		0.13	0.38	0.01
Avail Cap(c_a), veh/h	346	650	564	456	688		752	1369		550	1255	496
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	27.7	28.6	29.9	30.6	0.0	12.4	21.1	0.0	18.2	19.9	17.2
Incr Delay (d2), s/veh	0.7	0.4	0.7	0.1	1.9	0.0	0.1	2.2	0.0	0.1	0.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.7	2.2	0.4	5.1	0.0	1.4	6.7	0.0	0.9	3.3	0.1
Unsig. Movement Delay, s/veh						0.00			0.00			
LnGrp Delay(d), s/veh	37.9	28.1	29.3	30.0	32.5	0.0	12.5	23.3	0.0	18.3	20.8	17.3
LnGrp LOS	D	C	C	C	C	A	B	C	A	B	C	B
Approach Vol, veh/h		275			417			1018			554	
Approach Delay, s/veh		30.2			22.7			21.7			20.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.7	36.0		23.3	23.7	38.0		23.3				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	7.0	30.0		30.0	5.0	32.0		30.0				
Max Q Clear Time (g_c+I1), s	2.0	10.7		16.4	2.0	19.0		13.2				
Green Ext Time (p_c), s	0.1	2.7		0.9	0.0	4.5		1.4				

Intersection Summary		
HCM 7th Control Delay, s/veh	22.6	
HCM 7th LOS	C	

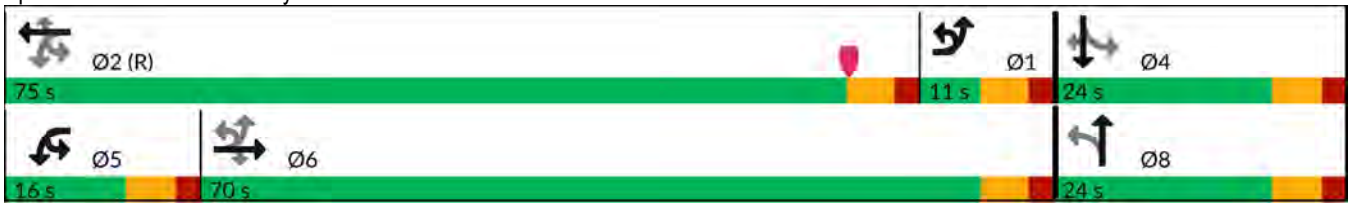
Notes

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

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	39	27	999	30	2	27	1480	10	9	0	26	1
Future Volume (vph)	39	27	999	30	2	27	1480	10	9	0	26	1
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases	1	1	6		5	5	2			8		4
Permitted Phases	6	6		6	2	2		2	8		4	
Detector Phase	1	1	6	6	5	5	2	2	8	8	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	12.0	12.0	5.0	5.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	24.0	24.0	16.0	16.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	11.0	11.0	70.0	70.0	16.0	16.0	75.0	75.0	24.0	24.0	24.0	24.0
Total Split (%)	10.0%	10.0%	63.6%	63.6%	14.5%	14.5%	68.2%	68.2%	21.8%	21.8%	21.8%	21.8%
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)		-1.0	-1.0	-1.0		-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	Max	Max	None	None	C-Max	C-Max	None	None	None	None
Act Effct Green (s)		86.0	87.0	87.0		84.6	85.6	85.6	9.2	9.2	9.2	9.2
Actuated g/C Ratio		0.78	0.79	0.79		0.77	0.78	0.78	0.08	0.08	0.08	0.08
v/c Ratio		0.28	0.41	0.03		0.08	0.62	0.01	0.08	0.01	0.24	0.01
Control Delay (s/veh)		9.3	7.0	0.7		5.0	8.4	0.0	47.1	0.0	51.7	45.0
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)		9.3	7.0	0.7		5.0	8.4	0.0	47.1	0.0	51.7	45.0
LOS		A	A	A		A	A	A	D	A	D	D
Approach Delay (s/veh)			7.0				8.3			36.2		23.6
Approach LOS			A				A			D		C

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 107 (97%), Referenced to phase 2:WBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay (s/veh): 8.2	Intersection LOS: A
Intersection Capacity Utilization 73.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Lafayette Ave & SR 54/W Lanier Ave





Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	33
Future Volume (vph)	33
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	24.0
Total Split (s)	24.0
Total Split (%)	21.8%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-1.0
Total Lost Time (s)	5.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	9.2
Actuated g/C Ratio	0.08
v/c Ratio	0.14
Control Delay (s/veh)	1.1
Queue Delay	0.0
Total Delay (s/veh)	1.1
LOS	A
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	39	27	999	30	2	27	1480	10	9	0	3	26
Future Volume (veh/h)	39	27	999	30	2	27	1480	10	9	0	3	26
Initial Q (Qb), veh		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
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
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1900	1826	1900		1900	1841	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h		30	1122	34		30	1663	11	10	0	3	29
Peak Hour Factor		0.89	0.89	0.89		0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %		0	5	0		0	4	0	0	0	0	0
Cap, veh/h		439	2637	1224		405	2226	1025	158	0	108	159
Arrive On Green		0.32	1.00	1.00		0.04	0.64	0.64	0.07	0.00	0.06	0.07
Sat Flow, veh/h		1810	3469	1610		1810	3497	1610	1391	0	1610	1436
Grp Volume(v), veh/h		30	1122	34		30	1663	11	10	0	3	29
Grp Sat Flow(s),veh/h/ln		1810	1735	1610		1810	1749	1610	1391	0	1610	1436
Q Serve(g_s), s		0.0	0.0	0.0		0.7	36.3	0.3	0.7	0.0	0.2	2.1
Cycle Q Clear(g_c), s		0.0	0.0	0.0		0.7	36.3	0.3	0.8	0.0	0.2	2.3
Prop In Lane		1.00		1.00		1.00		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		439	2637	1224		405	2226	1025	158	0	108	159
V/C Ratio(X)		0.07	0.43	0.03		0.07	0.75	0.01	0.06	0.00	0.03	0.18
Avail Cap(c_a), veh/h		439	2637	1224		520	2226	1025	305	0	278	311
HCM Platoon Ratio		2.00	2.00	2.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.42	0.42	0.42		1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		15.2	0.0	0.0		8.6	13.9	7.3	48.3	0.0	48.4	49.0
Incr Delay (d2), s/veh		0.0	0.2	0.0		0.1	2.3	0.0	0.2	0.0	0.1	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
%ile BackOfQ(50%),veh/ln		0.4	0.1	0.0		0.3	13.4	0.1	0.3	0.0	0.1	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		15.2	0.2	0.0		8.6	16.2	7.3	48.4	0.0	48.5	49.6
LnGrp LOS		B	A	A		A	B	A	D		D	D
Approach Vol, veh/h			1186				1704			13		
Approach Delay, s/veh			0.6				16.0			48.4		
Approach LOS			A				B			D		

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	22.6	75.0		12.4	9.0	88.6		12.4
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	5.0	69.0		18.0	10.0	64.0		18.0
Max Q Clear Time (g_c+I1), s	2.0	38.3		4.5	2.7	2.0		2.8
Green Ext Time (p_c), s	0.0	16.6		0.1	0.0	9.9		0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	10.8
HCM 7th LOS	B

Notes

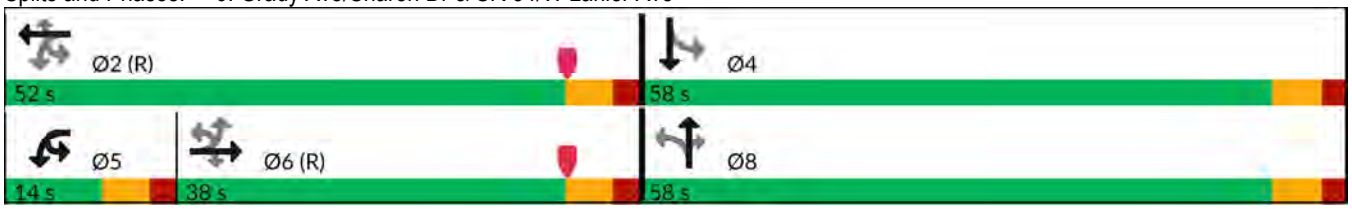
User approved ignoring U-Turning movement.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1	33
Future Volume (veh/h)	1	33
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1900	1856
Adj Flow Rate, veh/h	1	37
Peak Hour Factor	0.89	0.89
Percent Heavy Veh, %	0	3
Cap, veh/h	128	106
Arrive On Green	0.07	0.07
Sat Flow, veh/h	1900	1572
Grp Volume(v), veh/h	1	37
Grp Sat Flow(s),veh/h/ln	1900	1572
Q Serve(g_s), s	0.1	2.5
Cycle Q Clear(g_c), s	0.1	2.5
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	128	106
V/C Ratio(X)	0.01	0.35
Avail Cap(c_a), veh/h	328	272
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	47.9	49.0
Incr Delay (d2), s/veh	0.0	2.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	47.9	51.0
LnGrp LOS	D	D
Approach Vol, veh/h	67	
Approach Delay, s/veh	50.3	
Approach LOS	D	
Timer - Assigned Phs		

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	6	918	334	5	137	1381	10	505	5	160	8
Future Volume (vph)	1	6	918	334	5	137	1381	10	505	5	160	8
Turn Type	Perm	Perm	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	Perm
Protected Phases			6		5	5	2			8		
Permitted Phases	6	6		6	2	2		2	8		8	4
Detector Phase	6	6	6	6	5	5	2	2	8	8	8	4
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	12.0	5.0	5.0	12.0	12.0	10.0	10.0	10.0	7.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0	11.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	38.0	38.0	38.0	38.0	14.0	14.0	52.0	52.0	58.0	58.0	58.0	58.0
Total Split (%)	34.5%	34.5%	34.5%	34.5%	12.7%	12.7%	47.3%	47.3%	52.7%	52.7%	52.7%	52.7%
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)		-1.0	-1.0	-1.0		-1.0	-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Act Effct Green (s)		34.3	34.3	34.3		48.6	48.6	48.6		51.4	51.4	
Actuated g/C Ratio		0.31	0.31	0.31		0.44	0.44	0.44		0.47	0.47	
v/c Ratio		0.12	0.95	0.57		0.81	1.00	0.02		0.95	0.23	
Control Delay (s/veh)		33.3	56.3	13.9		44.8	47.2	10.8		54.3	3.1	
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		33.3	56.3	13.9		44.8	47.2	10.8		54.3	3.1	
LOS		C	E	B		D	D	B		D	A	
Approach Delay (s/veh)			44.9				46.8			42.1		
Approach LOS			D				D			D		

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay (s/veh): 45.0	Intersection LOS: D
Intersection Capacity Utilization 95.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 6: Grady Ave/Sharon Dr & SR 54/W Lanier Ave





Lane Group	SBT
Lane Configurations	
Traffic Volume (vph)	9
Future Volume (vph)	9
Turn Type	NA
Protected Phases	4
Permitted Phases	
Detector Phase	4
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	24.0
Total Split (s)	58.0
Total Split (%)	52.7%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-1.0
Total Lost Time (s)	5.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	51.4
Actuated g/C Ratio	0.47
v/c Ratio	0.04
Control Delay (s/veh)	12.3
Queue Delay	0.0
Total Delay (s/veh)	12.3
LOS	B
Approach Delay (s/veh)	12.3
Approach LOS	B

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	1	6	918	334	5	137	1381	10	505	5	160	8
Future Volume (veh/h)	1	6	918	334	5	137	1381	10	505	5	160	8
Initial Q (Qb), veh		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
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
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1900	1841	1826		1722	1856	1604	1841	1900	1781	1900
Adj Flow Rate, veh/h		7	1031	375		154	1552	11	567	6	180	9
Peak Hour Factor		0.89	0.89	0.89		0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %		0	4	5		12	3	20	4	0	8	0
Cap, veh/h		65	1049	464		202	1506	581	382	3	727	44
Arrive On Green		0.30	0.30	0.30		0.16	0.85	0.85	0.47	0.48	0.48	0.47
Sat Flow, veh/h		335	3497	1547		1640	3526	1359	657	7	1510	0
Grp Volume(v), veh/h		7	1031	375		154	1552	11	573	0	180	26
Grp Sat Flow(s),veh/h/ln		335	1749	1547		1640	1763	1359	664	0	1510	120
Q Serve(g_s), s		0.0	32.2	24.6		6.9	47.0	0.1	0.0	0.0	7.7	0.0
Cycle Q Clear(g_c), s		33.0	32.2	24.6		6.9	47.0	0.1	52.0	0.0	7.7	52.0
Prop In Lane		1.00		1.00		1.00		1.00	0.99		1.00	0.35
Lane Grp Cap(c), veh/h		65	1049	464		202	1506	581	379	0	727	101
V/C Ratio(X)		0.11	0.98	0.81		0.76	1.03	0.02	1.51	0.00	0.25	0.26
Avail Cap(c_a), veh/h		65	1049	464		202	1506	581	379	0	727	101
HCM Platoon Ratio		1.00	1.00	1.00		2.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		0.77	0.77	0.77	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		55.0	38.2	35.6		25.0	8.0	4.6	33.2	0.0	16.8	25.8
Incr Delay (d2), s/veh		3.3	23.9	14.0		12.3	28.6	0.0	243.9	0.0	0.2	1.3
Initial Q Delay(d3), s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.2	16.5	10.6		2.9	9.0	0.0	36.2	0.0	2.6	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		58.3	62.1	49.6		37.3	36.6	4.6	277.1	0.0	16.9	27.1
LnGrp LOS		E	E	D		D	F	A	F		B	C
Approach Vol, veh/h			1413				1717			753		
Approach Delay, s/veh			58.8				36.4			214.9		
Approach LOS			E				D			F		

Timer - Assigned Phs	2		4	5	6		8
Phs Duration (G+Y+Rc), s	52.0		58.0	14.0	38.0		58.0
Change Period (Y+Rc), s	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	46.0		52.0	8.0	32.0		52.0
Max Q Clear Time (g_c+I1), s	49.0		54.0	8.9	35.0		54.0
Green Ext Time (p_c), s	0.0		0.0	0.0	0.0		0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	78.8
HCM 7th LOS	E

Notes

User approved ignoring U-Turning movement.



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	9	6
Future Volume (veh/h)	9	6
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1737	1648
Adj Flow Rate, veh/h	10	7
Peak Hour Factor	0.89	0.89
Percent Heavy Veh, %	11	17
Cap, veh/h	42	16
Arrive On Green	0.48	0.47
Sat Flow, veh/h	88	32
Grp Volume(v), veh/h	0	0
Grp Sat Flow(s),veh/h/ln	0	0
Q Serve(g_s), s	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0
Prop In Lane		0.27
Lane Grp Cap(c), veh/h	0	0
V/C Ratio(X)	0.00	0.00
Avail Cap(c_a), veh/h	0	0
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	0.0	0.0
LnGrp LOS		
Approach Vol, veh/h	26	
Approach Delay, s/veh	27.1	
Approach LOS	C	
Timer - Assigned Phs		

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	107	111	86	570	292	152
Future Vol, veh/h	107	111	86	570	292	152
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	375	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	15	5	1	3	3	14
Mvmt Flow	132	137	106	704	360	188

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1019	454	548	0	-	0
Stage 1	454	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Critical Hdwy	6.825	6.275	4.115	-	-	-
Critical Hdwy Stg 1	5.625	-	-	-	-	-
Critical Hdwy Stg 2	6.025	-	-	-	-	-
Follow-up Hdwy	3.6425	3.3475	2.2095	-	-	-
Pot Cap-1 Maneuver	230	597	1025	-	-	-
Stage 1	606	-	-	-	-	-
Stage 2	505	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	200	597	1025	-	-	-
Mov Cap-2 Maneuver	200	-	-	-	-	-
Stage 1	528	-	-	-	-	-
Stage 2	505	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	32.21	1.93	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	472	-	200	597	-	-
HCM Lane V/C Ratio	0.104	-	0.66	0.229	-	-
HCM Ctrl Dly (s/v)	8.9	0.9	52.3	12.8	-	-
HCM Lane LOS	A	A	F	B	-	-
HCM 95th %tile Q(veh)	0.3	-	4	0.9	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	9	28	620	368	18
Future Vol, veh/h	13	9	28	620	368	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	31	44	0	1	2	22
Mvmt Flow	16	11	34	756	449	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1273	449	471	0	-	0
Stage 1	449	-	-	-	-	-
Stage 2	824	-	-	-	-	-
Critical Hdwy	6.71	6.64	4.1	-	-	-
Critical Hdwy Stg 1	5.71	-	-	-	-	-
Critical Hdwy Stg 2	5.71	-	-	-	-	-
Follow-up Hdwy	3.779	3.696	2.2	-	-	-
Pot Cap-1 Maneuver	161	531	1102	-	-	-
Stage 1	586	-	-	-	-	-
Stage 2	385	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	152	531	1102	-	-	-
Mov Cap-2 Maneuver	152	-	-	-	-	-
Stage 1	555	-	-	-	-	-
Stage 2	385	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	24.11	0.36	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	78	-	215	-	-
HCM Lane V/C Ratio	0.031	-	0.125	-	-
HCM Ctrl Dly (s/v)	8.4	0	24.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	7	1050	8	22	1338
Future Vol, veh/h	8	7	1050	8	22	1338
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	225	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	0	0	1
Mvmt Flow	8	7	1105	8	23	1408

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1860	557	0	0	1114	0
Stage 1	1109	-	-	-	-	-
Stage 2	751	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	66	479	-	-	635	-
Stage 1	281	-	-	-	-	-
Stage 2	432	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	64	479	-	-	635	-
Mov Cap-2 Maneuver	181	-	-	-	-	-
Stage 1	281	-	-	-	-	-
Stage 2	417	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	20.04	0	0.18
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	255	635	-
HCM Lane V/C Ratio	-	-	0.062	0.036	-
HCM Ctrl Dly (s/v)	-	-	20	10.9	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	121	8	4	945	964	393
Future Vol, veh/h	121	8	4	945	964	393
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	-	800	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	126	8	4	984	1004	409

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1709	707	1004	0	-	0
Stage 1	1209	-	-	-	-	-
Stage 2	501	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 84	382	698	-	-	-
Stage 1	249	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 83	382	698	-	-	-
Mov Cap-2 Maneuver	189	-	-	-	-	-
Stage 1	248	-	-	-	-	-
Stage 2	580	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	52.82	0.04	0
HCM LOS	F		

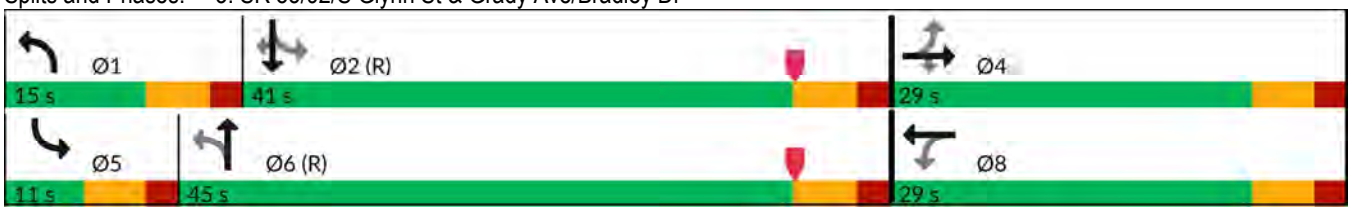
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	698	-	201	-	-
HCM Lane V/C Ratio	0.006	-	0.668	-	-
HCM Ctrl Dly (s/v)	10.2	-	52.8	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0	-	4.1	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	52	242	223	18	149	128	793	112	852	26
Future Volume (vph)	52	242	223	18	149	128	793	112	852	26
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4			8	1	6	5	2	
Permitted Phases	4		4	8		6		2		2
Detector Phase	4	4	4	8	8	1	6	5	2	2
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	12.0	5.0	12.0	12.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	11.0	24.0	11.0	24.0	24.0
Total Split (s)	29.0	29.0	29.0	29.0	29.0	15.0	45.0	11.0	41.0	41.0
Total Split (%)	34.1%	34.1%	34.1%	34.1%	34.1%	17.6%	52.9%	12.9%	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	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)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag						Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	18.1	18.1	18.1	18.1	18.1	53.9	46.6	50.8	43.2	43.2
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.21	0.63	0.55	0.60	0.51	0.51
v/c Ratio	0.35	0.63	0.48	0.12	0.64	0.33	0.45	0.28	0.50	0.03
Control Delay (s/veh)	33.1	37.0	10.2	26.3	32.7	8.2	13.9	8.1	16.1	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)	33.1	37.0	10.2	26.3	32.7	8.2	13.9	8.1	16.1	0.1
LOS	C	D	B	C	C	A	B	A	B	A
Approach Delay (s/veh)		25.0			32.3		13.2		14.8	
Approach LOS		C			C		B		B	

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 17.9	Intersection LOS: B
Intersection Capacity Utilization 69.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: SR 85/92/S Glynn St & Grady Ave/Bradley Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	242	223	18	149	95	128	793	20	112	852	26
Future Volume (veh/h)	52	242	223	18	149	95	128	793	20	112	852	26
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	1856	1900	1870	1900	1870	1885	1900
Adj Flow Rate, veh/h	55	257	237	19	159	0	136	844	0	119	906	28
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	3	0	2	0	2	1	0
Cap, veh/h	236	370	313	148	370		459	1997		482	2009	903
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.00	0.07	0.56	0.00	0.07	0.56	0.56
Sat Flow, veh/h	1247	1900	1610	917	1900	0	1810	3647	0	1781	3582	1610
Grp Volume(v), veh/h	55	257	237	19	159	0	136	844	0	119	906	28
Grp Sat Flow(s),veh/h/ln	1247	1900	1610	917	1900	0	1810	1777	0	1781	1791	1610
Q Serve(g_s), s	3.4	10.7	11.8	1.7	6.3	0.0	2.6	11.6	0.0	2.3	12.6	0.7
Cycle Q Clear(g_c), s	9.7	10.7	11.8	12.4	6.3	0.0	2.6	11.6	0.0	2.3	12.6	0.7
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	236	370	313	148	370		459	1997		482	2009	903
V/C Ratio(X)	0.23	0.70	0.76	0.13	0.43		0.30	0.42		0.25	0.45	0.03
Avail Cap(c_a), veh/h	345	536	455	228	536		549	1997		488	2009	903
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.4	31.9	32.3	37.7	30.1	0.0	7.5	10.7	0.0	7.3	11.0	8.3
Incr Delay (d2), s/veh	0.5	2.4	4.3	0.4	0.8	0.0	0.4	0.7	0.0	0.3	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	1.0	5.0	4.8	0.4	2.8	0.0	0.8	3.9	0.0	0.7	4.3	0.2
Unsig. Movement Delay, s/veh						0.00			0.00			
LnGrp Delay(d), s/veh	34.9	34.2	36.6	38.0	30.9	0.0	7.9	11.4	0.0	7.5	11.7	8.4
LnGrp LOS	C	C	D	D	C	A	A	B	A	A	B	A
Approach Vol, veh/h		549			279			1001			1053	
Approach Delay, s/veh		35.3			20.2			10.6			11.1	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.8	52.7		21.5	10.7	52.8		21.5				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	35.0		23.0	5.0	39.0		23.0				
Max Q Clear Time (g_c+I1), s	4.6	14.6		13.8	4.3	13.6		14.4				
Green Ext Time (p_c), s	0.1	5.9		1.7	0.0	5.7		0.5				

Intersection Summary		
HCM 7th Control Delay, s/veh		16.5
HCM 7th LOS		B

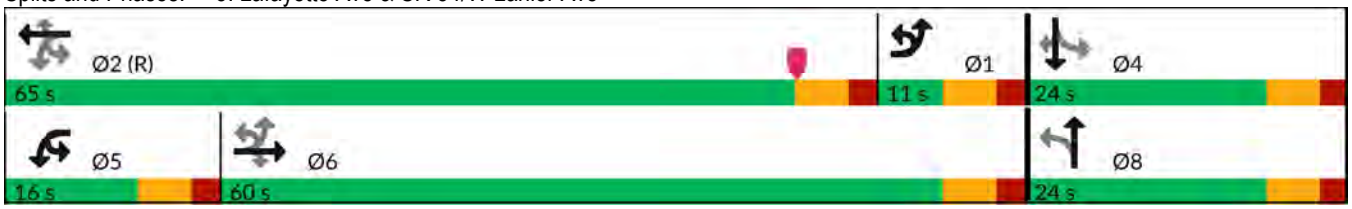
Notes

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

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	7	48	1124	7	3	9	1077	28	31	1	19	1
Future Volume (vph)	7	48	1124	7	3	9	1077	28	31	1	19	1
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases	1	1	6		5	5	2			8		4
Permitted Phases	6	6		6	2	2		2	8		4	
Detector Phase	1	1	6	6	5	5	2	2	8	8	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	12.0	12.0	5.0	5.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	24.0	24.0	16.0	16.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	11.0	11.0	60.0	60.0	16.0	16.0	65.0	65.0	24.0	24.0	24.0	24.0
Total Split (%)	11.0%	11.0%	60.0%	60.0%	16.0%	16.0%	65.0%	65.0%	24.0%	24.0%	24.0%	24.0%
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)		-1.0	-1.0	-1.0		-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	Max	Max	None	None	C-Max	C-Max	None	None	None	None
Act Effct Green (s)		83.4	85.4	85.4		77.1	78.1	78.1	9.3	9.3	9.3	9.3
Actuated g/C Ratio		0.83	0.85	0.85		0.77	0.78	0.78	0.09	0.09	0.09	0.09
v/c Ratio		0.13	0.40	0.01		0.04	0.42	0.02	0.25	0.14	0.16	0.01
Control Delay (s/veh)		4.7	3.3	0.0		5.3	5.9	0.0	46.3	18.3	43.8	40.0
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)		4.7	3.3	0.0		5.3	5.9	0.0	46.3	18.3	43.8	40.0
LOS		A	A	A		A	A	A	D	B	D	D
Approach Delay (s/veh)			3.4				5.8			34.5		17.6
Approach LOS			A				A			C		B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 95 (95%), Referenced to phase 2:WBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.42	
Intersection Signal Delay (s/veh): 5.5	Intersection LOS: A
Intersection Capacity Utilization 62.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: Lafayette Ave & SR 54/W Lanier Ave





Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	31
Future Volume (vph)	31
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	24.0
Total Split (s)	24.0
Total Split (%)	24.0%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-1.0
Total Lost Time (s)	5.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	9.3
Actuated g/C Ratio	0.09
v/c Ratio	0.12
Control Delay (s/veh)	0.8
Queue Delay	0.0
Total Delay (s/veh)	0.8
LOS	A
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	7	48	1124	7	3	9	1077	28	31	1	22	19
Future Volume (veh/h)	7	48	1124	7	3	9	1077	28	31	1	22	19
Initial Q (Qb), veh		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
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
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1900	1885	1900		1900	1885	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h		52	1222	8		10	1171	30	34	1	24	21
Peak Hour Factor		0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		0	1	0		0	1	0	0	0	0	0
Cap, veh/h		563	2689	1209		355	2149	966	179	5	120	160
Arrive On Green		0.35	1.00	1.00		0.02	0.60	0.60	0.08	0.08	0.07	0.08
Sat Flow, veh/h		1810	3582	1610		1810	3582	1610	1395	65	1555	1408
Grp Volume(v), veh/h		52	1222	8		10	1171	30	34	0	25	21
Grp Sat Flow(s),veh/h/ln		1810	1791	1610		1810	1791	1610	1395	0	1620	1408
Q Serve(g_s), s		0.0	0.0	0.0		0.2	19.4	0.8	2.3	0.0	1.5	1.4
Cycle Q Clear(g_c), s		0.0	0.0	0.0		0.2	19.4	0.8	2.4	0.0	1.5	2.9
Prop In Lane		1.00		1.00		1.00		1.00	1.00		0.96	1.00
Lane Grp Cap(c), veh/h		563	2689	1209		355	2149	966	179	0	125	160
V/C Ratio(X)		0.09	0.45	0.01		0.03	0.54	0.03	0.19	0.00	0.20	0.13
Avail Cap(c_a), veh/h		563	2689	1209		514	2149	966	336	0	308	319
HCM Platoon Ratio		2.00	2.00	2.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.75	0.75	0.75		1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		8.8	0.0	0.0		9.3	11.9	8.2	43.7	0.0	43.7	44.6
Incr Delay (d2), s/veh		0.1	0.4	0.0		0.0	1.0	0.1	0.5	0.0	0.8	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
%ile BackOfQ(50%),veh/ln		0.4	0.2	0.0		0.1	7.2	0.3	0.8	0.0	0.6	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		8.9	0.4	0.0		9.3	12.9	8.2	44.2	0.0	44.5	45.0
LnGrp LOS		A	A	A		A	B	A	D		D	D
Approach Vol, veh/h			1282				1211			59		
Approach Delay, s/veh			0.8				12.7			44.3		
Approach LOS			A				B			D		

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	22.3	65.0		12.7	7.2	80.1		12.7
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	5.0	59.0		18.0	10.0	54.0		18.0
Max Q Clear Time (g_c+I1), s	2.0	21.4		4.9	2.2	2.0		4.4
Green Ext Time (p_c), s	0.0	10.8		0.1	0.0	11.0		0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	8.3
HCM 7th LOS	A

Notes

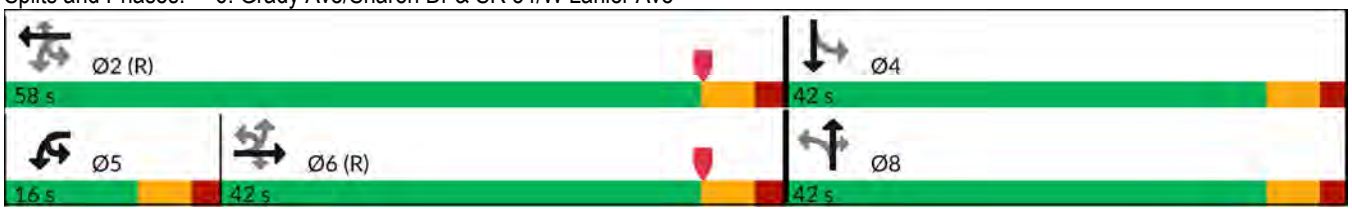
User approved ignoring U-Turning movement.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1	31
Future Volume (veh/h)	1	31
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1900	1856
Adj Flow Rate, veh/h	1	34
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	0	3
Cap, veh/h	147	121
Arrive On Green	0.08	0.08
Sat Flow, veh/h	1900	1572
Grp Volume(v), veh/h	1	34
Grp Sat Flow(s),veh/h/ln	1900	1572
Q Serve(g_s), s	0.0	2.0
Cycle Q Clear(g_c), s	0.0	2.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	147	121
V/C Ratio(X)	0.01	0.28
Avail Cap(c_a), veh/h	361	299
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	42.6	43.5
Incr Delay (d2), s/veh	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.8
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	42.6	44.8
LnGrp LOS	D	D
Approach Vol, veh/h	56	
Approach Delay, s/veh	44.8	
Approach LOS	D	
Timer - Assigned Phs		

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	6	1012	583	12	157	963	11	308	5	106	10
Future Volume (vph)	1	6	1012	583	12	157	963	11	308	5	106	10
Turn Type	Perm	Perm	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	Perm
Protected Phases			6		5	5	2			8		
Permitted Phases	6	6		6	2	2		2	8		8	4
Detector Phase	6	6	6	6	5	5	2	2	8	8	8	4
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	12.0	5.0	5.0	12.0	12.0	10.0	10.0	10.0	7.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0	11.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	42.0	42.0	42.0	42.0	16.0	16.0	58.0	58.0	42.0	42.0	42.0	42.0
Total Split (%)	42.0%	42.0%	42.0%	42.0%	16.0%	16.0%	58.0%	58.0%	42.0%	42.0%	42.0%	42.0%
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)		-1.0	-1.0	-1.0		-1.0	-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Act Effct Green (s)		44.7	44.7	44.7		60.2	60.2	60.2		29.8	29.8	
Actuated g/C Ratio		0.45	0.45	0.45		0.60	0.60	0.60		0.30	0.30	
v/c Ratio		0.03	0.66	0.61		0.56	0.47	0.01		0.81	0.21	
Control Delay (s/veh)		20.3	25.9	7.6		15.1	8.0	4.9		47.5	5.3	
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		20.3	25.9	7.6		15.1	8.0	4.9		47.5	5.3	
LOS		C	C	A		B	A	A		D	A	
Approach Delay (s/veh)			19.2				9.0			36.8		
Approach LOS			B				A			D		

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 17.9	Intersection LOS: B
Intersection Capacity Utilization 73.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 6: Grady Ave/Sharon Dr & SR 54/W Lanier Ave





Lane Group	SBT
Lane Configurations	
Traffic Volume (vph)	7
Future Volume (vph)	7
Turn Type	NA
Protected Phases	4
Permitted Phases	
Detector Phase	4
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	24.0
Total Split (s)	42.0
Total Split (%)	42.0%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-1.0
Total Lost Time (s)	5.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	29.8
Actuated g/C Ratio	0.30
v/c Ratio	0.05
Control Delay (s/veh)	18.3
Queue Delay	0.0
Total Delay (s/veh)	18.3
LOS	B
Approach Delay (s/veh)	18.3
Approach LOS	B

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	1	6	1012	583	12	157	963	11	308	5	106	10
Future Volume (veh/h)	1	6	1012	583	12	157	963	11	308	5	106	10
Initial Q (Qb), veh		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
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
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1900	1885	1900		1885	1885	1900	1900	1900	1811	1900
Adj Flow Rate, veh/h		6	1054	607		164	1003	11	321	5	110	10
Peak Hour Factor		0.96	0.96	0.96		0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %		0	1	0		1	1	0	0	0	6	0
Cap, veh/h		297	1428	642		263	1898	853	389	5	568	52
Arrive On Green		0.40	0.40	0.40		0.16	1.00	1.00	0.36	0.37	0.37	0.36
Sat Flow, veh/h		565	3582	1610		1795	3582	1610	860	13	1535	0
Grp Volume(v), veh/h		6	1054	607		164	1003	11	326	0	110	22
Grp Sat Flow(s),veh/h/ln		565	1791	1610		1795	1791	1610	873	0	1535	122
Q Serve(g_s), s		0.6	25.1	36.4		5.1	0.0	0.0	0.0	0.0	4.9	0.0
Cycle Q Clear(g_c), s		0.6	25.1	36.4		5.1	0.0	0.0	36.0	0.0	4.9	36.0
Prop In Lane		1.00		1.00		1.00		1.00	0.98		1.00	0.45
Lane Grp Cap(c), veh/h		297	1428	642		263	1898	853	386	0	568	96
V/C Ratio(X)		0.02	0.74	0.95		0.62	0.53	0.01	0.85	0.00	0.19	0.23
Avail Cap(c_a), veh/h		297	1428	642		314	1898	853	386	0	568	96
HCM Platoon Ratio		1.00	1.00	1.00		2.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		0.92	0.92	0.92	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		18.3	25.6	29.0		18.5	0.0	0.0	32.3	0.0	21.4	26.0
Incr Delay (d2), s/veh		0.1	3.4	24.4		2.6	1.0	0.0	15.7	0.0	0.2	1.2
Initial Q Delay(d3), s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.1	10.5	17.1		1.9	0.3	0.0	9.5	0.0	1.7	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		18.4	29.1	53.4		21.1	1.0	0.0	48.1	0.0	21.5	27.2
LnGrp LOS		B	C	D		C	A	A	D		C	C
Approach Vol, veh/h			1667				1178			436		
Approach Delay, s/veh			37.9				3.8			41.4		
Approach LOS			D				A			D		

Timer - Assigned Phs	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	58.0		42.0	13.1	44.9		42.0					
Change Period (Y+Rc), s	6.0		6.0	6.0	6.0		6.0					
Max Green Setting (Gmax), s	52.0		36.0	10.0	36.0		36.0					
Max Q Clear Time (g_c+I1), s	2.0		38.0	7.1	38.4		38.0					
Green Ext Time (p_c), s	8.1		0.0	0.1	0.0		0.0					

Intersection Summary	
HCM 7th Control Delay, s/veh	26.1
HCM 7th LOS	C

Notes
User approved ignoring U-Turning movement.



