

TRANSPORTATION IMPACT STUDY FOR

DRI #4313

MAPCO INDUSTRIAL SITE

DATE:

February 18, 2025

LOCATION:

South Fulton, Georgia

PREPARED FOR:

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EXECUTIVE SUMMARY

MAPCO Industrial Site (DRI #4313) is proposed for construction along Old Senoia Road, SR 92/Spence Road, and Fayetteville Road in South Fulton, Georgia. The proposed development will consist of 1,826,720 square feet of warehouse space. The development will have the following four (4) access points: one full-access driveway on Old Senoia Road, two full-access driveways on SR 92/Spence Road, and one full-access driveway on Fayetteville Road.

Traffic operations at the study intersections are adequate at five of the nine study intersections in the Existing conditions. However, inadequate LOS are present at the remaining four 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. The programmed I-85 South Interchange Improvements at SR 74 project is expected to provide improved delays in future 2028 No-Build conditions. However, the same intersections and movements from 2024 Existing conditions with inadequate LOS are expected to remain inadequate in 2028 No-Build conditions, and there are two additional instances of inadequate LOS during 2028 No-Build conditions at the study intersections.

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, with some individual movements becoming inadequate during additional peak hours.

A right-turn deceleration lane is warranted at Old Senoia Road along SR 74/Senoia Road. A left-turn lane is not warranted at Old Senoia Road along SR 74/Senoia Road; however, there is already a left-turn lane present on SR 74/Old Senoia Road at the median opening at Old Senoia Road.

A right-turn deceleration lane is warranted at Site Driveway 3 along SR 92/Spence Road. A left-turn lane is warranted at Site Driveway 3 along SR 92/Spence Road.

Site Driveway 2 and Site Driveway 3 are expected to operate inadequately in 2028 Build conditions, which is somewhat expected for a stop-controlled approach on a single-lane highway with significant traffic. Furthermore, options for improvements to the intersection are limited. A traffic signal was employed to restore the intersection to acceptable LOS, but it is unlikely that the intersection would meet the necessary signal warrants to justify installation of a traffic signal.

To receive the Notice of Decision Request for Expedited DRI #4313 – MAPCO Industrial Site, the following Roadway Improvement Conditions of Approval and Advisory Conditions are recommended.

Recommended Roadway Improvement Conditions of Approval:

Old Senoia Road and Site Driveway 1

- Side street stop control on Site Driveway 1

- Pave Old Senoia Road as a two-lane undivided facility between SR 74/Senoia Road and Site Driveway 1, and throughout the rest of the site property
- Provide sidewalk on the east side of Old Senoia Road as part of the surfacing

SR 92/Spence Road and Site Driveway 2

- Side street stop control on Site Driveway 2

SR 92/Spence Road and Site Driveway 3

- Side street stop control on Site Driveway 3
- Install a southbound left-turn lane on SR 92/Spence Road
- Install a northbound right-turn deceleration lane on SR 92/Spence Road

Fayetteville Road and Site Driveway 4

- Side street stop control on Site Driveway 4

SR 74/Senoia Road and Old Senoia Road

- Install a northbound right-turn lane on SR 74/Senoia Road

Recommended Roadway Improvement Advisory Conditions:

SR 74/Fairburn Industrial Boulevard and Senoia Road

- Install a traffic signal

SR 74/Senoia Road and Old Senoia Road

- Install a Restricted Crossing U-Turn (RCUT)

SR 74/Senoia Road and I-85 Southbound ramps

- Install dual westbound right-turn lanes on the I-85 Southbound exit ramp

SR 74/Senoia Road and I-85 Northbound ramps

- Install dual eastbound right-turn lanes on the I-85 Northbound exit ramp
- Install triple northbound right-turn lanes on SR 74/Senoia Road

SR 74/Senoia Road and Oakley Industrial Boulevard

- Remove both the eastbound and westbound protected+permissive left-turn phasing in favor of permissive phasing on both approaches.

The I-85 South Interchange Improvements at SR 74 project (Georgia Department of Transportation (GDOT) Project Identification (PI) Number (No.) 0007841) is slated for construction in 2025. The lane and geometric improvements at the intersection of SR 74/Senoia Road and Oakley Industrial Boulevard as part of GDOT PI No. 0007841 are modeled in 2028 No-Build and Build conditions.

Table A: Capacity Analysis Results Summary with Applied Mitigation

ID	Intersection	Control	Movement	2024 Existing				2028 No-Build				Mitigation	Movement	2028 No-Build Mitigated				Movement	2028 Build				Mitigation	Movement	2028 Build Mitigated			
				AM		PM		AM		PM				AM		PM			AM		PM				AM		PM	
				LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay			LOS	Delay	LOS	Delay		LOS	Delay	LOS	Delay			LOS	Delay	LOS	Delay
1	SR 92/Spence Rd & Valleybrook Dr	Side Street Stop Control	Overall	A	2.8	A	2.9	A	3.4	A	3.5		Overall					Overall	A	4.1	A	4.0		Overall				
			EB L+R	C	18.6	C	18.8	C	24.2	C	24.7		EB L+R					EB L+R	D	26.8	D	27.1		EB L+R				
			NB L	A	8.9	A	9.2	A	9.2	A	9.7		NB L					NB L	A	9.3	A	9.9		NB L				
2	Senoia Rd & Valleybrook Dr	Side Street Stop Control	Overall	A	3.5	A	4.1	A	3.8	A	4.5		Overall					Overall	A	4.0	A	5.1		Overall				
			EB L+T+R	C	15.5	B	14.3	C	17.2	C	15.5		EB L+T+R					EB L+T+R	C	17.8	C	15.7		EB L+T+R				
			WB L+T+R	C	15.6	C	15.1	C	17.4	C	16.7		WB L+T+R					WB L+T+R	C	18.7	C	18.2		WB L+T+R				
			NB L	A	8.1	A	7.9	A	8.1	A	7.9		NB L					NB L	A	8.1	A	7.9		NB L				
			SB L	A	8.7	A	8.1	A	8.8	A	8.2		SB L					SB L	A	8.9	A	8.2		SB L				
3	Senoia Rd & Senoia Rd 1-way WB	All-Way Stop Control	Overall	A	9.4	A	8.7	A	10.0	A	9.1		Overall					Overall	B	10.3	A	9.3		Overall				
			WB	A	9.7	A	8.6	B	10.4	A	9.0		WB					WB	B	10.8	A	9.2		WB				
			NB	A	8.6	A	8.1	A	8.8	A	8.3		NB					NB	A	9.0	A	8.4		NB				
			SB	A	9.0	A	9.1	A	9.3	A	9.4		SB					SB	A	9.4	A	9.7		SB				
4	SR 74/Fairburn Ind Blvd & Senoia Rd	Side Street Stop Control	Overall	A	6.8	B	13.1	B	13.2	D	25.8	Traffic Signal	Overall	B	13.7	B	15.0	Overall	C	16.8	D	33.9	Traffic Signal	Overall	B	15.7	B	16.2
			EB L+U	B	10.9	B	10.0	B	11.6	B	10.4		EB	A	7.9	B	13.5	EB L+U	B	11.6	B	10.5		EB	A	9.9	B	14.8
			WB U	B	12.3	B	12.5	B	13.1	B	13.4		WB	B	14.8	B	12.6	WB U	B	13.2	B	13.5		WB	B	17.7	B	14.0
			SB L+R	F	88.7	F	109.8	F	179.8	F	219.3		SB	D	39.8	C	29.0	SB L+R	F	224.3	F	268.8		SB	D	35.9	C	27.9
5	SR 74/Senoia Rd & Old Senoia Rd	Side Street Stop Control	Overall	A	0.1	A	0.1	A	0.1	A	0.1							Overall	A	0.6	A	1.0	Restricted Crossing U-Turn (RCUT)	Overall	A	0.4	A	0.8
			EB L+T+R	D	27.0	B	11.8	D	32.2	B	12.3							EB L+T+R	E	35.1	B	12.3		EB L+T+R	C	26.4	B	12.3
			WB L+T+R	A	0.0	A	0.0	A	0.0	A	0.0							WB L+T+R	F	75.9	F	62.9		WB L+T+R	D	47.3	D	47.0
			NB L+U	A	0.0	B	13.5	A	0.0	B	14.7							NB L+U	A	0.0	B	14.8		NB L+U	A	0.0	B	14.8
			SB L+U	D	25.5	B	12.3	D	30.5	B	13.2							SB L+U	C	18.8	B	14.5		SB L+U	B	18.9	B	14.5
6	SR 74/Senoia Rd & I-85 Southbound ramps	Traffic Signal	Overall	C	30.4	D	40.0	D	36.6	C	33.6	2 WBR Lanes	Overall	C	30.2	C	26.1	Overall	D	42.3	D	35.4	2 WBR Lanes	Overall	C	30.0	C	27.0
			EB					A	0.0	A	0.0		EB	A	0.0	A	0.0	EB	A	0.0	A	0.0		EB	A	0.0	A	0.0
			WB	C	33.0	D	38.2	E	55.1	E	60.1		WB	D	42.8	D	44.2	WB	E	72.5	E	63.1		WB	D	42.6	D	44.7
			NB	B	19.4	D	39.5	B	11.3	C	31.6		NB	A	4.0	C	28.2	NB	B	11.9	C	32.1		NB	A	4.4	C	28.7
			SB	C	34.9	D	44.4	D	47.0	C	23.0		SB	D	47.0	B	15.7	SB	D	47.1	C	24.5		SB	D	47.1	B	16.7
7	SR 74/Senoia Rd & I-85 Northbound ramps	Traffic Signal	Overall	F	104.0	E	76.9	E	76.2	D	46.2	2 EBR Lanes 3 NBR Lanes	Overall	C	24.1	C	23.5	Overall	F	80.2	D	51.2	2 EBR Lanes 3 NBR Lanes	Overall	C	26.4	C	24.2
			EB	F	415.9	F	458.6	F	111.8	E	64.1		EB	D	51.6	D	48.2	EB	F	111.8	E	64.1		EB	D	51.6	D	47.0
			WB					C	25.1	C	25.3		WB	C	25.1	C	30.1	WB	C	25.4	C	25.5		WB	C	25.4	C	29.9
			NB	A	0.1	C	27.5	F	132.6	E	75.3		NB	D	35.4	C	33.3	NB	F	138.3	F	85.6		NB	D	39.7	C	34.4
8	SR 74/Senoia Rd & Oakley Industrial Blvd	Traffic Signal	Overall	F	100.9	D	45.2	E	88.3	D	43.7	Remove EB L & WB L PM+PT Phase	Overall	C	28.1	D	35.2	Overall	F	96.3	D	50.5	Remove EB L & WB L PM+PT Phase	Overall	C	29.4	D	37.5
			EB	F	97.3	D	50.0	E	75.2	C	34.9		EB	D	42.2	D	39.7	EB	E	75.9	D	35.3		EB	D	41.0	D	42.2
			WB	F	432.8	F	125.8	F	381.9	E	72.5		WB	D	54.3	D	36.9	WB	F	415.6	F	110.0		WB	E	57.2	D	48.7
			NB	D	39.4	C	31.0	D	38.5	D	38.7		NB	D	35.7	C	30.0	NB	D	39.4	D	39.1		NB	D	36.3	C	30.0
			SB	C	29.3	C	29.9	A	4.0	D	39.3		SB	A	7.5	D	37.9	SB	A	4.0	D	39.4		SB	A	8.3	D	38.3
9	SR 92/Spence Rd & Oakley Industrial Blvd	Traffic Signal	Overall	B	18.0	B	19.5	C	20.6	C	22.4		Overall					Overall	C	21.1	C	23.7		Overall				
			EB	C	20.8	B	19.5	C	21.9	C	21.0		EB					EB	C	21.9	C	21.0		EB				
			WB	B	17.6	C	20.2	B	18.1	C	22.2		WB					WB	B	18.0	C	22.2		WB				
			NB	B	17.3	B	15.8	C	21.2	C	20.9		NB					NB	C	22.1	C	21.9		NB				
			SB	B	16.1	C	21.5	C	20.1	C	24.8		SB					SB	C	21.0	C	27.9		SB				
10	Old Senoia Rd & Site Driveway 1	Side Street Stop Control	Overall														Overall	A	0.8	A	3.3		Overall					
			WB L+R														WB L+R	A	9.3	A	9.0		WB L+R					
			SB L														SB L	A	0.0	A	0.0		SB L					
11	SR 92/Spence Rd & Site Driveway 2/Site Driveway 3	Side Street Stop Control	Overall														Overall	B	14.8	C	15.5	Traffic Signal	Overall	A	7.8	B	10.4	
			EB L+T+R														EB L+T+R	F	115.5	F	57.2		EB L+T+R	C	21.8	C	21.8	
			WB L+T+R														WB L+T+R	F	497.8	F	226.1		WB L+T+R	B	19.6	B	19.3	
			NB L														NB L	A	9.3	B	10.4		NB L	A	6.7	A	6.6	
			SB L														SB L	A	9.3	A	8.6		SB L	A	6.8	B	10.6	
12	Fayetteville Rd & Site Driveway 4	Side Street Stop Control	Overall														Overall	A	0.1	A	0.2		Overall					
			WB L														WB L	A	7.5	A	0.0		WB L					
			NB L+R														NB L+R	A	0.0	A	9.6		NB L+R					

Table B: Queuing Analysis Summary

ID	Intersection	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
4	SR 74/Fairburn Ind Blvd & Senoia Rd	Side Street Stop Control	SB L+T+R	-	107	167	197	216	156	174	220	189	164	175	214	187
6	SR 74/Senoia Rd & I-85 Southbound ramps	Traffic Signal	WB R	950	176	655	665	1305	132	34	393	167	392	71	815	261
7	SR 74/Senoia Rd & I-85 Northbound ramps	Traffic Signal	NB R	700	0	25	0	27	179	192	334	335	213	192	398	326
8	SR 74/Senoia Rd & Oakley Industrial Blvd	Traffic Signal	WB L	190	128	129	213	208	118	116	194	193	125	125	202	197
			WB R	475	309	231	516	426	186	134	321	244	237	213	417	405

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Introduction

MAPCO Industrial Site (DRI #4313) is proposed for construction along Old Senoia Road, SR 92/Spence Road, and Fayetteville Road in South Fulton, Georgia. The proposed development will consist of 1,826,720 square feet of warehouse space. The development will have the following four (4) access points: one full-access driveway on Old Senoia Road, two full-access driveways on SR 92/Spence Road, and one full-access driveway on Fayetteville Road.

This traffic study analyzes the impact of new traffic added to the local roadways upon the occupancy of the industrial 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 92/Spence Road and Valleybrook Drive
2. Senoia Road and Valleybrook Drive
3. Senoia Road and Senoia Road One-Way westbound right-turn
4. SR 74/Fairburn Industrial Boulevard and Senoia Road
5. SR 74/Senoia Road and Old Senoia Road
6. SR 74/Senoia Road and I-85 southbound ramps
7. SR 74/Senoia Road and I-85 northbound ramps
8. SR 74/Senoia Road and Oakley Industrial Boulevard
9. SR 92/Spence Road and Oakley Industrial Boulevard
10. Old Senoia Road and Site Driveway 1
11. SR 92/Spence Road and Site Driveway 2/Site Driveway 3
12. Fayetteville Road and Site Driveway 4

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

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

Figure 1. Site Location Aerial



Existing Conditions

A.1. Pedestrian and Bicycle Facilities

There is spotty/disconnected pedestrian infrastructure and no bicycle/on-road bicycle routes that exist within the site area and its periphery. There is more substantial and continuous sidewalk along SR 74 south of I-85 and along Oakley Industrial Boulevard between SR 74 and SR 92. Refer to Figure 8 for existing pedestrian and multi-use path infrastructure.

A.2. Transit Facilities

The following three (3) Metropolitan Atlanta Rapid Transit Authority (MARTA) bus routes are in the area. Existing transit stations are greater than a 40-minute walk from the site; however, a proposed new MARTA bus stop on SR 74/Senoia Road at or near Old Senoia Road would meet spacing requirements by MARTA and provide closer and safer access to the site for pedestrians.

- MARTA Bus Route 180 – Roosevelt Highway operates north/south from College Park Station to City of Palmetto along Roosevelt Highway, Camp Drive, and Stonewall Tell Road, continuing along Roosevelt Highway and Main Street. Points of interest include the South Fulton Service Center, Georgia Military College, Fairburn City Hall, and Palmetto City Hall.
- MARTA Bus Route 181 – Washington Road/Fairburn operates east-west from East Point Station to the City of Fairburn along Washington Road, Roosevelt Highway, Buffington Road, and Flat Shoals Road, alternating via Shannon Parkway and Oakley Road, Beverly Ingram Parkway, Roosevelt Highway, and West Broad Street. Points of interest include HJC Bowden Senior Multipurpose Facility, Shannon Square, Georgia Military College, and Fairburn City Hall.
- MARTA Bus Route 188 – Oakley Industrial operates north/south from College Park Station to Fairburn Park and Ride along Interstate 85, Jonesboro Road, Oakley Industrial Boulevard, Bohannon Road, McLarin Road, Fairburn Industrial Boulevard, Senoia Road, Harris Road, and Renaissance Parkway.

A.3. Transportation Facilities

SR 74 is a four-lane median-divided Urban Principal Arterial with a posted speed limit of 45 miles per hour (MPH). The land uses along SR 74 are residential, commercial, institutional, industrial, and medical/office. SR 74 originates at SR 14/US 29 just to the north/northwest of the study area and runs southeast before turning south and accessing I-85 via a diamond interchange before continuing southward toward Tyrone, Peachtree City, and beyond.