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	7	5
Future Volume (veh/h)	7	5
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1900	1900
Adj Flow Rate, veh/h	7	5
Peak Hour Factor	0.96	0.96
Percent Heavy Veh, %	0	0
Cap, veh/h	35	10
Arrive On Green	0.37	0.36
Sat Flow, veh/h	94	28
Grp Volume(v), veh/h	0	0
Grp Sat Flow(s),veh/h/ln	0	0
Q Serve(g_s), s	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0
Prop In Lane		0.23
Lane Grp Cap(c), veh/h	0	0
V/C Ratio(X)	0.00	0.00
Avail Cap(c_a), veh/h	0	0
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	0.0	0.0
LnGrp LOS		
Approach Vol, veh/h	22	
Approach Delay, s/veh	27.2	
Approach LOS	C	
Timer - Assigned Phs		

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	64	39	68	350	612	128
Future Vol, veh/h	64	39	68	350	612	128
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	375	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	3	0	0	0	1
Mvmt Flow	70	42	74	380	665	139

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1073	735	804	0	-	0
Stage 1	735	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Critical Hdwy	6.735	6.245	4.1	-	-	-
Critical Hdwy Stg 1	5.535	-	-	-	-	-
Critical Hdwy Stg 2	5.935	-	-	-	-	-
Follow-up Hdwy	3.5855	3.3285	2.2	-	-	-
Pot Cap-1 Maneuver	220	417	829	-	-	-
Stage 1	457	-	-	-	-	-
Stage 2	677	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	198	417	829	-	-	-
Mov Cap-2 Maneuver	198	-	-	-	-	-
Stage 1	412	-	-	-	-	-
Stage 2	677	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	25.9	2.18	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	586	-	198	417	-	-
HCM Lane V/C Ratio	0.089	-	0.352	0.102	-	-
HCM Ctrl Dly (s/v)	9.8	0.7	32.8	14.6	-	-
HCM Lane LOS	A	A	D	B	-	-
HCM 95th %tile Q(veh)	0.3	-	1.5	0.3	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	16	34	395	615	35
Future Vol, veh/h	19	16	34	395	615	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	50
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	0	0	0
Mvmt Flow	21	18	38	439	683	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1198	683	722	0	-	0
Stage 1	683	-	-	-	-	-
Stage 2	514	-	-	-	-	-
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	207	453	889	-	-	-
Stage 1	505	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	195	453	889	-	-	-
Mov Cap-2 Maneuver	195	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	604	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	20.98	0.73	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	143	-	264	-	-
HCM Lane V/C Ratio	0.042	-	0.147	-	-
HCM Ctrl Dly (s/v)	9.2	0	21	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Int Delay, s/veh	26.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	185	0	9	7	0	10	14	1167	9	5	736	27
Future Vol, veh/h	185	0	9	7	0	10	14	1167	9	5	736	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	200	-	-	225	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	0	6	0
Mvmt Flow	199	0	10	8	0	11	15	1255	10	5	791	29

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1474	2111	410	1696	2121	632	820	0	0	1265	0	0
Stage 1	817	817	-	1290	1290	-	-	-	-	-	-	-
Stage 2	658	1295	-	406	831	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 90	52	596	61	51	428	817	-	-	557	-	-
Stage 1	341	393	-	176	236	-	-	-	-	-	-	-
Stage 2	425	235	-	598	387	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 85	50	596	59	49	428	817	-	-	557	-	-
Mov Cap-2 Maneuver	~ 85	50	-	59	49	-	-	-	-	-	-	-
Stage 1	338	389	-	173	232	-	-	-	-	-	-	-
Stage 2	406	231	-	582	383	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	290.01	40.64	0.11	0.08
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	817	-	-	85	95	119	557	-	-
HCM Lane V/C Ratio	0.018	-	-	1.559	0.796	0.154	0.01	-	-
HCM Ctrl Dly (s/v)	9.5	-	-	$ 386.4	121.7	40.6	11.5	-	-
HCM Lane LOS	A	-	-	F	F	E	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	10.6	4.3	0.5	0	-	-

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

Intersection	
Int Delay, s/veh	7.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	14	0	0	41	0	194
Future Vol, veh/h	14	0	0	41	0	194
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	75	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	15	0	0	44	0	209

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	8
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	0	-	0	1079
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	1079
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

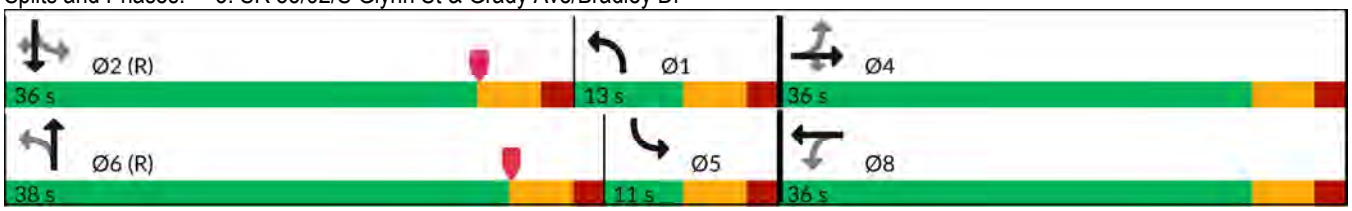
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.13
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	1079	-	-
HCM Lane V/C Ratio	0.193	-	-
HCM Ctrl Dly (s/v)	9.1	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.7	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	44	101	130	21	271	144	866	70	478	180
Future Volume (vph)	44	101	130	21	271	144	866	70	478	180
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4			8	1	6	5	2	
Permitted Phases	4		4	8		6		2		2
Detector Phase	4	4	4	8	8	1	6	5	2	2
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	12.0	5.0	12.0	12.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	11.0	24.0	11.0	24.0	24.0
Total Split (s)	36.0	36.0	36.0	36.0	36.0	13.0	38.0	11.0	36.0	36.0
Total Split (%)	42.4%	42.4%	42.4%	42.4%	42.4%	15.3%	44.7%	12.9%	42.4%	42.4%
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)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag						Lag	Lead	Lag	Lead	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	24.4	24.4	24.4	24.4	24.4	48.2	41.8	43.9	37.9	37.9
Actuated g/C Ratio	0.29	0.29	0.29	0.29	0.29	0.57	0.49	0.52	0.45	0.45
v/c Ratio	0.33	0.21	0.25	0.06	0.77	0.27	0.52	0.25	0.32	0.26
Control Delay (s/veh)	28.8	22.2	4.9	19.6	35.0	12.0	18.1	14.5	17.3	4.1
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)	28.8	22.2	4.9	19.6	35.0	12.0	18.1	14.5	17.3	4.1
LOS	C	C	A	B	C	B	B	B	B	A
Approach Delay (s/veh)		15.1			34.2		17.2		13.7	
Approach LOS		B			C		B		B	

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 18.8	Intersection LOS: B
Intersection Capacity Utilization 75.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: SR 85/92/S Glynn St & Grady Ave/Bradley Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	101	130	21	271	123	144	866	6	70	478	180
Future Volume (veh/h)	44	101	130	21	271	123	144	866	6	70	478	180
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	1781	1826	1900	1885	1841	1856	1856	1900	1752	1811	1604
Adj Flow Rate, veh/h	45	104	134	22	279	0	148	893	0	72	493	186
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, %	0	8	5	0	1	4	3	3	0	10	6	20
Cap, veh/h	179	392	340	284	415		702	1369		536	1255	496
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.00	0.24	0.39	0.00	0.22	0.36	0.36
Sat Flow, veh/h	1118	1781	1547	1160	1885	0	1767	3618	0	1668	3441	1359
Grp Volume(v), veh/h	45	104	134	22	279	0	148	893	0	72	493	186
Grp Sat Flow(s),veh/h/ln	1118	1781	1547	1160	1885	0	1767	1763	0	1668	1721	1359
Q Serve(g_s), s	3.3	4.1	6.3	1.4	11.5	0.0	0.0	17.6	0.0	0.0	9.0	8.6
Cycle Q Clear(g_c), s	14.8	4.1	6.3	5.5	11.5	0.0	0.0	17.6	0.0	0.0	9.0	8.6
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	179	392	340	284	415		702	1369		536	1255	496
V/C Ratio(X)	0.25	0.27	0.39	0.08	0.67		0.21	0.65		0.13	0.39	0.38
Avail Cap(c_a), veh/h	341	650	564	452	688		702	1369		536	1255	496
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.1	27.5	28.3	29.7	30.3	0.0	13.4	21.3	0.0	19.1	20.0	19.9
Incr Delay (d2), s/veh	0.7	0.4	0.7	0.1	1.9	0.0	0.1	2.4	0.0	0.1	0.9	2.2
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	1.7	2.3	0.4	5.2	0.0	1.6	7.0	0.0	0.9	3.4	2.8
Unsig. Movement Delay, s/veh						0.00			0.00			
LnGrp Delay(d), s/veh	37.8	27.8	29.0	29.8	32.2	0.0	13.5	23.7	0.0	19.2	20.9	22.0
LnGrp LOS	D	C	C	C	C	A	B	C	A	B	C	C
Approach Vol, veh/h		283			428			1047			751	
Approach Delay, s/veh		30.0			22.6			22.2			21.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.3	36.0		23.7	23.3	38.0		23.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	7.0	30.0		30.0	5.0	32.0		30.0				
Max Q Clear Time (g_c+I1), s	2.0	11.0		16.8	2.0	19.6		13.5				
Green Ext Time (p_c), s	0.1	3.5		0.9	0.0	4.5		1.4				

Intersection Summary		
HCM 7th Control Delay, s/veh		22.8
HCM 7th LOS		C

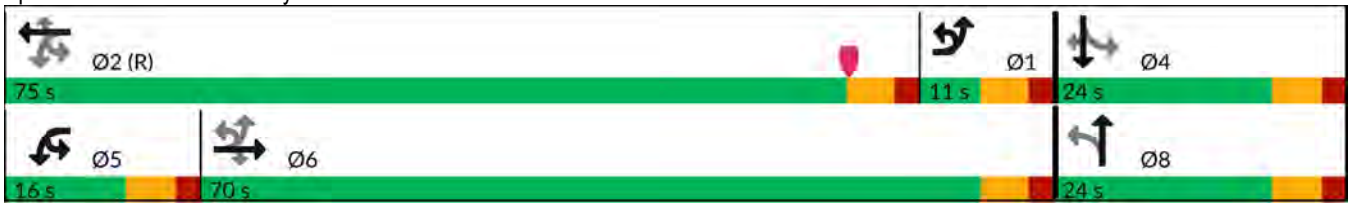
Notes

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

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	40	28	1027	31	2	28	1522	10	9	0	27	1
Future Volume (vph)	40	28	1027	31	2	28	1522	10	9	0	27	1
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases	1	1	6		5	5	2			8		4
Permitted Phases	6	6		6	2	2		2	8		4	
Detector Phase	1	1	6	6	5	5	2	2	8	8	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	12.0	12.0	5.0	5.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	24.0	24.0	16.0	16.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	11.0	11.0	70.0	70.0	16.0	16.0	75.0	75.0	24.0	24.0	24.0	24.0
Total Split (%)	10.0%	10.0%	63.6%	63.6%	14.5%	14.5%	68.2%	68.2%	21.8%	21.8%	21.8%	21.8%
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)		-1.0	-1.0	-1.0		-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	Max	Max	None	None	C-Max	C-Max	None	None	None	None
Act Effct Green (s)		85.9	86.9	86.9		84.5	85.5	85.5	9.3	9.3	9.3	9.3
Actuated g/C Ratio		0.78	0.79	0.79		0.77	0.78	0.78	0.08	0.08	0.08	0.08
v/c Ratio		0.30	0.42	0.03		0.09	0.63	0.01	0.08	0.01	0.25	0.01
Control Delay (s/veh)		9.8	7.6	0.7		5.0	8.7	0.0	47.0	0.0	51.7	45.0
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)		9.8	7.6	0.7		5.0	8.7	0.0	47.0	0.0	51.7	45.0
LOS		A	A	A		A	A	A	D	A	D	D
Approach Delay (s/veh)			7.6				8.6			36.2		23.7
Approach LOS			A				A			D		C

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 107 (97%), Referenced to phase 2:WBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay (s/veh): 8.6	Intersection LOS: A
Intersection Capacity Utilization 74.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Lafayette Ave & SR 54/W Lanier Ave





Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	34
Future Volume (vph)	34
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	24.0
Total Split (s)	24.0
Total Split (%)	21.8%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-1.0
Total Lost Time (s)	5.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	9.3
Actuated g/C Ratio	0.08
v/c Ratio	0.14
Control Delay (s/veh)	1.1
Queue Delay	0.0
Total Delay (s/veh)	1.1
LOS	A
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	40	28	1027	31	2	28	1522	10	9	0	3	27
Future Volume (veh/h)	40	28	1027	31	2	28	1522	10	9	0	3	27
Initial Q (Qb), veh		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
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
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1900	1826	1900		1900	1841	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h		31	1154	35		31	1710	11	10	0	3	30
Peak Hour Factor		0.89	0.89	0.89		0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %		0	5	0		0	4	0	0	0	0	0
Cap, veh/h		430	2634	1222		397	2226	1025	159	0	109	160
Arrive On Green		0.32	1.00	1.00		0.04	0.64	0.64	0.07	0.00	0.06	0.07
Sat Flow, veh/h		1810	3469	1610		1810	3497	1610	1390	0	1610	1436
Grp Volume(v), veh/h		31	1154	35		31	1710	11	10	0	3	30
Grp Sat Flow(s),veh/h/ln		1810	1735	1610		1810	1749	1610	1390	0	1610	1436
Q Serve(g_s), s		0.0	0.0	0.0		0.7	38.3	0.3	0.7	0.0	0.2	2.2
Cycle Q Clear(g_c), s		0.0	0.0	0.0		0.7	38.3	0.3	0.8	0.0	0.2	2.4
Prop In Lane		1.00		1.00		1.00		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		430	2634	1222		397	2226	1025	159	0	109	160
V/C Ratio(X)		0.07	0.44	0.03		0.08	0.77	0.01	0.06	0.00	0.03	0.19
Avail Cap(c_a), veh/h		430	2634	1222		512	2226	1025	305	0	278	311
HCM Platoon Ratio		2.00	2.00	2.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.34	0.34	0.34		1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		16.4	0.0	0.0		8.6	14.2	7.3	48.2	0.0	48.4	49.0
Incr Delay (d2), s/veh		0.0	0.2	0.0		0.1	2.6	0.0	0.2	0.0	0.1	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
%ile BackOfQ(50%),veh/ln		0.4	0.1	0.0		0.3	14.2	0.1	0.3	0.0	0.1	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		16.4	0.2	0.0		8.7	16.8	7.3	48.4	0.0	48.5	49.6
LnGrp LOS		B	A	A		A	B	A	D		D	D
Approach Vol, veh/h			1220				1752			13		
Approach Delay, s/veh			0.6				16.6			48.4		
Approach LOS			A				B			D		

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	22.6	75.0		12.4	9.1	88.5		12.4
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	5.0	69.0		18.0	10.0	64.0		18.0
Max Q Clear Time (g_c+I1), s	2.0	40.3		4.5	2.7	2.0		2.8
Green Ext Time (p_c), s	0.0	16.5		0.1	0.0	10.4		0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	11.1
HCM 7th LOS	B

Notes

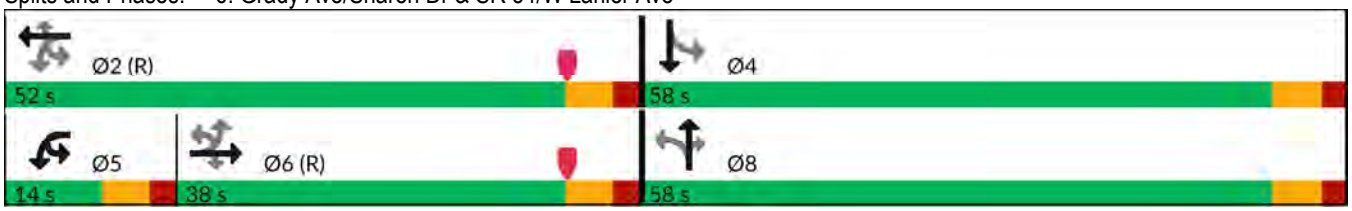
User approved ignoring U-Turning movement.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1	34
Future Volume (veh/h)	1	34
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1900	1856
Adj Flow Rate, veh/h	1	38
Peak Hour Factor	0.89	0.89
Percent Heavy Veh, %	0	3
Cap, veh/h	128	106
Arrive On Green	0.07	0.07
Sat Flow, veh/h	1900	1572
Grp Volume(v), veh/h	1	38
Grp Sat Flow(s),veh/h/ln	1900	1572
Q Serve(g_s), s	0.1	2.5
Cycle Q Clear(g_c), s	0.1	2.5
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	128	106
V/C Ratio(X)	0.01	0.36
Avail Cap(c_a), veh/h	328	272
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	47.8	49.0
Incr Delay (d2), s/veh	0.0	2.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.1
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	47.9	51.0
LnGrp LOS	D	D
Approach Vol, veh/h	69	
Approach Delay, s/veh	50.4	
Approach LOS	D	
Timer - Assigned Phs		

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	6	944	343	5	141	1420	10	519	5	165	8
Future Volume (vph)	1	6	944	343	5	141	1420	10	519	5	165	8
Turn Type	Perm	Perm	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	Perm
Protected Phases			6		5	5	2			8		
Permitted Phases	6	6		6	2	2		2	8		8	4
Detector Phase	6	6	6	6	5	5	2	2	8	8	8	4
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	12.0	5.0	5.0	12.0	12.0	10.0	10.0	10.0	7.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0	11.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	38.0	38.0	38.0	38.0	14.0	14.0	52.0	52.0	58.0	58.0	58.0	58.0
Total Split (%)	34.5%	34.5%	34.5%	34.5%	12.7%	12.7%	47.3%	47.3%	52.7%	52.7%	52.7%	52.7%
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)		-1.0	-1.0	-1.0		-1.0	-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Act Effct Green (s)		33.6	33.6	33.6		48.0	48.0	48.0		52.0	52.0	
Actuated g/C Ratio		0.31	0.31	0.31		0.44	0.44	0.44		0.47	0.47	
v/c Ratio		0.12	1.00	0.59		0.82	1.04	0.02		0.96	0.23	
Control Delay (s/veh)		33.3	66.5	14.8		46.8	58.9	10.7		57.2	3.1	
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		33.3	66.5	14.8		46.8	58.9	10.7		57.2	3.1	
LOS		C	E	B		D	E	B		E	A	
Approach Delay (s/veh)			52.6				57.4			44.3		
Approach LOS			D				E			D		

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay (s/veh): 52.9	Intersection LOS: D
Intersection Capacity Utilization 97.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 6: Grady Ave/Sharon Dr & SR 54/W Lanier Ave





Lane Group	SBT
Lane Configurations	
Traffic Volume (vph)	9
Future Volume (vph)	9
Turn Type	NA
Protected Phases	4
Permitted Phases	
Detector Phase	4
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	24.0
Total Split (s)	58.0
Total Split (%)	52.7%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-1.0
Total Lost Time (s)	5.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	52.0
Actuated g/C Ratio	0.47
v/c Ratio	0.04
Control Delay (s/veh)	12.7
Queue Delay	0.0
Total Delay (s/veh)	12.7
LOS	B
Approach Delay (s/veh)	12.7
Approach LOS	B

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	1	6	944	343	5	141	1420	10	519	5	165	8
Future Volume (veh/h)	1	6	944	343	5	141	1420	10	519	5	165	8
Initial Q (Qb), veh		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
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
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1900	1841	1826		1722	1856	1604	1841	1900	1781	1900
Adj Flow Rate, veh/h		7	1061	385		158	1596	11	583	6	185	9
Peak Hour Factor		0.89	0.89	0.89		0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %		0	4	5		12	3	20	4	0	8	0
Cap, veh/h		65	1049	464		200	1506	581	382	3	727	44
Arrive On Green		0.30	0.30	0.30		0.16	0.85	0.85	0.47	0.48	0.48	0.47
Sat Flow, veh/h		321	3497	1547		1640	3526	1359	657	7	1510	0
Grp Volume(v), veh/h		7	1061	385		158	1596	11	589	0	185	26
Grp Sat Flow(s),veh/h/ln		321	1749	1547		1640	1763	1359	664	0	1510	120
Q Serve(g_s), s		0.0	33.0	25.5		7.2	47.0	0.1	0.0	0.0	8.0	0.0
Cycle Q Clear(g_c), s		33.0	33.0	25.5		7.2	47.0	0.1	52.0	0.0	8.0	52.0
Prop In Lane		1.00		1.00		1.00		1.00	0.99		1.00	0.35
Lane Grp Cap(c), veh/h		65	1049	464		200	1506	581	379	0	727	101
V/C Ratio(X)		0.11	1.01	0.83		0.79	1.06	0.02	1.55	0.00	0.25	0.26
Avail Cap(c_a), veh/h		65	1049	464		200	1506	581	379	0	727	101
HCM Platoon Ratio		1.00	1.00	1.00		2.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		0.75	0.75	0.75	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		55.0	38.5	35.9		25.1	8.0	4.6	33.2	0.0	16.8	25.8
Incr Delay (d2), s/veh		3.3	30.6	15.7		14.9	38.0	0.0	262.4	0.0	0.2	1.3
Initial Q Delay(d3), s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.2	17.8	11.2		3.1	10.9	0.0	38.1	0.0	2.7	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		58.3	69.1	51.5		40.0	46.0	4.6	295.6	0.0	17.0	27.1
LnGrp LOS		E	F	D		D	F	A	F		B	C
Approach Vol, veh/h			1453				1765			774		
Approach Delay, s/veh			64.4				45.2			229.0		
Approach LOS			E				D			F		

Timer - Assigned Phs	2		4	5	6		8
Phs Duration (G+Y+Rc), s	52.0		58.0	14.0	38.0		58.0
Change Period (Y+Rc), s	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	46.0		52.0	8.0	32.0		52.0
Max Q Clear Time (g_c+I1), s	49.0		54.0	9.2	35.0		54.0
Green Ext Time (p_c), s	0.0		0.0	0.0	0.0		0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	87.4
HCM 7th LOS	F

Notes

User approved ignoring U-Turning movement.



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	9	6
Future Volume (veh/h)	9	6
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1737	1648
Adj Flow Rate, veh/h	10	7
Peak Hour Factor	0.89	0.89
Percent Heavy Veh, %	11	17
Cap, veh/h	42	16
Arrive On Green	0.48	0.47
Sat Flow, veh/h	88	32
Grp Volume(v), veh/h	0	0
Grp Sat Flow(s),veh/h/ln	0	0
Q Serve(g_s), s	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0
Prop In Lane		0.27
Lane Grp Cap(c), veh/h	0	0
V/C Ratio(X)	0.00	0.00
Avail Cap(c_a), veh/h	0	0
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	0.0	0.0
LnGrp LOS		
Approach Vol, veh/h	26	
Approach Delay, s/veh	27.1	
Approach LOS	C	
Timer - Assigned Phs		

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	110	114	88	586	300	156
Future Vol, veh/h	110	114	88	586	300	156
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	375	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	15	5	1	3	3	14
Mvmt Flow	136	141	109	723	370	193

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1046	467	563	0	-	0
Stage 1	467	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Critical Hdwy	6.825	6.275	4.115	-	-	-
Critical Hdwy Stg 1	5.625	-	-	-	-	-
Critical Hdwy Stg 2	6.025	-	-	-	-	-
Follow-up Hdwy	3.6425	3.3475	2.2095	-	-	-
Pot Cap-1 Maneuver	221	588	1013	-	-	-
Stage 1	598	-	-	-	-	-
Stage 2	496	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	191	588	1013	-	-	-
Mov Cap-2 Maneuver	191	-	-	-	-	-
Stage 1	518	-	-	-	-	-
Stage 2	496	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	36.16	1.98	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	470	-	191	588	-	-
HCM Lane V/C Ratio	0.107	-	0.711	0.239	-	-
HCM Ctrl Dly (s/v)	9	0.9	60.1	13	-	-
HCM Lane LOS	A	A	F	B	-	-
HCM 95th %tile Q(veh)	0.4	-	4.5	0.9	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	9	29	638	378	19
Future Vol, veh/h	13	9	29	638	378	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	31	44	0	1	2	22
Mvmt Flow	16	11	35	778	461	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1310	461	484	0	-	0
Stage 1	461	-	-	-	-	-
Stage 2	849	-	-	-	-	-
Critical Hdwy	6.71	6.64	4.1	-	-	-
Critical Hdwy Stg 1	5.71	-	-	-	-	-
Critical Hdwy Stg 2	5.71	-	-	-	-	-
Follow-up Hdwy	3.779	3.696	2.2	-	-	-
Pot Cap-1 Maneuver	153	522	1089	-	-	-
Stage 1	578	-	-	-	-	-
Stage 2	375	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	144	522	1089	-	-	-
Mov Cap-2 Maneuver	265	-	-	-	-	-
Stage 1	545	-	-	-	-	-
Stage 2	375	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.8	0.37	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	78	-	332	-	-
HCM Lane V/C Ratio	0.032	-	0.081	-	-
HCM Ctrl Dly (s/v)	8.4	0	16.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	47.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	124	0	8	8	0	7	13	1080	8	23	1376	26
Future Vol, veh/h	124	0	8	8	0	7	13	1080	8	23	1376	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	200	-	-	225	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	1	0
Mvmt Flow	129	0	8	8	0	7	14	1125	8	24	1433	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2084	2655	730	1921	2665	567	1460	0	0	1133	0	0
Stage 1	1495	1495	-	1156	1156	-	-	-	-	-	-	-
Stage 2	590	1160	-	765	1508	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 31	23	369	42	23	472	469	-	-	624	-	-
Stage 1	131	188	-	212	273	-	-	-	-	-	-	-
Stage 2	466	272	-	367	185	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 29	22	369	38	21	472	469	-	-	624	-	-
Mov Cap-2 Maneuver	~ 29	22	-	38	21	-	-	-	-	-	-	-
Stage 1	~ 126	181	-	206	265	-	-	-	-	-	-	-
Stage 2	446	264	-	345	178	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	$ 941.16	75.13	0.15	0.18
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	469	-	-	29	34	66	624	-	-
HCM Lane V/C Ratio	0.029	-	-	3	1.523	0.235	0.038	-	-
HCM Ctrl Dly (s/v)	12.9	-	-	$ 1190.1	$ 524	75.1	11	-	-
HCM Lane LOS	B	-	-	F	F	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	10.3	5.6	0.8	0.1	-	-

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

Intersection	
Int Delay, s/veh	5.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	35	0	0	39	0	132
Future Vol, veh/h	35	0	0	39	0	132
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	75	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	36	0	0	41	0	138

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	18
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	0	-	0	1062
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	1062
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

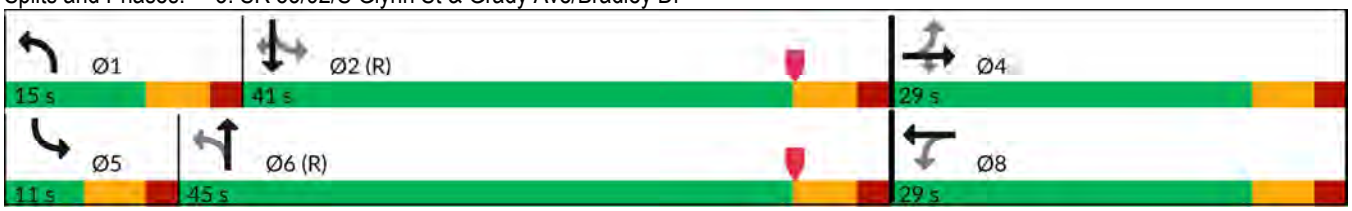
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	8.89
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	1062	-	-
HCM Lane V/C Ratio	0.129	-	-
HCM Ctrl Dly (s/v)	8.9	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	53	249	229	19	153	132	815	115	876	431
Future Volume (vph)	53	249	229	19	153	132	815	115	876	431
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4			8	1	6	5	2	
Permitted Phases	4		4	8		6		2		2
Detector Phase	4	4	4	8	8	1	6	5	2	2
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	12.0	5.0	12.0	12.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	11.0	24.0	11.0	24.0	24.0
Total Split (s)	29.0	29.0	29.0	29.0	29.0	15.0	45.0	11.0	41.0	41.0
Total Split (%)	34.1%	34.1%	34.1%	34.1%	34.1%	17.6%	52.9%	12.9%	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	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)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag						Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	18.5	18.5	18.5	18.5	18.5	53.8	46.4	50.1	42.7	42.7
Actuated g/C Ratio	0.22	0.22	0.22	0.22	0.22	0.63	0.55	0.59	0.50	0.50
v/c Ratio	0.35	0.64	0.49	0.13	0.64	0.35	0.46	0.30	0.52	0.44
Control Delay (s/veh)	32.9	36.8	11.0	26.2	32.4	8.7	14.2	8.6	16.7	3.1
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)	32.9	36.8	11.0	26.2	32.4	8.7	14.2	8.6	16.7	3.1
LOS	C	D	B	C	C	A	B	A	B	A
Approach Delay (s/veh)		25.3			32.0		13.5		11.9	
Approach LOS		C			C		B		B	

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 16.3	Intersection LOS: B
Intersection Capacity Utilization 70.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: SR 85/92/S Glynn St & Grady Ave/Bradley Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	249	229	19	153	98	132	815	21	115	876	431
Future Volume (veh/h)	53	249	229	19	153	98	132	815	21	115	876	431
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	1856	1900	1870	1900	1870	1885	1900
Adj Flow Rate, veh/h	56	265	244	20	163	0	140	867	0	122	932	459
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	3	0	2	0	2	1	0
Cap, veh/h	238	378	320	147	378		366	1981		469	1992	896
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.00	0.07	0.56	0.00	0.07	0.56	0.56
Sat Flow, veh/h	1242	1900	1610	905	1900	0	1810	3647	0	1781	3582	1610
Grp Volume(v), veh/h	56	265	244	20	163	0	140	867	0	122	932	459
Grp Sat Flow(s),veh/h/ln	1242	1900	1610	905	1900	0	1810	1777	0	1781	1791	1610
Q Serve(g_s), s	3.5	11.0	12.2	1.8	6.4	0.0	2.7	12.1	0.0	2.4	13.3	15.0
Cycle Q Clear(g_c), s	9.9	11.0	12.2	12.8	6.4	0.0	2.7	12.1	0.0	2.4	13.3	15.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	238	378	320	147	378		366	1981		469	1992	896
V/C Ratio(X)	0.23	0.70	0.76	0.14	0.43		0.38	0.44		0.26	0.47	0.51
Avail Cap(c_a), veh/h	342	536	455	223	536		456	1981		475	1992	896
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	31.7	32.1	37.7	29.8	0.0	8.1	11.0	0.0	7.5	11.3	11.7
Incr Delay (d2), s/veh	0.5	2.4	4.7	0.4	0.8	0.0	0.7	0.7	0.0	0.3	0.8	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	0.0
%ile BackOfQ(50%),veh/ln	1.1	5.1	5.0	0.4	2.9	0.0	0.9	4.2	0.0	0.7	4.6	5.0
Unsig. Movement Delay, s/veh						0.00			0.00			
LnGrp Delay(d), s/veh	34.7	34.1	36.9	38.1	30.6	0.0	8.7	11.7	0.0	7.8	12.1	13.8
LnGrp LOS	C	C	D	D	C	A	A	B	A	A	B	B
Approach Vol, veh/h		565			287			1029			1513	
Approach Delay, s/veh		35.3			20.0			11.1			12.3	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.8	52.3		21.9	10.7	52.4		21.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	35.0		23.0	5.0	39.0		23.0				
Max Q Clear Time (g_c+I1), s	4.7	17.0		14.2	4.4	14.1		14.8				
Green Ext Time (p_c), s	0.1	7.5		1.7	0.0	5.9		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	16.4
HCM 7th LOS	B

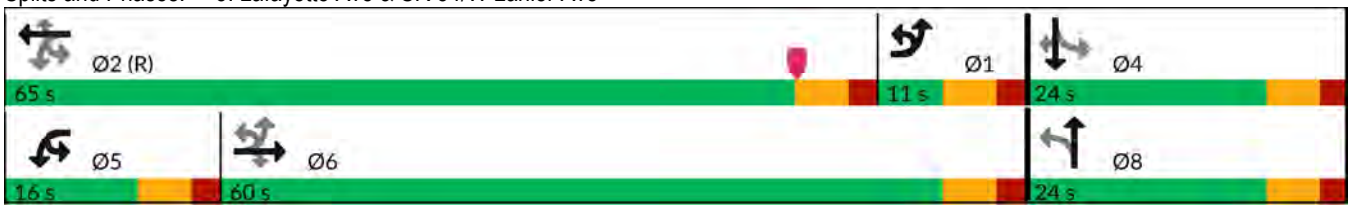
Notes

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

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	7	49	1156	7	3	9	1107	29	32	1	20	1
Future Volume (vph)	7	49	1156	7	3	9	1107	29	32	1	20	1
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases	1	1	6		5	5	2			8		4
Permitted Phases	6	6		6	2	2		2	8		4	
Detector Phase	1	1	6	6	5	5	2	2	8	8	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	12.0	12.0	5.0	5.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	24.0	24.0	16.0	16.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	11.0	11.0	60.0	60.0	16.0	16.0	65.0	65.0	24.0	24.0	24.0	24.0
Total Split (%)	11.0%	11.0%	60.0%	60.0%	16.0%	16.0%	65.0%	65.0%	24.0%	24.0%	24.0%	24.0%
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)		-1.0	-1.0	-1.0		-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	Max	Max	None	None	C-Max	C-Max	None	None	None	None
Act Effct Green (s)		80.8	81.8	81.8		74.4	75.4	75.4	9.4	9.4	9.4	9.4
Actuated g/C Ratio		0.81	0.82	0.82		0.74	0.75	0.75	0.09	0.09	0.09	0.09
v/c Ratio		0.15	0.43	0.01		0.04	0.45	0.03	0.26	0.15	0.17	0.01
Control Delay (s/veh)		5.2	4.0	0.0		5.3	6.9	0.0	46.4	18.1	44.0	40.0
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)		5.2	4.0	0.0		5.3	6.9	0.0	46.4	18.1	44.0	40.0
LOS		A	A	A		A	A	A	D	B	D	D
Approach Delay (s/veh)			4.0				6.7			34.4		17.9
Approach LOS			A				A			C		B

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 95 (95%), Referenced to phase 2:WBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay (s/veh): 6.2	Intersection LOS: A
Intersection Capacity Utilization 63.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: Lafayette Ave & SR 54/W Lanier Ave





Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	32
Future Volume (vph)	32
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	24.0
Total Split (s)	24.0
Total Split (%)	24.0%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-1.0
Total Lost Time (s)	5.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	9.4
Actuated g/C Ratio	0.09
v/c Ratio	0.12
Control Delay (s/veh)	0.8
Queue Delay	0.0
Total Delay (s/veh)	0.8
LOS	A
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	7	49	1156	7	3	9	1107	29	32	1	23	20
Future Volume (veh/h)	7	49	1156	7	3	9	1107	29	32	1	23	20
Initial Q (Qb), veh		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
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
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1900	1885	1900		1900	1885	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h		53	1257	8		10	1203	32	35	1	25	22
Peak Hour Factor		0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		0	1	0		0	1	0	0	0	0	0
Cap, veh/h		553	2688	1208		347	2149	966	179	5	121	160
Arrive On Green		0.35	1.00	1.00		0.02	0.60	0.60	0.08	0.08	0.07	0.08
Sat Flow, veh/h		1810	3582	1610		1810	3582	1610	1394	62	1557	1407
Grp Volume(v), veh/h		53	1257	8		10	1203	32	35	0	26	22
Grp Sat Flow(s),veh/h/ln		1810	1791	1610		1810	1791	1610	1394	0	1620	1407
Q Serve(g_s), s		0.0	0.0	0.0		0.2	20.2	0.8	2.4	0.0	1.5	1.5
Cycle Q Clear(g_c), s		0.0	0.0	0.0		0.2	20.2	0.8	2.4	0.0	1.5	3.0
Prop In Lane		1.00		1.00		1.00		1.00	1.00		0.96	1.00
Lane Grp Cap(c), veh/h		553	2688	1208		347	2149	966	179	0	125	160
V/C Ratio(X)		0.10	0.47	0.01		0.03	0.56	0.03	0.20	0.00	0.21	0.14
Avail Cap(c_a), veh/h		553	2688	1208		506	2149	966	336	0	308	318
HCM Platoon Ratio		2.00	2.00	2.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.72	0.72	0.72		1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		9.2	0.0	0.0		9.3	12.0	8.2	43.7	0.0	43.7	44.7
Incr Delay (d2), s/veh		0.1	0.4	0.0		0.0	1.1	0.1	0.5	0.0	0.8	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
%ile BackOfQ(50%),veh/ln		0.4	0.2	0.0		0.1	7.6	0.3	0.9	0.0	0.6	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		9.3	0.4	0.0		9.4	13.1	8.2	44.2	0.0	44.5	45.1
LnGrp LOS		A	A	A		A	B	A	D		D	D
Approach Vol, veh/h			1318				1245			61		
Approach Delay, s/veh			0.8				12.9			44.3		
Approach LOS			A				B			D		

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	22.3	65.0		12.7	7.2	80.0		12.7
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	5.0	59.0		18.0	10.0	54.0		18.0
Max Q Clear Time (g_c+I1), s	2.0	22.2		5.0	2.2	2.0		4.4
Green Ext Time (p_c), s	0.0	11.2		0.1	0.0	11.6		0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	8.4
HCM 7th LOS	A

Notes

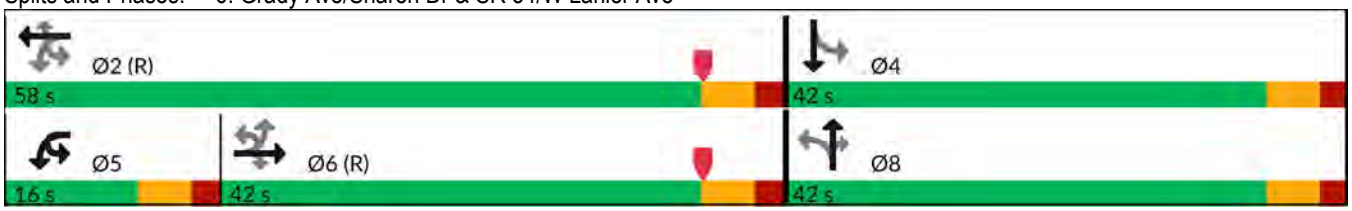
User approved ignoring U-Turning movement.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1	32
Future Volume (veh/h)	1	32
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1900	1856
Adj Flow Rate, veh/h	1	35
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	0	3
Cap, veh/h	147	122
Arrive On Green	0.08	0.08
Sat Flow, veh/h	1900	1572
Grp Volume(v), veh/h	1	35
Grp Sat Flow(s),veh/h/ln	1900	1572
Q Serve(g_s), s	0.0	2.1
Cycle Q Clear(g_c), s	0.0	2.1
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	147	122
V/C Ratio(X)	0.01	0.29
Avail Cap(c_a), veh/h	361	299
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	42.6	43.5
Incr Delay (d2), s/veh	0.0	1.3
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.9
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	42.6	44.8
LnGrp LOS	D	D
Approach Vol, veh/h	58	
Approach Delay, s/veh	44.9	
Approach LOS	D	
Timer - Assigned Phs		

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	6	1041	599	12	161	990	11	317	5	109	10
Future Volume (vph)	1	6	1041	599	12	161	990	11	317	5	109	10
Turn Type	Perm	Perm	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	Perm
Protected Phases			6		5	5	2			8		
Permitted Phases	6	6		6	2	2		2	8		8	4
Detector Phase	6	6	6	6	5	5	2	2	8	8	8	4
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	12.0	5.0	5.0	12.0	12.0	10.0	10.0	10.0	7.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0	11.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	42.0	42.0	42.0	42.0	16.0	16.0	58.0	58.0	42.0	42.0	42.0	42.0
Total Split (%)	42.0%	42.0%	42.0%	42.0%	16.0%	16.0%	58.0%	58.0%	42.0%	42.0%	42.0%	42.0%
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)		-1.0	-1.0	-1.0		-1.0	-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Act Effct Green (s)		44.2	44.2	44.2		59.7	59.7	59.7		30.3	30.3	
Actuated g/C Ratio		0.44	0.44	0.44		0.60	0.60	0.60		0.30	0.30	
v/c Ratio		0.03	0.69	0.63		0.60	0.48	0.01		0.82	0.21	
Control Delay (s/veh)		20.4	26.8	8.3		17.4	7.7	5.0		48.0	5.2	
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		20.4	26.8	8.3		17.4	7.7	5.0		48.0	5.2	
LOS		C	C	A		B	A	A		D	A	
Approach Delay (s/veh)			20.0				9.1			37.1		
Approach LOS			C				A			D		

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 18.3	Intersection LOS: B
Intersection Capacity Utilization 75.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 6: Grady Ave/Sharon Dr & SR 54/W Lanier Ave





Lane Group	SBT
Lane Configurations	
Traffic Volume (vph)	7
Future Volume (vph)	7
Turn Type	NA
Protected Phases	4
Permitted Phases	
Detector Phase	4
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	24.0
Total Split (s)	42.0
Total Split (%)	42.0%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-1.0
Total Lost Time (s)	5.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	30.3
Actuated g/C Ratio	0.30
v/c Ratio	0.05
Control Delay (s/veh)	18.1
Queue Delay	0.0
Total Delay (s/veh)	18.1
LOS	B
Approach Delay (s/veh)	18.1
Approach LOS	B

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	1	6	1041	599	12	161	990	11	317	5	109	10
Future Volume (veh/h)	1	6	1041	599	12	161	990	11	317	5	109	10
Initial Q (Qb), veh		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
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
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1900	1885	1900		1885	1885	1900	1900	1900	1811	1900
Adj Flow Rate, veh/h		6	1084	624		168	1031	11	330	5	114	10
Peak Hour Factor		0.96	0.96	0.96		0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %		0	1	0		1	1	0	0	0	6	0
Cap, veh/h		291	1423	640		260	1898	853	390	5	568	52
Arrive On Green		0.40	0.40	0.40		0.17	1.00	1.00	0.36	0.37	0.37	0.36
Sat Flow, veh/h		550	3582	1610		1795	3582	1610	860	13	1535	0
Grp Volume(v), veh/h		6	1084	624		168	1031	11	335	0	114	22
Grp Sat Flow(s),veh/h/ln		550	1791	1610		1795	1791	1610	873	0	1535	122
Q Serve(g_s), s		0.7	26.2	38.1		5.2	0.0	0.0	0.0	0.0	5.1	0.0
Cycle Q Clear(g_c), s		0.7	26.2	38.1		5.2	0.0	0.0	36.0	0.0	5.1	36.0
Prop In Lane		1.00		1.00		1.00		1.00	0.99		1.00	0.45
Lane Grp Cap(c), veh/h		291	1423	640		260	1898	853	386	0	568	96
V/C Ratio(X)		0.02	0.76	0.98		0.65	0.54	0.01	0.87	0.00	0.20	0.23
Avail Cap(c_a), veh/h		291	1423	640		309	1898	853	386	0	568	96
HCM Platoon Ratio		1.00	1.00	1.00		2.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		0.90	0.90	0.90	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		18.4	26.0	29.7		18.9	0.0	0.0	32.8	0.0	21.4	26.0
Incr Delay (d2), s/veh		0.1	3.9	30.1		3.2	1.0	0.0	18.6	0.0	0.2	1.2
Initial Q Delay(d3), s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.1	11.0	18.8		2.0	0.3	0.0	10.1	0.0	1.8	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		18.5	30.0	59.7		22.1	1.0	0.0	51.4	0.0	21.6	27.2
LnGrp LOS		B	C	E		C	A	A	D		C	C
Approach Vol, veh/h			1714				1210			449		
Approach Delay, s/veh			40.7				3.9			43.9		
Approach LOS			D				A			D		

Timer - Assigned Phs	2		4	5	6		8
Phs Duration (G+Y+Rc), s	58.0		42.0	13.3	44.7		42.0
Change Period (Y+Rc), s	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	52.0		36.0	10.0	36.0		36.0
Max Q Clear Time (g_c+I1), s	2.0		38.0	7.2	40.1		38.0
Green Ext Time (p_c), s	8.5		0.0	0.1	0.0		0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	27.9
HCM 7th LOS	C

Notes

User approved ignoring U-Turning movement.



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	7	5
Future Volume (veh/h)	7	5
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1900	1900
Adj Flow Rate, veh/h	7	5
Peak Hour Factor	0.96	0.96
Percent Heavy Veh, %	0	0
Cap, veh/h	35	10
Arrive On Green	0.37	0.36
Sat Flow, veh/h	94	28
Grp Volume(v), veh/h	0	0
Grp Sat Flow(s),veh/h/ln	0	0
Q Serve(g_s), s	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0
Prop In Lane		0.23
Lane Grp Cap(c), veh/h	0	0
V/C Ratio(X)	0.00	0.00
Avail Cap(c_a), veh/h	0	0
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	0.0	0.0
LnGrp LOS		
Approach Vol, veh/h	22	
Approach Delay, s/veh	27.2	
Approach LOS	C	
Timer - Assigned Phs		

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	66	40	70	360	629	132
Future Vol, veh/h	66	40	70	360	629	132
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	375	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	3	0	0	0	1
Mvmt Flow	72	43	76	391	684	143

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1103	755	827	0	-	0
Stage 1	755	-	-	-	-	-
Stage 2	348	-	-	-	-	-
Critical Hdwy	6.735	6.245	4.1	-	-	-
Critical Hdwy Stg 1	5.535	-	-	-	-	-
Critical Hdwy Stg 2	5.935	-	-	-	-	-
Follow-up Hdwy	3.5855	3.3285	2.2	-	-	-
Pot Cap-1 Maneuver	210	405	813	-	-	-
Stage 1	447	-	-	-	-	-
Stage 2	670	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	188	405	813	-	-	-
Mov Cap-2 Maneuver	188	-	-	-	-	-
Stage 1	400	-	-	-	-	-
Stage 2	670	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	27.75	2.24	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	586	-	188	405	-	-
HCM Lane V/C Ratio	0.094	-	0.382	0.107	-	-
HCM Ctrl Dly (s/v)	9.9	0.7	35.5	14.9	-	-
HCM Lane LOS	A	A	E	B	-	-
HCM 95th %tile Q(veh)	0.3	-	1.7	0.4	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	16	35	406	632	36
Future Vol, veh/h	20	16	35	406	632	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	50
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	0	0	0
Mvmt Flow	22	18	39	451	702	40

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1231	702	742	0	-	0
Stage 1	702	-	-	-	-	-
Stage 2	529	-	-	-	-	-
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	198	441	874	-	-	-
Stage 1	495	-	-	-	-	-
Stage 2	595	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	186	441	874	-	-	-
Mov Cap-2 Maneuver	321	-	-	-	-	-
Stage 1	466	-	-	-	-	-
Stage 2	595	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.05	0.74	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	143	-	366	-	-
HCM Lane V/C Ratio	0.044	-	0.109	-	-
HCM Ctrl Dly (s/v)	9.3	0	16.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	58.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	252	0	9	7	0	10	14	1167	9	5	736	72
Future Vol, veh/h	252	0	9	7	0	10	14	1167	9	5	736	72
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	200	-	-	225	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	0	6	0
Mvmt Flow	271	0	10	8	0	11	15	1255	10	5	791	77

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1498	2135	434	1696	2169	632	869	0	0	1265	0	0
Stage 1	841	841	-	1290	1290	-	-	-	-	-	-	-
Stage 2	658	1295	-	406	880	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 86	50	575	61	47	428	784	-	-	557	-	-
Stage 1	330	383	-	176	236	-	-	-	-	-	-	-
Stage 2	425	235	-	598	368	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 82	48	575	59	46	428	784	-	-	557	-	-
Mov Cap-2 Maneuver	~ 82	48	-	59	46	-	-	-	-	-	-	-
Stage 1	327	380	-	172	232	-	-	-	-	-	-	-
Stage 2	406	230	-	582	364	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	$ 507.58	40.69	0.11	0.07
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	784	-	-	82	89	119	557	-	-
HCM Lane V/C Ratio	0.019	-	-	2.215	1.124	0.154	0.01	-	-
HCM Ctrl Dly (s/v)	9.7	-	-	-$ 667.2	219.3	40.7	11.5	-	-
HCM Lane LOS	A	-	-	F	F	E	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	16.5	6.9	0.5	0	-	-

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

Intersection	
Int Delay, s/veh	5.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	81	0	0	86	0	194
Future Vol, veh/h	81	0	0	86	0	194
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	75	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	87	0	0	92	0	209

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	44
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	0	-	0	1024
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	1024
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

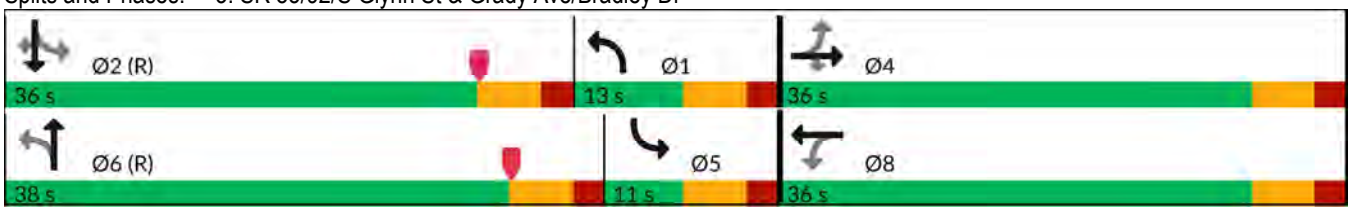
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.41
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	1024	-	-
HCM Lane V/C Ratio	0.204	-	-
HCM Ctrl Dly (s/v)	9.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.8	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	44	117	163	21	282	166	866	70	478	180
Future Volume (vph)	44	117	163	21	282	166	866	70	478	180
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4			8	1	6	5	2	
Permitted Phases	4		4	8		6		2		2
Detector Phase	4	4	4	8	8	1	6	5	2	2
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	12.0	5.0	12.0	12.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	11.0	24.0	11.0	24.0	24.0
Total Split (s)	36.0	36.0	36.0	36.0	36.0	13.0	38.0	11.0	36.0	36.0
Total Split (%)	42.4%	42.4%	42.4%	42.4%	42.4%	15.3%	44.7%	12.9%	42.4%	42.4%
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)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag						Lag	Lead	Lag	Lead	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	24.8	24.8	24.8	24.8	24.8	47.8	41.4	43.5	37.5	37.5
Actuated g/C Ratio	0.29	0.29	0.29	0.29	0.29	0.56	0.49	0.51	0.44	0.44
v/c Ratio	0.36	0.23	0.28	0.06	0.77	0.32	0.53	0.25	0.33	0.27
Control Delay (s/veh)	30.6	22.3	4.6	19.4	35.3	12.8	18.4	14.7	17.6	4.1
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)	30.6	22.3	4.6	19.4	35.3	12.8	18.4	14.7	17.6	4.1
LOS	C	C	A	B	D	B	B	B	B	A
Approach Delay (s/veh)		14.5			34.5		17.5		14.0	
Approach LOS		B			C		B		B	

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 19.0	Intersection LOS: B
Intersection Capacity Utilization 75.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: SR 85/92/S Glynn St & Grady Ave/Bradley Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	117	163	21	282	123	166	866	6	70	478	180
Future Volume (veh/h)	44	117	163	21	282	123	166	866	6	70	478	180
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	1841	1900	1900	1885	1841	1870	1856	1900	1752	1811	1604
Adj Flow Rate, veh/h	45	121	168	22	291	0	171	893	0	72	493	186
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	4	0	0	1	4	2	3	0	10	6	20
Cap, veh/h	178	423	370	279	433		689	1369		519	1255	496
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.00	0.23	0.39	0.00	0.21	0.36	0.36
Sat Flow, veh/h	1045	1841	1610	1107	1885	0	1781	3618	0	1668	3441	1359
Grp Volume(v), veh/h	45	121	168	22	291	0	171	893	0	72	493	186
Grp Sat Flow(s),veh/h/ln	1045	1841	1610	1107	1885	0	1781	1763	0	1668	1721	1359
Q Serve(g_s), s	3.5	4.6	7.6	1.4	11.9	0.0	0.0	17.6	0.0	0.0	9.0	8.6
Cycle Q Clear(g_c), s	15.4	4.6	7.6	6.0	11.9	0.0	0.0	17.6	0.0	0.0	9.0	8.6
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	178	423	370	279	433		689	1369		519	1255	496
V/C Ratio(X)	0.25	0.29	0.45	0.08	0.67		0.25	0.65		0.14	0.39	0.38
Avail Cap(c_a), veh/h	319	671	587	429	688		689	1369		519	1255	496
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	27.0	28.1	29.5	29.8	0.0	14.4	21.3	0.0	19.7	20.0	19.9
Incr Delay (d2), s/veh	0.7	0.4	0.9	0.1	1.8	0.0	0.2	2.4	0.0	0.1	0.9	2.2
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	2.0	2.9	0.4	5.4	0.0	1.9	7.0	0.0	1.0	3.4	2.8
Unsig. Movement Delay, s/veh						0.00			0.00			
LnGrp Delay(d), s/veh	37.6	27.4	29.0	29.6	31.6	0.0	14.6	23.7	0.0	19.8	20.9	22.0
LnGrp LOS	D	C	C	C	C	A	B	C	A	B	C	C
Approach Vol, veh/h		334			440			1070			751	
Approach Delay, s/veh		29.6			22.4			22.1			21.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.5	36.0		24.5	22.5	38.0		24.5				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	7.0	30.0		30.0	5.0	32.0		30.0				
Max Q Clear Time (g_c+I1), s	2.0	11.0		17.4	2.0	19.6		13.9				
Green Ext Time (p_c), s	0.2	3.5		1.1	0.0	4.5		1.5				

Intersection Summary		
HCM 7th Control Delay, s/veh		22.8
HCM 7th LOS		C

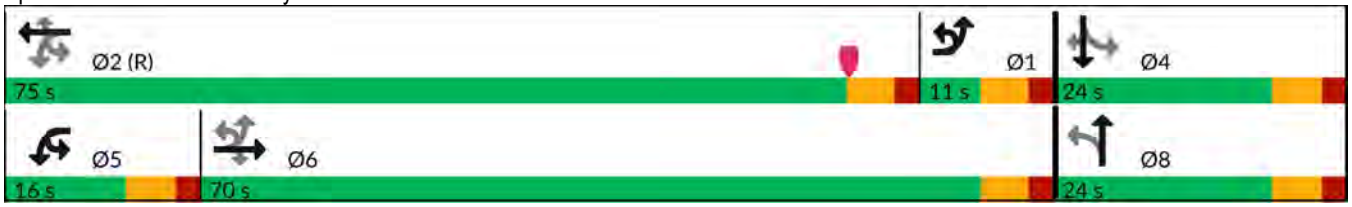
Notes

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

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	40	28	1063	35	2	65	1546	10	16	6	27	5
Future Volume (vph)	40	28	1063	35	2	65	1546	10	16	6	27	5
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases	1	1	6		5	5	2			8		4
Permitted Phases	6	6		6	2	2		2	8		4	
Detector Phase	1	1	6	6	5	5	2	2	8	8	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	12.0	12.0	5.0	5.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	24.0	24.0	16.0	16.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	11.0	11.0	70.0	70.0	16.0	16.0	75.0	75.0	24.0	24.0	24.0	24.0
Total Split (%)	10.0%	10.0%	63.6%	63.6%	14.5%	14.5%	68.2%	68.2%	21.8%	21.8%	21.8%	21.8%
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)		-1.0	-1.0	-1.0		-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	Max	Max	None	None	C-Max	C-Max	None	None	None	None
Act Effct Green (s)		82.7	83.7	83.7		84.4	85.4	85.4	9.4	9.4	9.4	9.4
Actuated g/C Ratio		0.75	0.76	0.76		0.77	0.78	0.78	0.09	0.09	0.09	0.09
v/c Ratio		0.31	0.45	0.03		0.20	0.64	0.01	0.15	0.36	0.26	0.04
Control Delay (s/veh)		10.5	8.4	0.8		5.8	9.0	0.0	48.5	18.8	52.2	45.4
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)		10.5	8.4	0.8		5.8	9.0	0.0	48.5	18.8	52.2	45.4
LOS		B	A	A		A	A	A	D	B	D	D
Approach Delay (s/veh)			8.3				8.8			24.7		25.4
Approach LOS			A				A			C		C

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 107 (97%), Referenced to phase 2:WBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 9.4	Intersection LOS: A
Intersection Capacity Utilization 75.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Lafayette Ave & SR 54/W Lanier Ave





Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	34
Future Volume (vph)	34
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	24.0
Total Split (s)	24.0
Total Split (%)	21.8%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-1.0
Total Lost Time (s)	5.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	9.4
Actuated g/C Ratio	0.09
v/c Ratio	0.14
Control Delay (s/veh)	1.1
Queue Delay	0.0
Total Delay (s/veh)	1.1
LOS	A
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	40	28	1063	35	2	65	1546	10	16	6	58	27
Future Volume (veh/h)	40	28	1063	35	2	65	1546	10	16	6	58	27
Initial Q (Qb), veh		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
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
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1900	1841	1900		1900	1841	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h		31	1194	39		73	1737	11	18	7	65	30
Peak Hour Factor		0.89	0.89	0.89		0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %		0	4	0		0	4	0	0	0	0	0
Cap, veh/h		381	2527	1164		404	2226	1025	188	15	135	132
Arrive On Green		0.27	1.00	1.00		0.05	0.64	0.64	0.09	0.09	0.08	0.09
Sat Flow, veh/h		1810	3497	1610		1810	3497	1610	1384	159	1476	1349
Grp Volume(v), veh/h		31	1194	39		73	1737	11	18	0	72	30
Grp Sat Flow(s),veh/h/ln		1810	1749	1610		1810	1749	1610	1384	0	1634	1349
Q Serve(g_s), s		0.0	0.0	0.0		1.8	39.5	0.3	1.3	0.0	4.6	2.4
Cycle Q Clear(g_c), s		0.0	0.0	0.0		1.8	39.5	0.3	1.6	0.0	4.6	7.0
Prop In Lane		1.00		1.00		1.00		1.00	1.00		0.90	1.00
Lane Grp Cap(c), veh/h		381	2527	1164		404	2226	1025	188	0	149	132
V/C Ratio(X)		0.08	0.47	0.03		0.18	0.78	0.01	0.10	0.00	0.48	0.23
Avail Cap(c_a), veh/h		381	2527	1164		495	2226	1025	301	0	282	242
HCM Platoon Ratio		2.00	2.00	2.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.33	0.33	0.33		1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		19.3	0.0	0.0		8.8	14.4	7.3	46.3	0.0	47.9	50.8
Incr Delay (d2), s/veh		0.0	0.2	0.0		0.2	2.8	0.0	0.2	0.0	2.4	0.9
Initial Q Delay(d3), s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.4	0.1	0.0		0.7	14.7	0.1	0.5	0.0	2.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		19.3	0.2	0.0		9.0	17.2	7.3	46.5	0.0	50.3	51.7
LnGrp LOS		B	A	A		A	B	A	D		D	D
Approach Vol, veh/h			1264				1821			90		
Approach Delay, s/veh			0.7				16.9			49.6		
Approach LOS			A				B			D		