SR 92/Spence Road (SR 92) is a two-lane undivided Urban Minor Arterial with a posted speed limit of 45 MPH within the vicinity of the proposed site. The land uses along SR 92 are residential, commercial, institutional, and industrial. Within the vicinity of the study area, SR 92 enters downtown Fairburn from the north/northwest and continues south/southeast, bisecting the site area and continuing in a

southeasterly manner over I-85, with which it does not have access, before intersecting Oakley Industrial Boulevard and turning almost due east shortly thereafter into Fayette County toward Fayetteville. SR 92 will provide access to and from the proposed development via Site Driveways 2 and 3, respectively.

Senoia Road is a two-lane undivided Urban Minor Arterial with a posted speed limit of 35 MPH on which through trucks with three (3) axles or higher are not allowed. Senoia Road serves residential, medical/office, and institutional land uses. Senoia Road connects SR 74 in the south with SR 14/US 29 in the north. In total, Senoia Road traverses 0.8 miles.

Old Senoia Road is an unpaved roadway with no posted speed limit. Old Senoia Road does not serve any built-out land uses and runs in a semicircle to/from Senoia Road only. In total, Old Senoia Road traverses 0.4 miles. Old Senoia Road will provide access to and from the proposed development via Site Driveway 1.

Fayetteville Road is a two-lane undivided Urban Minor Arterial with a posted speed limit of 35 MPH on which through trucks with three (3) axles or higher are not allowed. Fayetteville Road primarily serves residential and recreational land uses, with some industrial near Oakley Industrial Boulevard. Fayetteville Road connects NE Broad Street in the north/west with Oakley Industrial Boulevard in the south/east. In total, Fayetteville Road traverses 2.2 miles. Fayetteville Road will provide access to and from the proposed development via Site Driveway 4.

Valleybrook Drive is a two-lane undivided roadway with a posted speed limit of 25 MPH on which through trucks with three (3) axles or higher are not allowed. Valleybrook Drive serves only residential land uses and connects Senoia Road in the west to SR 92/Spence Road in the east. In total, Valleybrook Drive traverses 0.5 miles.

Oakley Industrial Boulevard is a two-lane undivided Urban Major Collector with a posted speed limit of 45 MPH and runs east-west parallel to and south of I-85. The land uses along Oakley Industrial Boulevard are residential, commercial, and industrial. Oakley Industrial Boulevard connects Cleckler Road in the south/west with Buffington Road in the north/east. In total, Oakley Industrial Boulevard traverses 7.4 miles.

A.4. Heavy Vehicle Enhanced Focus Area

Per Section 3.2.4.1 of the Georgia Regional Transportation Authority (GRTA) DRI Review Procedures, DRI 4313 – MAPCO Industrial Site must undergo a “Heavy Vehicle Enhanced Focus Area” review, as the warehouse will generate heavy vehicles (trucks).

A.4.1. Heavy Vehicle Routing

No trucks are expected to use Fayetteville Road to access the site, as trucks are not allowed on Fayetteville Road. Trucks are expected to utilize Site Driveway 1 on Old Senoia Road and Site Driveway 2 and Site Driveway 3 on SR 92/Spence Road, but only from the south, as there are truck restrictions on all routes within the study network north of the site. Figures 10 and 11 depict the truck trip distribution and truck trip assignment, respectively, for expected trucks into and out of the site, as well as the truck restrictions within the study network. The truck trip distribution is also described in narrative format in Section B.6.

A.4.2. Pavement Conditions

The Heavy Vehicle pavement condition analysis was performed and is limited to the roadway segments within the study network. The objective of the pavement analysis is to identify sections where the pavement shows signs of wear. A site visit was performed on Thursday, November 21, 2024, to assess and perform field reconnaissance of pavement conditions. Each of the photos below are from the site visit on the listed date.

The pavement condition overall is good; however, slight distress/cracking and moderate rutting was observed in some locations. See Figures 2, 3, 4, 5, 6, and 7 for photographic representations and locations of pavement distress/cracking. It should be noted that the intersections of SR 74/Senoia Road at I-85 southbound ramps, SR 74/Senoia Road at I-85 northbound ramps, and SR 74/Senoia Road at Oakley Industrial Boulevard will be resurfaced as part of the I-85 South Interchange Improvements at SR 74 Project (GDOT PI No. 00007841).

Figure 2: SR 92 at Site Driveway 2/Site Driveway 3 – Slight Distress/Cracking



Figure 3: Oakley Industrial Boulevard Right Turn at SR 92 – Slight Distress/Cracking



Figure 4: Oakley Industrial Boulevard Right Turn at SR 74 – Moderate Rutting



Figure 5: I-85 Northbound Right Turn at SR 74 – Moderate Distress/Cracking



Figure 6: I-85 Southbound Right Turn at SR 74 – Slight Rutting



Figure 7: Old Senoia Road – Unpaved



A.4.3. Roadway Width

Table 1 shows the lane widths for the routes expected to be utilized by heavy vehicles entering and exiting the site.

Table 1: Roadway Lane Widths Summary

Roadway	Segment	Type	Number of Lanes	Direction	Width	Condition/ Notes
SR 92	Site Driveway 2/3 to Valleybrook Dr	General Purpose	1	NB	12	Good
		General Purpose	1	SB	12	Good
	Site Driveway 2/3 to Oakley Industrial Blvd	General Purpose	1	NB	12	Good
		General Purpose	1	SB	12	Good
		Right Turn	1	SB R	13	Good
Oakley Industrial Blvd	SR 138 to SR 92	Right Turn	1	WB R	13	Good
		General Purpose	1	EB	12	Good
		General Purpose	1	WB	12	Good
	SR 92 to SR 74	General Purpose	1	WB	12	Good
		Right Turn	1	WB R	13	Good
SR 74	Old Senoia Rd to I-85 Southbound ramps	General Purpose	2	NB	12	Good
		General Purpose	2	SB	12	Good
	I-85 Southbound ramps to I-85 Northbound ramps	General Purpose	2	NB	12	Good
		General Purpose	2	SB	12	Good
	I-85 Northbound ramps to Oakley Industrial Blvd	General Purpose	2	NB	12	Good
		Right Turn	1	NB R	24	Good
		General Purpose	2	SB	12	Good
I-85 Southbound ramps	I-85 Southbound to SR 74	Right Turn	1	WB R	24	Good
I-85 Northbound ramps	I-85 Northbound to SR 74	Right Turn	1	EB R	24	Good

A.4.4. Corner Radii

The corner radii are provided in a diagram in Appendix A.

A.4.5. Heavy Vehicle Staging

The two largest buildings have truck courts on both their northern and southern faces, with parking for employees' and visitors' personal vehicles on both the western and eastern faces. The two largest buildings also have internal bypass roads along the southern ends of the buildings to prevent traffic passing through the site via the truck courts. The third and smallest building to the east of the overall site area has a truck court on its western face, with the employees' and visitors' personal vehicle parking on the eastern face. This facility also has an internal bypass road to the east and the south of the building.

The truck courts will provide plenty of space for tractor-trailer trucks either staging or coming and going from the facility. The number of trailer stalls is listed below for each building:

- Building 100 (833,280 SF, west of SR 92/Spence Road) – 196 Trailer Stalls
- Building 200 (902,720 SF, east of SR 92/Spence Road) – 213 Trailer Stalls
- Building 300 (160,160 SF, south of Fayetteville Road) – 42 Trailer Stalls

A.4.6. Pedestrian Safety

Pedestrian sidewalks are provided along all roadways adjacent to the site's property. Pedestrian ramps and crosswalks are also provided between the internal driveways/roadways and the buildings. Pedestrian sidewalks are shown along the parking areas for employees' and visitors' personal vehicles between the parking lots and the buildings.

A.5. Traffic Counts

Intersection turning movement counts (TMCs) at the twelve (12) existing study intersections were collected on Tuesday, November 19, 2024, while schools were in session. In addition to the turning movement counts, two (2) 24-hour traffic classification counts were taken on Tuesday, November 19, 2024; one (1) along SR 92/Spence Road south of Valleybrook Drive, and one (1) along Fayetteville Road east of Edelweiss Drive. The AM peak hour was determined to be 7:15-8:15AM, and the PM peak hour was determined to be 4:45-5:45PM. The resultant Existing Traffic Volumes are shown in Figure 9.

Figure 8: Existing Pedestrian and Multi-Use Path Infrastructure

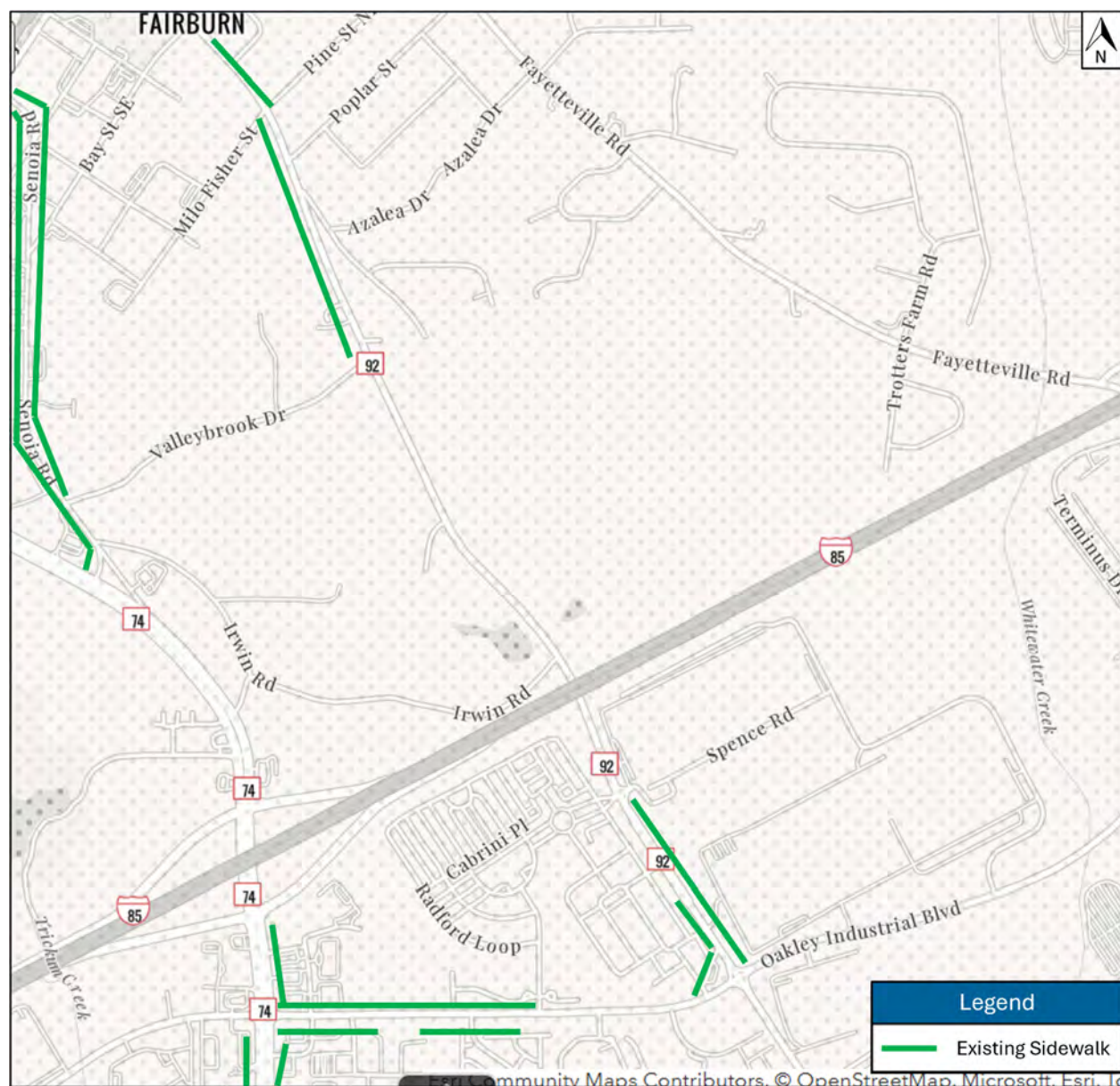
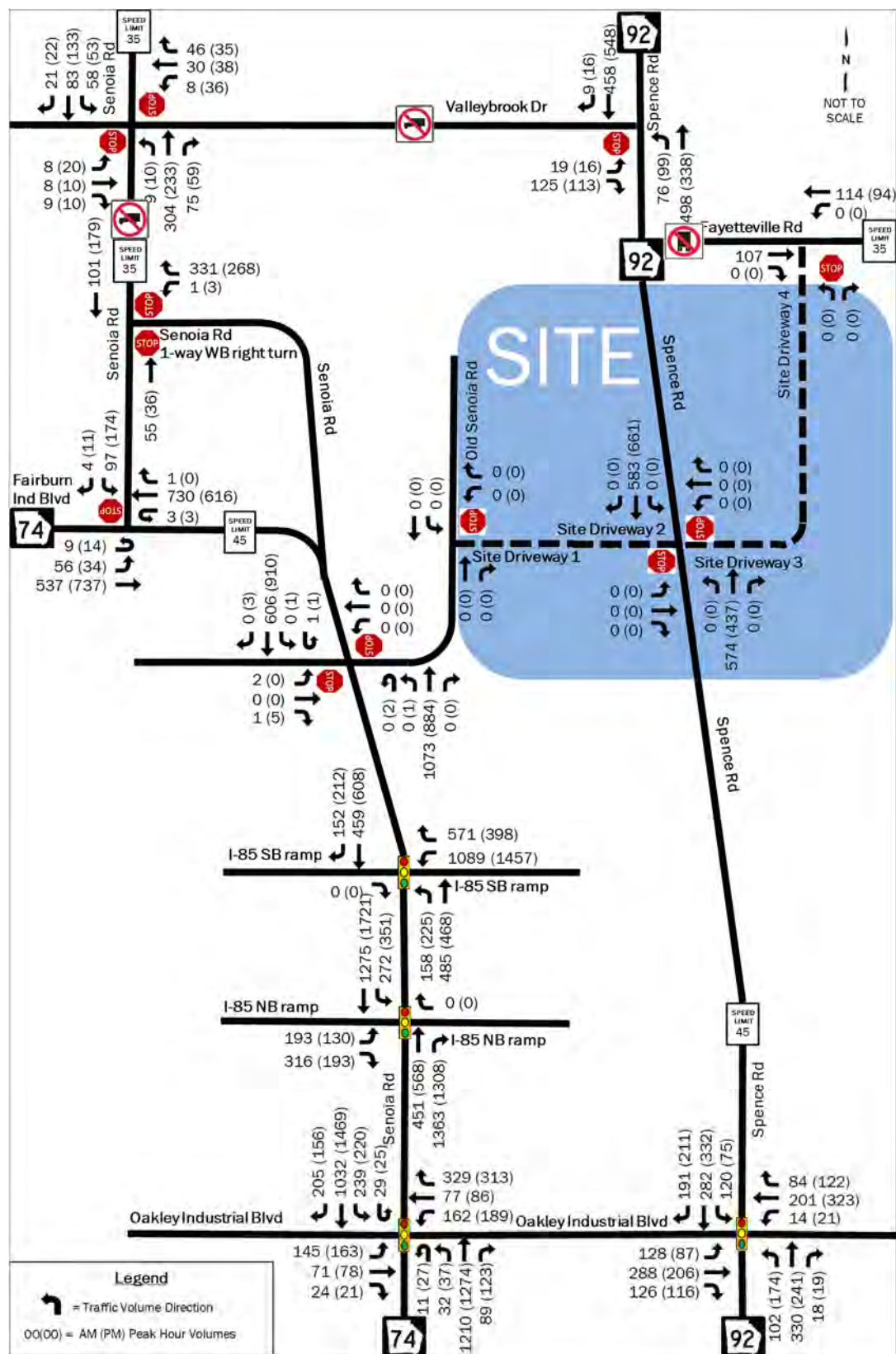


Figure 9: Existing Traffic Volumes



Future Conditions

B.1. Background Data Collection

The study uses a growth rate of 2.4% 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 10 depicts the volumes in 2028 with the growth rate applied to the existing volumes seen in Figure 9.

B.2. Programmed Improvements

There are two programmed improvements in the area; however, there is one major improvement scheduled by or before the project's anticipated opening year of 2028. It will not directly impact the proposed project's site area but will impact three (3) existing study intersections. The I-85 South Interchange Improvements at SR 74 project (Georgia Department of Transportation (GDOT) Project Identification (PI) Number (No.) 0007841) is slated for construction in 2025. Therefore, this programmed improvement is modeled in the 2028 No-Build and Build scenarios, with the left-turning traffic at the I-85 and SR 74 interchange reassigned to the new loop ramp movements. The lane and geometric improvements at the intersection of SR 74/Senoia Road and Oakley Industrial Boulevard as part of GDOT PI No. 0007841 are also modeled in 2028 No-Build and Build conditions. Table 2 shows the programmed improvements within the vicinity of the proposed project site. Figure 11 shows the reassigned traffic due to the I-85 South at SR 74 interchange project.

B.3. Adjacent Development

The following are two (2) known major developments currently under construction that are expected to contribute significant traffic within the study area:

- DRI #4213 – Fairburn Technology Center is a proposed 1,190,000 square-foot (SF) data center in three (3) buildings on an approximately 59.6-acre site, with the following street address:
 - o 8125 Bohannon Drive, Fairburn, GA 30213
- DRI #4237 – Lofts at South Fulton is a proposed apartment complex with a total of 842 units to be built in two phases on 41,724 acres (31 of which will be disturbed) along with 2,000 SF of commercial, with the following street address:
 - o 7995 Spence Road, Fairburn, GA 30213.

Figure 12 depicts the anticipated trips from the adjacent developments listed above at the study intersections.