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	20.0	75.0		15.0	10.5	84.5		15.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	5.0	69.0		18.0	10.0	64.0		18.0
Max Q Clear Time (g_c+I1), s	2.0	41.5		9.0	3.8	2.0		6.6
Green Ext Time (p_c), s	0.0	16.4		0.1	0.1	11.0		0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	12.2
HCM 7th LOS	B

Notes

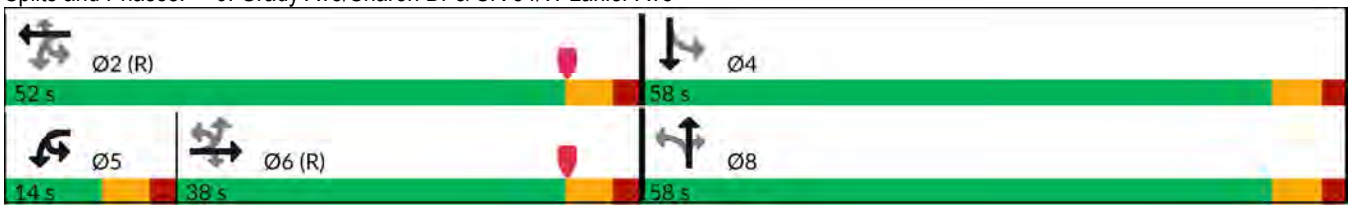
User approved ignoring U-Turning movement.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	5	34
Future Volume (veh/h)	5	34
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1900	1856
Adj Flow Rate, veh/h	6	38
Peak Hour Factor	0.89	0.89
Percent Heavy Veh, %	0	3
Cap, veh/h	174	144
Arrive On Green	0.09	0.09
Sat Flow, veh/h	1900	1572
Grp Volume(v), veh/h	6	38
Grp Sat Flow(s),veh/h/ln	1900	1572
Q Serve(g_s), s	0.3	2.5
Cycle Q Clear(g_c), s	0.3	2.5
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	174	144
V/C Ratio(X)	0.03	0.26
Avail Cap(c_a), veh/h	328	272
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	45.6	46.5
Incr Delay (d2), s/veh	0.1	1.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	45.6	47.5
LnGrp LOS	D	D
Approach Vol, veh/h	74	
Approach Delay, s/veh	49.1	
Approach LOS	D	
Timer - Assigned Phs		

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	6	948	403	5	165	1427	10	610	12	201	8
Future Volume (vph)	1	6	948	403	5	165	1427	10	610	12	201	8
Turn Type	Perm	Perm	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	Perm
Protected Phases			6		5	5	2			8		
Permitted Phases	6	6		6	2	2		2	8		8	4
Detector Phase	6	6	6	6	5	5	2	2	8	8	8	4
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	12.0	5.0	5.0	12.0	12.0	10.0	10.0	10.0	7.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0	11.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	38.0	38.0	38.0	38.0	14.0	14.0	52.0	52.0	58.0	58.0	58.0	58.0
Total Split (%)	34.5%	34.5%	34.5%	34.5%	12.7%	12.7%	47.3%	47.3%	52.7%	52.7%	52.7%	52.7%
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)		-1.0	-1.0	-1.0		-1.0	-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Act Effct Green (s)		33.0	33.0	33.0		47.0	47.0	47.0		53.0	53.0	
Actuated g/C Ratio		0.30	0.30	0.30		0.43	0.43	0.43		0.48	0.48	
v/c Ratio		0.12	1.02	0.67		0.98	1.07	0.02		1.11	0.27	
Control Delay (s/veh)		33.1	72.4	16.3		76.5	68.4	10.5		99.4	3.6	
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		33.1	72.4	16.3		76.5	68.4	10.5		99.4	3.6	
LOS		C	E	B		E	E	B		F	A	
Approach Delay (s/veh)			55.5				68.9			76.0		
Approach LOS			E				E			E		

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay (s/veh): 65.3	Intersection LOS: E
Intersection Capacity Utilization 103.0%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 6: Grady Ave/Sharon Dr & SR 54/W Lanier Ave





Lane Group	SBT
Lane Configurations	
Traffic Volume (vph)	13
Future Volume (vph)	13
Turn Type	NA
Protected Phases	4
Permitted Phases	
Detector Phase	4
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	24.0
Total Split (s)	58.0
Total Split (%)	52.7%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-1.0
Total Lost Time (s)	5.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	53.0
Actuated g/C Ratio	0.48
v/c Ratio	0.04
Control Delay (s/veh)	13.2
Queue Delay	0.0
Total Delay (s/veh)	13.2
LOS	B
Approach Delay (s/veh)	13.2
Approach LOS	B

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	1	6	948	403	5	165	1427	10	610	12	201	8
Future Volume (veh/h)	1	6	948	403	5	165	1427	10	610	12	201	8
Initial Q (Qb), veh		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
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
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1900	1841	1841		1737	1856	1604	1856	1900	1796	1900
Adj Flow Rate, veh/h		7	1065	453		185	1603	11	685	13	226	9
Peak Hour Factor		0.89	0.89	0.89		0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %		0	4	4		11	3	20	3	0	7	0
Cap, veh/h		65	1049	468		201	1506	581	331	5	733	42
Arrive On Green		0.30	0.30	0.30		0.16	0.85	0.85	0.47	0.48	0.48	0.47
Sat Flow, veh/h		318	3497	1560		1654	3526	1359	552	10	1522	0
Grp Volume(v), veh/h		7	1065	453		185	1603	11	698	0	226	31
Grp Sat Flow(s),veh/h/ln		318	1749	1560		1654	1763	1359	563	0	1522	161
Q Serve(g_s), s		0.0	33.0	31.5		8.7	47.0	0.1	0.0	0.0	9.9	0.0
Cycle Q Clear(g_c), s		33.0	33.0	31.5		8.7	47.0	0.1	52.0	0.0	9.9	52.0
Prop In Lane		1.00		1.00		1.00		1.00	0.98		1.00	0.29
Lane Grp Cap(c), veh/h		65	1049	468		201	1506	581	331	0	733	118
V/C Ratio(X)		0.11	1.02	0.97		0.92	1.06	0.02	2.11	0.00	0.31	0.26
Avail Cap(c_a), veh/h		65	1049	468		201	1506	581	331	0	733	118
HCM Platoon Ratio		1.00	1.00	1.00		2.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		0.74	0.74	0.74	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		55.0	38.5	38.0		25.5	8.0	4.6	33.8	0.0	17.3	25.4
Incr Delay (d2), s/veh		3.3	31.6	34.4		34.5	39.6	0.0	509.2	0.0	0.2	1.2
Initial Q Delay(d3), s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.2	18.0	15.8		4.7	11.3	0.0	56.0	0.0	3.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		58.3	70.1	72.3		60.0	47.6	4.6	543.0	0.0	17.6	26.5
LnGrp LOS		E	F	E		E	F	A	F		B	C
Approach Vol, veh/h			1525				1799			924		
Approach Delay, s/veh			70.7				48.6			414.5		
Approach LOS			E				D			F		

Timer - Assigned Phs	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	52.0		58.0	14.0	38.0		58.0					
Change Period (Y+Rc), s	6.0		6.0	6.0	6.0		6.0					
Max Green Setting (Gmax), s	46.0		52.0	8.0	32.0		52.0					
Max Q Clear Time (g_c+I1), s	49.0		54.0	10.7	35.0		54.0					
Green Ext Time (p_c), s	0.0		0.0	0.0	0.0		0.0					

Intersection Summary	
HCM 7th Control Delay, s/veh	135.3
HCM 7th LOS	F

Notes
User approved ignoring U-Turning movement.



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	13	6
Future Volume (veh/h)	13	6
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1781	1648
Adj Flow Rate, veh/h	15	7
Peak Hour Factor	0.89	0.89
Percent Heavy Veh, %	8	17
Cap, veh/h	60	18
Arrive On Green	0.48	0.47
Sat Flow, veh/h	125	36
Grp Volume(v), veh/h	0	0
Grp Sat Flow(s),veh/h/ln	0	0
Q Serve(g_s), s	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0
Prop In Lane		0.23
Lane Grp Cap(c), veh/h	0	0
V/C Ratio(X)	0.00	0.00
Avail Cap(c_a), veh/h	0	0
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	0.0	0.0
LnGrp LOS		
Approach Vol, veh/h	31	
Approach Delay, s/veh	26.5	
Approach LOS	C	
Timer - Assigned Phs		

Intersection	
Int Delay, s/veh	23.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	110	0	114	7	0	46	88	674	4	30	358	156
Future Vol, veh/h	110	0	114	7	0	46	88	674	4	30	358	156
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	375	-	-	-	140	-	100	160	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	15	0	5	0	0	0	1	2	0	0	3	14
Mvmt Flow	136	0	141	9	0	57	109	832	5	37	442	193

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1246	1662	538	1565	1758	416	635	0	0	832	0	0
Stage 1	612	612	-	1049	1049	-	-	-	-	-	-	-
Stage 2	633	1049	-	516	709	-	-	-	-	-	-	-
Critical Hdwy	7.525	6.5	6.275	7.3	6.5	6.9	4.115	-	-	4.1	-	-
Critical Hdwy Stg 1	6.325	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.725	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.6425	4	3.3475	3.5	4	3.3	2.2095	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 129	98	535	84	86	591	952	-	-	809	-	-
Stage 1	452	487	-	247	307	-	-	-	-	-	-	-
Stage 2	410	307	-	546	440	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 98	83	535	52	72	591	952	-	-	809	-	-
Mov Cap-2 Maneuver	~ 98	83	-	52	72	-	-	-	-	-	-	-
Stage 1	431	465	-	219	272	-	-	-	-	-	-	-
Stage 2	328	272	-	384	420	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	155.01	24.43	1.06	0.53
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	952	-	-	98	535	250	809	-	-
HCM Lane V/C Ratio	0.114	-	-	1.381	0.263	0.262	0.046	-	-
HCM Ctrl Dly (s/v)	9.3	-	-	$ 301	14.1	24.4	9.7	-	-
HCM Lane LOS	A	-	-	F	B	C	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	9.9	1	1	0.1	-	-

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

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	0	9	16	0	55	29	665	11	37	405	19
Future Vol, veh/h	13	0	9	16	0	55	29	665	11	37	405	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	215	-	100	160	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	31	0	44	0	0	0	0	1	0	0	2	22
Mvmt Flow	16	0	11	20	0	67	35	811	13	45	494	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1466	1479	494	1466	1489	811	517	0	0	824	0	0
Stage 1	584	584	-	882	882	-	-	-	-	-	-	-
Stage 2	882	895	-	584	607	-	-	-	-	-	-	-
Critical Hdwy	7.41	6.5	6.64	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.41	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.41	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.779	4	3.696	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	91	127	499	107	125	383	1059	-	-	815	-	-
Stage 1	450	501	-	344	367	-	-	-	-	-	-	-
Stage 2	304	362	-	501	489	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	69	116	499	96	114	383	1059	-	-	815	-	-
Mov Cap-2 Maneuver	69	116	-	96	114	-	-	-	-	-	-	-
Stage 1	425	473	-	332	355	-	-	-	-	-	-	-
Stage 2	242	350	-	463	462	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	49.96	30.09	0.35	0.78
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1059	-	-	106	228	815	-	-
HCM Lane V/C Ratio	0.033	-	-	0.252	0.379	0.055	-	-
HCM Ctrl Dly (s/v)	8.5	-	-	50	30.1	9.7	-	-
HCM Lane LOS	A	-	-	E	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	1.7	0.2	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	421	688	15	23	16
Future Vol, veh/h	10	421	688	15	23	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	215	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	3	1	0	0	0
Mvmt Flow	12	507	829	18	28	19

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	847	0	-	0	1360	829
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	531	-
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	799	-	-	-	165	374
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	594	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	799	-	-	-	163	374
Mov Cap-2 Maneuver	-	-	-	-	163	-
Stage 1	-	-	-	-	426	-
Stage 2	-	-	-	-	594	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.22	0	26.79
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	799	-	-	-	212
HCM Lane V/C Ratio	0.015	-	-	-	0.222
HCM Ctrl Dly (s/v)	9.6	-	-	-	26.8
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.8

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	23	15	55	36	9
Future Vol, veh/h	13	23	15	55	36	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	28	19	68	44	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	155	50	56	0	-	0
Stage 1	50	-	-	-	-	-
Stage 2	105	-	-	-	-	-
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	841	1024	1562	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	831	1024	1562	-	-	-
Mov Cap-2 Maneuver	831	-	-	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	924	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9	1.57	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	386	-	945	-	-
HCM Lane V/C Ratio	0.012	-	0.047	-	-
HCM Ctrl Dly (s/v)	7.3	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	28	15	28	42	23
Future Vol, veh/h	31	28	15	28	42	23
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	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	38	34	18	34	51	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	72	0	109	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	71	-
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	-	-	1541	-	894	1040
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	957	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1541	-	883	1040
Mov Cap-2 Maneuver	-	-	-	-	883	-
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	946	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.57	9.22
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	933	-	-	628	-
HCM Lane V/C Ratio	0.085	-	-	0.012	-
HCM Ctrl Dly (s/v)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	45	9	15	30	13	22
Future Vol, veh/h	45	9	15	30	13	22
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	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	54	11	18	36	16	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	65	0	132	60
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	72	-
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	-	-	1550	-	867	1012
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	956	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1550	-	857	1012
Mov Cap-2 Maneuver	-	-	-	-	857	-
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	944	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.45	8.97
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	948	-	-	600	-
HCM Lane V/C Ratio	0.044	-	-	0.012	-
HCM Ctrl Dly (s/v)	9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	16	751	6	11	468
Future Vol, veh/h	10	16	751	6	11	468
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	140	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	2	0	0	3
Mvmt Flow	12	20	916	7	13	571

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1513	458	0	0	923	0
Stage 1	916	-	-	-	-	-
Stage 2	598	-	-	-	-	-
Critical Hdwy	6.6	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	123	555	-	-	748	-
Stage 1	355	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	120	555	-	-	748	-
Mov Cap-2 Maneuver	248	-	-	-	-	-
Stage 1	355	-	-	-	-	-
Stage 2	543	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.46	0	0.23
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	376	748	-
HCM Lane V/C Ratio	-	-	0.084	0.018	-
HCM Ctrl Dly (s/v)	-	-	15.5	9.9	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Intersection	
Int Delay, s/veh	104.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	180	0	8	8	0	7	13	1080	8	23	1376	90
Future Vol, veh/h	180	0	8	8	0	7	13	1080	8	23	1376	90
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	200	-	-	225	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	1	0
Mvmt Flow	188	0	8	8	0	7	14	1125	8	24	1433	94

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2118	2689	764	1921	2731	567	1527	0	0	1133	0	0
Stage 1	1528	1528	-	1156	1156	-	-	-	-	-	-	-
Stage 2	590	1160	-	765	1575	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 29	22	351	42	21	472	442	-	-	624	-	-
Stage 1	~ 125	181	-	212	273	-	-	-	-	-	-	-
Stage 2	466	272	-	367	172	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 27	21	351	38	19	472	442	-	-	624	-	-
Mov Cap-2 Maneuver	~ 27	21	-	38	19	-	-	-	-	-	-	-
Stage 1	~ 120	174	-	206	265	-	-	-	-	-	-	-
Stage 2	445	264	-	344	165	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	$ 1549.74	75.38	0.16	0.17
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	442	-	-	27	30	66	624	-	-
HCM Lane V/C Ratio	0.031	-	-	4.625	2.336	0.236	0.038	-	-
HCM Ctrl Dly (s/v)	13.4	-	-	$ 1924.6	$ 888.3	75.4	11	-	-
HCM Lane LOS	B	-	-	F	F	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	15.3	8.3	0.8	0.1	-	-

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

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	91	0	0	103	0	132
Future Vol, veh/h	91	0	0	103	0	132
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	75	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	95	0	0	107	0	138

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	47
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	0	-	0	1018
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	1018
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

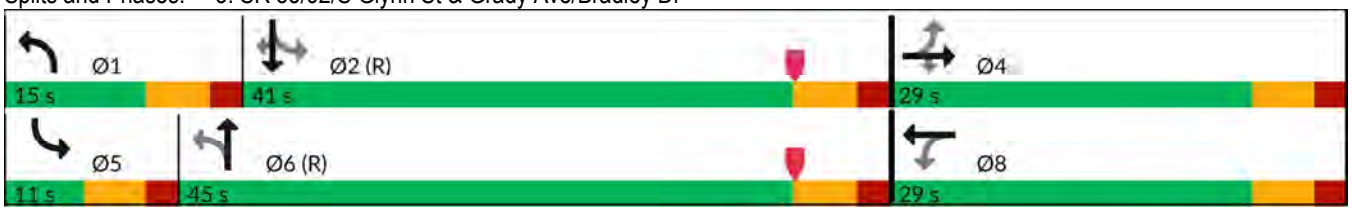
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.09
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	1018	-	-
HCM Lane V/C Ratio	0.135	-	-
HCM Ctrl Dly (s/v)	9.1	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	53	262	256	19	168	162	815	115	876	431
Future Volume (vph)	53	262	256	19	168	162	815	115	876	431
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4			8	1	6	5	2	
Permitted Phases	4		4	8		6		2		2
Detector Phase	4	4	4	8	8	1	6	5	2	2
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	12.0	5.0	12.0	12.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	11.0	24.0	11.0	24.0	24.0
Total Split (s)	29.0	29.0	29.0	29.0	29.0	15.0	45.0	11.0	41.0	41.0
Total Split (%)	34.1%	34.1%	34.1%	34.1%	34.1%	17.6%	52.9%	12.9%	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	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)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag						Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	19.0	19.0	19.0	19.0	19.0	53.8	46.1	49.1	41.8	41.8
Actuated g/C Ratio	0.22	0.22	0.22	0.22	0.22	0.63	0.54	0.58	0.49	0.49
v/c Ratio	0.37	0.66	0.54	0.13	0.67	0.43	0.46	0.30	0.53	0.45
Control Delay (s/veh)	33.4	37.1	13.3	26.1	33.8	9.8	14.4	8.8	17.4	3.2
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)	33.4	37.1	13.3	26.1	33.8	9.8	14.4	8.8	17.4	3.2
LOS	C	D	B	C	C	A	B	A	B	A
Approach Delay (s/veh)		26.1			33.3		13.7		12.4	
Approach LOS		C			C		B		B	

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay (s/veh): 17.0	Intersection LOS: B
Intersection Capacity Utilization 73.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: SR 85/92/S Glynn St & Grady Ave/Bradley Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	262	256	19	168	98	162	815	21	115	876	431
Future Volume (veh/h)	53	262	256	19	168	98	162	815	21	115	876	431
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	1856	1900	1870	1900	1870	1885	1900
Adj Flow Rate, veh/h	56	279	272	20	179	0	172	867	0	122	932	459
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	3	0	2	0	2	1	0
Cap, veh/h	248	408	346	154	408		369	1924		456	1905	856
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.00	0.08	0.54	0.00	0.07	0.53	0.53
Sat Flow, veh/h	1224	1900	1610	870	1900	0	1810	3647	0	1781	3582	1610
Grp Volume(v), veh/h	56	279	272	20	179	0	172	867	0	122	932	459
Grp Sat Flow(s),veh/h/ln	1224	1900	1610	870	1900	0	1810	1777	0	1781	1791	1610
Q Serve(g_s), s	3.5	11.5	13.6	1.8	6.9	0.0	3.5	12.6	0.0	2.5	14.0	15.9
Cycle Q Clear(g_c), s	10.5	11.5	13.6	13.3	6.9	0.0	3.5	12.6	0.0	2.5	14.0	15.9
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	248	408	346	154	408		369	1924		456	1905	856
V/C Ratio(X)	0.23	0.68	0.79	0.13	0.44		0.47	0.45		0.27	0.49	0.54
Avail Cap(c_a), veh/h	330	536	455	213	536		442	1924		462	1905	856
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.5	30.7	31.5	36.8	28.9	0.0	9.2	11.8	0.0	8.3	12.6	13.0
Incr Delay (d2), s/veh	0.5	2.3	6.6	0.4	0.7	0.0	0.9	0.8	0.0	0.3	0.9	2.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	5.3	5.7	0.4	3.1	0.0	1.2	4.4	0.0	0.8	4.9	5.4
Unsig. Movement Delay, s/veh						0.00			0.00			
LnGrp Delay(d), s/veh	33.9	33.0	38.1	37.2	29.7	0.0	10.2	12.6	0.0	8.7	13.5	15.4
LnGrp LOS	C	C	D	D	C	A	B	B	A	A	B	B
Approach Vol, veh/h		607			303			1061			1513	
Approach Delay, s/veh		35.4			20.0			11.9			13.7	
Approach LOS		D			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	50.2		23.3	10.7	51.0		23.3				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	35.0		23.0	5.0	39.0		23.0				
Max Q Clear Time (g_c+I1), s	5.5	17.9		15.6	4.5	14.6		15.3				
Green Ext Time (p_c), s	0.1	7.3		1.7	0.0	5.9		0.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	17.5
HCM 7th LOS	B

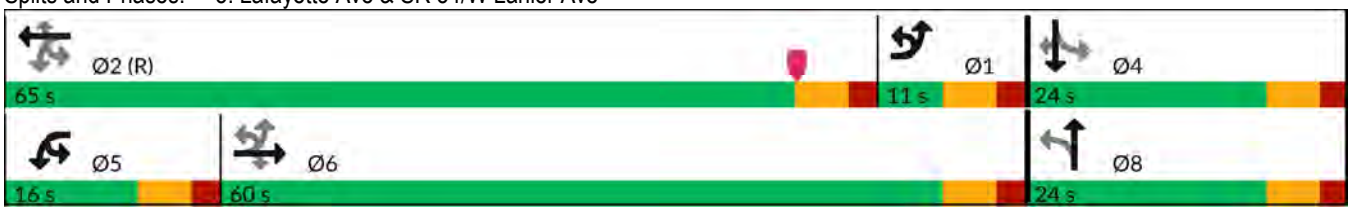
Notes

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

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	7	49	1185	13	3	61	1140	29	37	6	20	7
Future Volume (vph)	7	49	1185	13	3	61	1140	29	37	6	20	7
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases	1	1	6		5	5	2			8		4
Permitted Phases	6	6		6	2	2		2	8		4	
Detector Phase	1	1	6	6	5	5	2	2	8	8	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	12.0	12.0	5.0	5.0	10.0	10.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.0	11.0	24.0	24.0	16.0	16.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	11.0	11.0	60.0	60.0	16.0	16.0	65.0	65.0	24.0	24.0	24.0	24.0
Total Split (%)	11.0%	11.0%	60.0%	60.0%	16.0%	16.0%	65.0%	65.0%	24.0%	24.0%	24.0%	24.0%
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)		-1.0	-1.0	-1.0		-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	None	Max	Max	None	None	C-Max	C-Max	None	None	None	None
Act Effct Green (s)		72.5	73.5	73.5		74.2	75.2	75.2	9.6	9.6	9.6	9.6
Actuated g/C Ratio		0.73	0.74	0.74		0.74	0.75	0.75	0.10	0.10	0.10	0.10
v/c Ratio		0.16	0.49	0.01		0.21	0.46	0.03	0.29	0.36	0.17	0.04
Control Delay (s/veh)		6.8	5.8	0.0		6.6	7.2	0.0	46.9	16.3	43.7	40.1
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)		6.8	5.8	0.0		6.6	7.2	0.0	46.9	16.3	43.7	40.1
LOS		A	A	A		A	A	A	D	B	D	D
Approach Delay (s/veh)			5.8				7.0			26.4		20.2
Approach LOS			A				A			C		C

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 95 (95%), Referenced to phase 2:WBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay (s/veh): 7.5	Intersection LOS: A
Intersection Capacity Utilization 64.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Lafayette Ave & SR 54/W Lanier Ave





Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	32
Future Volume (vph)	32
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	24.0
Total Split (s)	24.0
Total Split (%)	24.0%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-1.0
Total Lost Time (s)	5.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	9.6
Actuated g/C Ratio	0.10
v/c Ratio	0.12
Control Delay (s/veh)	0.8
Queue Delay	0.0
Total Delay (s/veh)	0.8
LOS	A
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	7	49	1185	13	3	61	1140	29	37	6	68	20
Future Volume (veh/h)	7	49	1185	13	3	61	1140	29	37	6	68	20
Initial Q (Qb), veh		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
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
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1900	1885	1900		1900	1885	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h		53	1288	14		66	1239	32	40	7	74	22
Peak Hour Factor		0.92	0.92	0.92		0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		0	1	0		0	1	0	0	0	0	0
Cap, veh/h		513	2522	1134		380	2149	966	197	13	140	134
Arrive On Green		0.31	1.00	1.00		0.05	0.60	0.60	0.09	0.09	0.08	0.09
Sat Flow, veh/h		1810	3582	1610		1810	3582	1610	1385	141	1491	1338
Grp Volume(v), veh/h		53	1288	14		66	1239	32	40	0	81	22
Grp Sat Flow(s),veh/h/ln		1810	1791	1610		1810	1791	1610	1385	0	1632	1338
Q Serve(g_s), s		0.0	0.0	0.0		1.6	21.2	0.8	2.7	0.0	4.8	1.6
Cycle Q Clear(g_c), s		0.0	0.0	0.0		1.6	21.2	0.8	3.1	0.0	4.8	6.4
Prop In Lane		1.00		1.00		1.00		1.00	1.00		0.91	1.00
Lane Grp Cap(c), veh/h		513	2522	1134		380	2149	966	197	0	153	134
V/C Ratio(X)		0.10	0.51	0.01		0.17	0.58	0.03	0.20	0.00	0.53	0.16
Avail Cap(c_a), veh/h		513	2522	1134		485	2149	966	330	0	310	263
HCM Platoon Ratio		2.00	2.00	2.00		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
Uniform Delay (d), s/veh		10.6	0.0	0.0		9.6	12.2	8.2	42.6	0.0	43.6	46.2
Incr Delay (d2), s/veh		0.1	0.5	0.0		0.2	1.1	0.1	0.5	0.0	2.8	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
%ile BackOfQ(50%),veh/ln		0.5	0.2	0.0		0.6	7.9	0.3	1.0	0.0	2.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		10.7	0.5	0.0		9.8	13.4	8.2	43.1	0.0	46.4	46.8
LnGrp LOS		B	A	A		A	B	A	D		D	D
Approach Vol, veh/h			1355				1337			121		
Approach Delay, s/veh			0.9				13.1			45.4		
Approach LOS			A				B			D		

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	20.6	65.0		14.4	10.2	75.4		14.4
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	5.0	59.0		18.0	10.0	54.0		18.0
Max Q Clear Time (g_c+I1), s	2.0	23.2		8.4	3.6	2.0		6.8
Green Ext Time (p_c), s	0.0	11.6		0.1	0.1	12.1		0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	9.4
HCM 7th LOS	A

Notes

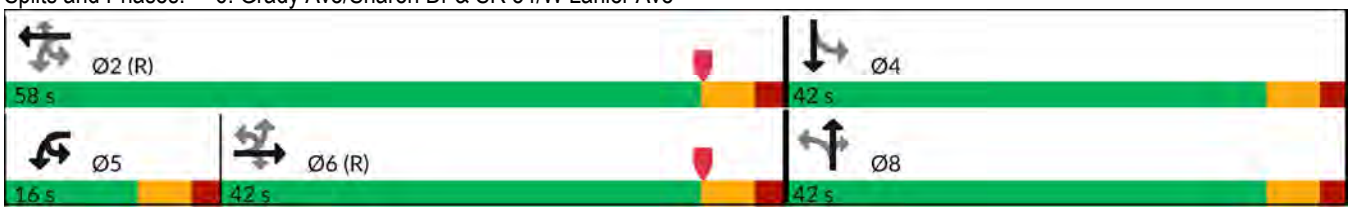
User approved ignoring U-Turning movement.

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	7	32
Future Volume (veh/h)	7	32
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1900	1856
Adj Flow Rate, veh/h	8	35
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	0	3
Cap, veh/h	178	148
Arrive On Green	0.09	0.09
Sat Flow, veh/h	1900	1572
Grp Volume(v), veh/h	8	35
Grp Sat Flow(s),veh/h/ln	1900	1572
Q Serve(g_s), s	0.4	2.1
Cycle Q Clear(g_c), s	0.4	2.1
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	178	148
V/C Ratio(X)	0.04	0.24
Avail Cap(c_a), veh/h	361	299
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	41.2	42.0
Incr Delay (d2), s/veh	0.1	0.8
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.8
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	41.3	42.8
LnGrp LOS	D	D
Approach Vol, veh/h	65	
Approach Delay, s/veh	44.0	
Approach LOS	D	
Timer - Assigned Phs		

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	6	1047	684	12	194	995	11	391	10	138	10
Future Volume (vph)	1	6	1047	684	12	194	995	11	391	10	138	10
Turn Type	Perm	Perm	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	Perm
Protected Phases			6		5	5	2			8		
Permitted Phases	6	6		6	2	2		2	8		8	4
Detector Phase	6	6	6	6	5	5	2	2	8	8	8	4
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	12.0	5.0	5.0	12.0	12.0	10.0	10.0	10.0	7.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0	11.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	42.0	42.0	42.0	42.0	16.0	16.0	58.0	58.0	42.0	42.0	42.0	42.0
Total Split (%)	42.0%	42.0%	42.0%	42.0%	16.0%	16.0%	58.0%	58.0%	42.0%	42.0%	42.0%	42.0%
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)		-1.0	-1.0	-1.0		-1.0	-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Act Effct Green (s)		39.7	39.7	39.7		55.6	55.6	55.6		34.4	34.4	
Actuated g/C Ratio		0.40	0.40	0.40		0.56	0.56	0.56		0.34	0.34	
v/c Ratio		0.03	0.77	0.73		0.78	0.52	0.01		0.90	0.23	
Control Delay (s/veh)		21.0	31.5	10.5		36.1	9.7	5.3		54.8	4.6	
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		21.0	31.5	10.5		36.1	9.7	5.3		54.8	4.6	
LOS		C	C	B		D	A	A		D	A	
Approach Delay (s/veh)			23.2				14.2			41.9		
Approach LOS			C				B			D		

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay (s/veh): 22.9	Intersection LOS: C
Intersection Capacity Utilization 81.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 6: Grady Ave/Sharon Dr & SR 54/W Lanier Ave





Lane Group	SBT
Lane Configurations	
Traffic Volume (vph)	13
Future Volume (vph)	13
Turn Type	NA
Protected Phases	4
Permitted Phases	
Detector Phase	4
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	24.0
Total Split (s)	42.0
Total Split (%)	42.0%
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	-1.0
Total Lost Time (s)	5.0
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	34.4
Actuated g/C Ratio	0.34
v/c Ratio	0.05
Control Delay (s/veh)	18.1
Queue Delay	0.0
Total Delay (s/veh)	18.1
LOS	B
Approach Delay (s/veh)	18.1
Approach LOS	B

Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	1	6	1047	684	12	194	995	11	391	10	138	10
Future Volume (veh/h)	1	6	1047	684	12	194	995	11	391	10	138	10
Initial Q (Qb), veh		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
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
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1900	1885	1900		1885	1885	1900	1900	1900	1841	1900
Adj Flow Rate, veh/h		6	1091	712		202	1036	11	407	10	144	10
Peak Hour Factor		0.96	0.96	0.96		0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %		0	1	0		1	1	0	0	0	4	0
Cap, veh/h		283	1377	619		274	1898	853	315	6	577	48
Arrive On Green		0.38	0.38	0.38		0.19	1.00	1.00	0.36	0.37	0.37	0.36
Sat Flow, veh/h		547	3582	1610		1795	3582	1610	659	16	1560	0
Grp Volume(v), veh/h		6	1091	712		202	1036	11	417	0	144	29
Grp Sat Flow(s),veh/h/ln		547	1791	1610		1795	1791	1610	675	0	1560	194
Q Serve(g_s), s		0.7	27.0	38.5		6.5	0.0	0.0	0.0	0.0	6.4	0.0
Cycle Q Clear(g_c), s		0.7	27.0	38.5		6.5	0.0	0.0	36.0	0.0	6.4	36.0
Prop In Lane		1.00		1.00		1.00		1.00	0.98		1.00	0.34
Lane Grp Cap(c), veh/h		283	1377	619		274	1898	853	314	0	577	118
V/C Ratio(X)		0.02	0.79	1.15		0.74	0.55	0.01	1.33	0.00	0.25	0.24
Avail Cap(c_a), veh/h		283	1377	619		300	1898	853	314	0	577	118
HCM Platoon Ratio		1.00	1.00	1.00		2.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		0.89	0.89	0.89	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh		19.1	27.2	30.8		19.1	0.0	0.0	35.7	0.0	21.9	25.6
Incr Delay (d2), s/veh		0.1	4.7	85.1		7.6	1.0	0.0	167.5	0.0	0.2	1.1
Initial Q Delay(d3), s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.1	11.5	28.2		2.6	0.3	0.0	22.5	0.0	2.3	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		19.3	32.0	115.9		26.7	1.0	0.0	203.2	0.0	22.1	26.6
LnGrp LOS		B	C	F		C	A	A	F		C	C
Approach Vol, veh/h			1809				1249			561		
Approach Delay, s/veh			64.9				5.2			156.7		
Approach LOS			E				A			F		

Timer - Assigned Phs	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	58.0		42.0	14.5	43.5		42.0					
Change Period (Y+Rc), s	6.0		6.0	6.0	6.0		6.0					
Max Green Setting (Gmax), s	52.0		36.0	10.0	36.0		36.0					
Max Q Clear Time (g_c+I1), s	2.0		38.0	8.5	40.5		38.0					
Green Ext Time (p_c), s	8.5		0.0	0.1	0.0		0.0					

Intersection Summary	
HCM 7th Control Delay, s/veh	58.3
HCM 7th LOS	E

Notes
User approved ignoring U-Turning movement.



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	13	5
Future Volume (veh/h)	13	5
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1900	1900
Adj Flow Rate, veh/h	14	5
Peak Hour Factor	0.96	0.96
Percent Heavy Veh, %	0	0
Cap, veh/h	60	12
Arrive On Green	0.37	0.36
Sat Flow, veh/h	161	34
Grp Volume(v), veh/h	0	0
Grp Sat Flow(s),veh/h/ln	0	0
Q Serve(g_s), s	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0
Prop In Lane		0.17
Lane Grp Cap(c), veh/h	0	0
V/C Ratio(X)	0.00	0.00
Avail Cap(c_a), veh/h	0	0
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	0.0	0.0
LnGrp LOS		
Approach Vol, veh/h	29	
Approach Delay, s/veh	26.6	
Approach LOS	C	
Timer - Assigned Phs		

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	66	0	40	16	0	48	70	422	16	53	701	132
Future Vol, veh/h	66	0	40	16	0	48	70	422	16	53	701	132
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	375	-	-	-	140	-	100	160	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	9	0	3	0	0	0	0	0	0	0	0	1
Mvmt Flow	72	0	43	17	0	52	76	459	17	58	762	143

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1330	1560	834	1488	1632	229	905	0	0	459	0	0
Stage 1	949	949	-	611	611	-	-	-	-	-	-	-
Stage 2	382	611	-	877	1021	-	-	-	-	-	-	-
Critical Hdwy	7.435	6.5	6.245	7.3	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.235	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.635	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5855	4	3.3285	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	116	113	365	95	102	779	760	-	-	1113	-	-
Stage 1	300	342	-	453	488	-	-	-	-	-	-	-
Stage 2	597	488	-	346	316	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	92	97	365	72	87	779	760	-	-	1113	-	-
Mov Cap-2 Maneuver	92	97	-	72	87	-	-	-	-	-	-	-
Stage 1	285	324	-	407	439	-	-	-	-	-	-	-
Stage 2	502	439	-	289	300	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	81.2	28.08	1.41	0.5
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	760	-	-	92	365	224	1113	-	-
HCM Lane V/C Ratio	0.1	-	-	0.776	0.119	0.31	0.052	-	-
HCM Ctrl Dly (s/v)	10.3	-	-	120.6	16.2	28.1	8.4	-	-
HCM Lane LOS	B	-	-	F	C	D	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	4.1	0.4	1.3	0.2	-	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	0	16	28	0	60	35	420	29	66	646	36
Future Vol, veh/h	20	0	16	28	0	60	35	420	29	66	646	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	215	-	100	160	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	22	0	18	31	0	67	39	467	32	73	718	40

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1409	1441	718	1409	1449	467	758	0	0	499	0	0
Stage 1	864	864	-	544	544	-	-	-	-	-	-	-
Stage 2	544	577	-	864	904	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	117	134	433	117	132	600	862	-	-	1076	-	-
Stage 1	351	374	-	527	522	-	-	-	-	-	-	-
Stage 2	527	505	-	351	358	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	93	119	433	100	118	600	862	-	-	1076	-	-
Mov Cap-2 Maneuver	93	119	-	100	118	-	-	-	-	-	-	-
Stage 1	328	348	-	503	499	-	-	-	-	-	-	-
Stage 2	447	482	-	314	334	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	39.81	31.4	0.68	0.76
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	862	-	-	143	232	1076	-	-
HCM Lane V/C Ratio	0.045	-	-	0.281	0.422	0.068	-	-
HCM Ctrl Dly (s/v)	9.4	-	-	39.8	31.4	8.6	-	-
HCM Lane LOS	A	-	-	E	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.1	2	0.2	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	665	461	31	30	24
Future Vol, veh/h	25	665	461	31	30	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	215	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	28	747	518	35	34	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	553	0	-	0	1321	518
Stage 1	-	-	-	-	518	-
Stage 2	-	-	-	-	803	-
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	1027	-	-	-	174	562
Stage 1	-	-	-	-	602	-
Stage 2	-	-	-	-	444	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1027	-	-	-	170	562
Mov Cap-2 Maneuver	-	-	-	-	170	-
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	444	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.31	0	24.37
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1027	-	-	-	246
HCM Lane V/C Ratio	0.027	-	-	-	0.247
HCM Ctrl Dly (s/v)	8.6	-	-	-	24.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	19	21	45	52	12
Future Vol, veh/h	11	19	21	45	52	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	12	21	23	49	57	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	158	63	70	0	-	0
Stage 1	63	-	-	-	-	-
Stage 2	95	-	-	-	-	-
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	838	1007	1544	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	934	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	826	1007	1544	-	-	-
Mov Cap-2 Maneuver	826	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	934	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9	2.34	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	573	-	932	-	-
HCM Lane V/C Ratio	0.015	-	0.035	-	-
HCM Ctrl Dly (s/v)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	31	40	21	32	34	19
Future Vol, veh/h	31	40	21	32	34	19
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	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	34	44	23	36	38	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	79	0	117	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	82	-
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	-	884	1044
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	946	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1532	-	870	1044
Mov Cap-2 Maneuver	-	-	-	-	870	-
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	931	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.93	9.15
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	926	-	-	713	-
HCM Lane V/C Ratio	0.064	-	-	0.015	-
HCM Ctrl Dly (s/v)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	37	12	21	43	11	19
Future Vol, veh/h	37	12	21	43	11	19
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	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	42	13	24	48	12	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	55	0	144	48
Stage 1	-	-	-	-	48	-
Stage 2	-	-	-	-	96	-
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	-	-	1563	-	853	1026
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	933	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1563	-	840	1026
Mov Cap-2 Maneuver	-	-	-	-	840	-
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	919	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.41	8.93
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	949	-	-	591	-
HCM Lane V/C Ratio	0.036	-	-	0.015	-
HCM Ctrl Dly (s/v)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	13	494	9	15	741
Future Vol, veh/h	8	13	494	9	15	741
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	140	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	14	543	10	16	814

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1390	271	0	0	553	0
Stage 1	543	-	-	-	-	-
Stage 2	847	-	-	-	-	-
Critical Hdwy	6.6	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	147	732	-	-	1027	-
Stage 1	552	-	-	-	-	-
Stage 2	424	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	144	732	-	-	1027	-
Mov Cap-2 Maneuver	281	-	-	-	-	-
Stage 1	552	-	-	-	-	-
Stage 2	417	-	-	-	-	-

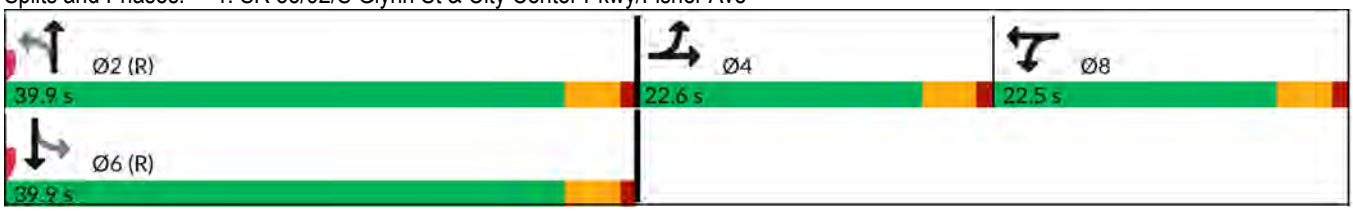
Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.35	0	0.17
HCM LOS	B		

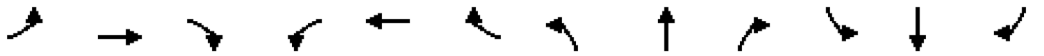
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	454	1027	-
HCM Lane V/C Ratio	-	-	0.051	0.016	-
HCM Ctrl Dly (s/v)	-	-	13.4	8.6	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	185	0	0	14	1167	5	736
Future Volume (vph)	185	0	0	14	1167	5	736
Turn Type	Split	NA	NA	Perm	NA	Perm	NA
Protected Phases	4	4	8		2		6
Permitted Phases				2		6	
Detector Phase	4	4	8	2	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.6	22.6	22.5	39.9	39.9	39.9	39.9
Total Split (%)	26.6%	26.6%	26.5%	46.9%	46.9%	46.9%	46.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	10.5	10.5	5.5	61.5	61.5	61.5	61.5
Actuated g/C Ratio	0.12	0.12	0.06	0.72	0.72	0.72	0.72
v/c Ratio	0.50	0.50	0.10	0.03	0.50	0.02	0.33
Control Delay (s/veh)	42.1	42.1	1.2	2.1	4.5	6.4	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.1	42.1	1.2	2.1	4.5	6.4	5.9
LOS	D	D	A	A	A	A	A
Approach Delay (s/veh)		42.1	1.2		4.5		5.9
Approach LOS		D	A		A		A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 21 (25%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay (s/veh): 8.3	Intersection LOS: A
Intersection Capacity Utilization 51.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: SR 85/92/S Glynn St & City Center Pkwy/Fisher Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	0	9	7	0	10	14	1167	9	5	736	27
Future Volume (veh/h)	185	0	9	7	0	10	14	1167	9	5	736	27
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	1900	1900	1856	1900	1900	1811	1900
Adj Flow Rate, veh/h	208	0	0	8	0	11	15	1255	10	5	791	29
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	3	0	0	6	0
Cap, veh/h	306	161	0	15	0	21	528	2636	21	309	2489	91
Arrive On Green	0.08	0.00	0.00	0.02	0.00	0.02	0.49	0.49	0.49	0.74	0.74	0.74
Sat Flow, veh/h	3619	1900	0	711	0	978	678	3585	29	445	3385	124
Grp Volume(v), veh/h	208	0	0	19	0	0	15	617	648	5	402	418
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1688	0	0	678	1763	1850	445	1721	1789
Q Serve(g_s), s	4.7	0.0	0.0	0.9	0.0	0.0	1.1	19.7	19.7	0.5	6.9	6.9
Cycle Q Clear(g_c), s	4.7	0.0	0.0	0.9	0.0	0.0	7.9	19.7	19.7	20.2	6.9	6.9
Prop In Lane	1.00		0.00	0.42		0.58	1.00		0.02	1.00		0.07
Lane Grp Cap(c), veh/h	306	161	0	36	0	0	528	1296	1361	309	1265	1315
V/C Ratio(X)	0.68	0.00	0.00	0.53	0.00	0.00	0.03	0.48	0.48	0.02	0.32	0.32
Avail Cap(c_a), veh/h	771	405	0	358	0	0	528	1296	1361	309	1265	1315
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	0.0	0.0	41.2	0.0	0.0	9.7	10.7	10.7	10.6	3.9	3.9
Incr Delay (d2), s/veh	2.6	0.0	0.0	11.5	0.0	0.0	0.1	1.3	1.2	0.1	0.7	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	2.2	0.0	0.0	0.5	0.0	0.0	0.2	8.4	8.8	0.1	1.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.4	0.0	0.0	52.7	0.0	0.0	9.8	12.0	11.9	10.7	4.5	4.5
LnGrp LOS	D			D			A	B	B	B	A	A
Approach Vol, veh/h		208			19			1280			825	
Approach Delay, s/veh		40.4			52.7			11.9			4.6	
Approach LOS		D			D			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		67.0		11.7		67.0		6.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		35.4		18.1		35.4		18.0				
Max Q Clear Time (g_c+I1), s		21.7		6.7		22.2		2.9				
Green Ext Time (p_c), s		7.0		0.5		4.2		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			12.2									
HCM 7th LOS			B									

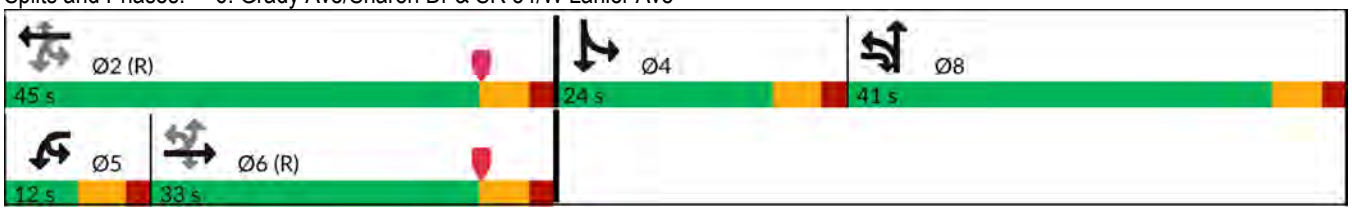
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations											
Traffic Volume (vph)	1	6	944	343	5	141	1420	10	519	5	9
Future Volume (vph)	1	6	944	343	5	141	1420	10	519	5	9
Turn Type	Perm	Perm	NA	pm+ov	pm+pt	pm+pt	NA	Perm	Split	NA	NA
Protected Phases			6	8	5	5	2		8	8	4
Permitted Phases	6	6		6	2	2		2			
Detector Phase	6	6	6	8	5	5	2	2	8	8	4
Switch Phase											
Minimum Initial (s)	12.0	12.0	12.0	10.0	5.0	5.0	12.0	12.0	10.0	10.0	7.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0	11.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	33.0	33.0	33.0	41.0	12.0	12.0	45.0	45.0	41.0	41.0	24.0
Total Split (%)	30.0%	30.0%	30.0%	37.3%	10.9%	10.9%	40.9%	40.9%	37.3%	37.3%	21.8%
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
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)		-1.0	-1.0	-1.0		-1.0	-1.0	-1.0	0.0	-1.0	-1.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag		Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes					
Recall Mode	C-Max	C-Max	C-Max	None	None	None	C-Max	C-Max	None	None	None
Act Effct Green (s)		37.7	37.7	75.5		55.9	55.9	55.9	34.7	35.7	8.6
Actuated g/C Ratio		0.34	0.34	0.69		0.51	0.51	0.51	0.32	0.32	0.08
v/c Ratio		0.11	0.89	0.33		0.63	0.90	0.02	0.76	0.71	0.19
Control Delay (s/veh)		36.9	47.4	1.1		29.3	28.3	12.8	43.1	35.2	41.1
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		36.9	47.4	1.1		29.3	28.3	12.8	43.1	35.2	41.1
LOS		D	D	A		C	C	B	D	D	D
Approach Delay (s/veh)			35.1				28.3			39.2	41.1
Approach LOS			D				C			D	D

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 105	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay (s/veh): 32.9	Intersection LOS: C
Intersection Capacity Utilization 88.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 6: Grady Ave/Sharon Dr & SR 54/W Lanier Ave



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	1	6	944	343	5	141	1420	10	519	5	165	8
Future Volume (veh/h)	1	6	944	343	5	141	1420	10	519	5	165	8
Initial Q (Qb), veh		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
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
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1900	1841	1826		1722	1856	1604	1841	1900	1781	1900
Adj Flow Rate, veh/h		7	1061	385		158	1596	11	387	280	185	9
Peak Hour Factor		0.89	0.89	0.89		0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %		0	4	5		12	3	20	4	0	8	0
Cap, veh/h		198	1449	1100		224	1845	711	504	316	209	25
Arrive On Green		0.41	0.41	0.41		0.13	1.00	1.00	0.29	0.30	0.30	0.03
Sat Flow, veh/h		321	3497	1547		1640	3526	1359	1753	1068	705	564
Grp Volume(v), veh/h		7	1061	385		158	1596	11	387	0	465	26
Grp Sat Flow(s),veh/h/ln		321	1749	1547		1640	1763	1359	1753	0	1773	1630
Q Serve(g_s), s		1.4	28.1	10.5		6.2	0.0	0.0	22.2	0.0	27.5	1.7
Cycle Q Clear(g_c), s		1.4	28.1	10.5		6.2	0.0	0.0	22.2	0.0	27.5	1.7
Prop In Lane		1.00		1.00		1.00		1.00	1.00		0.40	0.35
Lane Grp Cap(c), veh/h		198	1449	1100		224	1845	711	504	0	526	72
V/C Ratio(X)		0.04	0.73	0.35		0.71	0.87	0.02	0.77	0.00	0.88	0.36
Avail Cap(c_a), veh/h		198	1449	1100		224	1845	711	558	0	580	282
HCM Platoon Ratio		1.00	1.00	1.00		2.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		0.75	0.75	0.75	0.91	0.00	0.91	1.00
Uniform Delay (d), s/veh		19.3	27.1	6.1		21.1	0.0	0.0	35.9	0.0	36.9	51.4
Incr Delay (d2), s/veh		0.3	3.3	0.9		7.4	4.4	0.0	5.3	0.0	13.2	3.1
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
%ile BackOfQ(50%),veh/ln		0.1	11.6	7.6		2.4	1.1	0.0	10.0	0.0	13.5	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		19.6	30.4	7.0		28.5	4.4	0.0	41.2	0.0	50.1	54.4
LnGrp LOS		B	C	A		C	A	A	D		D	D
Approach Vol, veh/h			1453				1765			852		
Approach Delay, s/veh			24.2				6.5			46.0		
Approach LOS			C				A			D		

Timer - Assigned Phs	2		4	5	6		8
Phs Duration (G+Y+Rc), s	62.6		9.8	12.0	50.6		37.6
Change Period (Y+Rc), s	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	39.0		18.0	6.0	27.0		35.0
Max Q Clear Time (g_c+I1), s	2.0		3.7	8.2	30.1		29.5
Green Ext Time (p_c), s	15.8		0.1	0.0	0.0		2.1

Intersection Summary	
HCM 7th Control Delay, s/veh	21.3
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.



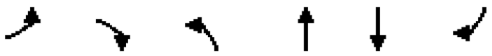
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	9	6
Future Volume (veh/h)	9	6
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1737	1648
Adj Flow Rate, veh/h	10	7
Peak Hour Factor	0.89	0.89
Percent Heavy Veh, %	11	17
Cap, veh/h	28	19
Arrive On Green	0.04	0.03
Sat Flow, veh/h	627	439
Grp Volume(v), veh/h	0	0
Grp Sat Flow(s),veh/h/ln	0	0
Q Serve(g_s), s	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0
Prop In Lane		0.27
Lane Grp Cap(c), veh/h	0	0
V/C Ratio(X)	0.00	0.00
Avail Cap(c_a), veh/h	0	0
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	0.0	0.0
LnGrp LOS		
Approach Vol, veh/h	26	
Approach Delay, s/veh	54.4	
Approach LOS	D	
Timer - Assigned Phs		

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	110	114	88	586	300
Future Volume (vph)	110	114	88	586	300
Turn Type	Prot	Perm	Perm	NA	NA
Protected Phases	7			2	6
Permitted Phases		4	2		
Detector Phase	7	4	2	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.6	22.5	22.5	22.5	22.5
Total Split (s)	22.6	22.6	37.4	37.4	37.4
Total Split (%)	37.7%	37.7%	62.3%	62.3%	62.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	10.5	10.3		43.6	43.6
Actuated g/C Ratio	0.18	0.17		0.73	0.73
v/c Ratio	0.50	0.37		0.40	0.45
Control Delay (s/veh)	27.9	7.2		5.4	5.9
Queue Delay	0.0	0.0		0.0	0.0
Total Delay (s/veh)	27.9	7.2		5.4	5.9
LOS	C	A		A	A
Approach Delay (s/veh)	17.4			5.4	5.9
Approach LOS	B			A	A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay (s/veh): 7.6	Intersection LOS: A
Intersection Capacity Utilization 61.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: Grady Ave & Bradford Sq





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	110	114	88	586	300	156
Future Volume (veh/h)	110	114	88	586	300	156
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	1678	1826	1885	1856	1856	1693
Adj Flow Rate, veh/h	136	141	109	723	370	193
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	15	5	1	3	3	14
Cap, veh/h	207	201	300	1917	827	432
Arrive On Green	0.13	0.13	0.72	0.72	0.72	0.72
Sat Flow, veh/h	1598	1547	310	2746	1149	599
Grp Volume(v), veh/h	136	141	400	432	0	563
Grp Sat Flow(s),veh/h/ln	1598	1547	1368	1604	0	1748
Q Serve(g_s), s	4.9	5.2	1.1	6.2	0.0	8.0
Cycle Q Clear(g_c), s	4.9	5.2	9.0	6.2	0.0	8.0
Prop In Lane	1.00	1.00	0.27			0.34
Lane Grp Cap(c), veh/h	207	201	1061	1155	0	1259
V/C Ratio(X)	0.66	0.70	0.38	0.37	0.00	0.45
Avail Cap(c_a), veh/h	482	467	1061	1155	0	1259
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	0.00	0.92
Uniform Delay (d), s/veh	24.8	25.0	3.1	3.2	0.0	3.5
Incr Delay (d2), s/veh	3.5	4.4	1.0	0.9	0.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.0	1.1	1.2	0.0	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	28.3	29.4	4.1	4.1	0.0	4.5
LnGrp LOS	C	C	A	A		A
Approach Vol, veh/h	277			832	563	
Approach Delay, s/veh	28.9			4.1	4.5	
Approach LOS	C			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		47.7		12.3		47.7
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		32.9		18.1		32.9
Max Q Clear Time (g_c+I1), s		11.0		7.2		10.0
Green Ext Time (p_c), s		5.7		0.6		3.8

Intersection Summary	
HCM 7th Control Delay, s/veh	8.4
HCM 7th LOS	A

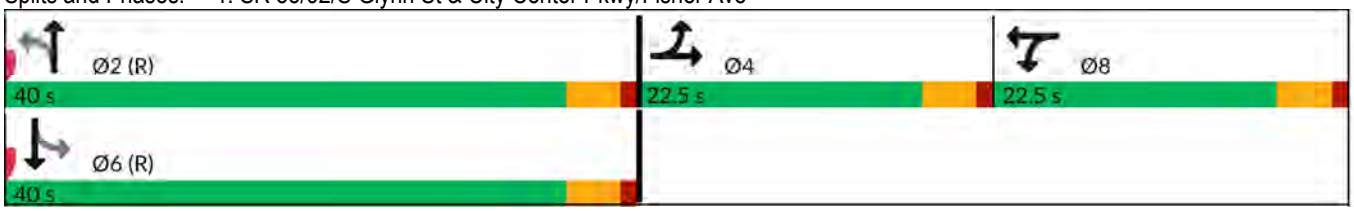
Notes

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

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	124	0	0	13	1080	23	1376
Future Volume (vph)	124	0	0	13	1080	23	1376
Turn Type	Split	NA	NA	Perm	NA	Perm	NA
Protected Phases	4	4	8		2		6
Permitted Phases				2		6	
Detector Phase	4	4	8	2	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	40.0	40.0	40.0	40.0
Total Split (%)	26.5%	26.5%	26.5%	47.1%	47.1%	47.1%	47.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	8.8	8.8	5.5	68.1	68.1	68.1	68.1
Actuated g/C Ratio	0.10	0.10	0.06	0.80	0.80	0.80	0.80
v/c Ratio	0.38	0.39	0.08	0.06	0.40	0.07	0.51
Control Delay (s/veh)	40.9	41.2	0.9	2.4	2.7	4.7	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.9	41.2	0.9	2.4	2.7	4.7	5.4
LOS	D	D	A	A	A	A	A
Approach Delay (s/veh)		41.1	0.9		2.7		5.4
Approach LOS		D	A		A		A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 21 (25%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay (s/veh): 6.0	Intersection LOS: A
Intersection Capacity Utilization 53.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: SR 85/92/S Glynn St & City Center Pkwy/Fisher Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	0	8	8	0	7	13	1080	8	23	1376	26
Future Volume (veh/h)	124	0	8	8	0	7	13	1080	8	23	1376	26
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	1900	1900	1870	1900	1900	1885	1900
Adj Flow Rate, veh/h	136	0	0	8	0	7	14	1125	8	24	1433	27
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	2	0	0	1	0
Cap, veh/h	222	116	0	16	0	14	308	2757	20	415	2742	52
Arrive On Green	0.06	0.00	0.00	0.02	0.00	0.02	0.76	0.76	0.76	0.76	0.76	0.76
Sat Flow, veh/h	3619	1900	0	912	0	798	369	3617	26	505	3596	68
Grp Volume(v), veh/h	136	0	0	15	0	0	14	553	580	24	713	747
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1711	0	0	369	1777	1866	505	1791	1873
Q Serve(g_s), s	3.1	0.0	0.0	0.7	0.0	0.0	1.3	9.1	9.1	1.5	13.4	13.4
Cycle Q Clear(g_c), s	3.1	0.0	0.0	0.7	0.0	0.0	14.7	9.1	9.1	10.6	13.4	13.4
Prop In Lane	1.00		0.00	0.53		0.47	1.00		0.01	1.00		0.04
Lane Grp Cap(c), veh/h	222	116	0	30	0	0	308	1355	1422	415	1365	1428
V/C Ratio(X)	0.61	0.00	0.00	0.50	0.00	0.00	0.05	0.41	0.41	0.06	0.52	0.52
Avail Cap(c_a), veh/h	766	402	0	362	0	0	308	1355	1422	415	1365	1428
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	0.0	0.0	41.4	0.0	0.0	6.9	3.5	3.5	5.3	4.0	4.0
Incr Delay (d2), s/veh	2.7	0.0	0.0	12.3	0.0	0.0	0.3	0.9	0.9	0.3	1.4	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	0.4	0.0	0.0	0.1	2.3	2.4	0.2	3.5	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.7	0.0	0.0	53.7	0.0	0.0	7.2	4.4	4.4	5.6	5.4	5.4
LnGrp LOS	D			D			A	A	A	A	A	A
Approach Vol, veh/h		136			15			1147			1484	
Approach Delay, s/veh		41.7			53.7			4.4			5.4	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		69.3		9.7		69.3		6.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		35.5		18.0		35.5		18.0				
Max Q Clear Time (g_c+I1), s		16.7		5.1		15.4		2.7				
Green Ext Time (p_c), s		7.5		0.3		10.6		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	7.0
HCM 7th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations											
Traffic Volume (vph)	1	6	1041	599	12	161	990	11	317	5	7
Future Volume (vph)	1	6	1041	599	12	161	990	11	317	5	7
Turn Type	Perm	Perm	NA	pm+ov	pm+pt	pm+pt	NA	Perm	Split	NA	NA
Protected Phases			6	8	5	5	2		8	8	4
Permitted Phases	6	6		6	2	2		2			
Detector Phase	6	6	6	8	5	5	2	2	8	8	4
Switch Phase											
Minimum Initial (s)	12.0	12.0	12.0	10.0	5.0	5.0	12.0	12.0	10.0	10.0	7.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0	11.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	37.0	37.0	37.0	27.0	12.0	12.0	49.0	49.0	27.0	27.0	24.0
Total Split (%)	37.0%	37.0%	37.0%	27.0%	12.0%	12.0%	49.0%	49.0%	27.0%	27.0%	24.0%
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
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)		-1.0	-1.0	-1.0		-1.0	-1.0	-1.0	0.0	-1.0	-1.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0	6.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes					
Recall Mode	C-Max	C-Max	C-Max	None	None	None	C-Max	C-Max	None	None	None
Act Effct Green (s)		49.5	49.5	77.5		61.5	61.5	61.5	22.0	23.0	8.3
Actuated g/C Ratio		0.50	0.50	0.78		0.62	0.62	0.62	0.22	0.23	0.08
v/c Ratio		0.04	0.61	0.45		0.63	0.47	0.01	0.61	0.54	0.14
Control Delay (s/veh)		21.7	23.6	1.5		29.6	9.9	10.6	41.3	29.7	37.7
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		21.7	23.6	1.5		29.6	9.9	10.6	41.3	29.7	37.7
LOS		C	C	A		C	A	B	D	C	D
Approach Delay (s/veh)			15.6				12.8			35.7	37.7
Approach LOS			B				B			D	D

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 4 (4%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay (s/veh): 17.4	Intersection LOS: B
Intersection Capacity Utilization 69.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Grady Ave/Sharon Dr & SR 54/W Lanier Ave



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	1	6	1041	599	12	161	990	11	317	5	109	10
Future Volume (veh/h)	1	6	1041	599	12	161	990	11	317	5	109	10
Initial Q (Qb), veh		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
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
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1900	1885	1900		1885	1885	1900	1900	1900	1811	1900
Adj Flow Rate, veh/h		6	1084	624		168	1031	11	225	153	114	10
Peak Hour Factor		0.96	0.96	0.96		0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %		0	1	0		1	1	0	0	0	6	0
Cap, veh/h		248	1146	813		526	2232	1003	317	187	139	34
Arrive On Green		0.32	0.32	0.32		0.51	1.00	1.00	0.17	0.18	0.18	0.03
Sat Flow, veh/h		550	3582	1610		1795	3582	1610	1810	1011	753	812
Grp Volume(v), veh/h		6	1084	624		168	1031	11	225	0	267	22
Grp Sat Flow(s),veh/h/ln		550	1791	1610		1795	1791	1610	1810	0	1764	1786
Q Serve(g_s), s		0.7	29.5	31.3		0.8	0.0	0.0	11.7	0.0	14.5	1.2
Cycle Q Clear(g_c), s		0.7	29.5	31.3		0.8	0.0	0.0	11.7	0.0	14.5	1.2
Prop In Lane		1.00		1.00		1.00		1.00	1.00		0.43	0.45
Lane Grp Cap(c), veh/h		248	1146	813		526	2232	1003	317	0	326	75
V/C Ratio(X)		0.02	0.95	0.77		0.32	0.46	0.01	0.71	0.00	0.82	0.29
Avail Cap(c_a), veh/h		248	1146	813		526	2232	1003	380	0	388	339
HCM Platoon Ratio		1.00	1.00	1.00		2.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		0.90	0.90	0.90	0.98	0.00	0.98	1.00
Uniform Delay (d), s/veh		23.4	33.2	20.0		18.5	0.0	0.0	38.9	0.0	39.1	46.8
Incr Delay (d2), s/veh		0.2	16.4	6.9		0.3	0.6	0.0	4.8	0.0	11.0	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
%ile BackOfQ(50%),veh/ln		0.1	14.5	16.6		2.0	0.2	0.0	5.5	0.0	7.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		23.6	49.5	26.9		18.8	0.6	0.0	43.6	0.0	50.1	48.9
LnGrp LOS		C	D	C		B	A	A	D		D	D
Approach Vol, veh/h			1714				1210			492		
Approach Delay, s/veh			41.2				3.1			47.1		
Approach LOS			D				A			D		