Figure 13 depicts the resultant 2028 No-Build volumes from the anticipated growth rate (Figure 10), the reassigned traffic due to the I-85 South at SR 74 interchange project (Figure 11), and the anticipated trips from the adjacent developments listed above.

B.4. Planned Improvements

There are two planned improvements in the area that will take place after the proposed project site is built out. Both are outside of the study network area. Table 3 shows the planned improvements within the vicinity of the proposed project site.

Table 2: Programmed Projects

Project Name	From/To	Sponsor	Project ID	ARC ID (TIP)	Design FY	ROW/Utility FY	Construct FY
I-85 South Interchange Improvements at SR 74	Milam Road to City Lake Road	GDOT	GDOT P.I.No. 0007841	FS-AR-182	2016	2020	2025
I-85 South Interchange Improvements at SR 138/Jonesboro Rd	Goodson Connector to Buffington Rd	GDOT	GDOT P.I.No. 0007842	FS-AR-183	2021	2028	2028

Table 3: Planned Improvements

Project Name	From/To	Potential Sponsor	Project ID	ARC ID (TIP)	Design FY	ROW/Utility FY	Construct FY
Oakley Industrial Boulevard - New Alignment	Creekwood Dr to Gullatt Rd	City of Fairburn	N/A	FS-202E	2030	2030	2033
S Fulton Pkwy BRT Corridor Expansion	College Park MARTA Station to SR 92	MARTA	N/A	AR-491A	N/A	N/A	2050

B.5. Project Trip Generation

The industrial development consists of 1,826,720 square feet of warehouse space. The anticipated trips generated by the entire development were estimated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021.

Table 4 summarizes the project trip generation calculated using the ITE Trip Generation rates. The detailed trip generation is included in Appendix D.

Table 4: Project Trip Generation

LAND USE	PERIOD	TOTAL	IN	OUT
Warehousing – LUC 150 1,826,720 SF Autos	Daily	1,930	965	965
	AM Peak Hour	206	168	38
	PM Peak Hour	191	40	151
Warehousing – LUC 150 1,826,720 SF Trucks	Daily	994	497	497
	AM Peak Hour	37	19	18
	PM Peak Hour	55	29	26
Warehousing – LUC 150 1,826,720 TOTAL	Daily	2,924	1,462	1,462
	AM Peak Hour	243	187	56
	PM Peak Hour	246	69	177

B.6. Trip Distribution and Assignment

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

Autos:

- Approximately 12% of the traffic is expected to travel to/from the west on SR 74,
- Approximately 9% of the traffic is expected to travel to/from the east on Oakley Industrial Boulevard,
- Approximately 1% of the traffic is expected to travel to/from the west on Fayetteville Road,
- Approximately 1% of the traffic is expected to travel to/from the east on Fayetteville Road,
- Approximately 7% of the traffic is expected to travel to/from the south/west on I-85,
- Approximately 32% of the traffic is expected to travel to/from the north/east on I-85,
- Approximately 22% of the traffic is expected to travel to/from the south on SR 74,
- Approximately 6% of the traffic is expected to travel to/from the south on SR 92,
- Approximately 7% of the traffic is expected to travel to/from the north on SR 92, and
- Approximately 3% of the traffic is expected to travel to/from the north on Senoia Road.

Trucks:

- Approximately 15% of the traffic is expected to travel to/from the west on SR 74,
- Approximately 25% of the traffic is expected to travel to/from the south on SR 74,
- Approximately 10% of the traffic is expected to travel to/from the east on Oakley Industrial Boulevard,
- Approximately 10% of the traffic is expected to travel to/from the south/west on I-85, and
- Approximately 40% of the traffic is expected to travel to/from the north/east on I-85.

New trip distribution for personal vehicles (autos) is shown in Figure 14. The new trips expected from the new trip distribution for autos are shown in Figure 15. Truck trip distribution is shown in Figure 16. The new truck trips expected from the truck trip distribution are shown in Figure 17. The total site trips (Figure 9: Trip Assignment (Autos) + Figure 11: Trip Assignment (Trucks)) are shown in Figure 18. The 2028 Build Volumes are shown in Figure 19.

Figure 10: 2028 Volumes with Growth Rate

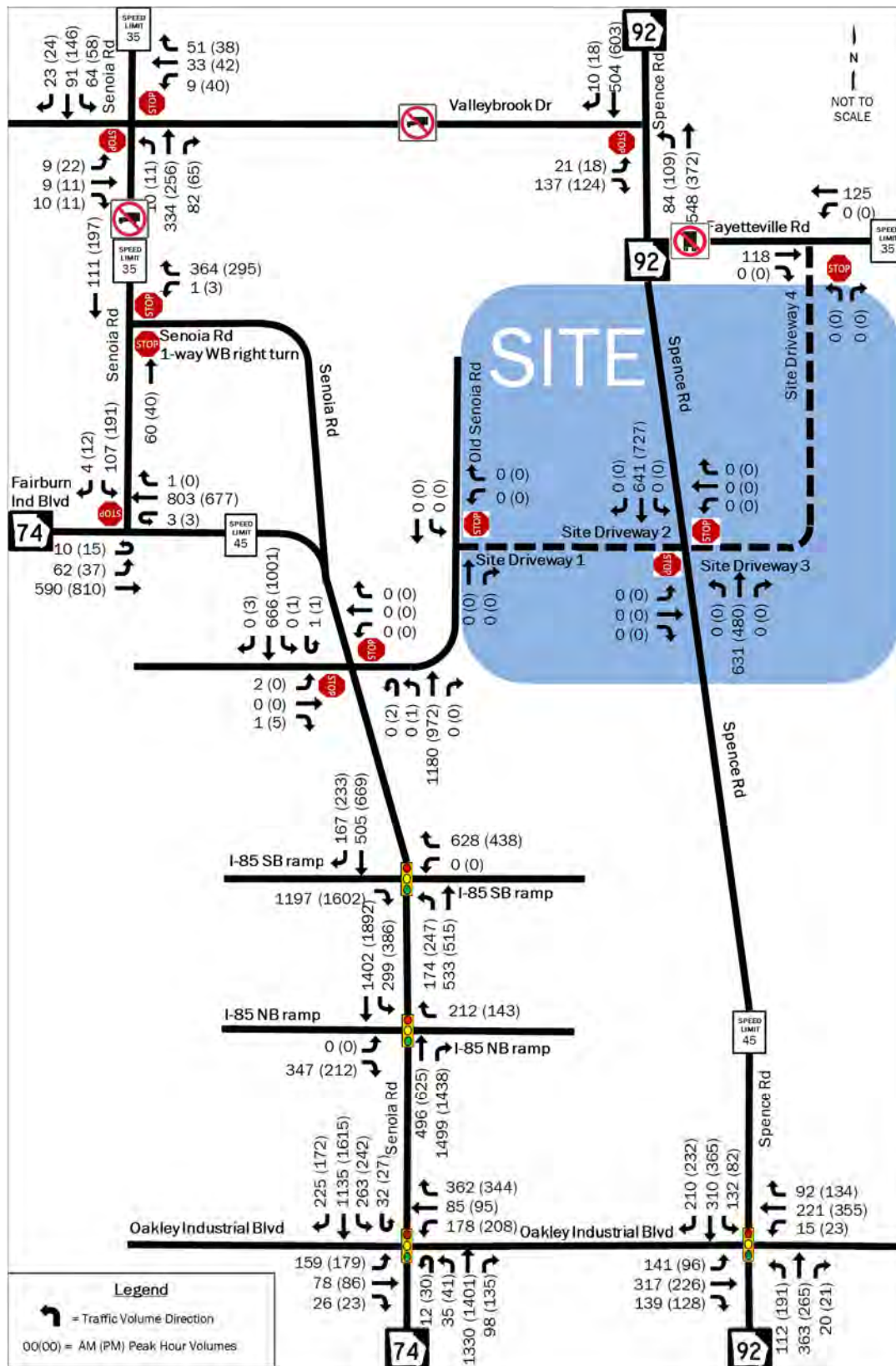


Figure 11: I-85 South at SR 74 Interchange (GDOT PI No. 0007841) – Traffic Reassignment

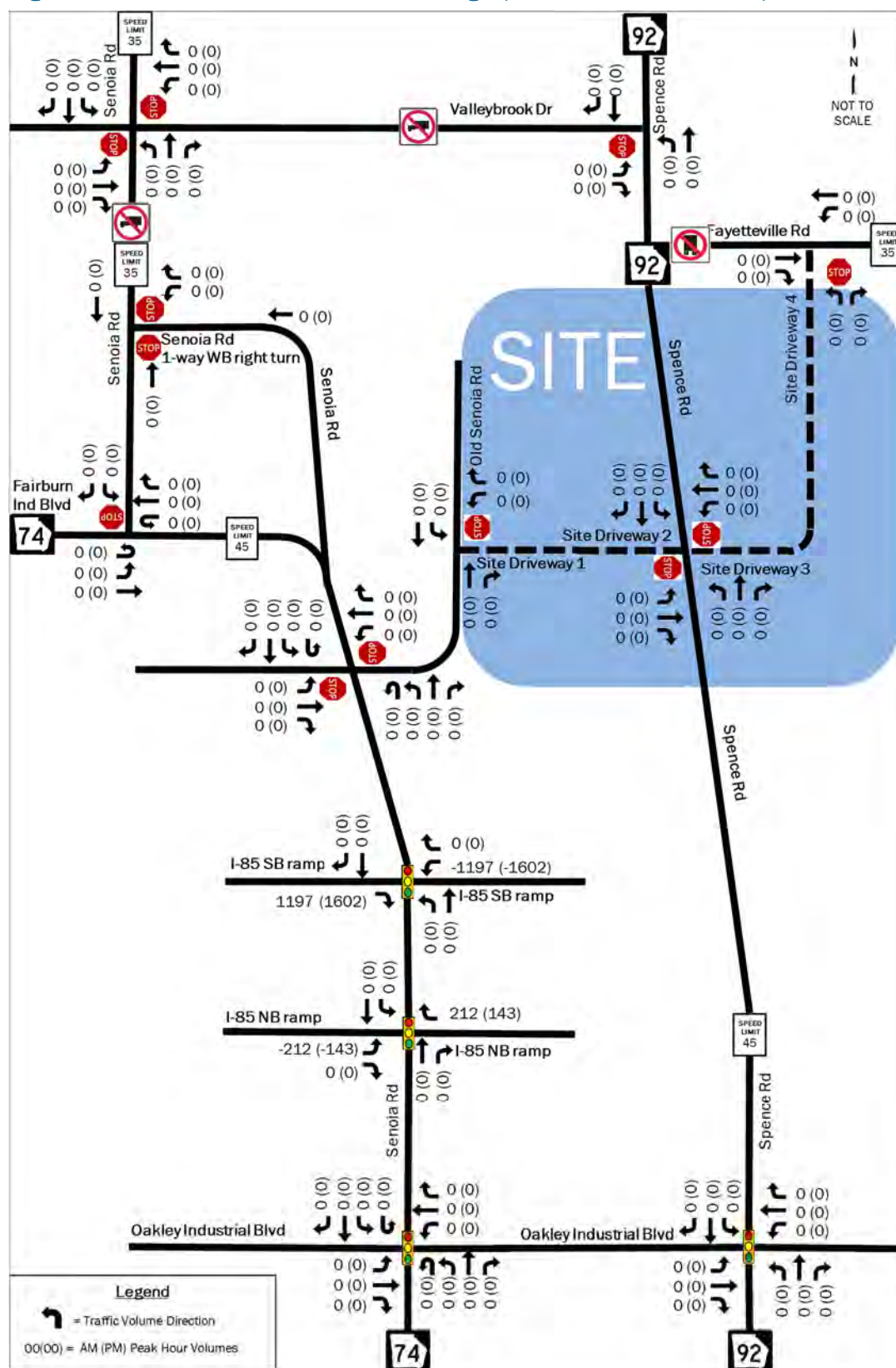


Figure 12: Adjacent Development Trips

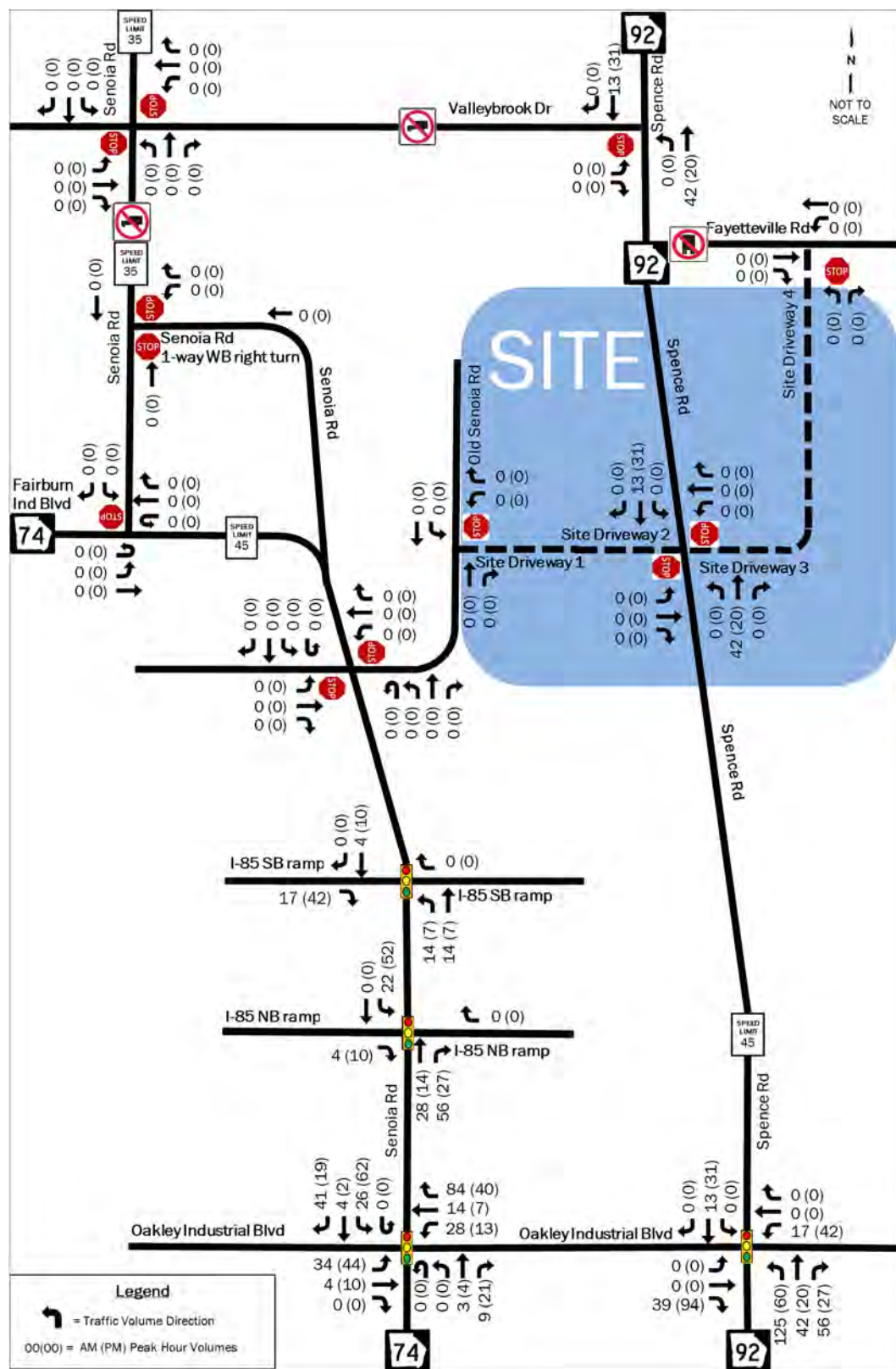


Figure 15: Trip Assignment (Autos)

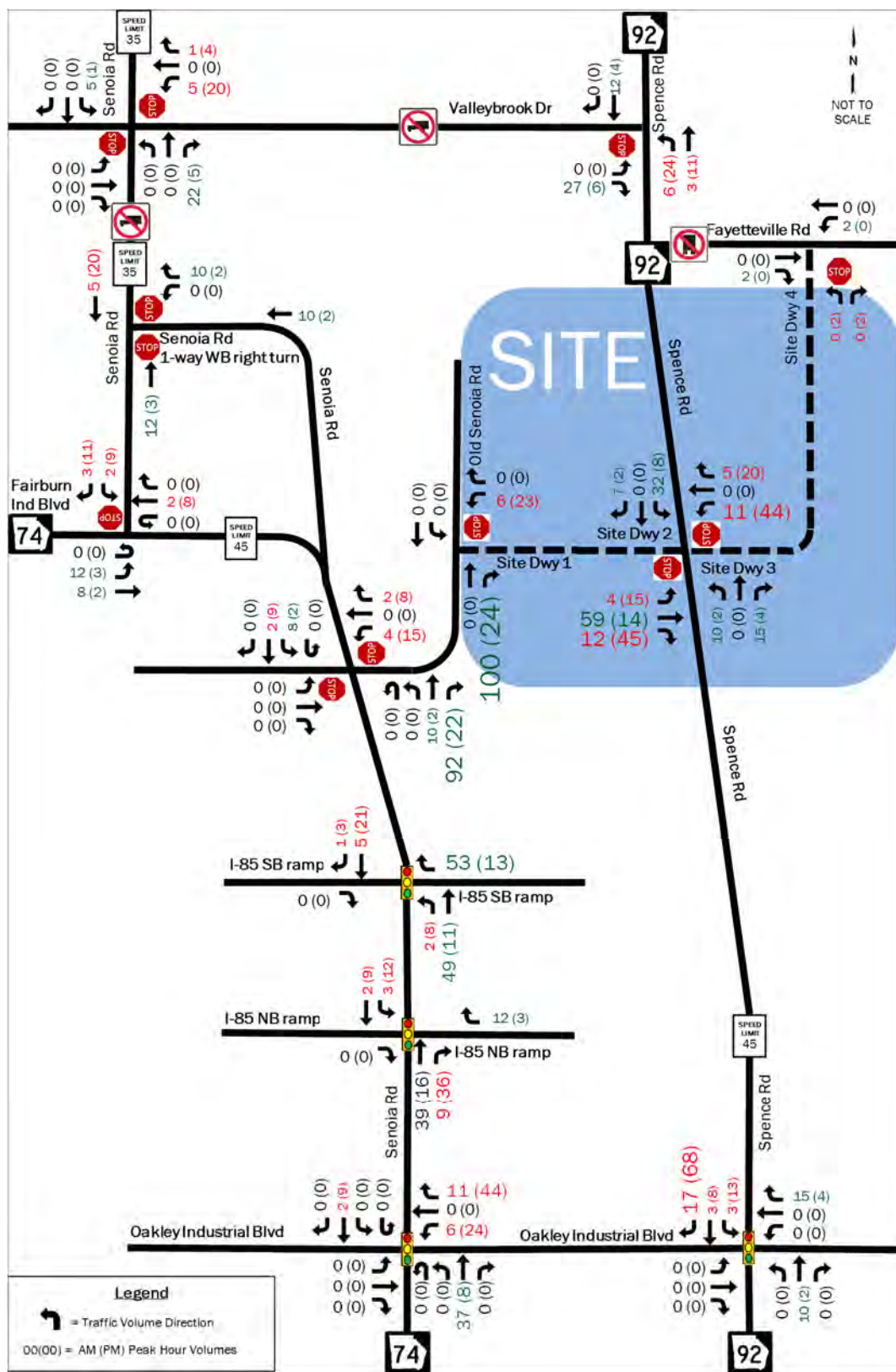


Figure 17: Trip Assignment (Trucks)