Timer - Assigned Phs	2		4	5	6		8
Phs Duration (G+Y+Rc), s	67.3		9.2	30.3	37.0		23.5
Change Period (Y+Rc), s	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	43.0		18.0	6.0	31.0		21.0
Max Q Clear Time (g_c+I1), s	2.0		3.2	2.8	33.3		16.5
Green Ext Time (p_c), s	8.3		0.0	0.1	0.0		1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	28.7
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

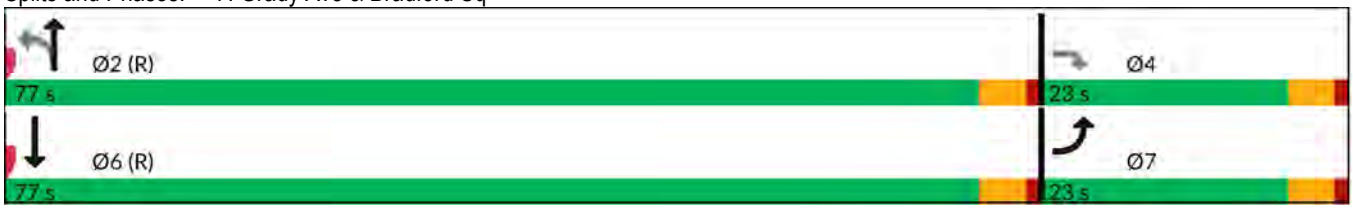


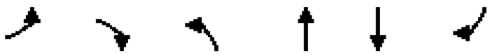
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	7	5
Future Volume (veh/h)	7	5
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1900	1900
Adj Flow Rate, veh/h	7	5
Peak Hour Factor	0.96	0.96
Percent Heavy Veh, %	0	0
Cap, veh/h	24	17
Arrive On Green	0.04	0.03
Sat Flow, veh/h	568	406
Grp Volume(v), veh/h	0	0
Grp Sat Flow(s),veh/h/ln	0	0
Q Serve(g_s), s	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0
Prop In Lane		0.23
Lane Grp Cap(c), veh/h	0	0
V/C Ratio(X)	0.00	0.00
Avail Cap(c_a), veh/h	0	0
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	0.0	0.0
LnGrp LOS		
Approach Vol, veh/h	22	
Approach Delay, s/veh	48.9	
Approach LOS	D	
Timer - Assigned Phs		

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	66	40	70	360	629
Future Volume (vph)	66	40	70	360	629
Turn Type	Prot	Perm	Perm	NA	NA
Protected Phases	7			2	6
Permitted Phases		4	2		
Detector Phase	7	4	2	2	6
Switch Phase					
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	22.5	22.5	22.5	22.5
Total Split (s)	23.0	23.0	77.0	77.0	77.0
Total Split (%)	23.0%	23.0%	77.0%	77.0%	77.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	9.7	9.6		84.3	84.3
Actuated g/C Ratio	0.10	0.10		0.84	0.84
v/c Ratio	0.45	0.23		0.21	0.53
Control Delay (s/veh)	50.7	15.3		2.4	4.0
Queue Delay	0.0	0.0		0.0	0.0
Total Delay (s/veh)	50.7	15.3		2.4	4.0
LOS	D	B		A	A
Approach Delay (s/veh)	37.4			2.4	4.0
Approach LOS	D			A	A

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 92 (92%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay (s/veh): 6.2	Intersection LOS: A
Intersection Capacity Utilization 68.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: Grady Ave & Bradford Sq





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	66	40	70	360	629	132
Future Volume (veh/h)	66	40	70	360	629	132
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	1767	1856	1900	1900	1900	1885
Adj Flow Rate, veh/h	72	43	76	391	684	143
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	9	3	0	0	0	1
Cap, veh/h	103	97	354	1975	1293	270
Arrive On Green	0.06	0.06	0.85	0.85	0.85	0.85
Sat Flow, veh/h	1682	1572	360	2414	1524	319
Grp Volume(v), veh/h	72	43	205	262	0	827
Grp Sat Flow(s),veh/h/ln	1682	1572	1045	1643	0	1843
Q Serve(g_s), s	4.2	2.6	2.0	2.9	0.0	12.3
Cycle Q Clear(g_c), s	4.2	2.6	14.3	2.9	0.0	12.3
Prop In Lane	1.00	1.00	0.37			0.17
Lane Grp Cap(c), veh/h	103	97	936	1394	0	1564
V/C Ratio(X)	0.70	0.45	0.22	0.19	0.00	0.53
Avail Cap(c_a), veh/h	311	291	936	1394	0	1564
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	0.00	0.87
Uniform Delay (d), s/veh	46.0	45.3	1.8	1.4	0.0	2.1
Incr Delay (d2), s/veh	8.2	3.2	0.5	0.3	0.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.1	0.4	0.5	0.0	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	54.2	48.5	2.3	1.7	0.0	3.2
LnGrp LOS	D	D	A	A		A
Approach Vol, veh/h	115			467	827	
Approach Delay, s/veh	52.0			1.9	3.2	
Approach LOS	D			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		89.4		10.6		89.4
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		72.5		18.5		72.5
Max Q Clear Time (g_c+I1), s		16.3		6.2		14.3
Green Ext Time (p_c), s		3.6		0.2		7.7

Intersection Summary	
HCM 7th Control Delay, s/veh	6.8
HCM 7th LOS	A

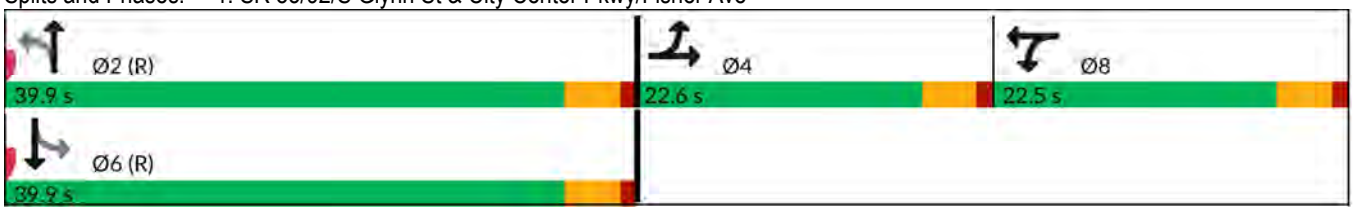
Notes

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

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	252	0	0	14	1167	5	736
Future Volume (vph)	252	0	0	14	1167	5	736
Turn Type	Split	NA	NA	Perm	NA	Perm	NA
Protected Phases	4	4	8		2		6
Permitted Phases				2		6	
Detector Phase	4	4	8	2	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.6	22.6	22.5	39.9	39.9	39.9	39.9
Total Split (%)	26.6%	26.6%	26.5%	46.9%	46.9%	46.9%	46.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	12.4	12.4	5.5	59.6	59.6	59.6	59.6
Actuated g/C Ratio	0.15	0.15	0.06	0.70	0.70	0.70	0.70
v/c Ratio	0.56	0.56	0.10	0.04	0.52	0.02	0.37
Control Delay (s/veh)	41.8	41.8	1.2	2.9	5.8	7.4	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	41.8	41.8	1.2	2.9	5.8	7.4	7.0
LOS	D	D	A	A	A	A	A
Approach Delay (s/veh)		41.8	1.2		5.7		7.0
Approach LOS		D	A		A		A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 21 (25%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay (s/veh): 10.3	Intersection LOS: B
Intersection Capacity Utilization 54.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 1: SR 85/92/S Glynn St & City Center Pkwy/Fisher Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	252	0	9	7	0	10	14	1167	9	5	736	72
Future Volume (veh/h)	252	0	9	7	0	10	14	1167	9	5	736	72
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	1900	1900	1856	1900	1900	1811	1900
Adj Flow Rate, veh/h	280	0	0	8	0	11	15	1255	10	5	791	77
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	3	0	0	6	0
Cap, veh/h	384	202	0	15	0	21	485	2558	20	296	2261	220
Arrive On Green	0.11	0.00	0.00	0.02	0.00	0.02	0.48	0.48	0.48	0.71	0.71	0.71
Sat Flow, veh/h	3619	1900	0	711	0	978	648	3585	29	445	3168	308
Grp Volume(v), veh/h	280	0	0	19	0	0	15	617	648	5	430	438
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1688	0	0	648	1763	1850	445	1721	1756
Q Serve(g_s), s	6.4	0.0	0.0	0.9	0.0	0.0	1.2	20.3	20.3	0.5	8.1	8.1
Cycle Q Clear(g_c), s	6.4	0.0	0.0	0.9	0.0	0.0	9.3	20.3	20.3	20.8	8.1	8.1
Prop In Lane	1.00		0.00	0.42		0.58	1.00		0.02	1.00		0.18
Lane Grp Cap(c), veh/h	384	202	0	36	0	0	485	1258	1321	296	1228	1253
V/C Ratio(X)	0.73	0.00	0.00	0.53	0.00	0.00	0.03	0.49	0.49	0.02	0.35	0.35
Avail Cap(c_a), veh/h	771	405	0	358	0	0	485	1258	1321	296	1228	1253
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	0.0	0.0	41.2	0.0	0.0	11.2	11.6	11.6	11.8	4.6	4.6
Incr Delay (d2), s/veh	2.7	0.0	0.0	11.5	0.0	0.0	0.1	1.4	1.3	0.1	0.8	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.0	0.5	0.0	0.0	0.2	8.8	9.2	0.1	2.4	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.5	0.0	0.0	52.7	0.0	0.0	11.3	13.0	12.9	12.0	5.4	5.4
LnGrp LOS	D			D			B	B	B	B	A	A
Approach Vol, veh/h		280			19			1280			873	
Approach Delay, s/veh		39.5			52.7			13.0			5.5	
Approach LOS		D			D			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		65.2		13.5		65.2		6.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		35.4		18.1		35.4		18.0				
Max Q Clear Time (g_c+I1), s		22.3		8.4		22.8		2.9				
Green Ext Time (p_c), s		6.8		0.7		4.4		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			13.6									
HCM 7th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations											
Traffic Volume (vph)	1	6	948	403	5	165	1427	10	610	12	13
Future Volume (vph)	1	6	948	403	5	165	1427	10	610	12	13
Turn Type	Perm	Perm	NA	pm+ov	pm+pt	pm+pt	NA	Perm	Split	NA	NA
Protected Phases			6	8	5	5	2		8	8	4
Permitted Phases	6	6		6	2	2		2			
Detector Phase	6	6	6	8	5	5	2	2	8	8	4
Switch Phase											
Minimum Initial (s)	12.0	12.0	12.0	10.0	5.0	5.0	12.0	12.0	10.0	10.0	7.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0	11.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	33.0	33.0	33.0	41.0	12.0	12.0	45.0	45.0	41.0	41.0	24.0
Total Split (%)	30.0%	30.0%	30.0%	37.3%	10.9%	10.9%	40.9%	40.9%	37.3%	37.3%	21.8%
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
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)		-1.0	-1.0	-1.0		-1.0	-1.0	-1.0	0.0	-1.0	-1.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0	6.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag		Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes					
Recall Mode	C-Max	C-Max	C-Max	None	None	None	C-Max	C-Max	None	None	None
Act Effct Green (s)		32.2	32.2	75.2		50.5	50.5	50.5	40.0	41.0	8.7
Actuated g/C Ratio		0.29	0.29	0.68		0.46	0.46	0.46	0.36	0.37	0.08
v/c Ratio		0.11	1.05	0.38		0.73	1.00	0.02	0.78	0.74	0.22
Control Delay (s/veh)		36.4	80.7	1.2		36.9	46.0	14.2	40.6	34.0	42.8
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		36.4	80.7	1.2		36.9	46.0	14.2	40.6	34.0	42.8
LOS		D	F	A		D	D	B	D	C	D
Approach Delay (s/veh)			56.9				44.8			37.4	42.8
Approach LOS			E				D			D	D

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 125	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay (s/veh): 47.5	Intersection LOS: D
Intersection Capacity Utilization 92.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 6: Grady Ave/Sharon Dr & SR 54/W Lanier Ave



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	1	6	948	403	5	165	1427	10	610	12	201	8
Future Volume (veh/h)	1	6	948	403	5	165	1427	10	610	12	201	8
Initial Q (Qb), veh		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
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
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1900	1841	1841		1737	1856	1604	1856	1900	1796	1900
Adj Flow Rate, veh/h		7	1065	453		185	1603	11	462	325	226	9
Peak Hour Factor		0.89	0.89	0.89		0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %		0	4	4		11	3	20	3	0	7	0
Cap, veh/h		184	1326	1102		205	1722	664	562	342	238	24
Arrive On Green		0.38	0.38	0.38		0.13	0.98	0.98	0.32	0.33	0.33	0.04
Sat Flow, veh/h		318	3497	1560		1654	3526	1359	1767	1044	726	490
Grp Volume(v), veh/h		7	1065	453		185	1603	11	462	0	551	31
Grp Sat Flow(s),veh/h/ln		318	1749	1560		1654	1763	1359	1767	0	1769	1688
Q Serve(g_s), s		1.6	29.9	13.2		7.0	12.9	0.0	26.5	0.0	33.5	2.0
Cycle Q Clear(g_c), s		2.5	29.9	13.2		7.0	12.9	0.0	26.5	0.0	33.5	2.0
Prop In Lane		1.00		1.00		1.00		1.00	1.00		0.41	0.29
Lane Grp Cap(c), veh/h		184	1326	1102		205	1722	664	562	0	579	81
V/C Ratio(X)		0.04	0.80	0.41		0.90	0.93	0.02	0.82	0.00	0.95	0.38
Avail Cap(c_a), veh/h		184	1326	1102		205	1722	664	562	0	579	292
HCM Platoon Ratio		1.00	1.00	1.00		2.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		0.74	0.74	0.74	0.95	0.00	0.95	1.00
Uniform Delay (d), s/veh		22.2	30.5	6.7		26.5	0.8	0.7	34.6	0.0	36.1	51.0
Incr Delay (d2), s/veh		0.4	5.2	1.1		30.1	8.3	0.0	9.1	0.0	25.0	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
%ile BackOfQ(50%),veh/ln		0.1	12.8	10.2		4.2	2.4	0.0	12.5	0.0	18.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		22.6	35.7	7.8		56.6	9.1	0.7	43.7	0.0	61.1	54.0
LnGrp LOS		C	D	A		E	A	A	D		E	D
Approach Vol, veh/h			1525				1799			1013		
Approach Delay, s/veh			27.4				13.9			53.2		
Approach LOS			C				B			D		

Timer - Assigned Phs	2		4	5	6		8
Phs Duration (G+Y+Rc), s	58.7		10.3	12.0	46.7		41.0
Change Period (Y+Rc), s	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	39.0		18.0	6.0	27.0		35.0
Max Q Clear Time (g_c+I1), s	14.9		4.0	9.0	31.9		35.5
Green Ext Time (p_c), s	12.9		0.1	0.0	0.0		0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	28.0
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	13	6
Future Volume (veh/h)	13	6
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1781	1648
Adj Flow Rate, veh/h	15	7
Peak Hour Factor	0.89	0.89
Percent Heavy Veh, %	8	17
Cap, veh/h	39	18
Arrive On Green	0.05	0.04
Sat Flow, veh/h	817	381
Grp Volume(v), veh/h	0	0
Grp Sat Flow(s),veh/h/ln	0	0
Q Serve(g_s), s	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0
Prop In Lane		0.23
Lane Grp Cap(c), veh/h	0	0
V/C Ratio(X)	0.00	0.00
Avail Cap(c_a), veh/h	0	0
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	0.0	0.0
LnGrp LOS		
Approach Vol, veh/h	31	
Approach Delay, s/veh	54.0	
Approach LOS	D	
Timer - Assigned Phs		

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	110	0	114	7	0	88	674	4	30	358
Future Volume (vph)	110	0	114	7	0	88	674	4	30	358
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4			8		2			6
Permitted Phases	4		4	8		2		2	6	
Detector Phase	4	4	4	8	8	2	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	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.6	22.6	22.6	22.6	22.6	37.4	37.4	37.4	37.4	37.4
Total Split (%)	37.7%	37.7%	37.7%	37.7%	37.7%	62.3%	62.3%	62.3%	62.3%	62.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		12.2	12.2		12.0	41.9	41.9	41.9	41.9	41.9
Actuated g/C Ratio		0.20	0.20		0.20	0.70	0.70	0.70	0.70	0.70
v/c Ratio		0.57	0.33		0.21	0.23	0.34	0.00	0.09	0.53
Control Delay (s/veh)		30.0	6.0		19.5	7.6	5.8	5.5	6.2	8.2
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		30.0	6.0		19.5	7.6	5.8	5.5	6.2	8.2
LOS		C	A		B	A	A	A	A	A
Approach Delay (s/veh)		17.8			19.5		6.0			8.0
Approach LOS		B			B		A			A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay (s/veh): 8.8	Intersection LOS: A
Intersection Capacity Utilization 57.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: Grady Ave & Bradford Sq/Site Dwy Q



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	0	114	7	0	46	88	674	4	30	358	156
Future Volume (veh/h)	110	0	114	7	0	46	88	674	4	30	358	156
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	1678	1900	1826	1900	1900	1900	1885	1870	1900	1900	1856	1693
Adj Flow Rate, veh/h	136	0	141	9	0	57	109	832	0	37	442	193
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	15	0	5	0	0	0	1	2	0	0	3	14
Cap, veh/h	305	0	302	77	26	222	491	2326		490	802	350
Arrive On Green	0.20	0.00	0.20	0.20	0.00	0.20	0.65	0.65	0.00	0.65	0.65	0.65
Sat Flow, veh/h	946	0	1547	45	135	1137	799	3554	1610	670	1225	535
Grp Volume(v), veh/h	136	0	141	66	0	0	109	832	0	37	0	635
Grp Sat Flow(s),veh/h/ln	946	0	1547	1317	0	0	799	1777	1610	670	0	1759
Q Serve(g_s), s	0.2	0.0	4.8	0.1	0.0	0.0	5.1	6.3	0.0	1.6	0.0	11.7
Cycle Q Clear(g_c), s	9.3	0.0	4.8	9.3	0.0	0.0	16.5	6.3	0.0	7.7	0.0	11.7
Prop In Lane	1.00		1.00	0.14		0.86	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	305	0	302	325	0	0	491	2326		490	0	1152
V/C Ratio(X)	0.45	0.00	0.47	0.20	0.00	0.00	0.22	0.36		0.08	0.00	0.55
Avail Cap(c_a), veh/h	450	0	467	491	0	0	491	2326		490	0	1152
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	0.00	1.00	1.00	0.00	0.88	0.00	0.88
Uniform Delay (d), s/veh	23.2	0.0	21.4	20.3	0.0	0.0	10.0	4.7	0.0	6.4	0.0	5.6
Incr Delay (d2), s/veh	1.0	0.0	1.1	0.3	0.0	0.0	1.0	0.4	0.0	0.3	0.0	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	1.7	0.8	0.0	0.0	0.9	1.6	0.0	0.2	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.3	0.0	22.5	20.6	0.0	0.0	11.0	5.1	0.0	6.6	0.0	7.3
LnGrp LOS	C		C	C			B	A		A		A
Approach Vol, veh/h		277			66			941			672	
Approach Delay, s/veh		23.4			20.6			5.8			7.2	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	43.7	16.3	43.7	16.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	32.9	18.1	32.9	18.1
Max Q Clear Time (g_c+I1), s	18.5	11.3	13.7	11.3
Green Ext Time (p_c), s	5.5	0.6	4.6	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	9.3
HCM 7th LOS	A

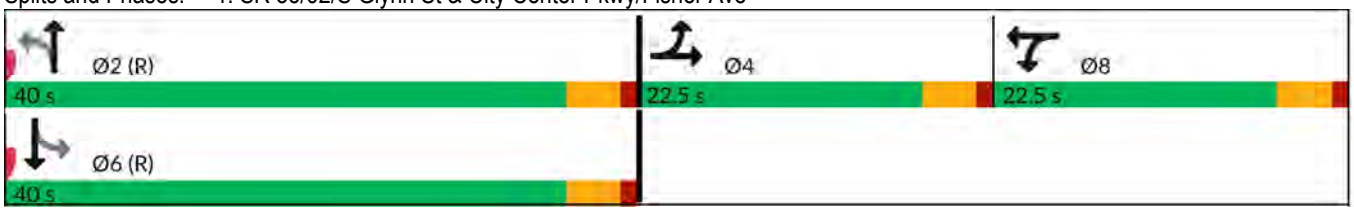
Notes

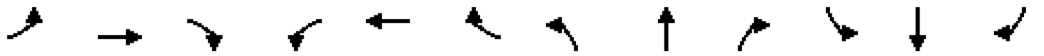
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	180	0	0	13	1080	23	1376
Future Volume (vph)	180	0	0	13	1080	23	1376
Turn Type	Split	NA	NA	Perm	NA	Perm	NA
Protected Phases	4	4	8		2		6
Permitted Phases				2		6	
Detector Phase	4	4	8	2	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	40.0	40.0	40.0	40.0
Total Split (%)	26.5%	26.5%	26.5%	47.1%	47.1%	47.1%	47.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	10.2	10.2	5.5	66.9	66.9	66.9	66.9
Actuated g/C Ratio	0.12	0.12	0.06	0.79	0.79	0.79	0.79
v/c Ratio	0.48	0.48	0.08	0.07	0.41	0.07	0.55
Control Delay (s/veh)	41.9	42.1	0.9	3.5	3.2	5.4	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	41.9	42.1	0.9	3.5	3.2	5.4	6.4
LOS	D	D	A	A	A	A	A
Approach Delay (s/veh)		42.0	0.9		3.2		6.4
Approach LOS		D	A		A		A

Intersection Summary	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 21 (25%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay (s/veh): 7.5	Intersection LOS: A
Intersection Capacity Utilization 56.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: SR 85/92/S Glynn St & City Center Pkwy/Fisher Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	0	8	8	0	7	13	1080	8	23	1376	90
Future Volume (veh/h)	180	0	8	8	0	7	13	1080	8	23	1376	90
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	1900	1900	1870	1900	1900	1885	1900
Adj Flow Rate, veh/h	195	0	0	8	0	7	14	1125	8	24	1433	94
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	2	0	0	1	0
Cap, veh/h	292	153	0	16	0	14	277	2688	19	360	2536	166
Arrive On Green	0.08	0.00	0.00	0.02	0.00	0.02	0.50	0.50	0.50	0.74	0.74	0.74
Sat Flow, veh/h	3619	1900	0	912	0	798	346	3617	26	505	3413	223
Grp Volume(v), veh/h	195	0	0	15	0	0	14	553	580	24	749	778
Grp Sat Flow(s),veh/h/ln	1810	1900	0	1711	0	0	346	1777	1866	505	1791	1845
Q Serve(g_s), s	4.5	0.0	0.0	0.7	0.0	0.0	2.2	16.8	16.8	1.9	15.7	15.9
Cycle Q Clear(g_c), s	4.5	0.0	0.0	0.7	0.0	0.0	18.1	16.8	16.8	18.7	15.7	15.9
Prop In Lane	1.00		0.00	0.53		0.47	1.00		0.01	1.00		0.12
Lane Grp Cap(c), veh/h	292	153	0	30	0	0	277	1320	1386	360	1331	1371
V/C Ratio(X)	0.67	0.00	0.00	0.50	0.00	0.00	0.05	0.42	0.42	0.07	0.56	0.57
Avail Cap(c_a), veh/h	766	402	0	362	0	0	277	1320	1386	360	1331	1371
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.0	0.0	0.0	41.4	0.0	0.0	15.2	9.7	9.7	9.2	4.8	4.8
Incr Delay (d2), s/veh	2.6	0.0	0.0	12.3	0.0	0.0	0.3	1.0	0.9	0.4	1.7	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	0.4	0.0	0.0	0.2	7.2	7.5	0.2	4.5	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.6	0.0	0.0	53.7	0.0	0.0	15.5	10.7	10.6	9.6	6.6	6.6
LnGrp LOS	D			D			B	B	B	A	A	A
Approach Vol, veh/h		195			15			1147			1551	
Approach Delay, s/veh		40.6			53.7			10.7			6.6	
Approach LOS		D			D			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		67.7		11.3		67.7		6.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		35.5		18.0		35.5		18.0				
Max Q Clear Time (g_c+I1), s		20.1		6.5		20.7		2.7				
Green Ext Time (p_c), s		6.7		0.5		9.2		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			10.7									
HCM 7th LOS			B									

Notes

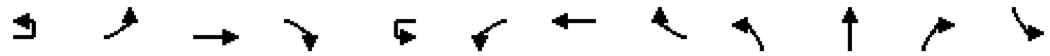
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations											
Traffic Volume (vph)	1	6	1047	684	12	194	995	11	391	10	13
Future Volume (vph)	1	6	1047	684	12	194	995	11	391	10	13
Turn Type	Perm	Perm	NA	pm+ov	pm+pt	pm+pt	NA	Perm	Split	NA	NA
Protected Phases			6	8	5	5	2		8	8	4
Permitted Phases	6	6		6	2	2		2			
Detector Phase	6	6	6	8	5	5	2	2	8	8	4
Switch Phase											
Minimum Initial (s)	12.0	12.0	12.0	10.0	5.0	5.0	12.0	12.0	10.0	10.0	7.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0	11.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	37.0	37.0	37.0	27.0	12.0	12.0	49.0	49.0	27.0	27.0	24.0
Total Split (%)	37.0%	37.0%	37.0%	27.0%	12.0%	12.0%	49.0%	49.0%	27.0%	27.0%	24.0%
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
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)		-1.0	-1.0	-1.0		-1.0	-1.0	-1.0	0.0	-1.0	-1.0
Total Lost Time (s)		5.0	5.0	5.0		5.0	5.0	5.0	6.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes					
Recall Mode	C-Max	C-Max	C-Max	None	None	None	C-Max	C-Max	None	None	None
Act Effct Green (s)		42.7	42.7	74.7		54.7	54.7	54.7	26.0	27.0	8.5
Actuated g/C Ratio		0.43	0.43	0.75		0.55	0.55	0.55	0.26	0.27	0.09
v/c Ratio		0.05	0.71	0.51		0.89	0.53	0.01	0.65	0.58	0.18
Control Delay (s/veh)		25.0	30.1	1.9		62.7	12.7	11.9	41.6	32.1	39.5
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		25.0	30.1	1.9		62.7	12.7	11.9	41.6	32.1	39.5
LOS		C	C	A		E	B	B	D	C	D
Approach Delay (s/veh)			19.0				21.2			37.0	39.5
Approach LOS			B				C			D	D

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 4 (4%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay (s/veh): 22.6	Intersection LOS: C
Intersection Capacity Utilization 74.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 6: Grady Ave/Sharon Dr & SR 54/W Lanier Ave





Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	1	6	1047	684	12	194	995	11	391	10	138	10
Future Volume (veh/h)	1	6	1047	684	12	194	995	11	391	10	138	10
Initial Q (Qb), veh		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
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
Work Zone On Approach			No				No			No		
Adj Sat Flow, veh/h/ln		1900	1885	1900		1885	1885	1900	1900	1900	1841	1900
Adj Flow Rate, veh/h		6	1091	712		202	1036	11	281	187	144	10
Peak Hour Factor		0.96	0.96	0.96		0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %		0	1	0		1	1	0	0	0	4	0
Cap, veh/h		247	1146	861		461	2102	945	370	214	164	30
Arrive On Green		0.32	0.32	0.32		0.43	1.00	1.00	0.20	0.21	0.21	0.04
Sat Flow, veh/h		547	3582	1610		1795	3582	1610	1810	995	767	625
Grp Volume(v), veh/h		6	1091	712		202	1036	11	281	0	331	29
Grp Sat Flow(s),veh/h/ln		547	1791	1610		1795	1791	1610	1810	0	1762	1813
Q Serve(g_s), s		0.8	29.8	32.0		3.0	0.0	0.0	14.6	0.0	18.2	1.6
Cycle Q Clear(g_c), s		0.8	29.8	32.0		3.0	0.0	0.0	14.6	0.0	18.2	1.6
Prop In Lane		1.00		1.00		1.00		1.00	1.00		0.44	0.34
Lane Grp Cap(c), veh/h		247	1146	861		461	2102	945	370	0	378	88
V/C Ratio(X)		0.02	0.95	0.83		0.44	0.49	0.01	0.76	0.00	0.88	0.33
Avail Cap(c_a), veh/h		247	1146	861		461	2102	945	380	0	388	344
HCM Platoon Ratio		1.00	1.00	1.00		2.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00		0.89	0.89	0.89	0.99	0.00	0.99	1.00
Uniform Delay (d), s/veh		23.4	33.2	18.3		22.5	0.0	0.0	37.5	0.0	38.0	46.2
Incr Delay (d2), s/veh		0.2	17.3	9.0		0.6	0.7	0.0	8.3	0.0	19.1	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
%ile BackOfQ(50%),veh/ln		0.1	14.8	19.4		2.8	0.2	0.0	7.2	0.0	9.6	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		23.6	50.5	27.3		23.1	0.7	0.0	45.8	0.0	57.1	48.4
LnGrp LOS		C	D	C		C	A	A	D		E	D
Approach Vol, veh/h			1809				1249			612		
Approach Delay, s/veh			41.3				4.3			51.9		
Approach LOS			D				A			D		

Timer - Assigned Phs	2		4	5	6		8
Phs Duration (G+Y+Rc), s	63.7		9.9	26.7	37.0		26.4
Change Period (Y+Rc), s	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	43.0		18.0	6.0	31.0		21.0
Max Q Clear Time (g_c+I1), s	2.0		3.6	5.0	34.0		20.2
Green Ext Time (p_c), s	8.3		0.1	0.1	0.0		0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	30.6
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

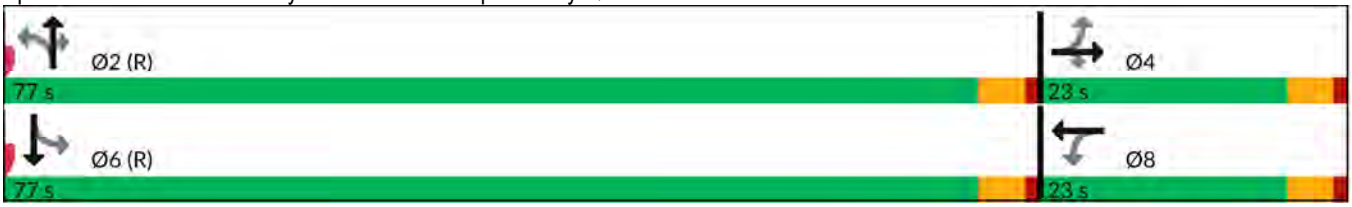


Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	13	5
Future Volume (veh/h)	13	5
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1900	1900
Adj Flow Rate, veh/h	14	5
Peak Hour Factor	0.96	0.96
Percent Heavy Veh, %	0	0
Cap, veh/h	43	15
Arrive On Green	0.05	0.04
Sat Flow, veh/h	875	312
Grp Volume(v), veh/h	0	0
Grp Sat Flow(s),veh/h/ln	0	0
Q Serve(g_s), s	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0
Prop In Lane		0.17
Lane Grp Cap(c), veh/h	0	0
V/C Ratio(X)	0.00	0.00
Avail Cap(c_a), veh/h	0	0
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	0.0	0.0
LnGrp LOS		
Approach Vol, veh/h	29	
Approach Delay, s/veh	48.4	
Approach LOS	D	
Timer - Assigned Phs		

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	66	0	40	16	0	70	422	16	53	701
Future Volume (vph)	66	0	40	16	0	70	422	16	53	701
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4			8		2			6
Permitted Phases	4		4	8		2		2	6	
Detector Phase	4	4	4	8	8	2	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	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	23.0	23.0	23.0	23.0	23.0	77.0	77.0	77.0	77.0	77.0
Total Split (%)	23.0%	23.0%	23.0%	23.0%	23.0%	77.0%	77.0%	77.0%	77.0%	77.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)		10.9	10.9		10.8	83.1	83.1	83.1	83.1	83.1
Actuated g/C Ratio		0.11	0.11		0.11	0.83	0.83	0.83	0.83	0.83
v/c Ratio		0.53	0.21		0.41	0.18	0.15	0.01	0.08	0.59
Control Delay (s/veh)		54.8	14.1		47.7	4.0	2.5	2.7	2.3	4.5
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)		54.8	14.1		47.7	4.0	2.5	2.7	2.3	4.6
LOS		D	B		D	A	A	A	A	A
Approach Delay (s/veh)		39.6			47.7		2.7			4.5
Approach LOS		D			D		A			A

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 92 (92%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay (s/veh): 8.1	Intersection LOS: A
Intersection Capacity Utilization 70.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: Grady Ave & Bradford Sq/Site Dwy Q



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	0	40	16	0	48	70	422	16	53	701	132
Future Volume (veh/h)	66	0	40	16	0	48	70	422	16	53	701	132
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	1767	1900	1856	1900	1900	1900	1900	1900	1900	1900	1900	1885
Adj Flow Rate, veh/h	72	0	43	17	0	52	76	459	0	58	762	143
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, %	9	0	3	0	0	0	0	0	0	0	0	1
Cap, veh/h	179	0	145	56	14	76	474	2953		822	1272	239
Arrive On Green	0.09	0.00	0.09	0.09	0.00	0.09	0.82	0.82	0.00	0.82	0.82	0.82
Sat Flow, veh/h	1160	0	1572	117	152	821	626	3610	1610	947	1556	292
Grp Volume(v), veh/h	72	0	43	69	0	0	76	459	0	58	0	905
Grp Sat Flow(s),veh/h/ln	1160	0	1572	1090	0	0	626	1805	1610	947	0	1847
Q Serve(g_s), s	0.0	0.0	2.6	0.7	0.0	0.0	4.9	2.7	0.0	1.4	0.0	17.5
Cycle Q Clear(g_c), s	6.4	0.0	2.6	7.1	0.0	0.0	22.4	2.7	0.0	4.0	0.0	17.5
Prop In Lane	1.00		1.00	0.25		0.75	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	179	0	145	145	0	0	474	2953		822	0	1511
V/C Ratio(X)	0.40	0.00	0.30	0.48	0.00	0.00	0.16	0.16		0.07	0.00	0.60
Avail Cap(c_a), veh/h	306	0	291	289	0	0	474	2953		822	0	1511
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	0.00	1.00	1.00	0.00	0.78	0.00	0.78
Uniform Delay (d), s/veh	44.1	0.0	42.4	43.4	0.0	0.0	7.2	1.9	0.0	2.3	0.0	3.2
Incr Delay (d2), s/veh	1.5	0.0	1.1	2.4	0.0	0.0	0.7	0.1	0.0	0.1	0.0	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	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	1.0	1.8	0.0	0.0	0.7	0.6	0.0	0.2	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.6	0.0	43.5	45.8	0.0	0.0	8.0	2.0	0.0	2.4	0.0	4.6
LnGrp LOS	D		D	D			A	A		A		A
Approach Vol, veh/h		115			69			535			963	
Approach Delay, s/veh		44.8			45.8			2.9			4.5	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		86.3		13.7		86.3		13.7				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		72.5		18.5		72.5		18.5				
Max Q Clear Time (g_c+I1), s		24.4		8.4		19.5		9.1				
Green Ext Time (p_c), s		4.2		0.3		9.5		0.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	8.4
HCM 7th LOS	A

Notes

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

Intersection: 2: SR 85/92/S Glynn St & Beauregard Blvd

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	170	42
Average Queue (ft)	76	3
95th Queue (ft)	135	21
Link Distance (ft)	1436	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		800
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Grady Ave/Sharon Dr & SR 54/W Lanier Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	UL	T	T	R	UL	T	T	R	LT	R	LTR
Maximum Queue (ft)	155	388	399	275	399	556	548	86	426	90	57
Average Queue (ft)	6	231	213	80	111	244	253	4	264	3	13
95th Queue (ft)	69	349	342	241	269	466	466	48	389	42	42
Link Distance (ft)		1790	1790			889	889		776	776	984
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	225			175	300			165			
Storage Blk Time (%)		11	14		0	6	19				
Queuing Penalty (veh)		1	46		0	8	2				

Intersection: 7: Grady Ave & Bradford Sq

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	LT	T	TR
Maximum Queue (ft)	173	17	141	50	27
Average Queue (ft)	54	1	47	2	3
95th Queue (ft)	121	8	111	24	16
Link Distance (ft)	1720		747	747	776
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		375			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Zone Summary

Zone wide Queuing Penalty: 57

Intersection: 2: SR 85/92/S Glynn St & Beauregard Blvd

Movement	EB	NB	SB
Directions Served	LR	L	TR
Maximum Queue (ft)	182	34	10
Average Queue (ft)	78	3	0
95th Queue (ft)	154	16	8
Link Distance (ft)	1436		84
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		800	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Grady Ave/Sharon Dr & SR 54/W Lanier Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB
Directions Served	UL	T	T	R	UL	T	T	R	LT	LTR
Maximum Queue (ft)	12	276	260	213	183	166	173	14	339	52
Average Queue (ft)	1	158	133	69	75	69	76	1	181	11
95th Queue (ft)	7	250	226	154	142	132	136	7	294	38
Link Distance (ft)		1790	1790			888	888		776	984
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			175	300			165		
Storage Blk Time (%)		2	3	1			0			
Queuing Penalty (veh)		0	15	3			0			

Intersection: 7: Grady Ave & Bradford Sq

Movement	EB	NB	NB	SB
Directions Served	L	LT	T	TR
Maximum Queue (ft)	98	120	76	26
Average Queue (ft)	26	46	3	2
95th Queue (ft)	71	99	31	14
Link Distance (ft)	1720	747	747	776
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 18

Intersection: 1: SR 85/92/S Glynn St & City Center Pkwy/Fisher Ave

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	LTR	LTR	L	TR	L
Maximum Queue (ft)	144	178	58	29	6	31
Average Queue (ft)	70	89	16	9	0	3
95th Queue (ft)	137	158	45	30	5	19
Link Distance (ft)	223	223	264		1043	
Upstream Blk Time (%)		0				
Queuing Penalty (veh)		0				
Storage Bay Dist (ft)				200		225
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 6: Grady Ave/Sharon Dr & SR 54/W Lanier Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	UL	T	T	R	UL	T	T	R	LT	R	LTR
Maximum Queue (ft)	82	403	394	275	330	562	541	174	480	80	59
Average Queue (ft)	5	229	212	66	114	261	268	8	262	3	12
95th Queue (ft)	47	343	340	212	271	501	498	72	398	33	43
Link Distance (ft)		1790	1790			888	888		776	776	984
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	225			175	300			165			
Storage Blk Time (%)		10	14	0	0	6	20				
Queuing Penalty (veh)		1	49	1	0	9	2				

Intersection: 7: Grady Ave & Bradford Sq

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	LT	T	TR
Maximum Queue (ft)	176	19	177	49	45
Average Queue (ft)	51	1	55	3	4
95th Queue (ft)	134	8	125	35	23
Link Distance (ft)	1720		335	335	776
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		375			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Zone Summary

Zone wide Queuing Penalty: 62

Intersection: 1: SR 85/92/S Glynn St & City Center Pkwy/Fisher Ave

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	220	281	57	29	10	13	48	114	128
Average Queue (ft)	131	188	15	9	0	0	13	6	7
95th Queue (ft)	229	340	45	30	7	5	40	94	104
Link Distance (ft)	223	223	264		1043	1043		841	841
Upstream Blk Time (%)	2	44							
Queuing Penalty (veh)	2	37							
Storage Bay Dist (ft)				200			225		
Storage Blk Time (%)								0	
Queuing Penalty (veh)								0	

Intersection: 6: Grady Ave/Sharon Dr & SR 54/W Lanier Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB
Directions Served	UL	T	T	R	UL	T	T	R	LT	LTR
Maximum Queue (ft)	20	306	326	275	192	156	179	8	344	43
Average Queue (ft)	2	175	156	93	85	66	73	1	179	11
95th Queue (ft)	11	278	276	212	162	128	140	4	295	36
Link Distance (ft)		1790	1790			888	888		776	984
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			175	300			165		
Storage Blk Time (%)		3	5	1			0			
Queuing Penalty (veh)		0	29	5			0			

Intersection: 7: Grady Ave & Bradford Sq

Movement	EB	NB	NB	SB
Directions Served	L	LT	T	TR
Maximum Queue (ft)	149	165	78	28
Average Queue (ft)	41	59	3	2
95th Queue (ft)	115	132	29	14
Link Distance (ft)	1720	335	335	776
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 73

Intersection: 1: SR 85/92/S Glynn St & City Center Pkwy/Fisher Ave

Movement	EB	EB	WB	NB	NB	NB	SB
Directions Served	L	LTR	LTR	L	T	TR	L
Maximum Queue (ft)	210	281	45	34	18	9	30
Average Queue (ft)	122	150	15	7	1	0	5
95th Queue (ft)	210	273	42	28	7	5	22
Link Distance (ft)	223	223	264		1043	1043	
Upstream Blk Time (%)	1	14					
Queuing Penalty (veh)	2	20					
Storage Bay Dist (ft)				200			225
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 6: Grady Ave/Sharon Dr & SR 54/W Lanier Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	UL	T	T	R	UL	T	T	R	LT	R	LTR
Maximum Queue (ft)	191	623	648	275	400	745	743	235	523	186	59
Average Queue (ft)	14	322	314	161	196	357	364	24	328	19	12
95th Queue (ft)	110	556	583	352	422	643	644	144	468	132	43
Link Distance (ft)		1782	1782			888	888		773	773	979
Upstream Blk Time (%)						0	0				
Queuing Penalty (veh)						1	1				
Storage Bay Dist (ft)	225			175	300			165			
Storage Blk Time (%)		28	30	0	1	15	34				
Queuing Penalty (veh)		2	119	0	5	26	3				

Intersection: 7: Grady Ave & Bradford Sq/Site Dwy Q

Movement	EB	EB	WB	NB	SB	SB
Directions Served	LT	R	LTR	L	L	TR
Maximum Queue (ft)	224	6	74	57	31	15
Average Queue (ft)	90	0	31	17	8	1
95th Queue (ft)	197	4	57	41	22	8
Link Distance (ft)	1717					773
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		375		140	160	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Zone Summary

Zone wide Queuing Penalty: 179

Intersection: 1: SR 85/92/S Glynn St & City Center Pkwy/Fisher Ave

Movement	EB	EB	WB	NB	NB	SB	SB	SB
Directions Served	L	LTR	LTR	L	TR	L	T	TR
Maximum Queue (ft)	232	281	54	37	13	80	476	521
Average Queue (ft)	215	275	15	8	0	19	71	75
95th Queue (ft)	248	302	43	29	5	95	442	452
Link Distance (ft)	223	223	264		1043		841	841
Upstream Blk Time (%)	55	94					6	5
Queuing Penalty (veh)	61	105					0	0
Storage Bay Dist (ft)				200		225		
Storage Blk Time (%)						0	7	
Queuing Penalty (veh)						0	2	

Intersection: 6: Grady Ave/Sharon Dr & SR 54/W Lanier Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	UL	T	T	R	UL	T	T	R	LT	R	LTR
Maximum Queue (ft)	13	324	391	274	222	161	166	13	328	79	59
Average Queue (ft)	1	190	175	122	113	68	75	1	189	4	15
95th Queue (ft)	8	289	310	250	195	131	142	6	311	53	43
Link Distance (ft)		1782	1782			888	888		773	773	979
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	225			175	300			165			
Storage Blk Time (%)		4	6	4			0				
Queuing Penalty (veh)		0	40	22			0				

Intersection: 7: Grady Ave & Bradford Sq/Site Dwy Q

Movement	EB	EB	WB	NB	SB	SB
Directions Served	LT	R	LTR	L	L	TR
Maximum Queue (ft)	189	6	102	62	37	176
Average Queue (ft)	71	0	39	17	8	10
95th Queue (ft)	191	4	85	46	24	127
Link Distance (ft)	1717					773
Upstream Blk Time (%)						0
Queuing Penalty (veh)						1
Storage Bay Dist (ft)		375		140	160	
Storage Blk Time (%)						1
Queuing Penalty (veh)						0

Zone Summary

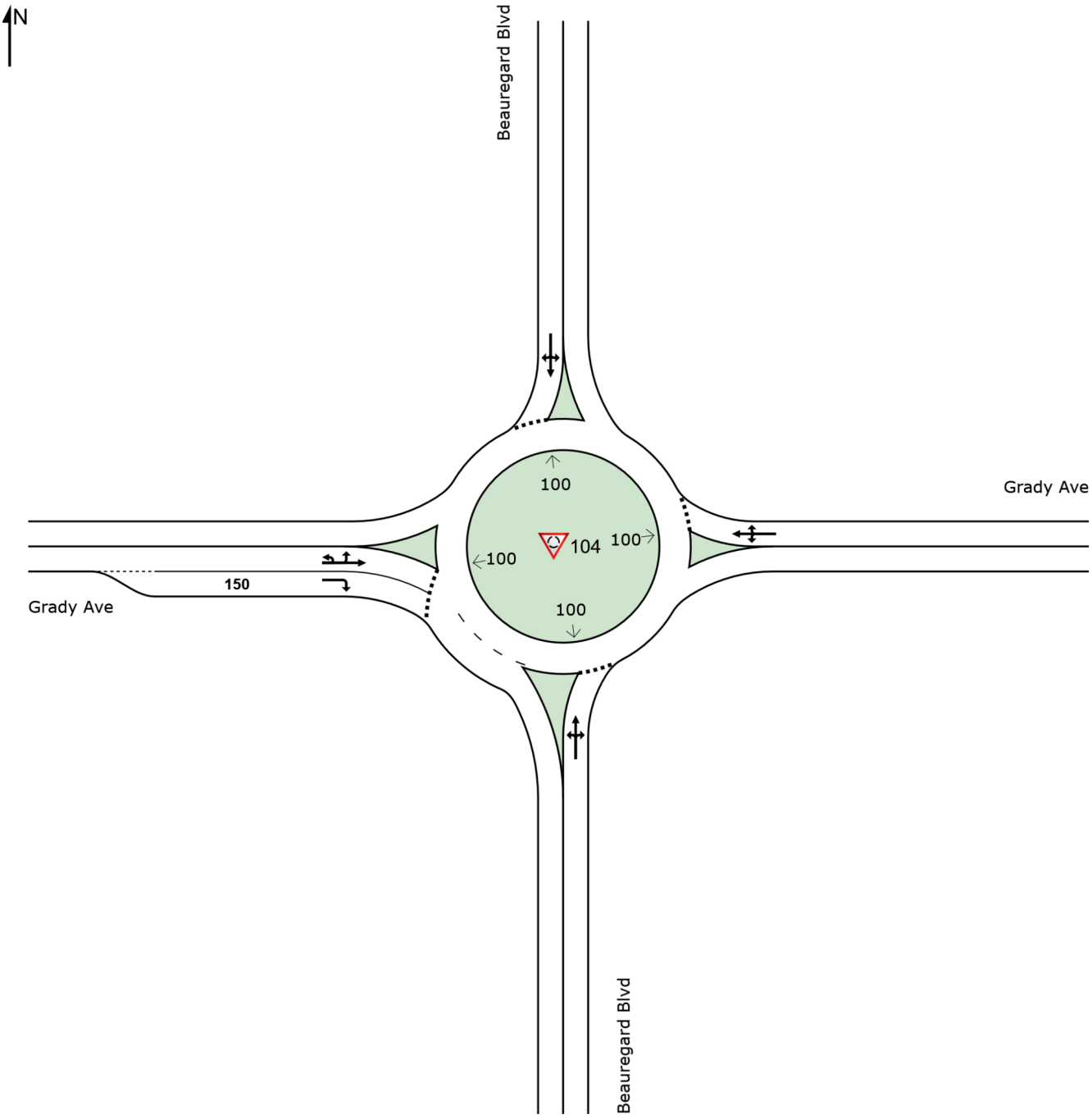
Zone wide Queuing Penalty: 232

SITE LAYOUT

Site: 104 [2024 Existing AM (Site Folder: DRI 4306 Fayetteville City Center - Grady Ave & Beauregard Blvd)]

New Site
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



LANE SUMMARY

Site: 104 [2024 Existing AM (Site Folder: DRI 4306 Fayetteville City Center - Grady Ave & Beauregard Blvd)]

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Beauregard Blvd													
Lane 1[d]	387	0.9	926	0.418	100	8.7	LOS A	2.3	57.4	Full	1600	0.0	0.0
Approach	387	0.9		0.418		8.7	LOS A	2.3	57.4				
East: Grady Ave													
Lane 1[d]	493	1.0	887	0.555	100	11.8	LOS B	4.8	121.8	Full	1600	0.0	0.0
Approach	493	1.0		0.555		11.8	LOS B	4.8	121.8				
North: Beauregard Blvd													
Lane 1[d]	236	4.1	646	0.366	100	10.6	LOS B	1.8	45.2	Full	1600	0.0	0.0
Approach	236	4.1		0.366		10.6	LOS B	1.8	45.2				
West: Grady Ave													
Lane 1[d]	352	4.9	1157	0.304	100	6.0	LOS A	1.5	37.9	Full	1600	0.0	0.0
Lane 2	112	1.0	1202	0.093	100	3.8	LOS A	0.4	9.5	Short	150	0.0	NA
Approach	464	4.0		0.304		5.4	LOS A	1.5	37.9				
Intersection	1580	2.3		0.555		9.0	LOS A	4.8	121.8				

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

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Beauregard Blvd

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	209	147	31	387	0.9	926	0.418	100	NA	NA
Approach	209	147	31	387	0.9		0.418			

East: Grady Ave

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	2	484	7	493	1.0	887	0.555	100	NA	NA

Approach	2	484	7	493	1.0			0.555			
North: Beauregard Blvd											
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	14	148	74	236	4.1		646	0.366	100	NA	NA
Approach	14	148	74	236	4.1			0.366			
West: Grady Ave											
Mov. From W To Exit:	U W	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	2	62	287	-	352	4.9	1157	0.304	100	NA	NA
Lane 2	-	-	-	112	112	1.0	1202	0.093	100	0.0	1
Approach	2	62	287	112	464	4.0		0.304			
	Total	%HV	Deg.Satn (v/c)								
Intersection	1580	2.3	0.555								

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

Merge Analysis

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

LANE SUMMARY

Site: 104 [2024 Existing PM (Site Folder: DRI 4306 Fayetteville City Center - Grady Ave & Beauregard Blvd)]

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Beauregard Blvd													
Lane 1[d]	263	0.4	804	0.327	100	8.3	LOS A	1.6	39.0	Full	1600	0.0	0.0
Approach	263	0.4		0.327		8.3	LOS A	1.6	39.0				
East: Grady Ave													
Lane 1[d]	335	0.0	1057	0.318	100	6.6	LOS A	1.7	42.3	Full	1600	0.0	0.0
Approach	335	0.0		0.318		6.6	LOS A	1.7	42.3				
North: Beauregard Blvd													
Lane 1[d]	419	0.0	895	0.468	100	9.8	LOS A	3.2	78.8	Full	1600	0.0	0.0
Approach	419	0.0		0.468		9.8	LOS A	3.2	78.8				
West: Grady Ave													
Lane 1[d]	513	0.0	1010	0.508	100	9.7	LOS A	3.7	92.9	Full	1600	0.0	0.0
Lane 2	170	0.0	1010	0.168	100	5.1	LOS A	0.7	17.6	Short	150	0.0	NA
Approach	683	0.0		0.508		8.6	LOS A	3.7	92.9				
Intersection	1700	0.1		0.508		8.4	LOS A	3.7	92.9				

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

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Beauregard Blvd

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	119	115	29	263	0.4	804	0.327	100	NA	NA
Approach	119	115	29	263	0.4		0.327			

East: Grady Ave

Mov. From E To Exit:	U E	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	20	283	31	335	0.0	1057	0.318	100	NA	NA

Approach	1	20	283	31	335	0.0		0.318				
North: Beauregard Blvd												
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	12	341	66	419	0.0		895	0.468	100	NA	NA	
Approach	12	341	66	419	0.0			0.468				
West: Grady Ave												
Mov. From W To Exit:	U W	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	1	26	486	-	513	0.0	1010	0.508	100	NA	NA	
Lane 2	-	-	-	170	170	0.0	1010	0.168	100	0.0	1	
Approach	1	26	486	170	683	0.0		0.508				
	Total	%HV	Deg.Satn (v/c)									
Intersection	1700	0.1	0.508									

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

Merge Analysis

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

LANE SUMMARY

Site: 104 [2028 No-Build AM (Site Folder: DRI 4306 Fayetteville City Center - Grady Ave & Beauregard Blvd)]

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Beauregard Blvd													
Lane 1[d]	399	0.9	916	0.435	100	9.1	LOS A	2.6	64.3	Full	1600	0.0	0.0
Approach	399	0.9		0.435		9.1	LOS A	2.6	64.3				
East: Grady Ave													
Lane 1[d]	701	0.8	878	0.798	100	22.1	LOS C	14.5	365.2	Full	1600	0.0	0.0
Approach	701	0.8		0.798		22.1	LOS C	14.5	365.2				
North: Beauregard Blvd													
Lane 1[d]	49	3.1	524	0.094	100	8.1	LOS A	0.3	8.8	Full	1600	0.0	0.0
Approach	49	3.1		0.094		8.1	LOS A	0.3	8.8				
West: Grady Ave													
Lane 1[d]	361	4.9	1159	0.312	100	6.1	LOS A	1.5	39.2	Full	1600	0.0	0.0
Lane 2	115	1.0	1204	0.096	100	3.8	LOS A	0.4	9.8	Short	150	0.0	NA
Approach	476	4.0		0.312		5.5	LOS A	1.5	39.2				
Intersection	1626	1.8		0.798		13.6	LOS B	14.5	365.2				

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

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Beauregard Blvd

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	215	152	32	399	0.9	916	0.435	100	NA	NA
Approach	215	152	32	399	0.9		0.435			

East: Grady Ave

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	132	562	7	701	0.8	878	0.798	100	NA	NA

Approach	132	562	7	701	0.8			0.798			
North: Beauregard Blvd											
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	14	24	12	49	3.1		524	0.094	100	NA	NA
Approach	14	24	12	49	3.1			0.094			
West: Grady Ave											
Mov. From W To Exit:	U W	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	2	64	295	-	361	4.9	1159	0.312	100	NA	NA
Lane 2	-	-	-	115	115	1.0	1204	0.096	100	0.0	1
Approach	2	64	295	115	476	4.0		0.312			
	Total	%HV	Deg.Satn (v/c)								
Intersection	1626	1.8	0.798								

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

Merge Analysis

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

LANE SUMMARY

Site: 104 [2028 No-Build PM (Site Folder: DRI 4306 Fayetteville City Center - Grady Ave & Beauregard Blvd)]

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Beauregard Blvd													
Lane 1[d]	270	0.4	792	0.341	100	8.6	LOS A	1.6	40.9	Full	1600	0.0	0.0
Approach	270	0.4		0.341		8.6	LOS A	1.6	40.9				
East: Grady Ave													
Lane 1[d]	765	0.0	1048	0.730	100	15.7	LOS C	13.3	333.1	Full	1600	0.0	0.0
Approach	765	0.0		0.730		15.7	LOS C	13.3	333.1				
North: Beauregard Blvd													
Lane 1[d]	44	0.0	576	0.076	100	7.1	LOS A	0.3	7.2	Full	1600	0.0	0.0
Approach	44	0.0		0.076		7.1	LOS A	0.3	7.2				
West: Grady Ave													
Lane 1[d]	528	0.0	976	0.541	100	10.7	LOS B	4.5	111.5	Full	1600	0.0	0.0
Lane 2	174	0.0	976	0.178	100	5.4	LOS A	0.7	18.7	Short	150	0.0	NA
Approach	702	0.0		0.541		9.3	LOS A	4.5	111.5				
Intersection	1781	0.1		0.730		11.9	LOS B	13.3	333.1				

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

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Beauregard Blvd

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	122	119	30	270	0.4	792	0.341	100	NA	NA
Approach	122	119	30	270	0.4		0.341			

East: Grady Ave

Mov. From E To Exit:	U E	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	373	359	32	765	0.0	1048	0.730	100	NA	NA

Approach	1	373	359	32	765	0.0		0.730				
North: Beauregard Blvd												
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	12	27	5	44	0.0		576	0.076	100	NA	NA	
Approach	12	27	5	44	0.0			0.076				
West: Grady Ave												
Mov. From W To Exit:	U W	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	1	27	500	-	528	0.0	976	0.541	100	NA	NA	
Lane 2	-	-	-	174	174	0.0	976	0.178	100	0.0	1	
Approach	1	27	500	174	702	0.0		0.541				
	Total	%HV	Deg.Satn (v/c)									
Intersection	1781	0.1	0.730									

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

Merge Analysis

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

LANE SUMMARY

Site: 104 [2028 Build AM (Site Folder: DRI 4306 Fayetteville City Center - Grady Ave & Beauregard Blvd)]

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Beauregard Blvd													
Lane 1[d]	404	0.9	861	0.469	100	10.2	LOS B	3.1	78.9	Full	1600	0.0	0.0
Approach	404	0.9		0.469		10.2	LOS B	3.1	78.9				
East: Grady Ave													
Lane 1[d]	740	0.8	874	0.847	100	26.4	LOS D	18.2	457.8	Full	1600	0.0	0.0
Approach	740	0.8		0.847		26.4	LOS D	18.2	457.8				
North: Beauregard Blvd													
Lane 1[d]	49	3.1	501	0.099	100	8.5	LOS A	0.4	9.2	Full	1600	0.0	0.0
Approach	49	3.1		0.099		8.5	LOS A	0.4	9.2				
West: Grady Ave													
Lane 1[d]	419	5.1	1157	0.362	100	6.7	LOS A	1.8	48.1	Full	1600	0.0	0.0
Lane 2	124	1.0	1204	0.103	100	3.8	LOS A	0.4	10.6	Short	150	0.0	NA
Approach	542	4.1		0.362		6.0	LOS A	1.8	48.1				
Intersection	1735	1.9		0.847		15.7	LOS C	18.2	457.8				

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

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Beauregard Blvd

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	220	152	32	404	0.9	861	0.469	100	NA	NA
Approach	220	152	32	404	0.9		0.469			

East: Grady Ave

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	132	601	7	740	0.8	874	0.847	100	NA	NA

Approach	132	601	7	740	0.8			0.847			
North: Beauregard Blvd											
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	14	24	12	49	3.1		501	0.099	100	NA	NA
Approach	14	24	12	49	3.1			0.099			
West: Grady Ave											
Mov. From W To Exit:	U W	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	2	64	353	-	419	5.1	1157	0.362	100	NA	NA
Lane 2	-	-	-	124	124	1.0	1204	0.103	100	0.0	1
Approach	2	64	353	124	542	4.1		0.362			

	Total	%HV	Deg.Satn (v/c)
Intersection	1735	1.9	0.847

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

Merge Analysis

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

LANE SUMMARY

Site: 104 [2028 Build PM (Site Folder: DRI 4306 Fayetteville City Center - Grady Ave & Beauregard Blvd)]

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Beauregard Blvd													
Lane 1[d]	277	0.4	758	0.365	100	9.3	LOS A	1.8	46.1	Full	1600	0.0	0.0
Approach	277	0.4		0.365		9.3	LOS A	1.8	46.1				
East: Grady Ave													
Lane 1[d]	813	0.0	1042	0.781	100	18.4	LOS C	17.5	436.4	Full	1600	0.0	0.0
Approach	813	0.0		0.781		18.4	LOS C	17.5	436.4				
North: Beauregard Blvd													
Lane 1[d]	44	0.0	545	0.080	100	7.6	LOS A	0.3	7.5	Full	1600	0.0	0.0
Approach	44	0.0		0.080		7.6	LOS A	0.3	7.5				
West: Grady Ave													
Lane 1[d]	571	0.0	976	0.585	100	11.7	LOS B	5.5	138.7	Full	1600	0.0	0.0
Lane 2	179	0.0	976	0.184	100	5.4	LOS A	0.8	19.4	Short	150	0.0	NA
Approach	750	0.0		0.585		10.2	LOS B	5.5	138.7				
Intersection	1884	0.1		0.781		13.5	LOS B	17.5	436.4				

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

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Beauregard Blvd

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	128	119	30	277	0.4	758	0.365	100	NA	NA
Approach	128	119	30	277	0.4		0.365			

East: Grady Ave

Mov. From E To Exit:	U E	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	373	407	32	813	0.0	1042	0.781	100	NA	NA

Approach	1	373	407	32	813	0.0		0.781				
North: Beauregard Blvd												
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	12	27	5	44	0.0		545	0.080	100	NA	NA	
Approach	12	27	5	44	0.0			0.080				
West: Grady Ave												
Mov. From W To Exit:	U W	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	1	27	543	-	571	0.0	976	0.585	100	NA	NA	
Lane 2	-	-	-	179	179	0.0	976	0.184	100	0.0	1	
Approach	1	27	543	179	750	0.0		0.585				
	Total	%HV	Deg.Satn (v/c)									
Intersection	1884	0.1	0.781									

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

Merge Analysis

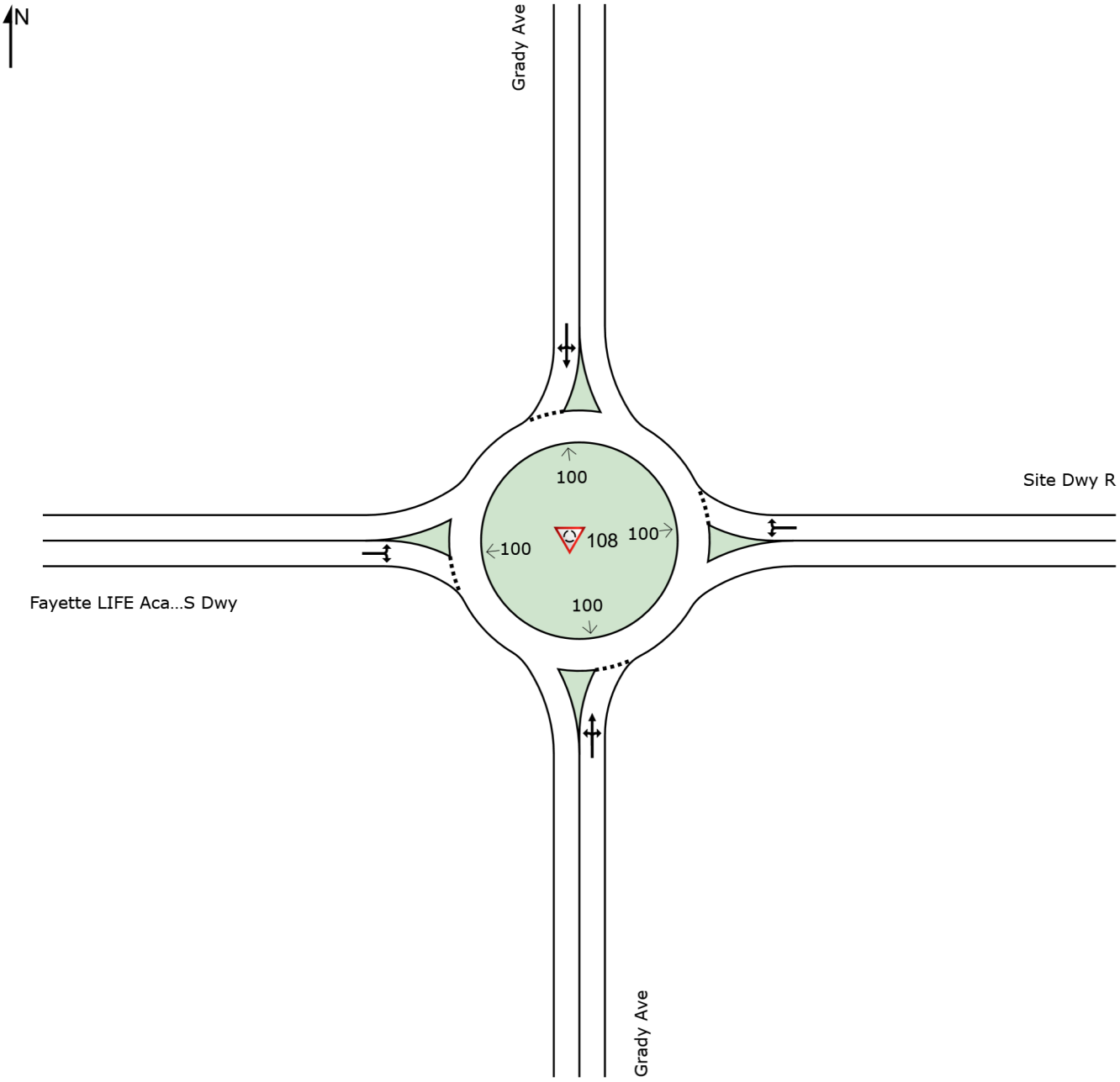
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Beauregard Blvd Merge Type: **Not Applied**												
Full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