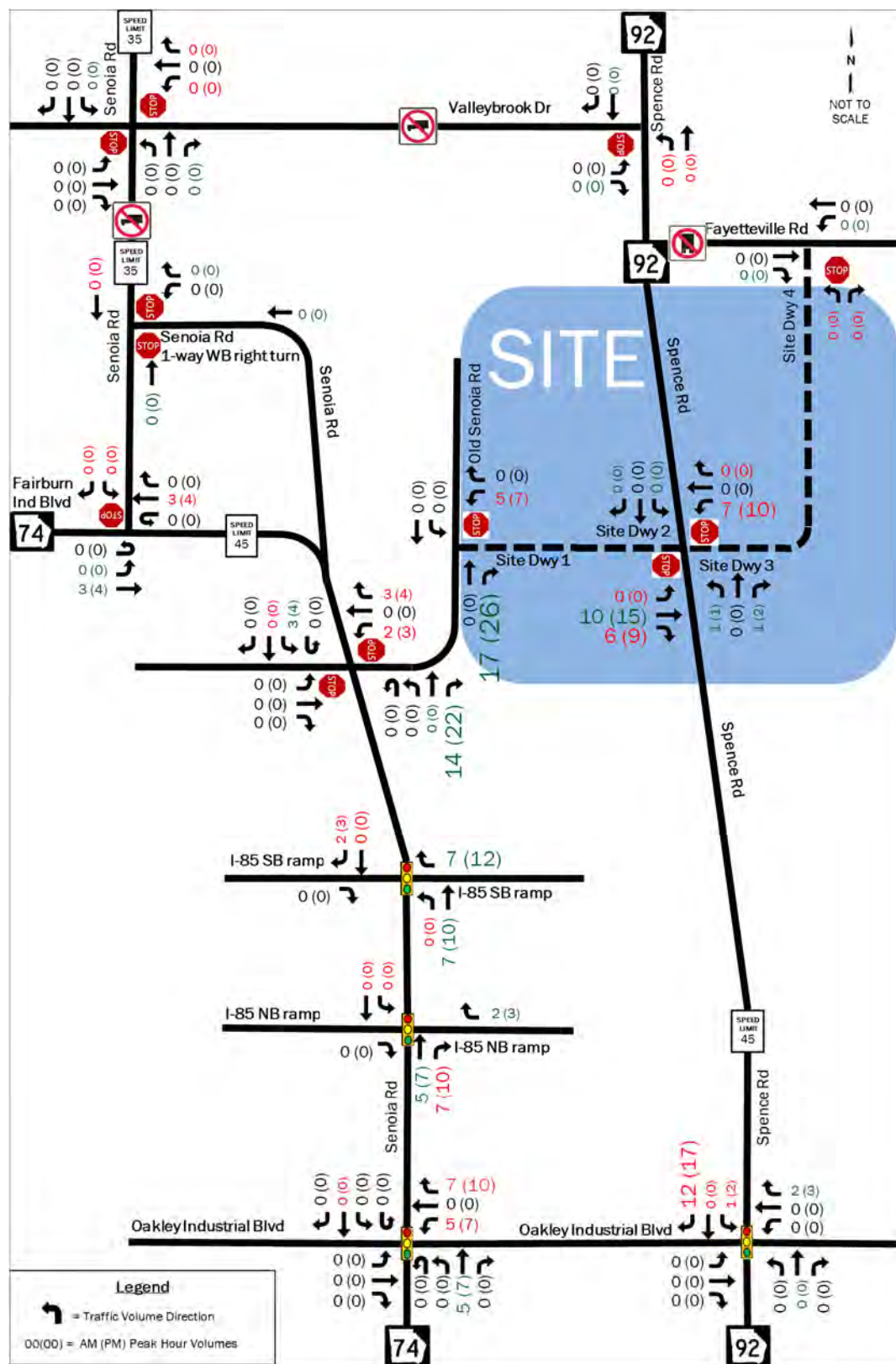


Figure 18: Site Traffic (Autos + Trucks)

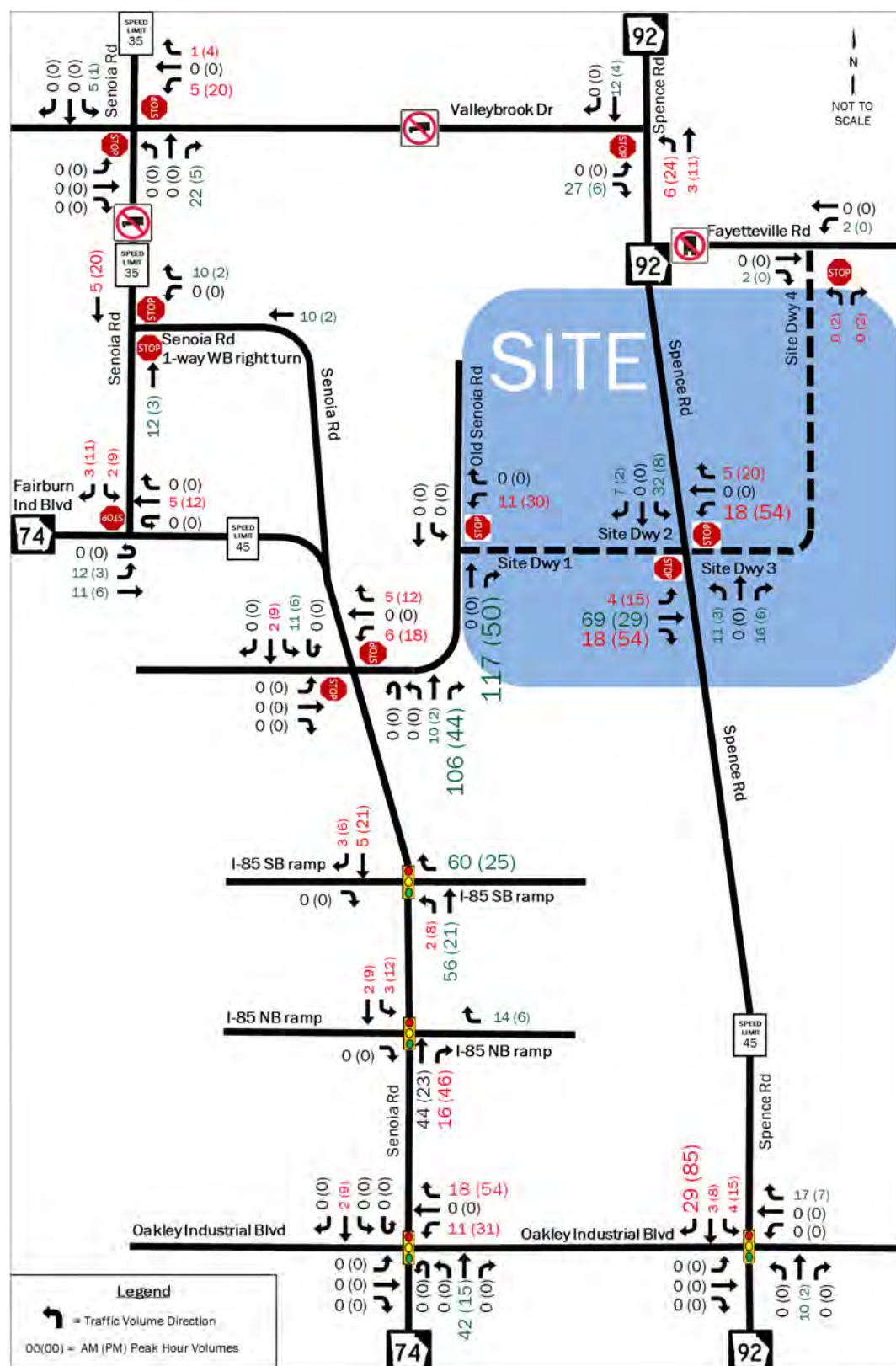
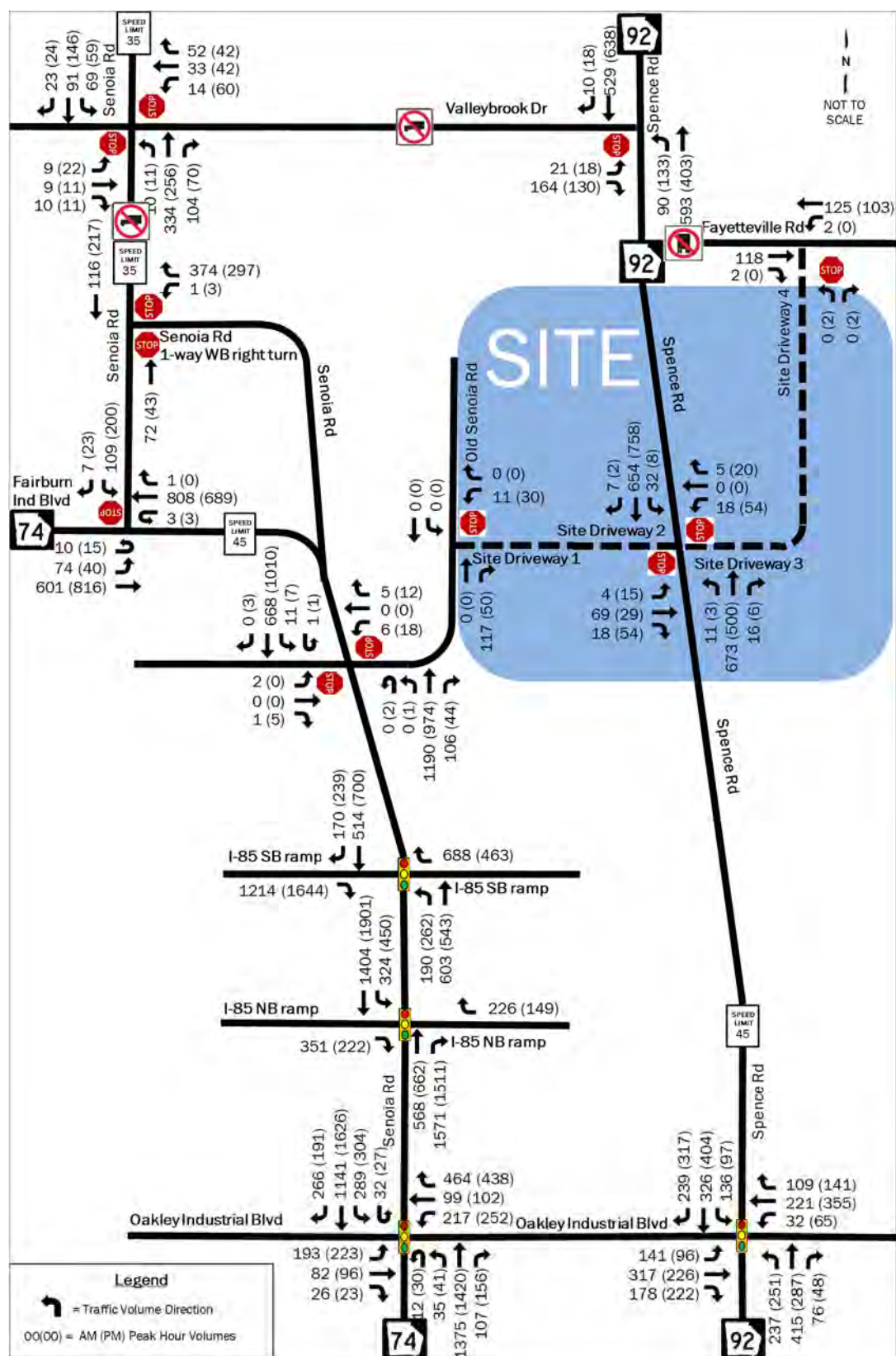


Figure 19: 2028 Build Traffic Volumes



Traffic Impact Analyses

The capacity analysis and queuing analysis was performed using the traffic analysis software Synchro® 12. The Restricted Crossing U-Turn (RCUT) alternative in the Mitigation scenarios was analyzed using Highway Capacity Software, Version 7 (HCS7). 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 or programmed improvements. 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 Tables 5 and 6 and include the analysis of the volumes shown in Figure 9.

Table 5: 2024 Existing Capacity Analysis (Part 1)

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 92/Spence Rd & Valleybrook Dr	Side Street Stop Control	Overall	A	2.8	A	2.9
			EB L+R	C	18.6	C	18.8
			NB L	A	8.9	A	9.2
2	Senoia Rd & Valleybrook Dr	Side Street Stop Control	Overall	A	3.5	A	4.1
			EB L+T+R	C	15.5	B	14.3
			WB L+T+R	C	15.6	C	15.1
			NB L	A	8.1	A	7.9
			SB L	A	8.7	A	8.1
3	Senoia Rd & Senoia Rd 1-way WB	All-Way Stop Control	Overall	A	9.4	A	8.7
			WB	A	9.7	A	8.6
			NB	A	8.6	A	8.1
			SB	A	9.0	A	9.1
4	SR 74/Fairburn Ind Blvd & Senoia Rd	Side Street Stop Control	Overall	A	6.8	B	13.1
			EB L+U	B	10.9	B	10.0
			WB U	B	12.3	B	12.5
			SB L+R	F	88.7	F	109.8
5	SR 74/Senoia Rd & Old Senoia Rd	Side Street Stop Control	Overall	A	0.1	A	0.1
			EB L+T+R	D	27.0	B	11.8
			WB L+T+R	A	0.0	A	0.0
			NB L+U	A	0.0	B	13.5
			SB L+U	D	25.5	B	12.3

Table 6: 2024 Existing Capacity Analysis (Part 2)

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
6	SR 74/Senoia Rd & I-85 Southbound ramps	Traffic Signal	Overall	C	30.4	D	40.0
			WB	C	33.0	D	38.2
			NB	B	19.4	D	39.5
			SB	C	34.9	D	44.4
7	SR 74/Senoia Rd & I-85 Northbound ramps	Traffic Signal	Overall	F	104.0	E	76.9
			EB	F	415.9	F	458.6
			NB	A	0.1	C	27.5
			SB	C	31.5	C	31.1
8	SR 74/Senoia Rd & Oakley Industrial Blvd	Traffic Signal	Overall	F	100.9	D	45.2
			EB	F	97.3	D	50.0
			WB	F	432.8	F	125.8
			NB	D	39.4	C	31.0
			SB	C	29.3	C	29.9
9	SR 92/Spence Rd & Oakley Industrial Blvd	Traffic Signal	Overall	B	18.0	B	19.5
			EB	C	20.8	B	19.5
			WB	B	17.6	C	20.2
			NB	B	17.3	B	15.8
			SB	B	16.1	C	21.5

As shown in Tables 5 and 6, there are several instances of inadequate LOS during Existing conditions at the study intersections that are detailed below:

SR 74/Fairburn Industrial Boulevard and Senoia Road

- The southbound approach during both peak hours (LOS F)

SR 74/Senoia Road and I-85 northbound ramps

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

SR 74/Senoia Road and Oakley Industrial Boulevard

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

C.2. 2028 No-Build Conditions Capacity Analysis

The results of the 2028 No-Build conditions intersection capacity analysis are shown in Tables 7 and 8 and include the volumes shown in Figure 13.

Table 7: 2028 No-Build Capacity Analysis (Part 1)

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 92/Spence Rd & Valleybrook Dr	Side Street Stop Control	Overall	A	3.4	A	3.5
			EB L+R	C	24.2	C	24.7
			NB L	A	9.2	A	9.7
2	Senoia Rd & Valleybrook Dr	Side Street Stop Control	Overall	A	3.8	A	4.5
			EB L+T+R	C	17.2	C	15.5
			WB L+T+R	C	17.4	C	16.7
			NB L	A	8.1	A	7.9
			SB L	A	8.8	A	8.2
3	Senoia Rd & Senoia Rd 1-way WB	All-Way Stop Control	Overall	A	10.0	A	9.1
			WB	B	10.4	A	9.0
			NB	A	8.8	A	8.3
			SB	A	9.3	A	9.4
4	SR 74/Fairburn Ind Blvd & Senoia Rd	Side Street Stop Control	Overall	B	13.2	D	25.8
			EB L+U	B	11.6	B	10.4
			WB U	B	13.1	B	13.4
			SB L+R	F	179.8	F	219.3
5	SR 74/Senoia Rd & Old Senoia Rd	Side Street Stop Control	Overall	A	0.1	A	0.1
			EB L+T+R	D	32.2	B	12.3
			WB L+T+R	A	0.0	A	0.0
			NB L+U	A	0.0	B	14.7
			SB L+U	D	30.5	B	13.2
6	SR 74/Senoia Rd & I-85 Southbound ramps	Traffic Signal	Overall	D	36.6	C	33.6
			EB	A	0.0	A	0.0
			WB	E	55.1	E	60.1
			NB	B	11.3	C	31.6
			SB	D	47.0	C	23.0
7	SR 74/Senoia Rd & I-85 Northbound ramps	Traffic Signal	Overall	E	76.2	D	46.2
			EB	F	111.8	E	64.1
			WB	C	25.1	C	25.3
			NB	F	132.6	E	75.3
			SB	A	7.2	B	19.6

Table 8: 2028 No-Build Capacity Analysis (Part 2)

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
8	SR 74/Senoia Rd & Oakley Industrial Blvd	Traffic Signal	Overall	E	88.3	D	43.7
			EB	E	75.2	C	34.9
			WB	F	381.9	E	72.5
			NB	D	38.5	D	38.7
			SB	A	4.0	D	39.3
9	SR 92/Spence Rd & Oakley Industrial Blvd	Traffic Signal	Overall	C	20.6	C	22.4
			EB	C	21.9	C	21.0
			WB	B	18.1	C	22.2
			NB	C	21.2	C	20.9
			SB	C	20.1	C	24.8

As shown in Tables 7 and 8, the programmed I-85 South Interchange Improvements at SR 74 project is expected to provide improved delays at the intersections of SR 74/Senoia Road and I-85 southbound ramps, SR 74/Senoia Road and I-85 northbound ramps, and SR 74/Senoia Road and Oakley Industrial Boulevard in future 2028 No-Build conditions. However, the same intersections and movements from 2024 Existing conditions with inadequate LOS are expected to remain inadequate in 2028 No-Build conditions, and there are two additional instances of inadequate LOS during 2028 No-Build conditions at the study intersections that are detailed below.

SR 74/Senoia Road and I-85 southbound ramps

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

SR 74/Senoia Road and I-85 northbound ramps

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

C.3. 2028 Build Conditions Capacity Analysis

The results of the 2028 Build conditions intersection capacity analysis are shown in Tables 9 and 10 and include the volumes shown in Figure 19.

Table 9: 2028 Build Capacity Analysis (Part 1)

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 92/Spence Rd & Valleybrook Dr	Side Street Stop Control	Overall	A	4.1	A	4.0
			EB L+R	D	26.8	D	27.1
			NB L	A	9.3	A	9.9
2	Senoia Rd & Valleybrook Dr	Side Street Stop Control	Overall	A	4.0	A	5.1
			EB L+T+R	C	17.8	C	15.7
			WB L+T+R	C	18.7	C	18.2
			NB L	A	8.1	A	7.9
			SB L	A	8.9	A	8.2
3	Senoia Rd & Senoia Rd 1-way WB	All-Way Stop Control	Overall	B	10.3	A	9.3
			WB	B	10.8	A	9.2
			NB	A	9.0	A	8.4
			SB	A	9.4	A	9.7
4	SR 74/Fairburn Ind Blvd & Senoia Rd	Side Street Stop Control	Overall	C	16.8	D	33.9
			EB L+U	B	11.6	B	10.5
			WB U	B	13.2	B	13.5
			SB L+R	F	224.3	F	268.8
5	SR 74/Senoia Rd & Old Senoia Rd	Side Street Stop Control	Overall	A	0.6	A	1.0
			EB L+T+R	E	35.1	B	12.3
			WB L+T+R	F	75.9	F	62.9
			NB L+U	A	0.0	B	14.8
			SB L+U	C	18.8	B	14.5
6	SR 74/Senoia Rd & I-85 Southbound ramps	Traffic Signal	Overall	D	42.3	D	35.4
			EB	A	0.0	A	0.0
			WB	E	72.5	E	63.1
			NB	B	11.9	C	32.1
			SB	D	47.1	C	24.5
7	SR 74/Senoia Rd & I-85 Northbound ramps	Traffic Signal	Overall	F	80.2	D	51.2
			EB	F	111.8	E	64.1
			WB	C	25.4	C	25.5
			NB	F	138.3	F	85.6
			SB	A	9.0	B	19.8
8	SR 74/Senoia Rd & Oakley Industrial Blvd	Traffic Signal	Overall	F	96.3	D	50.5
			EB	E	75.9	D	35.3
			WB	F	415.6	F	110.0
			NB	D	39.4	D	39.1
			SB	A	4.0	D	39.4

Table 10: 2028 Build Capacity Analysis (Part 2)

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
9	SR 92/Spence Rd & Oakley Industrial Blvd	Traffic Signal	Overall	C	21.1	C	23.7
			EB	C	21.9	C	21.0
			WB	B	18.0	C	22.2
			NB	C	22.1	C	21.9
			SB	C	21.0	C	27.9
10	Old Senoia Rd & Site Driveway 1	Side Street Stop Control	Overall	A	0.8	A	3.3
			WB L+R	A	9.3	A	9.0
			SB L	A	0.0	A	0.0
11	SR 92/Spence Rd & Site Driveway 2/Site Driveway 3	Side Street Stop Control	Overall	B	14.8	C	15.5
			EB L+T+R	F	115.5	F	57.2
			WB L+T+R	F	497.8	F	226.1
			NB L	A	9.3	B	10.4
			SB L	A	9.3	A	8.6
12	Fayetteville Rd & Site Driveway 4	Side Street Stop Control	Overall	A	0.1	A	0.2
			WB L	A	7.5	A	0.0
			NB L+R	A	0.0	A	9.6

As shown in Tables 9 and 10, including the same intersections and movements from No-Build conditions, there is one additional instance of inadequate LOS during 2028 Build conditions at the study intersections that are detailed below. The Build analysis considers all appropriate intersection control and lane geometry at the proposed site driveways. Discussion on turn lane analysis for the proposed site driveways is discussed in Section C.6.

SR 74/Senoia Road and Old Senoia Road

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

C.4. Queue Length Analysis

Queue length analysis was conducted for all intersection approaches with failing LOS E or F where the project is adding additional trips to that approach. Queue length analysis results are modeled according to Highway Capacity Manual procedures, using the traffic analysis software Synchro® 12. Queue lengths reported include 50th percentile (average) queues, 95th percentile queues, existing storage lengths, and existing taper lengths to intersection approaches. Queue lengths are shown in feet. Queues recorded as less than 25 feet were reported as 25 feet to represent the approximate length and headway of one single whole queued vehicle.

Queueing analysis indicates that project-related queues are contained in the available full-width storage capacity in Existing conditions, except for the westbound right-turn lane on the I-85 southbound ramp at SR 74/Senoia Road, the westbound left-turn lane on Oakley Industrial Boulevard at SR 74/Senoia Road, and the westbound right-turn lane on Oakley Industrial Boulevard at SR 74/Senoia Road. In 2028 No-Build conditions, queues are expected to shorten due to the I-85 South Interchange Improvements at SR 74 project (GDOT PI No. 00007841), leaving only the westbound left-turn lane on Oakley Industrial Boulevard at SR 74/Senoia Road exceeding the storage capacity. In 2028 Build conditions, the additional site traffic generated by the proposed development minimally contributes to the delays and queues at each intersection; however, no additional full-width storage capacities are expected to be breached in Build conditions.

Table 10 shows the queue length comparisons across all study scenarios for Existing and/or programmed No-Build geometric conditions.

Table 11: 50th and 95th Percentile Queue Length Analysis

ID	Intersection	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
4	SR 74/Fairburn Ind Blvd & Senoia Rd	Side Street Stop Control	SB L+T+R	-	107	167	197	216	156	174	220	189	164	175	214	187
6	SR 74/Senoia Rd & I-85 Southbound ramps	Traffic Signal	WB R	950	176	655	665	1305	132	34	393	167	392	71	815	261
7	SR 74/Senoia Rd & I-85 Northbound ramps	Traffic Signal	NB R	700	0	25	0	27	179	192	334	335	213	192	398	326
8	SR 74/Senoia Rd & Oakley Industrial Blvd	Traffic Signal	WB L	190	128	129	213	208	118	116	194	193	125	125	202	197
			WB R	475	309	231	516	426	186	134	321	244	237	213	417	405

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 levels seen in Existing conditions, for No-Build conditions and Build conditions. The satisfactory improvements modeled for the inadequate intersections in 2028 No-Build conditions are also sufficient for the same intersections for 2028 Build conditions. The intersection of SR 74/Senoia Road and Old Senoia Road becomes inadequate only in 2028 Build conditions due to expected project traffic, which will contribute 100% of the outbound traffic on Old Senoia Road as there is currently no traffic exiting Old Senoia Road.

Due to the I-85 South Interchange Improvements at SR 74 project (GDOT PI No. 00007841), the delays are expected to improve at both ramp terminals along SR 74; however, LOS is still expected to be inadequate at the same intersections and movements as 2024 Existing conditions. Furthermore, the northbound approach at the intersection of SR 74/Senoia Road and I-85 northbound ramps is expected to worsen to inadequate LOS during both peak hours (LOS F during the AM peak hour, LOS E during the PM peak hour) with the improvements from GDOT PI No. 00007841 due to the new northbound dual right-turn control becoming a permissive yield rather than a single-lane free-flow as in Existing conditions. The westbound approach at the intersection of SR 74/Senoia Road and I-85 southbound ramps is also expected to worsen with the improvements from GDOT PI NO. 00007841; however, this is simply due to increased volumes on the right-turn movement due to expected growth in the area, as the LOS is merely an E during both peak hours.

The minimum required mitigations to achieve acceptable LOS in the 2028 No-Build scenario where project turning movement volume is expected is portrayed in Table 12 for each intersection. The minimum required mitigations to achieve acceptable LOS in the 2028 Build scenario where project turning movement volume is expected is portrayed in Table 13 for each intersection. At the intersection of SR 74/Fairburn Industrial Boulevard and Senoia Road, a traffic signal was proposed for mitigation, and the four-hour signal warrant analysis is contained in Appendix G; however, since this is a Georgia state route, a full Signal Warrant Study (SWS) with at least eight (8) hours of turning movement count data would need to be performed to justify a traffic signal at that location based on Warrant 1, Eight-Hour Vehicular Volume, per GDOT policy.

Site Driveway 2 and Site Driveway 3 are expected to operate inadequately in 2028 Build conditions, which is somewhat expected for a stop-controlled approach on a single-lane highway with significant traffic. Furthermore, options for improvements to the intersection are limited. A traffic signal was employed to restore the intersection to acceptable LOS, but it is unlikely that the intersection would meet the necessary signal warrants to justify installation of a traffic signal.

Table 12:2028 No-Build Conditions Capacity Analysis – Mitigated

ID	Intersection	Mitigation	Movement	AM		PM	
				LOS	Delay	LOS	Delay
4	SR 74/Fairburn Ind Blvd & Senoia Rd	Traffic Signal	Overall	B	13.7	B	15.0
			EB	A	7.9	B	13.5
			WB	B	14.8	B	12.6
			SB	D	39.8	C	29.0
6	SR 74/Senoia Rd & I-85 Southbound ramps	2 WBR Lanes	Overall	C	30.2	C	26.1
			EB	A	0.0	A	0.0
			WB	D	42.8	D	44.2
			NB	A	4.0	C	28.2
7	SR 74/Senoia Rd & I-85 Northbound ramps	2 EBR Lanes 3 NBR Lanes	Overall	C	24.1	C	23.5
			EB	D	51.6	D	48.2
			WB	C	25.1	C	30.1
			NB	D	35.4	C	33.3
8	SR 74/Senoia Rd & Oakley Industrial Blvd	Remove EB L & WB L PM+PT Phase	Overall	C	28.1	D	35.2
			EB	D	42.2	D	39.7
			WB	D	54.3	D	36.9
			NB	D	35.7	C	30.0
			SB	A	7.5	D	37.9

Table 13: 2028 Build Conditions Capacity Analysis – Mitigated

ID	Intersection	Mitigation	Movement	AM		PM	
				LOS	Delay	LOS	Delay
4	SR 74/Fairburn Ind Blvd & Senoia Rd	Traffic Signal	Overall	B	15.7	B	16.2
			EB	A	9.9	B	14.8
			WB	B	17.7	B	14.0
			SB	D	35.9	C	27.9
5	SR 74/Senoia Rd & Old Senoia Rd	Restricted Crossing U-Turn (RCUT)	Overall	A	0.4	A	0.8
			EB L+T+R	C	26.4	B	12.3
			WB L+T+R	D	47.3	D	47.0
			NB L+U	A	0.0	B	14.8
			SB L+U	B	18.9	B	14.5
6	SR 74/Senoia Rd & I-85 Southbound ramps	2 WBR Lanes	Overall	C	30.0	C	27.0
			EB	A	0.0	A	0.0
			WB	D	42.6	D	44.7
			NB	A	4.4	C	28.7
			SB	D	47.1	B	16.7
7	SR 74/Senoia Rd & I-85 Northbound ramps	2 EBR Lanes 3 NBR Lanes	Overall	C	26.4	C	24.2
			EB	D	51.6	D	47.0
			WB	C	25.4	C	29.9
			NB	D	39.7	C	34.4
			SB	A	5.0	B	12.3
8	SR 74/Senoia Rd & Oakley Industrial Blvd	Remove EB L & WB L PM+PT Phase	Overall	C	29.4	D	37.5
			EB	D	41.0	D	42.2
			WB	E	57.2	D	48.7
			NB	D	36.3	C	30.0
			SB	A	8.3	D	38.3
11	SR 92/Spence Rd & Site Driveway 2/Site Driveway 3	Traffic Signal	Overall	A	7.8	B	10.4
			EB L+T+R	C	21.8	C	21.8
			WB L+T+R	B	19.6	B	19.3
			NB L	A	6.7	A	6.6
			SB L	A	6.8	B	10.6

As shown in Tables 12 and 13, with the 2028 No-Build and Build conditions mitigated at the remaining intersections of interest, the 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 SR 74/Senoia Road, SR 92/Spence Road, and Fayetteville Road using the GDOT Regulations for Driveway and Encroachment Control Manual (Regulations), dated June 20, 2024. The results of the evaluation are summarized in Table 14.

The ADT data collected on Tuesday, November 19, 2024, shows the average weekday traffic to be 11,516 vehicles per day along SR 92/Spence Road. The speed limit on SR 92/Spence Road is 45 miles per hour.

The ADT data collected on Tuesday, November 19, 2024, shows the average weekday traffic to be 2,354 vehicles per day along Fayetteville Road. The speed limit on Fayetteville Road is 35 MPH.

Site Driveway 1 is proposed to connect to Old Senoia Road, which is currently unpaved and serves very minimal traffic, including zero outbound traffic during both peak hours. Therefore, Old Senoia Road at SR 74/Senoia Road was considered as the de facto Site Driveway 1 for the turn lane warrant analysis. The ADT data on SR 74/Senoia Road just north of Old Senoia Road based on a classification count from Counter ID 121-0280 in December 2022 is 25,302 vehicles. The speed limit on SR 74/Senoia Road is 45 MPH.

The southbound left-turn traffic on SR 74/Senoia Road is not expected to exceed the threshold of 250 left-turn vehicles per day for Old Senoia Road. The northbound right-turn traffic on SR 74/Senoia Road is expected to exceed the threshold of 75 right-turn vehicles per day for Old Senoia Road.

Table 14: GDOT Turn Lane Warrants

ID	Intersection	Movement/ Turn Lane	Turn Volume	GDOT Volume Criteria	GDOT Criteria met?
10	SR 74 & Old Senoia Rd (Site Driveway 1)	NB R	952 RT/Day	75 RT/Day	YES
		SB L	123 LT/Day	250 LT/Day	NO
11	SR 92 & Site Driveway 2	SB R	39 RT/Day	75 RT/Day	NO
		NB L	83 LT/Day	175 LT/Day	NO
	SR 92 & Site Driveway 3	NB R	112 RT/Day	75 RT/Day	YES
		SB L	183 LT/Day	175 LT/Day	YES
12	Fayetteville Rd & Site Driveway 4	EB R	10 RT/Day	200 RT/Day	NO
		WB L	10 LT/Day	300 LT/Day	NO

As shown in Table 14, a right-turn deceleration lane is warranted at Old Senoia Road along SR 74/Senoia Road. A left-turn lane is not warranted at Old Senoia Road along SR 74/Senoia Road; however, there is already a left-turn lane present on SR 74/Old Senoia Road at the median opening at Old Senoia Road.

A right-turn deceleration lane is warranted at Site Driveway 3 along SR 92/Spence Road. A left-turn lane is warranted at Site Driveway 3 along SR 92/Spence Road.

Neither a right-turn deceleration lane nor a left-turn lane is warranted at Site Driveway 2 along SR 92/Spence Road.

Neither a right-turn deceleration lane nor a left-turn lane is warranted at Site Driveway 4 along Fayetteville Road.

Old Senoia Road along SR 74/Senoia Road warrants a right-turn deceleration lane. Based on GDOT criteria for a 45 MPH roadway, the minimum right-turn deceleration lane length is 175 feet with a taper of 100 feet.

Site Driveway 3 along SR 92/Spence Road warrants a right-turn deceleration lane. Based on GDOT criteria for a 45 MPH roadway, the minimum right-turn deceleration lane length is 175 feet with a taper of 100 feet.