SITE LAYOUT

Site: 108 [2028 Build AM - Mitigated (Site Folder: DRI 4306 Fayetteville City Center - Grady Ave & Fayette LIFE Academy/ Spring Hill ES Dwy/Site Dwy R)]

New Site
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



LANE SUMMARY

Site: 108 [2028 Build AM - Mitigated (Site Folder: DRI 4306 Fayetteville City Center - Grady Ave & Fayette LIFE Academy/ Spring Hill ES Dwy/Site Dwy R)]

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Grady Ave													
Lane 1[d]	860	0.9	1278	0.673	100	11.8	LOS B	7.3	185.1	Full	1600	0.0	0.0
Approach	860	0.9		0.673		11.8	LOS B	7.3	185.1				
East: Site Dwy R													
Lane 1[d]	87	0.0	565	0.153	100	8.3	LOS A	0.6	14.9	Full	1600	0.0	0.0
Approach	87	0.0		0.153		8.3	LOS A	0.6	14.9				
North: Grady Ave													
Lane 1[d]	562	2.7	1271	0.442	100	7.3	LOS A	3.0	77.3	Full	1600	0.0	0.0
Approach	562	2.7		0.442		7.3	LOS A	3.0	77.3				
West: Fayette LIFE Academy/Spring Hill ES Dwy													
Lane 1[d]	27	36.3	567	0.047	100	6.9	LOS A	0.1	4.4	Full	1600	0.0	0.0
Approach	27	36.3		0.047		6.9	LOS A	0.1	4.4				
Intersection	1535	2.1		0.673		9.8	LOS A	7.3	185.1				

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

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Grady Ave

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	35	811	13	860	0.9	1278	0.673	100	NA	NA
Approach	35	811	13	860	0.9		0.673			

East: Site Dwy R

Mov. From E To Exit:	L2 S	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	20	67	87	0.0	565	0.153	100	NA	NA

Approach	20	67	87	0.0			0.153			
North: Grady Ave										
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	45	494	23	562	2.7	1271	0.442	100	NA	NA
Approach	45	494	23	562	2.7		0.442			
West: Fayette LIFE Academy/Spring Hill ES Dwy										
Mov. From W To Exit:	L2 N	R2 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	16	11	27	36.3		567	0.047	100	NA	NA
Approach	16	11	27	36.3			0.047			
	Total	%HV	Deg.Satn (v/c)							
Intersection	1535	2.1		0.673						

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

Merge Analysis

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

LANE SUMMARY

Site: 108 [2028 Build PM - Mitigated (Site Folder: DRI 4306 Fayetteville City Center - Grady Ave & Fayette LIFE Academy/ Spring Hill ES Dwy/Site Dwy R)]

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Grady Ave													
Lane 1[d]	538	0.0	1252	0.430	100	7.2	LOS A	2.9	72.8	Full	1600	0.0	0.0
Approach	538	0.0		0.430		7.2	LOS A	2.9	72.8				
East: Site Dwy R													
Lane 1[d]	98	0.0	806	0.121	100	5.7	LOS A	0.5	12.6	Full	1600	0.0	0.0
Approach	98	0.0		0.121		5.7	LOS A	0.5	12.6				
North: Grady Ave													
Lane 1[d]	831	0.0	1285	0.647	100	11.0	LOS B	6.8	168.9	Full	1600	0.0	0.0
Approach	831	0.0		0.647		11.0	LOS B	6.8	168.9				
West: Fayette LIFE Academy/Spring Hill ES Dwy													
Lane 1[d]	40	0.0	597	0.067	100	6.8	LOS A	0.3	6.4	Full	1600	0.0	0.0
Approach	40	0.0		0.067		6.8	LOS A	0.3	6.4				
Intersection	1507	0.0		0.647		9.2	LOS A	6.8	168.9				

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

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Grady Ave

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	39	467	32	538	0.0	1252	0.430	100	NA	NA
Approach	39	467	32	538	0.0		0.430			

East: Site Dwy R

Mov. From E To Exit:	L2 S	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	31	67	98	0.0	806	0.121	100	NA	NA

Approach	31	67	98	0.0			0.121			
North: Grady Ave										
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	73	718	40	831	0.0	1285	0.647	100	NA	NA
Approach	73	718	40	831	0.0		0.647			
West: Fayette LIFE Academy/Spring Hill ES Dwy										
Mov. From W To Exit:	L2 N	R2 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	22	18	40	0.0		597	0.067	100	NA	NA
Approach	22	18	40	0.0			0.067			
	Total	%HV	Deg.Satn (v/c)							
Intersection	1507	0.0		0.647						

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

Merge Analysis

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

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

3,926 Daily Expected IN * 7% Expected LTV on City Center Pkwy = 275 LTV a day
NOT WARRANTED on SITE DWY T

3,926 Daily Expected IN * 7% Expected LTV on City Center Pkwy = 275 LTV a day
NOT WARRANTED on SITE DWY U

3,926 Daily Expected IN * 7% Expected LTV on City Center Pkwy = 275 LTV a day
NOT WARRANTED on SITE DWY V

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

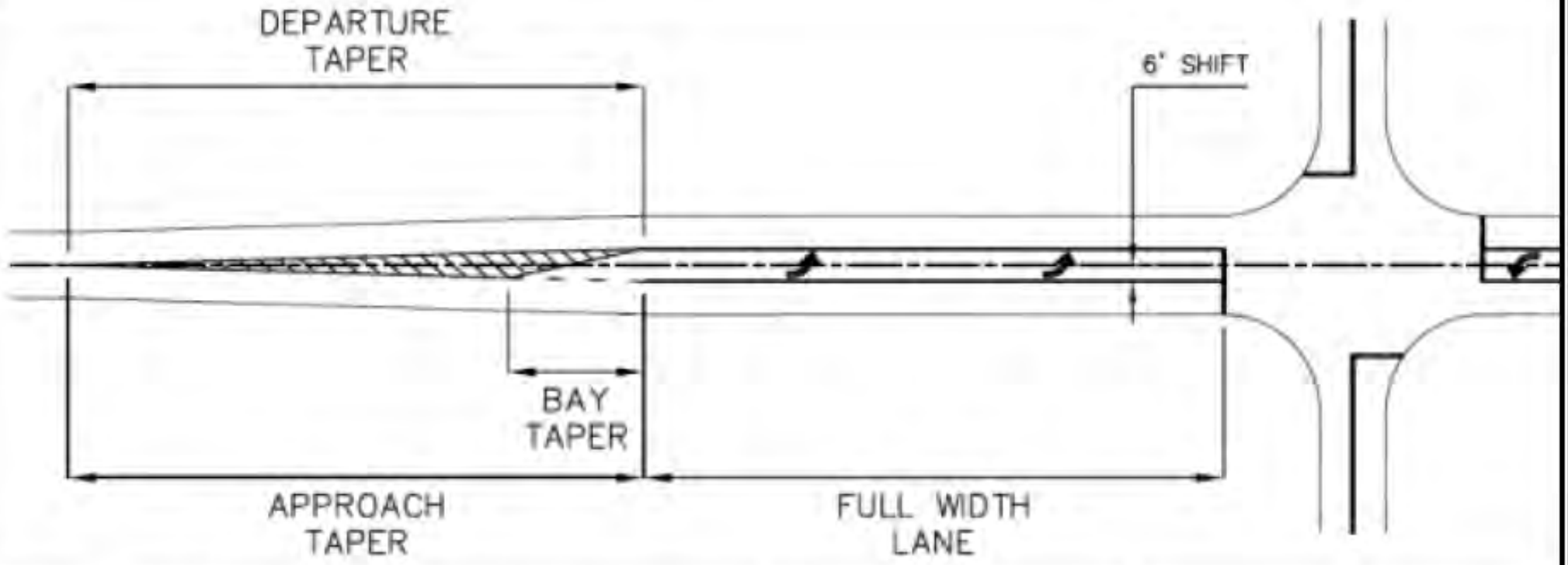
Table 4-7a Minimum Volumes Requiring Left Turn Lanes

3,926 Daily Expected IN * 14% Expected LTV on Grady Avenue = 550 LTV a day +
743 Daily Pass-By IN * 15% Expected LTV on Grady Avenue = 111 LTV a day
661 TOTAL LTV a day – **WARRANTED** on **SITE DWY Q**

3,926 Daily Expected IN * 17% Expected LTV on Grady Avenue = 667 LTV a day +
743 Daily Pass-By IN * 20% Expected LTV on Grady Avenue = 149 LTV a day
816 TOTAL LTV a day – **WARRANTED** on **SITE DWY R**

3,926 Daily Expected IN * 5% Expected LTV on Grady Avenue = 196 LTV a day +
743 Daily Pass-By IN * 15% Expected LTV on Grady Avenue = 111 LTV a day
307 TOTAL LTV a day – **WARRANTED** on **SITE DWY S**

3,926 Daily Expected IN * 5% Expected LTV on Grady Avenue = 196 LTV a day
196 TOTAL LTV a day – **NOT WARRANTED** on **SITE DWY W**



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

3,926 Daily Expected IN * 2% Expected RTV on Grady Avenue = 79 RTV a day +
743 Daily Pass-By IN * 15% Expected RTV on Grady Avenue = 111 RTV a day
190 TOTAL RTV a day – **WARRANTED** on **SITE DWY Q**

3,926 Daily Expected IN * 5% Expected RTV on Grady Avenue = 196 RTV a day +
743 Daily Pass-By IN * 20% Expected RTV on Grady Avenue = 149 RTV a day
345 TOTAL RTV a day – **WARRANTED** on **SITE DWY R**

3,926 Daily Expected IN * 7% Expected RTV on Grady Avenue = 275 RTV a day +
743 Daily Pass-By IN * 15% Expected RTV on Grady Avenue = 111 RTV a day
386 TOTAL RTV a day – **WARRANTED** on **SITE DWY S**

3,926 Daily Expected IN * 3% Expected RTV on Grady Avenue = 118 RTV a day
WARRANTED on **SITE DWY W**

3,926 Daily Expected IN * 4% Expected RTV on City Center Parkway = 157 RTV a day
NOT WARRANTED on **SITE DWY T**

3,926 Daily Expected IN * 13% Expected RTV on City Center Parkway = 510 RTV a day
WARRANTED on **SITE DWY U**

3,926 Daily Expected IN * 4% Expected RTV on City Center Parkway = 157 RTV a day
NOT WARRANTED on **SITE DWY V**

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
DRI 4306 Fayetteville City Center
SR 85/92/South Glynn Street at City Center Parkway/Fisher Avenue
(Right Turns Excluded)

Raw Turning Movement Count - SR 85/92 and Beauregard Blvd

Time	SR 85/92 Northbound		SR 85/92 Southbound		City Center Pkwy Eastbound			Daily Dist.
	Left	Thru	Thru	Right	Left	Right	Total	%
6:00 AM	1	542	233	64	101	2	943	2.6%
7:00 AM	10	836	438	154	177	9	1,624	4.4%
8:00 AM	2	927	620	144	147	4	1,844	5.0%
9:00 AM	1	741	600	140	108	3	1,593	4.3%
10:00 AM	3	793	662	148	74	7	1,687	4.6%
11:00 AM	4	831	776	152	95	6	1,864	5.1%
12:00 PM	5	916	840	168	84	2	2,015	5.5%
1:00 PM	5	845	854	242	72	7	2,025	5.5%
2:00 PM	9	875	873	227	117	10	2,111	5.7%
3:00 PM	3	839	909	251	90	6	2,098	5.7%
4:00 PM	5	841	1002	279	105	4	2,236	6.1%
5:00 PM	4	945	964	393	121	8	2,435	6.6%
6:00 PM	3	736	890	306	106	4	2,045	5.6%

Traffic Signal Warrant Analysis for
DRI 4306 Fayetteville City Center
SR 85/92/South Glynn Street at City Center Parkway/Fisher Avenue
(Right Turns Excluded)

Distributions by Movement

		SR 85/92 Northbound					SR 85/92 Southbound					City Center Pkwy Eastbound					Fisher Ave 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									21%											
	OUT												21%								
PB Dist	IN																				
	OUT																				

Project Generated Trips (New Generated Trips + Pass-By Trips)

Time	SR 85/92 Northbound					SR 85/92 Southbound					City Center Pkwy Eastbound					Fisher Ave 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		
6:00 AM	0	0	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0		6:00 AM	2.6%
7:00 AM	0	0	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	0		7:00 AM	4.4%
8:00 AM	0	0	0	0	0	0	0	0	45	0	0	68	0	0	0	0	0	0		8:00 AM	5.0%
9:00 AM	0	0	0	0	0	0	0	0	35	0	0	35	0	0	0	0	0	0		9:00 AM	4.3%
10:00 AM	0	0	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	0		10:00 AM	4.6%
11:00 AM	0	0	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	0		11:00 AM	5.1%
12:00 PM	0	0	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	0		12:00 PM	5.5%
1:00 PM	0	0	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	0		1:00 PM	5.5%
2:00 PM	0	0	0	0	0	0	0	0	47	0	0	47	0	0	0	0	0	0		2:00 PM	5.7%
3:00 PM	0	0	0	0	0	0	0	0	47	0	0	47	0	0	0	0	0	0		3:00 PM	5.7%
4:00 PM	0	0	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	0		4:00 PM	6.1%
5:00 PM	0	0	0	0	0	0	0	0	64	0	0	56	0	0	0	0	0	0		5:00 PM	6.6%
6:00 PM	0	0	0	0	0	0	0	0	46	0	0	46	0	0	0	0	0	0		6:00 PM	5.6%
		0	0					0	565			580		0							

New Generated Trips

Time	SR 85/92 Northbound					SR 85/92 Southbound					City Center Pkwy Eastbound					Fisher Ave 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			OUT									
6:00 AM									21			21								6:00 AM	2.6%
7:00 AM									36			36								7:00 AM	4.4%
8:00 AM									45			68								8:00 AM	5.0%
9:00 AM									35			35								9:00 AM	4.3%
10:00 AM									38			38								10:00 AM	4.6%
11:00 AM									42			42								11:00 AM	5.1%
12:00 PM									45			45								12:00 PM	5.5%
1:00 PM									45			45								1:00 PM	5.5%
2:00 PM			0						47			47								2:00 PM	5.7%
3:00 PM			0						47			47								3:00 PM	5.7%
4:00 PM			0						50			50								4:00 PM	6.1%
5:00 PM									64			56								5:00 PM	6.6%
6:00 PM									46			46								6:00 PM	5.6%
			0																		

- AM or PM Peak Trips * % Hourly Distribution
- Daily Trips * % Hourly Distribution

Traffic Signal Warrant Analysis for
DRI 4306 Fayetteville City Center
SR 85/92/South Glynn Street at City Center Parkway/Fisher Avenue
(Right Turns Excluded)

Adjusted Turning Movement Count - Raw Plus Project Generated Trips (Warrant Volumes)

Time	SR 85/92 Northbound			SR 85/92 Southbound			City Center Pkwy Eastbound			Fisher Ave Westbound			Total	Rolling Hour
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
6:00 AM	2	558	0	0	240	87	125	0	3	0	0	0	1015	
7:00 AM	11	860	0	0	451	195	219	0	10	0	0	0	1746	
8:00 AM	3	954	0	0	638	194	220	0	5	0	0	0	2014	
9:00 AM	2	762	0	0	617	179	147	0	4	0	0	0	1711	
10:00 AM	4	816	0	0	681	195	119	0	8	0	0	0	1823	
11:00 AM	5	855	0	0	798	199	140	0	7	0	0	0	2004	
12:00 PM	6	942	0	0	864	218	132	0	3	0	0	0	2165	
1:00 PM	6	869	0	0	879	294	120	0	8	0	0	0	2176	
2:00 PM	10	900	0	0	898	281	168	0	11	0	0	0	2268	
3:00 PM	4	863	0	0	935	306	140	0	7	0	0	0	2255	
4:00 PM	6	865	0	0	1031	337	158	0	5	0	0	0	2402	
5:00 PM	5	972	0	0	992	469	181	0	9	0	0	0	2628	
6:00 PM	4	757	0	0	916	361	155	0	5	0	0	0	2198	

2028 Future No-Build Volumes

Time	SR 85/92 Northbound			SR 85/92 Southbound			City Center Pkwy Eastbound			Fisher Ave Westbound			Existing 2024	Build 2028
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		**0.70%**
6:00 AM	2	558	0	0	240	66	104	0	3	0	0	0	973	973
7:00 AM	11	860	0	0	451	159	183	0	10	0	0	0	1,674	2,647
8:00 AM	3	954	0	0	638	149	152	0	5	0	0	0	1,901	3,575
9:00 AM	2	762	0	0	617	144	112	0	4	0	0	0	1,641	3,542
10:00 AM	4	816	0	0	681	153	77	0	8	0	0	0	1,739	3,380
11:00 AM	5	855	0	0	798	157	98	0	7	0	0	0	1,920	3,561
12:00 PM	6	942	0	0	864	173	87	0	3	0	0	0	2,075	3,995
1:00 PM	6	869	0	0	879	249	75	0	8	0	0	0	2,086	4,161
2:00 PM	10	900	0	0	898	234	121	0	11	0	0	0	2,174	4,260
3:00 PM	4	863	0	0	935	259	93	0	7	0	0	0	2,161	4,335
4:00 PM	6	865	0	0	1,031	287	108	0	5	0	0	0	2,302	4,463
5:00 PM	5	972	0	0	992	405	125	0	9	0	0	0	2,508	4,810
6:00 PM	4	757	0	0	916	315	109	0	5	0	0	0	2,106	4,614

Traffic Signal Warrant Analysis for
DRI 4306 Fayetteville City Center
SR 85/92/South Glynn Street at City Center Parkway/Fisher Avenue
(Right Turns Excluded)

2028 Build Conditions				SR 85/92			City Center Pkwy		
	no	no			Combo 80%			WARRANT	
HOUR OF DAY	MAIN STREET VOLUME	MINOR STREET VOLUME	WARRANT 1A	WARRANT 1B	A	B	WARRANT 2	3A	3B
6:00	800	125	MAIN	SIDE	MAIN	BOTH			
7:00	1322	219	BOTH	BOTH	BOTH	BOTH	YES	YES	
8:00	1595	220	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
9:00	1381	147	MAIN	BOTH	MAIN	BOTH	YES		
10:00	1501	119	MAIN	BOTH	MAIN	BOTH	YES		
11:00	1658	140	MAIN	BOTH	MAIN	BOTH	YES		
12:00	1812	132	MAIN	BOTH	MAIN	BOTH	YES		
13:00	1754	120	MAIN	BOTH	MAIN	BOTH	YES		
14:00	1808	168	MAIN	BOTH	BOTH	BOTH	YES	YES	YES
15:00	1802	140	MAIN	BOTH	MAIN	BOTH	YES		
16:00	1902	158	MAIN	BOTH	MAIN	BOTH	YES	YES	YES
17:00	1969	181	MAIN	BOTH	BOTH	BOTH	YES	YES	YES
18:00	1677	155	MAIN	BOTH	MAIN	BOTH	YES	YES	YES
REQUIRED VOLUMES:									
MAIN STREET			600	900	480	720			
SIDE STREET			200	100	160	80			
HOURS REQUIRED			8	8	8	8	4	1	1
HOURS MET			2	12	4	13	12	6	5

NO. OF LANES:

MAIN STREET (1 or 2) 2

SIDE STREET (1 or 2) 2

NO. OF APPROACHES (3 or 4) 4

DOES MAIN STREET SPEED EXCEED 40 MPH, Y or N ? n

Traffic Signal Warrant Analysis for
DRI 4306 Fayetteville City Center
Grady Avenue at Bradford Square/Site Driveway Q
(Side Street Right Turns Excluded)

Raw Turning Movement Count - Grady Ave and Bradford Sq

Time	Grady Ave Northbound		Grady Ave Southbound		Bradford Sq Eastbound			Daily Dist.
	Left	Thru	Thru	Right	Left	Right	Total	%
6:00 AM	35	278	105	53	9	5	485	2.4%
7:00 AM	121	502	265	192	94	144	1,318	6.5%
8:00 AM	57	513	323	123	103	50	1,169	5.8%
9:00 AM	32	362	279	86	71	26	856	4.2%
10:00 AM	33	348	343	77	85	28	914	4.5%
11:00 AM	35	334	378	72	78	41	938	4.7%
12:00 PM	39	368	393	79	75	35	989	4.9%
1:00 PM	44	401	372	99	85	31	1,032	5.1%
2:00 PM	67	397	444	143	109	109	1,269	6.3%
3:00 PM	32	368	516	64	95	49	1,124	5.6%
4:00 PM	34	358	598	53	50	60	1,153	5.7%
5:00 PM	68	350	612	128	64	39	1,261	6.3%
6:00 PM	41	355	386	84	51	29	946	4.7%

Traffic Signal Warrant Analysis for
DRI 4306 Fayetteville City Center
Grady Avenue at Bradford Square/Site Driveway Q
(Side Street Right Turns Excluded)

Distributions by Movement

		Grady Ave Northbound					Grady Ave Southbound					Bradford Sq Eastbound				Site Dwy Q 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				2%			14%	27%										
	OUT			27%													2%		14%
PB Dist	IN			-15%	15%			15%	-15%										
	OUT																15%		15%

Project Generated Trips (New Generated Trips + Pass-By Trips)

Time	Grady Ave Northbound					Grady Ave Southbound					Bradford Sq Eastbound					Site Dwy Q 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		
6:00 AM	0	0	25	2	0	0	13	25	0	0	0	0	0	0	0	2	0	13		6:00 AM	2.4%
7:00 AM	0	0	88	4	0	0	30	58	0	0	0	0	0	0	0	7	0	46		7:00 AM	6.5%
8:00 AM	0	0	61	5	0	0	32	61	0	0	0	0	0	0	0	5	0	32		8:00 AM	5.8%
9:00 AM	0	0	40	8	0	0	28	40	0	0	0	0	0	0	0	8	0	28		9:00 AM	4.2%
10:00 AM	0	0	45	9	0	0	31	45	0	0	0	0	0	0	0	9	0	31		10:00 AM	4.5%
11:00 AM	0	0	45	9	0	0	31	45	0	0	0	0	0	0	0	9	0	31		11:00 AM	4.7%
12:00 PM	0	0	47	9	0	0	32	47	0	0	0	0	0	0	0	9	0	32		12:00 PM	4.9%
1:00 PM	0	0	48	10	0	0	34	48	0	0	0	0	0	0	0	10	0	34		1:00 PM	5.1%
2:00 PM	0	0	60	12	0	0	42	60	0	0	0	0	0	0	0	12	0	42		2:00 PM	6.3%
3:00 PM	0	0	53	10	0	0	37	53	0	0	0	0	0	0	0	10	0	37		3:00 PM	5.6%
4:00 PM	0	0	54	10	0	0	37	54	0	0	0	0	0	0	0	10	0	37		4:00 PM	5.7%
5:00 PM	0	0	62	16	0	0	53	72	0	0	0	0	0	0	0	16	0	48		5:00 PM	6.3%
6:00 PM	0	0	45	9	0	0	31	45	0	0	0	0	0	0	0	9	0	31		6:00 PM	4.7%

New Generated Trips

Time	Grady Ave Northbound					Grady Ave Southbound					Bradford Sq Eastbound					Site Dwy Q 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		
			OUT	IN			IN	IN								OUT		OUT			
6:00 AM			25	2			13	25								2		13		6:00 AM	2.4%
7:00 AM			88	4			30	58								7		46		7:00 AM	6.5%
8:00 AM			61	5			32	61								5		32		8:00 AM	5.8%
9:00 AM			45	3			23	45								3		23		9:00 AM	4.2%
10:00 AM			48	4			25	48								4		25		10:00 AM	4.5%
11:00 AM			50	4			26	50								4		26		11:00 AM	4.7%
12:00 PM			52	4			27	52								4		27		12:00 PM	4.9%
1:00 PM			54	4			28	54								4		28		1:00 PM	5.1%
2:00 PM			67	5			35	67								5		35		2:00 PM	6.3%
3:00 PM			59	4			31	59								4		31		3:00 PM	5.6%
4:00 PM			60	4			31	60								4		31		4:00 PM	5.7%
5:00 PM			72	6			43	82								5		37		5:00 PM	6.3%
6:00 PM			50	4			26	50								4		26		6:00 PM	4.7%

- AM or PM Peak Trips * % Hourly Distribution
- Daily Trips * % Hourly Distribution

Pass-By Trips

Time	Grady Ave Northbound					Grady Ave Southbound					Bradford Sq Eastbound					Site Dwy Q 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	IN								OUT		OUT			
6:00 AM																				6:00 AM	2.4%
7:00 AM																				7:00 AM	6.5%
8:00 AM																				8:00 AM	5.8%
9:00 AM			-5	5			5	-5								5		5		9:00 AM	4.2%
10:00 AM			-5	5			5	-5								5		5		10:00 AM	4.5%
11:00 AM			-5	5			5	-5								5		5		11:00 AM	4.7%
12:00 PM			-5	5			5	-5								5		5		12:00 PM	4.9%
1:00 PM			-6	6			6	-6								6		6		1:00 PM	5.1%
2:00 PM			-7	7			7	-7								7		7		2:00 PM	6.3%
3:00 PM			-6	6			6	-6								6		6		3:00 PM	5.6%
4:00 PM			-6	6			6	-6								6		6		4:00 PM	5.7%
5:00 PM			-10	10			10	-10								11		11		5:00 PM	6.3%
6:00 PM			-5	5			5	-5								5		5		6:00 PM	4.7%
		0	-60					-60	0			0		0							

- AM or PM Peak Trips * % Hourly Distribution
- Daily Trips * % Hourly Distribution

Traffic Signal Warrant Analysis for
DRI 4306 Fayetteville City Center
Grady Avenue at Bradford Square/Site Driveway Q
(Side Street Right Turns Excluded)

Adjusted Turning Movement Count - Raw Plus Project Generated Trips (Warrant Volumes)

Time	Grady Ave Northbound			Grady Ave Southbound			Bradford Sq Eastbound			Site Dwy Q Westbound				Rolling Hour
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	
6:00 AM	36	311	2	13	133	55	10	0	6	2	0	13	581	
7:00 AM	125	605	4	30	331	198	97	0	149	7	0	46	1592	
8:00 AM	59	589	5	32	394	127	106	0	52	5	0	32	1401	
9:00 AM	33	413	8	28	327	89	74	0	27	8	0	28	1035	
10:00 AM	34	403	9	31	398	80	88	0	29	9	0	31	1112	
11:00 AM	36	389	9	31	434	75	81	0	43	9	0	31	1138	
12:00 PM	41	426	9	32	452	82	78	0	36	9	0	32	1197	
1:00 PM	46	461	10	34	431	102	88	0	32	10	0	34	1248	
2:00 PM	69	469	12	42	517	148	113	0	113	12	0	42	1537	
3:00 PM	33	432	10	37	584	66	98	0	51	10	0	37	1358	
4:00 PM	35	423	10	37	669	55	52	0	62	10	0	37	1390	
5:00 PM	70	422	16	53	702	132	66	0	41	16	0	48	1566	
6:00 PM	43	411	9	31	442	87	53	0	30	9	0	31	1146	

2028 Future No-Build Volumes

Time	Grady Ave Northbound			Grady Ave Southbound			Bradford Sq Eastbound			Site Dwy Q Westbound			Existing 2024	Build 2028
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		**0.70%**
6:00 AM	36	286	0	0	108	55	10	0	6	0	0	0	501	501
7:00 AM	125	517	0	0	273	198	97	0	149	0	0	0	1,359	1,860
8:00 AM	59	528	0	0	333	127	106	0	52	0	0	0	1,205	2,564
9:00 AM	33	373	0	0	287	89	74	0	27	0	0	0	883	2,088
10:00 AM	34	358	0	0	353	80	88	0	29	0	0	0	942	1,825
11:00 AM	36	344	0	0	389	75	81	0	43	0	0	0	968	1,851
12:00 PM	41	379	0	0	405	82	78	0	36	0	0	0	1,021	1,989
1:00 PM	46	413	0	0	383	102	88	0	32	0	0	0	1,064	2,085
2:00 PM	69	409	0	0	457	148	113	0	113	0	0	0	1,309	2,373
3:00 PM	33	379	0	0	531	66	98	0	51	0	0	0	1,158	2,467
4:00 PM	35	369	0	0	615	55	52	0	62	0	0	0	1,188	2,346
5:00 PM	70	360	0	0	630	132	66	0	41	0	0	0	1,299	2,487
6:00 PM	43	366	0	0	397	87	53	0	30	0	0	0	976	2,275

Traffic Signal Warrant Analysis for
DRI 4306 Fayetteville City Center
Grady Avenue at Bradford Square/Site Driveway Q
(Side Street Right Turns Excluded)

2028 Build Conditions				Grady Ave			Bradford Sq		
	yes	no			Combo 80%			WARRANT	
HOUR OF DAY	MAIN STREET VOLUME	MINOR STREET VOLUME	WARRANT 1A	WARRANT 1B	A	B	WARRANT 2	3A	3B
6:00	550	10			MAIN				
7:00	1293	97	MAIN	BOTH	MAIN	BOTH	YES		
8:00	1206	106	MAIN	BOTH	MAIN	BOTH	YES	YES	
9:00	898	74	MAIN		MAIN	BOTH			
10:00	955	88	MAIN	BOTH	MAIN	BOTH			
11:00	974	81	MAIN	BOTH	MAIN	BOTH			
12:00	1042	78	MAIN	BOTH	MAIN	BOTH			
13:00	1084	88	MAIN	BOTH	MAIN	BOTH			
14:00	1257	113	MAIN	BOTH	MAIN	BOTH	YES	YES	
15:00	1162	98	MAIN	BOTH	MAIN	BOTH			
16:00	1229	52	MAIN	MAIN	MAIN	MAIN			
17:00	1395	66	MAIN	MAIN	MAIN	BOTH			
18:00	927	53	MAIN	MAIN	MAIN	MAIN			
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			0	8	0	10	3	2	0

NO. OF LANES:

MAIN STREET (1 or 2) 2

SIDE STREET (1 or 2) 1

NO. OF APPROACHES (3 or 4) 3

DOES MAIN STREET SPEED EXCEED 40 MPH, Y or N ? N