Site Driveway 3 along SR 92/Spence Road warrants a left-turn lane. Based on GDOT criteria for a 45 MPH roadway, the minimum left-turn lane length is 235 feet with a taper of 100 feet. The approach and departure tapers are 270 feet for 6 feet of shift, and 540 feet for 12 feet of shift.

The turn lane evaluations are included in Appendix F.

Conclusions

MAPCO Industrial Site (DRI #4313) is proposed for construction along Old Senoia Road, SR 92/Spence Road, and Fayetteville Road in South Fulton, Georgia. The proposed development will consist of 1,826,720 square feet of warehouse space. The development will have the following four (4) access points: one full-access driveway on Old Senoia Road, two full-access driveways on SR 92/Spence Road, and one full-access driveway on Fayetteville Road.

Traffic operations at the study intersections are adequate at five of the nine study intersections in the Existing conditions. However, inadequate LOS are present at the remaining four 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. The programmed I-85 South Interchange Improvements at SR 74 project is expected to provide improved delays at the intersections of SR 74/Senoia Road and I-85 southbound ramps, SR 74/Senoia Road and I-85 northbound ramps, and SR 74/Senoia Road and Oakley Industrial Boulevard in future 2028 No-Build conditions. However, the same intersections and movements from 2024 Existing conditions with inadequate LOS are expected to remain inadequate in 2028 No-Build conditions, and there are two additional instances of inadequate LOS during 2028 No-Build conditions at the study intersections.

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, with some individual movements becoming inadequate during additional peak hours.

A right-turn deceleration lane is warranted at Old Senoia Road along SR 74/Senoia Road. A left-turn lane is not warranted at Old Senoia Road along SR 74/Senoia Road; however, there is already a left-turn lane present on SR 74/Old Senoia Road at the median opening at Old Senoia Road.

A right-turn deceleration lane is warranted at Site Driveway 3 along SR 92/Spence Road. A left-turn lane is warranted at Site Driveway 3 along SR 92/Spence Road.

Recommendations

To receive the Notice of Decision Request for Expedited DRI #4313 – MAPCO Industrial Site, the following Roadway Improvement Conditions of Approval and Advisory Conditions are recommended.

Recommended Roadway Improvement Conditions of Approval:

Old Senoia Road and Site Driveway 1

- Side street stop control on Site Driveway 1
- Pave Old Senoia Road as a two-lane undivided facility between SR 74/Senoia Road and Site Driveway 1, and throughout the rest of the site property
- Provide sidewalk on the east side of Old Senoia Road as part of the surfacing

SR 92/Spence Road and Site Driveway 2

- Side street stop control on Site Driveway 2

SR 92/Spence Road and Site Driveway 3

- Side street stop control on Site Driveway 3
- Install a southbound left-turn lane on SR 92/Spence Road
- Install a northbound right-turn deceleration lane on SR 92/Spence Road

Fayetteville Road and Site Driveway 4

- Side street stop control on Site Driveway 4

SR 74/Senoia Road and Old Senoia Road

- Install a northbound right-turn lane on SR 74/Senoia Road

Recommended Roadway Improvement Advisory Conditions:

SR 74/Fairburn Industrial Boulevard and Senoia Road

- Install a traffic signal

SR 74/Senoia Road and Old Senoia Road

- Install a Restricted Crossing U-Turn (RCUT)

SR 74/Senoia Road and I-85 Southbound ramps

- Install dual westbound right-turn lanes on the I-85 Southbound exit ramp

SR 74/Senoia Road and I-85 Northbound ramps

- Install dual eastbound right-turn lanes on the I-85 Northbound exit ramp
- Install triple northbound right-turn lanes on SR 74/Senoia Road

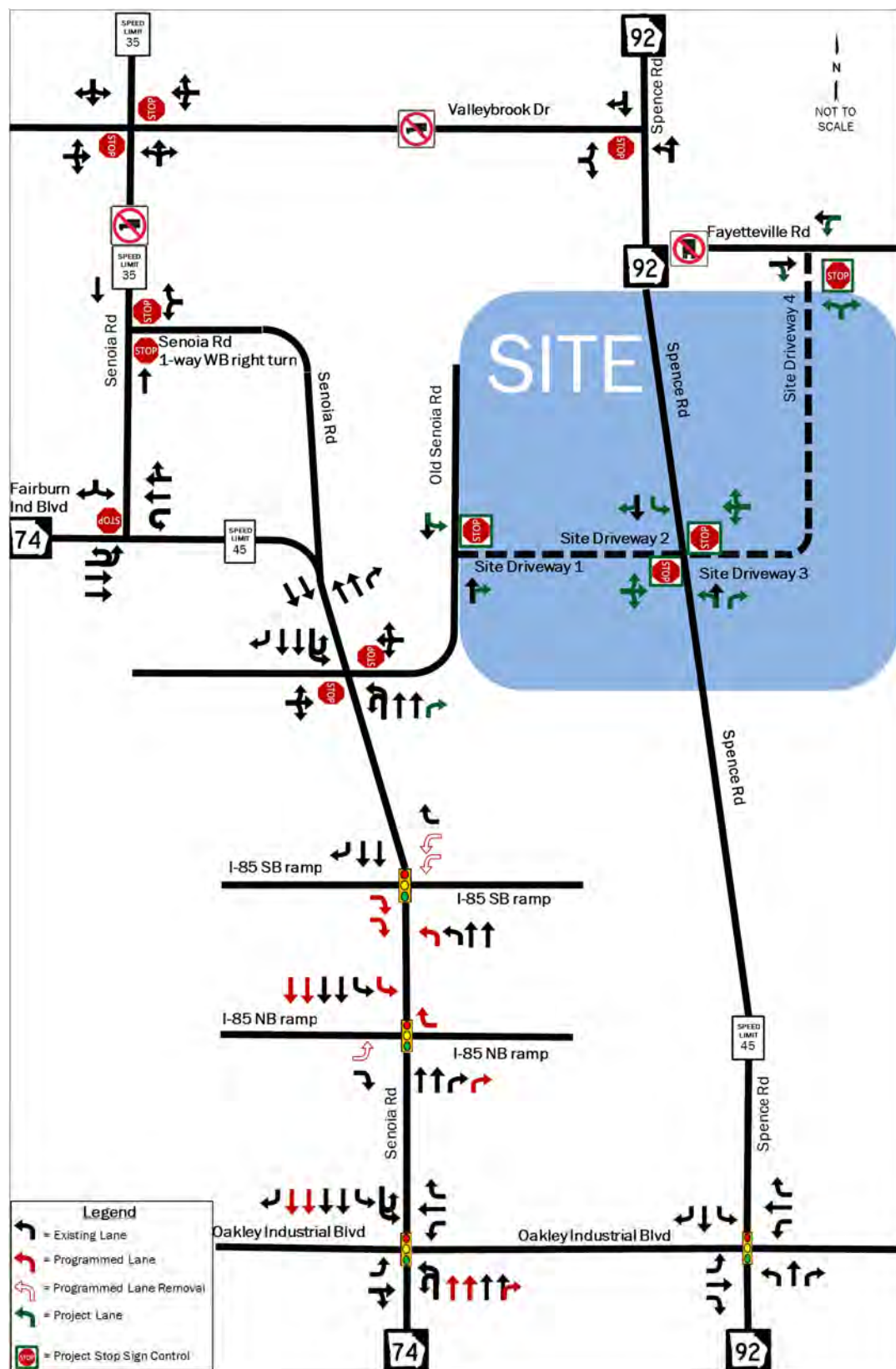
SR 74/Senoia Road and Oakley Industrial Boulevard

- Remove both the eastbound and westbound protected+permissive left-turn phasing in favor of permissive phasing on both approaches.

The I-85 South Interchange Improvements at SR 74 project (Georgia Department of Transportation (GDOT) Project Identification (PI) Number (No.) 0007841) is slated for construction in 2025. The lane and geometric improvements at the intersection of SR 74/Senoia Road and Oakley Industrial Boulevard as part of GDOT PI No. 0007841 are modeled in 2028 No-Build and Build conditions. The recommended mitigations at these three intersections are in addition to what has already been designed as part of the interchange improvements project.

Figure 20 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 at overall intersections.

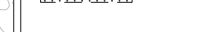
Figure 20: Existing, Programmed, and Proposed Project Lane Geometries



APPENDIX A: Site Plan

01/23/2024





24 HOUR CONTACT
GREG BOLER
(218) 300-4926

Know what's below.
Call before you dig.

ECT NAME

	2007	2024	91E	91E	

EBERLY PROJECT NUMBER:

SHEET NUMBER:

CONSTRUCTION

01/23/2024



LAND PLANNING
▼
CIVIL ENGINEERING
▼
LANDSCAPE ARCHITECTURE

SITE DATA

BUILDING DATA
BUILDING SQUARE FOOTAGE: 1,826,720 sq. ft.
WAREHOUSE: 1,826,720 sq. ft.

REQUIRED PARKING
WAREHOUSE: 1 SPACE(S) PER 2,000 sq.ft.
REQUIRED PARKING
WAREHOUSE: (1 SPACES/2000 SQFT = 1,818
= 949 SPACES
TOTAL: 949 SPACES REQUIRED
ADA PARKING = 19 HANDICAP SPACES REQUIRED

WATER: CITY OF ATLANTA
WATER DEMAND: 0.164 MGD (1.2x SEWER DEMAND)
SEWER: FULTON COUNTY
SEWER DEMAND: 0.137 MGD (75 GPD/1,000 sq. ft.)

	PROPOSED BUILDING
	EXISTING CURB & GUTTER
	PROPOSED CURB & GUTTER
	PROPOSED H.D. ASPHALT PAV
	PROPOSED L.D. ASPHALT PAV
	PROPOSED ADA CONCRETE P
	PROPOSED CONCRETE PAVIN
	PROPOSED CONCRETE SIDEW
	LAND OWNED BY MARCO FAR CITY OF FAIRBURN THAT WILL FOR COMMERCIAL USE
	PROPOSED FENCING
	PROPOSED GUARDRAIL
	PROPOSED RETAINING WALL
	PROPOSED STRIPING
	BUILDING SETBACK LINE
	EXISTING BUFFER
	PROPOSED BUFFER
	EXISTING 100-YR. FLOODPLAIN

1. USE ARCHITECTURAL PLANS FOR BUILDING STAKE OUT.
2. ALL DIMENSIONS SHOWN ARE FROM FACE OF BUILDING, CURB, OR WALL UNLESS OTHERWISE NOTED.

24 HOUR CONTACT
GREG BOLER
(218) 300-4926
GREGB@KEMETDEVELOPMENT.COM

Know what's below.
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**FREE THROUGHOUT
THE U.S.A.** **3 WORKING DAYS
BEFORE YOU DIG.**

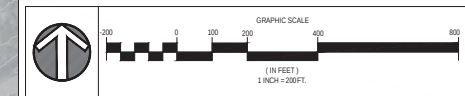
LAND LOT(S) 32,33,45,46,47
9F DISTRICT
FULTON COUNTY, GEORGIA
SPENCE ROAD, FAIRBURN, GA 30213

[illegible]

SCALE	1" = 200'
DATE	10/30/2014
DRAWN BY:	ANTONIO SAMPLE
PROJECT MANAGER:	ANTONIO SAMPLE
QA/QC REVIEWER:	XXXX

SHEET NUMBER:

NOT ISSUED FOR
CONSTRUCTION



APPENDIX B: Traffic Count Data

Bi-Directional Class Count || NB EB 15min

Fairburn, GA



Site 1
GA-92 Spence Rd,
south of Valley Brook Dr

Date
Tuesday, November 19, 2024

Weather
Light Rain Shower
61°F

Lat/Long
33.553232°, -84.571962°

[Click here for Detailed Weather](#)



[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (11-19-2024)
NB EB 15min

Time	Northbound (Movement 1.1)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	5	1	0	0	0	0	0	0	0	0	0	0	6	24
0015 - 0030	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0030 - 0045	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0045 - 0100	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0100 - 0115	0	4	2	0	0	0	0	0	0	0	0	0	0	6	22
0115 - 0130	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0130 - 0145	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
0145 - 0200	0	2	0	0	1	0	0	0	0	0	0	0	0	3	
0200 - 0215	0	4	0	0	0	0	0	0	0	0	0	0	0	4	18
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0245 - 0300	0	5	0	0	0	1	0	0	0	0	0	0	0	6	
0300 - 0315	0	9	1	0	1	0	0	0	0	0	0	0	0	11	38
0315 - 0330	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0330 - 0345	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
0345 - 0400	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
0400 - 0415	0	11	2	0	0	0	0	0	1	0	0	0	0	14	46
0415 - 0430	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0430 - 0445	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
0445 - 0500	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
0500 - 0515	0	16	4	0	0	0	0	0	0	0	0	0	0	20	116
0515 - 0530	0	21	6	0	0	0	0	0	0	0	0	0	0	27	
0530 - 0545	0	25	7	0	0	0	0	0	0	0	0	0	0	32	
0545 - 0600	0	28	8	0	0	1	0	0	0	0	0	0	0	37	
0600 - 0615	0	29	7	0	1	1	0	0	0	0	0	0	0	38	222
0615 - 0630	0	35	8	0	1	0	0	0	0	0	0	0	0	44	
0630 - 0645	0	51	9	0	0	0	0	0	0	0	0	0	0	60	
0645 - 0700	0	65	14	1	0	0	0	0	0	0	0	0	0	80	
0700 - 0715	0	78	14	0	0	0	0	0	0	0	0	0	0	92	509
0715 - 0730	0	92	8	1	1	0	0	0	0	0	0	0	0	102	
0730 - 0745	0	142	13	3	1	0	0	0	0	0	0	0	0	159	
0745 - 0800	0	140	15	0	1	0	0	0	0	0	0	0	0	156	
0800 - 0815	0	133	19	5	0	0	0	0	0	0	0	0	0	157	414
0815 - 0830	0	84	14	0	1	1	0	0	0	0	0	0	0	100	
0830 - 0845	0	69	11	4	1	2	0	1	0	0	0	0	0	88	
0845 - 0900	0	56	10	3	0	0	0	0	0	0	0	0	0	69	
0900 - 0915	0	40	8	0	1	0	0	0	0	0	0	0	0	49	189
0915 - 0930	0	29	11	0	1	0	0	0	1	0	0	0	0	42	
0930 - 0945	0	34	13	0	2	0	0	0	2	0	0	0	0	51	
0945 - 1000	0	34	11	0	1	0	0	0	1	0	0	0	0	47	
1000 - 1015	0	36	13	0	2	0	0	0	1	0	0	0	0	52	185
1015 - 1030	0	36	11	0	0	0	0	0	0	0	0	0	0	47	
1030 - 1045	0	28	14	0	2	1	0	0	1	0	0	0	0	46	
1045 - 1100	0	26	12	0	2	0	0	0	0	0	0	0	0	40	
1100 - 1115	0	24	5	0	1	0	0	0	0	0	0	0	0	30	172
1115 - 1130	0	29	6	1	1	0	0	1	0	0	0	0	0	38	
1130 - 1145	0	37	5	0	1	0	0	0	0	0	0	0	0	43	
1145 - 1200	0	52	7	0	2	0	0	0	0	0	0	0	0	61	
1200 - 1215	0	51	4	0	1	0	0	0	0	0	0	0	0	56	230
1215 - 1230	0	42	8	0	1	0	0	0	0	0	0	0	0	51	
1230 - 1245	0	49	5	0	2	1	0	0	0	0	0	0	0	57	
1245 - 1300	0	58	7	0	0	1	0	0	0	0	0	0	0	66	
1300 - 1315	0	53	5	0	0	2	0	0	1	0	0	0	0	61	219
1315 - 1330	0	49	5	0	0	1	0	1	0	0	0	0	0	56	
1330 - 1345	0	42	6	0	0	0	0	0	1	0	0	0	0	49	
1345 - 1400	0	47	5	0	0	0	0	0	1	0	0	0	0	53	
1400 - 1415	0	72	15	0	0	2	0	0	1	0	0	0	0	90	376
1415 - 1430	0	67	9	0	0	0	0	0	0	0	0	0	0	76	
1430 - 1445	0	75	15	0	0	0	0	0	0	0	0	0	0	90	
1445 - 1500	0	100	14	5	0	0	0	0	1	0	0	0	0	120	
1500 - 1515	0	76	15	1	0	1	0	0	0	0	0	0	0	93	391
1515 - 1530	0	91	12	1	0	2	0	0	1	0	0	0	0	107	
1530 - 1545	0	97	13	0	0	1	0	0	0	0	0	0	0	111	
1545 - 1600	0	68	12	0	0	0	0	0	0	0	0	0	0	80	
1600 - 1615	0	98	10	1	0	0	0	0	0	0	0	0	0	109	443
1615 - 1630	0	108	11	3	0	0	0	0	0	0	0	0	0	122	
1630 - 1645	0	103	18	0	0	0	0	0	0	0	0	0	0	121	
1645 - 1700	0	78	11	2	0	0	0	0	0	0	0	0	0	91	
1700 - 1715	0	88	9	0	1	0	0	0	0	0	0	0	0	98	449
1715 - 1730	0	115	13	0	0	0	0	0	0	0	0	0	0	128	
1730 - 1745	0	110	8	0	2	0	0	0	0	0	0	0	0	120	
1745 - 1800	0	94	7	0	2	0	0	0	0	0	0	0	0	103	
1800 - 1815	0	78	3	0	1	0	0	0	0	0	0	0	0	82	282
1815 - 1830	0	67	6	0	0	0	0	0	0	0	0	0	0	73	
1830 - 1845	0	69	0	0	1	0	0	0	0	0	0	0	0	70	
1845 - 1900	0	54	3	0	0	0	0	0	0	0	0	0	0	57	
1900 - 1915	0	50	4	0	0	0	0	0	0	0	0	0	0	54	181
1915 - 1930	0	39	0	0	0	0	0	0	0	0	0	0	0	39	
1930 - 1945	0	40	3	1	1	0	0	0	1	0	0	0	0	46	
1945 - 2000	0	39	2	0	1	0	0	0	0	0	0	0	0	42	
2000 - 2015	0	25	4	0	2	0	0	0	0	0	0	0	0	31	150
2015 - 2030	0	32	0	0	1	0	0	0	0	0	0	0	0	33	
2030 - 2045	0	32	2	0	2	0	0	0	0	0	0	0	0	36	
2045 - 2100	0	46	2	0	2	0	0	0	0	0	0	0	0	50	
2100 - 2115	0	23	2	0	1	0	0	0	0	0	0	0	0	26	113
2115 - 2130	0	34	2	0	1	0	0	0	0	0	0	0	0	37	
2130 - 2145	0	27	4	0	0	0	0	0	0	0	0	0	0	31	
2145 - 2200	0	19	0	0	0	0	0	0	0	0	0	0	0	19	
2200 - 2215	0	15	2	0	0	0	0	0	0	0	0	0	0	17	72
2215 - 2230	0	20	2	0	1	0	0	0	0	0	0	0	0	23	
2230 - 2245	0	15	1	0	0	0	0	0	0	0	0	0	0	16	
2245 - 2300	0	14	2	0	0	0	0	0	0	0	0	0	0	16	
2300 - 2315	0	13	1	0	0	0	0	0	0	0	0	0	0	14	49
2315 - 2330	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
2330 - 2345	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
2345 - 0000	0	12	1	0	0	0	0	0	0	0	0	0	0	13	

Session Total	0	4208	587	32	48	18	0	3	14	0	0	0	0	4910
Session Average	0.00	43.83	6.11	0.33	0.50	0.19	0.00	0.03	0.15	0.00	0.00	0.00	0.00	51.15
Session Percentage	0.00	85.70	11.96	0.65	0.98	0.37	0.00	0.06	0.29	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0715 - 0

Bi-Directional Class Count || SB WB 15min

Fairburn, GA



Site 1
GA-92 Spence Rd,
south of Valley Brook Dr

Date
Tuesday, November 19, 2024

Weather
Light Rain Shower
61°F

Lat/Long
33.553232°, -84.571962°

[Click here for Detailed Weather](#)



[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (11-19-2024)
SB WB 15min

Time	Southbound (Movement 1.2)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	11	2	0	0	0	0	0	0	0	0	0	0	13	42
0015 - 0030	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0030 - 0045	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
0045 - 0100	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0100 - 0115	0	10	1	0	0	0	0	0	0	0	0	0	0	11	30
0115 - 0130	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0130 - 0145	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0145 - 0200	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0200 - 0215	0	5	1	0	0	0	0	0	0	0	0	0	0	6	38
0215 - 0230	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0230 - 0245	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
0245 - 0300	0	13	1	0	0	0	0	0	0	0	0	0	0	14	
0300 - 0315	0	8	1	0	0	0	0	0	0	0	0	0	0	9	50
0315 - 0330	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
0330 - 0345	0	9	2	0	0	1	0	0	0	0	0	0	0	12	
0345 - 0400	0	18	1	0	0	0	0	0	0	0	0	0	0	19	
0400 - 0415	0	8	2	0	0	0	0	0	0	0	0	0	0	10	61
0415 - 0430	0	14	2	0	0	0	0	0	1	0	0	0	0	17	
0430 - 0445	0	11	3	0	0	1	0	0	0	0	0	0	0	15	
0445 - 0500	0	17	2	0	0	0	0	0	0	0	0	0	0	19	
0500 - 0515	0	14	2	0	0	0	0	0	0	0	0	0	0	16	125
0515 - 0530	0	23	5	0	0	0	0	0	0	0	0	0	0	28	
0530 - 0545	0	35	3	0	0	0	0	0	0	0	0	0	0	38	
0545 - 0600	0	35	5	1	0	1	0	0	1	0	0	0	0	43	
0600 - 0615	0	22	6	1	0	0	0	0	0	0	0	0	0	29	224
0615 - 0630	0	42	9	1	0	3	0	0	0	0	0	0	0	55	
0630 - 0645	0	50	5	1	1	0	0	0	0	0	0	0	0	57	
0645 - 0700	0	72	10	1	0	0	0	0	0	0	0	0	0	83	
0700 - 0715	0	78	9	0	0	0	0	0	1	0	0	0	0	88	522
0715 - 0730	0	117	10	0	2	2	0	0	0	0	0	0	0	131	
0730 - 0745	0	123	12	1	1	3	0	3	0	0	0	0	0	143	
0745 - 0800	0	143	15	0	2	0	0	0	0	0	0	0	0	160	
0800 - 0815	0	126	18	4	1	0	0	0	0	0	0	0	0	149	473
0815 - 0830	0	109	18	3	4	0	0	0	0	0	0	0	0	134	
0830 - 0845	0	93	7	0	2	0	0	0	0	0	0	0	0	102	
0845 - 0900	0	73	13	0	2	0	0	0	0	0	0	0	0	88	
0900 - 0915	0	49	23	0	0	2	0	0	0	0	0	0	0	74	299
0915 - 0930	0	57	14	0	2	0	0	0	0	0	0	0	0	73	
0930 - 0945	0	54	19	0	3	0	0	0	0	0	0	0	0	76	
0945 - 1000	0	64	9	0	2	1	0	0	0	0	0	0	0	76	
1000 - 1015	0	60	9	0	0	1	0	0	0	0	0	0	0	70	279
1015 - 1030	0	38	17	0	1	1	0	2	1	0	0	0	0	60	
1030 - 1045	0	55	17	0	1	2	0	0	0	0	0	0	0	75	
1045 - 1100	0	59	14	0	0	1	0	0	0	0	0	0	0	74	
1100 - 1115	0	45	7	0	3	0	0	0	0	0	0	0	0	55	265
1115 - 1130	0	36	9	0	2	0	0	0	0	0	0	0	0	47	
1130 - 1145	0	61	16	0	5	0	0	1	1	0	0	0	0	84	
1145 - 1200	0	56	21	0	1	1	0	0	0	0	0	0	0	79	
1200 - 1215	0	71	10	0	1	2	0	1	1	0	0	0	0	86	317
1215 - 1230	0	78	10	0	1	0	0	0	0	0	0	0	0	89	
1230 - 1245	0	61	6	0	0	1	0	0	0	0	0	0	0	68	
1245 - 1300	0	64	10	0	0	0	0	0	0	0	0	0	0	74	
1300 - 1315	0	58	10	0	1	1	0	0	0	0	0	0	0	70	335
1315 - 1330	0	65	7	0	1	1	0	1	0	0	0	0	0	75	
1330 - 1345	0	86	13	0	6	0	0	0	0	0	0	0	0	105	
1345 - 1400	0	77	6	0	1	0	0	0	1	0	0	0	0	85	
1400 - 1415	0	75	8	0	0	1	0	0	0	0	0	0	0	84	394
1415 - 1430	0	73	12	1	0	0	0	0	0	0	0	0	0	86	
1430 - 1445	0	84	18	0	1	0	0	0	1	0	0	0	0	104	
1445 - 1500	0	108	12	0	0	0	0	0	0	0	0	0	0	120	
1500 - 1515	0	106	25	0	0	2	0	0	2	0	0	0	0	135	658
1515 - 1530	0	141	18	0	0	0	0	1	0	0	0	0	0	160	
1530 - 1545	0	152	23	1	0	0	0	0	0	0	0	0	0	176	
1545 - 1600	0	160	20	6	1	0	0	0	0	0	0	0	0	187	
1600 - 1615	0	145	19	2	1	0	0	0	0	0	0	0	0	167	660
1615 - 1630	0	158	13	0	1	0	0	0	0	0	0	0	0	172	
1630 - 1645	0	150	14	4	1	0	0	0	0	0	0	0	0	169	
1645 - 1700	0	129	20	2	1	0	0	0	0	0	0	0	0	152	
1700 - 1715	0	141	16	0	1	0	0	0	0	0	0	0	0	158	641
1715 - 1730	0	163	13	0	0	0	0	0	0	0	0	0	0	176	
1730 - 1745	0	159	15	1	0	0	0	0	0	0	0	0	0	175	
1745 - 1800	0	124	5	0	0	1	0	0	2	0	0	0	0	132	
1800 - 1815	0	101	12	0	0	0	0	0	0	0	0	0	0	113	442
1815 - 1830	0	113	6	0	1	0	0	0	1	0	0	0	0	121	
1830 - 1845	0	98	6	0	1	1	0	0	0	0	0	0	0	106	
1845 - 1900	0	97	4	0	1	0	0	0	0	0	0	0	0	102	
1900 - 1915	0	74	9	0	0	0	0	0	0	0	0	0	0	83	284
1915 - 1930	0	69	2	0	0	1	0	0	0	0	0	0	0	72	
1930 - 1945	0	60	4	0	2	1	0	0	0	0	0	0	0	67	
1945 - 2000	0	58	3	1	0	0	0	0	0	0	0	0	0	62	
2000 - 2015	0	50	1	0	1	0	0	0	0	0	0	0	0	52	154
2015 - 2030	0	31	1	0	0	0	0	0	0	0	0	0	0	32	
2030 - 2045	0	34	4	0	1	0	0	0	0	0	0	0	0	39	
2045 - 2100	0	30	1	0	0	0	0	0	0	0	0	0	0	31	
2100 - 2115	0	43	6	0	1	0	0	0	0	0	0	0	0	50	141
2115 - 2130	0	30	2	0	0	0	0	0	0	0	0	0	0	32	
2130 - 2145	0	36	1	0	0	0	0	0	0	0	0	0	0	37	
2145 - 2200	0	20	1	0	1	0	0	0	0	0	0	0	0	22	
2200 - 2215	0	33	0	0	0	0	0	0	0	0	0	0	0	33	105
2215 - 2230	0	25	5	0	0	0	0	0	0	0	0	0	0	30	
2230 - 2245	0	20	3	0	0	0	0	0	0	0	0	0	0	23	
2245 - 2300	0	18	1	0	0	0	0	0	0	0	0	0	0	19	
2300 - 2315	0	18	2	0	0	0	0	0	0	0	0	0	0	20	67
2315 - 2330	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
2330 - 2345	0	14	2	0	0	0	0	0	0	0	0	0	0	16	
2345 - 0000	0	18	1	0	0	0	0	0	0	0	0	0	0	19	

Session Total	0	5710	749	31	62	32	0	9	13	0	0	0	0	6606
Session Average	0.00	59.48	7.80	0.32	0.65	0.33	0.00	0.09	0.14	0.00	0.00	0.00	0.00	68.81
Session Percentage	0.00	86.44	11.34	0.47	0.94	0.48	0.00	0.14	0.20	0.00	0.00	0.00	0.00	

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

Fairburn, GA



Site 1
GA-92 Spence Rd,
south of Valley Brook Dr

Date
Tuesday, November 19, 2024

Weather
Light Rain Shower
61°F

Lat/Long
33.553232°, -84.571962°

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0000 - 2400 (Weekday 24h Session) (11-19-2024)
Bi-Directional 15min

Time	Bi-Directional 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	16	3	0	0	0	0	0	0	0	0	0	0	19	66
0015 - 0030	0	13	2	0	0	0	0	0	0	0	0	0	0	15	
0030 - 0045	0	16	2	0	0	0	0	0	0	0	0	0	0	18	
0045 - 0100	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
0100 - 0115	0	14	3	0	0	0	0	0	0	0	0	0	0	17	52
0115 - 0130	0	14	1	0	0	0	0	0	0	0	0	0	0	15	
0130 - 0145	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
0145 - 0200	0	9	0	0	1	0	0	0	0	0	0	0	0	10	
0200 - 0215	0	9	1	0	0	0	0	0	0	0	0	0	0	10	56
0215 - 0230	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
0230 - 0245	0	14	3	0	0	0	0	0	0	0	0	0	0	17	
0245 - 0300	0	18	1	0	0	1	0	0	0	0	0	0	0	20	
0300 - 0315	0	17	2	0	1	0	0	0	0	0	0	0	0	20	88
0315 - 0330	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
0330 - 0345	0	18	2	0	0	1	0	0	0	0	0	0	0	21	
0345 - 0400	0	27	3	0	0	0	0	0	0	0	0	0	0	30	
0400 - 0415	0	19	4	0	0	0	0	0	1	0	0	0	0	24	107
0415 - 0430	0	19	2	0	0	0	0	0	1	0	0	0	0	22	
0430 - 0445	0	26	5	0	0	1	0	0	0	0	0	0	0	32	
0445 - 0500	0	26	3	0	0	0	0	0	0	0	0	0	0	29	
0500 - 0515	0	30	6	0	0	0	0	0	0	0	0	0	0	36	241
0515 - 0530	0	44	11	0	0	0	0	0	0	0	0	0	0	55	
0530 - 0545	0	60	10	0	0	0	0	0	0	0	0	0	0	70	
0545 - 0600	0	63	13	1	0	2	0	0	1	0	0	0	0	80	
0600 - 0615	0	51	13	1	1	1	0	0	0	0	0	0	0	67	446
0615 - 0630	0	77	17	1	1	3	0	0	0	0	0	0	0	99	
0630 - 0645	0	101	14	1	1	0	0	0	0	0	0	0	0	117	
0645 - 0700	0	137	24	2	0	0	0	0	0	0	0	0	0	163	
0700 - 0715	0	156	23	0	0	0	0	0	1	0	0	0	0	180	1031
0715 - 0730	0	209	18	1	3	2	0	0	0	0	0	0	0	233	
0730 - 0745	0	265	25	4	2	3	0	3	0	0	0	0	0	302	
0745 - 0800	0	283	30	0	3	0	0	0	0	0	0	0	0	316	
0800 - 0815	0	259	37	9	1	0	0	0	0	0	0	0	0	306	887
0815 - 0830	0	193	32	3	5	1	0	0	0	0	0	0	0	234	
0830 - 0845	0	162	18	4	3	2	0	1	0	0	0	0	0	190	
0845 - 0900	0	129	23	3	2	0	0	0	0	0	0	0	0	157	
0900 - 0915	0	89	31	0	1	2	0	0	0	0	0	0	0	123	488
0915 - 0930	0	86	25	0	3	0	0	0	1	0	0	0	0	115	
0930 - 0945	0	88	32	0	5	0	0	0	2	0	0	0	0	127	
0945 - 1000	0	98	20	0	3	1	0	0	1	0	0	0	0	123	
1000 - 1015	0	96	22	0	2	1	0	0	1	0	0	0	0	122	464
1015 - 1030	0	74	28	0	1	1	0	2	1	0	0	0	0	107	
1030 - 1045	0	83	31	0	3	3	0	0	1	0	0	0	0	121	
1045 - 1100	0	85	26	0	2	1	0	0	0	0	0	0	0	114	
1100 - 1115	0	69	12	0	4	0	0	0	0	0	0	0	0	85	437
1115 - 1130	0	65	15	1	3	0	0	1	0	0	0	0	0	85	
1130 - 1145	0	98	21	0	6	0	0	1	1	0	0	0	0	127	
1145 - 1200	0	108	28	0	3	1	0	0	0	0	0	0	0	140	
1200 - 1215	0	122	14	0	2	2	0	1	1	0	0	0	0	142	547
1215 - 1230	0	120	18	0	2	0	0	0	0	0	0	0	0	140	
1230 - 1245	0	110	11	0	2	2	0	0	0	0	0	0	0	125	
1245 - 1300	0	122	17	0	0	1	0	0	0	0	0	0	0	140	
1300 - 1315	0	111	15	0	1	3	0	0	1	0	0	0	0	131	554
1315 - 1330	0	114	12	0	1	2	0	2	0	0	0	0	0	131	
1330 - 1345	0	128	19	0	6	0	0	0	1	0	0	0	0	154	
1345 - 1400	0	124	11	0	1	0	0	0	2	0	0	0	0	138	
1400 - 1415	0	147	23	0	0	3	0	0	1	0	0	0	0	174	770
1415 - 1430	0	140	21	1	0	0	0	0	0	0	0	0	0	162	
1430 - 1445	0	159	33	0	1	0	0	0	1	0	0	0	0	194	
1445 - 1500	0	208	26	5	0	0	0	0	1	0	0	0	0	240	
1500 - 1515	0	182	40	1	0	3	0	0	2	0	0	0	0	228	1049
1515 - 1530	0	232	30	1	0	2	0	1	1	0	0	0	0	267	
1530 - 1545	0	249	36	1	0	1	0	0	0	0	0	0	0	287	
1545 - 1600	0	228	32	6	1	0	0	0	0	0	0	0	0	267	
1600 - 1615	0	243	29	3	1	0	0	0	0	0	0	0	0	276	1103
1615 - 1630	0	266	24	3	1	0	0	0	0	0	0	0	0	294	
1630 - 1645	0	253	32	4	1	0	0	0	0	0	0	0	0	290	
1645 - 1700	0	207	31	4	1	0	0	0	0	0	0	0	0	243	
1700 - 1715	0	229	25	0	2	0	0	0	0	0	0	0	0	256	1090
1715 - 1730	0	278	26	0	0	0	0	0	0	0	0	0	0	304	
1730 - 1745	0	269	23	1	2	0	0	0	0	0	0	0	0	295	
1745 - 1800	0	218	12	0	2	1	0	0	2	0	0	0	0	235	
1800 - 1815	0	179	15	0	1	0	0	0	0	0	0	0	0	195	724
1815 - 1830	0	180	12	0	1	0	0	0	1	0	0	0	0	194	
1830 - 1845	0	167	6	0	2	1	0	0	0	0	0	0	0	176	
1845 - 1900	0	151	7	0	1	0	0	0	0	0	0	0	0	159	
1900 - 1915	0	124	13	0	0	0	0	0	0	0	0	0	0	137	465
1915 - 1930	0	108	2	0	0	1	0	0	0	0	0	0	0	111	
1930 - 1945	0	100	7	1	3	1	0	0	1	0	0	0	0	113	
1945 - 2000	0	97	5	1	1	0	0	0	0	0	0	0	0	104	
2000 - 2015	0	75	5	0	3	0	0	0	0	0	0	0	0	83	304
2015 - 2030	0	63	1	0	1	0	0	0	0	0	0	0	0	65	
2030 - 2045	0	66	6	0	3	0	0	0	0	0	0	0	0	75	
2045 - 2100	0	76	3	0	2	0	0	0	0	0	0	0	0	81	
2100 - 2115	0	66	8	0	2	0	0	0	0	0	0	0	0	76	254
2115 - 2130	0	64	4	0	1	0	0	0	0	0	0	0	0	69	
2130 - 2145	0	63	5	0	0	0	0	0	0	0	0	0	0	68	
2145 - 2200	0	39	1	0	1	0	0	0	0	0	0	0	0	41	
2200 - 2215	0	48	2	0	0	0	0	0	0	0	0	0	0	50	177
2215 - 2230	0	45	7	0	1	0	0	0	0	0	0	0	0	53	
2230 - 2245	0	35	4	0	0	0	0	0	0	0	0	0	0	39	
2245 - 2300	0	32	3	0	0	0	0	0	0	0	0	0	0	35	
2300 - 2315	0	31	3	0	0	0	0	0	0	0	0	0	0	34	116
2315 - 2330	0	21	4	0	0	0	0	0	0	0	0	0	0	25	
2330 - 2345	0	23	2	0	0	0	0	0	0	0	0	0	0	25	
2345 - 0000	0	30	2	0	0	0	0	0	0	0	0	0	0	32	

Session Total	0	9918	1336	63	110	50	0	12	27	0	0	0	0	11516
Session Average	0.00	103.31	13.92	0.66	1.15	0.52	0.00	0.13	0.28	0.00	0.00	0.00	0.00	119.96
Session Percentage	0.00	86.12	11.60	0.55	0.96	0.43	0.00	0.10	0.23	0.00	0.00	0.00	0.00	

Bi-Directional Class Count || Volume Summary 15min

Fairburn, GA



Site 1
GA-92 Spence Rd,
south of Valley Brook Dr

Date
Tuesday, November 19, 2024

Weather
Light Rain Shower
61°F

Lat/Long
33.553232° , -84.571962°

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0000 - 2400 (Weekday 24h Session) (11-19-2024)
Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
0000 - 0015	6	13	19	66
0015 - 0030	7	8	15	
0030 - 0045	5	13	18	
0045 - 0100	6	8	14	
0100 - 0115	6	11	17	52
0115 - 0130	8	7	15	
0130 - 0145	5	5	10	
0145 - 0200	3	7	10	
0200 - 0215	4	6	10	56
0215 - 0230	1	8	9	
0230 - 0245	7	10	17	
0245 - 0300	6	14	20	
0300 - 0315	11	9	20	88
0315 - 0330	7	10	17	
0330 - 0345	9	12	21	
0345 - 0400	11	19	30	
0400 - 0415	14	10	24	107
0415 - 0430	5	17	22	
0430 - 0445	17	15	32	
0445 - 0500	10	19	29	
0500 - 0515	20	16	36	241
0515 - 0530	27	28	55	
0530 - 0545	32	38	70	
0545 - 0600	37	43	80	
0600 - 0615	38	29	67	446
0615 - 0630	44	55	99	
0630 - 0645	60	57	117	
0645 - 0700	80	83	163	
0700 - 0715	92	88	180	1031
0715 - 0730	102	131	233	
0730 - 0745	159	143	302	
0745 - 0800	156	160	316	
0800 - 0815	157	149	306	887
0815 - 0830	100	134	234	
0830 - 0845	88	102	190	
0845 - 0900	69	88	157	
0900 - 0915	49	74	123	488
0915 - 0930	42	73	115	
0930 - 0945	51	76	127	
0945 - 1000	47	76	123	
1000 - 1015	52	70	122	464
1015 - 1030	47	60	107	
1030 - 1045	46	75	121	
1045 - 1100	40	74	114	
1100 - 1115	30	55	85	
1115 - 1130	38	47	85	
1130 - 1145	43	84	127	
1145 - 1200	61	79	140	

Time	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
1200 - 1215	56	86	142	547
1215 - 1230	51	89	140	
1230 - 1245	57	68	125	
1245 - 1300	66	74	140	
1300 - 1315	61	70	131	554
1315 - 1330	56	75	131	
1330 - 1345	49	105	154	
1345 - 1400	53	85	138	
1400 - 1415	90	84	174	770
1415 - 1430	76	86	162	
1430 - 1445	90	104	194	
1445 - 1500	120	120	240	
1500 - 1515	93	135	228	1049
1515 - 1530	107	160	267	
1530 - 1545	111	176	287	
1545 - 1600	80	187	267	
1600 - 1615	109	167	276	1103
1615 - 1630	122	172	294	
1630 - 1645	121	169	290	
1645 - 1700	91	152	243	
1700 - 1715	98	158	256	1090
1715 - 1730	128	176	304	
1730 - 1745	120	175	295	
1745 - 1800	103	132	235	
1800 - 1815	82	113	195	724
1815 - 1830	73	121	194	
1830 - 1845	70	106	176	
1845 - 1900	57	102	159	
1900 - 1915	54	83	137	465
1915 - 1930	39	72	111	
1930 - 1945	46	67	113	
1945 - 2000	42	62	104	
2000 - 2015	31	52	83	304
2015 - 2030	33	32	65	
2030 - 2045	36	39	75	
2045 - 2100	50	31	81	
2100 - 2115	26	50	76	254
2115 - 2130	37	32	69	
2130 - 2145	31	37	68	
2145 - 2200	19	22	41	
2200 - 2215	17	33	50	177
2215 - 2230	23	30	53	
2230 - 2245	16	23	39	
2245 - 2300	16	19	35	
2300 - 2315	14	20	34	116
2315 - 2330	13	12	25	
2330 - 2345	9	16	25	
2345 - 0000	13	19	32	

Session Total	4910	6606	11516
Session Average	51.15	68.81	119.96
Session Percentage	42.64	57.36	

Bi-Directional Class Count | | NB EB 60min

Fairburn, GA



Site 1
GA-92 Spence Rd,
south of Valley Brook Dr

Date
Tuesday, November 19, 2024

Lat/Long
33.553232°, -84.571962°

Weather
Light Rain Shower
61°F

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0000 - 2400 (Weekday 24h Session) (11-19-2024)
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	21	3	0	0	0	0	0	0	0	0	0	0	24
0100 - 0200	0	16	5	0	1	0	0	0	0	0	0	0	0	22
0200 - 0300	0	16	1	0	0	1	0	0	0	0	0	0	0	18
0300 - 0400	0	33	4	0	1	0	0	0	0	0	0	0	0	38
0400 - 0500	0	40	5	0	0	0	0	0	1	0	0	0	0	46
0500 - 0600	0	90	25	0	0	1	0	0	0	0	0	0	0	116
0600 - 0700	0	180	38	1	2	1	0	0	0	0	0	0	0	222
0700 - 0800	0	452	50	4	3	0	0	0	0	0	0	0	0	509
0800 - 0900	0	342	54	12	2	3	0	1	0	0	0	0	0	414
0900 - 1000	0	137	43	0	5	0	0	0	4	0	0	0	0	189
1000 - 1100	0	126	50	0	6	1	0	0	2	0	0	0	0	185
1100 - 1200	0	142	23	1	5	0	0	1	0	0	0	0	0	172
1200 - 1300	0	200	24	0	4	2	0	0	0	0	0	0	0	230
1300 - 1400	0	191	21	0	0	3	0	1	3	0	0	0	0	219
1400 - 1500	0	314	53	5	0	2	0	0	2	0	0	0	0	376
1500 - 1600	0	332	52	2	0	4	0	0	1	0	0	0	0	391
1600 - 1700	0	387	50	6	0	0	0	0	0	0	0	0	0	443
1700 - 1800	0	407	37	0	5	0	0	0	0	0	0	0	0	449
1800 - 1900	0	268	12	0	2	0	0	0	0	0	0	0	0	282
1900 - 2000	0	168	9	1	2	0	0	0	1	0	0	0	0	181
2000 - 2100	0	135	8	0	7	0	0	0	0	0	0	0	0	150
2100 - 2200	0	103	8	0	2	0	0	0	0	0	0	0	0	113
2200 - 2300	0	64	7	0	1	0	0	0	0	0	0	0	0	72
2300 - 2400	0	44	5	0	0	0	0	0	0	0	0	0	0	49

Session Total	0	4208	587	32	48	18	0	3	14	0	0	0	0	4910
Session Average	0.00	175.33	24.46	1.33	2.00	0.75	0.00	0.13	0.58	0.00	0.00	0.00	0.00	204.58
Session Percentage	0.00	85.70	11.96	0.65	0.98	0.37	0.00	0.06	0.29	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0800 - 0900	0800 - 0900	0900 - 1000	0800 - 0900	-	0800 - 0900	0900 - 1000	-	-	-	-	0700 - 0800
AM Peak Volume	0	452	54	12	5	3	0	1	4	0	0	0	0	509

Noon Peak Hour	-	1400 - 1500	1400 - 1500	1400 - 1500	1000 - 1100	1300 - 1400	-	1100 - 1200	1300 - 1400	-	-	-	-	1400 - 1500
Noon Peak Volume	0	314	53	5	6	3	0	1	3	0	0	0	0	376

PM Peak Hour	-	1700 - 1800	1500 - 1600	1600 - 1700	1700 - 1800	1500 - 1600	-	-	1500 - 1600	-	-	-	-	1700 - 1800
PM Peak Volume	0	407	52	6	5	4	0	0	1	0	0	0	0	449

Bi-Directional Class Count | | SB WB 60min

Fairburn, GA



Site 1
GA-92 Spence Rd,
south of Valley Brook Dr

Date
Tuesday, November 19, 2024

Lat/Long
33.553232°, -84.571962°

Weather
Light Rain Shower
61°F

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0000 - 2400 (Weekday 24h Session) (11-19-2024)
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	36	6	0	0	0	0	0	0	0	0	0	0	42
0100 - 0200	0	29	1	0	0	0	0	0	0	0	0	0	0	30
0200 - 0300	0	33	5	0	0	0	0	0	0	0	0	0	0	38
0300 - 0400	0	44	5	0	0	1	0	0	0	0	0	0	0	50
0400 - 0500	0	50	9	0	0	1	0	0	1	0	0	0	0	61
0500 - 0600	0	107	15	1	0	1	0	0	1	0	0	0	0	125
0600 - 0700	0	186	30	4	1	3	0	0	0	0	0	0	0	224
0700 - 0800	0	461	46	1	5	5	0	3	1	0	0	0	0	522
0800 - 0900	0	401	56	7	9	0	0	0	0	0	0	0	0	473
0900 - 1000	0	224	65	0	7	3	0	0	0	0	0	0	0	299
1000 - 1100	0	212	57	0	2	5	0	2	1	0	0	0	0	279
1100 - 1200	0	198	53	0	11	1	0	1	1	0	0	0	0	265
1200 - 1300	0	274	36	0	2	3	0	1	1	0	0	0	0	317
1300 - 1400	0	286	36	0	9	2	0	1	1	0	0	0	0	335
1400 - 1500	0	340	50	1	1	1	0	0	1	0	0	0	0	394
1500 - 1600	0	559	86	7	1	2	0	1	2	0	0	0	0	658
1600 - 1700	0	582	66	8	4	0	0	0	0	0	0	0	0	660
1700 - 1800	0	587	49	1	1	1	0	0	2	0	0	0	0	641
1800 - 1900	0	409	28	0	3	1	0	0	1	0	0	0	0	442
1900 - 2000	0	261	18	1	2	2	0	0	0	0	0	0	0	284
2000 - 2100	0	145	7	0	2	0	0	0	0	0	0	0	0	154
2100 - 2200	0	129	10	0	2	0	0	0	0	0	0	0	0	141
2200 - 2300	0	96	9	0	0	0	0	0	0	0	0	0	0	105
2300 - 2400	0	61	6	0	0	0	0	0	0	0	0	0	0	67

Session Total	0	5710	749	31	62	32	0	9	13	0	0	0	0	6606
Session Average	0.00	237.92	31.21	1.29	2.58	1.33	0.00	0.38	0.54	0.00	0.00	0.00	0.00	275.25
Session Percentage	0.00	86.44	11.34	0.47	0.94	0.48	0.00	0.14	0.20	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0900 - 1000	0800 - 0900	0800 - 0900	0700 - 0800	-	0700 - 0800	0500 - 0600	-	-	-	-	0700 - 0800
AM Peak Volume	0	461	65	7	9	5	0	3	1	0	0	0	0	522

Noon Peak Hour	-	1400 - 1500	1000 - 1100	1400 - 1500	1100 - 1200	1000 - 1100	-	1000 - 1100	1000 - 1100	-	-	-	-	1400 - 1500
Noon Peak Volume	0	340	57	1	11	5	0	2	1	0	0	0	0	394

PM Peak Hour	-	1700 - 1800	1500 - 1600	1600 - 1700	1600 - 1700	1500 - 1600	-	1500 - 1600	1500 - 1600	-	-	-	-	1600 - 1700
PM Peak Volume	0	587	86	8	4	2	0	1	2	0	0	0	0	660

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

Fairburn, GA



Site 1
GA-92 Spence Rd,
south of Valley Brook Dr

Date
Tuesday, November 19, 2024

Lat/Long
33.553232°, -84.571962°

Weather
Light Rain Shower
61°F

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0000 - 2400 (Weekday 24h Session) (11-19-2024)
Bi-Directional 60min

Bi-Directional 60min														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	57	9	0	0	0	0	0	0	0	0	0	0	66
0100 - 0200	0	45	6	0	1	0	0	0	0	0	0	0	0	52
0200 - 0300	0	49	6	0	0	1	0	0	0	0	0	0	0	56
0300 - 0400	0	77	9	0	1	1	0	0	0	0	0	0	0	88
0400 - 0500	0	90	14	0	0	1	0	0	2	0	0	0	0	107
0500 - 0600	0	197	40	1	0	2	0	0	1	0	0	0	0	241
0600 - 0700	0	366	68	5	3	4	0	0	0	0	0	0	0	446
0700 - 0800	0	913	96	5	8	5	0	3	1	0	0	0	0	1031
0800 - 0900	0	743	110	19	11	3	0	1	0	0	0	0	0	887
0900 - 1000	0	361	108	0	12	3	0	0	4	0	0	0	0	488
1000 - 1100	0	338	107	0	8	6	0	2	3	0	0	0	0	464
1100 - 1200	0	340	76	1	16	1	0	2	1	0	0	0	0	437
1200 - 1300	0	474	60	0	6	5	0	1	1	0	0	0	0	547
1300 - 1400	0	477	57	0	9	5	0	2	4	0	0	0	0	554
1400 - 1500	0	654	103	6	1	3	0	0	3	0	0	0	0	770
1500 - 1600	0	891	138	9	1	6	0	1	3	0	0	0	0	1049
1600 - 1700	0	969	116	14	4	0	0	0	0	0	0	0	0	1103
1700 - 1800	0	994	86	1	6	1	0	0	2	0	0	0	0	1090
1800 - 1900	0	677	40	0	5	1	0	0	1	0	0	0	0	724
1900 - 2000	0	429	27	2	4	2	0	0	1	0	0	0	0	465
2000 - 2100	0	280	15	0	9	0	0	0	0	0	0	0	0	304
2100 - 2200	0	232	18	0	4	0	0	0	0	0	0	0	0	254
2200 - 2300	0	160	16	0	1	0	0	0	0	0	0	0	0	177
2300 - 2400	0	105	11	0	0	0	0	0	0	0	0	0	0	116

Session Total	0	9918	1336	63	110	50	0	12	27	0	0	0	0	11516
Session Average	0.00	413.25	55.67	2.63	4.58	2.08	0.00	0.50	1.13	0.00	0.00	0.00	0.00	479.83
Session Percentage	0.00	86.12	11.60	0.55	0.96	0.43	0.00	0.10	0.23	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0800 - 0900	0800 - 0900	0900 - 1000	0700 - 0800	-	0700 - 0800	0900 - 1000	-	-	-	-	0700 - 0800
AM Peak Volume	0	913	110	19	12	5	0	3	4	0	0	0	0	1031

Noon Peak Hour	-	1400 - 1500	1000 - 1100	1400 - 1500	1100 - 1200	1000 - 1100	-	1000 - 1100	1300 - 1400	-	-	-	-	1400 - 1500
Noon Peak Volume	0	654	107	6	16	6	0	2	4	0	0	0	0	770

PM Peak Hour	-	1700 - 1800	1500 - 1600	1600 - 1700	1700 - 1800	1500 - 1600	-	1500 - 1600	1500 - 1600	-	-	-	-	1600 - 1700
PM Peak Volume	0	994	138	14	6	6	0	1	3	0	0	0	0	1103

Bi-Directional Class Count || Volume Summary 60min

Fairburn, GA



Site 1
GA-92 Spence Rd,
south of Valley Brook Dr

Date
Tuesday, November 19, 2024

Weather
Light Rain Shower
61°F

Lat/Long
33.553232°, -84.571962°

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0000 - 2400 (Weekday 24h Session) (11-19-2024)

Volume Summary 60min

Volume Summary 60min			
TIME	NB	SB	Total
0000 - 0100	24	42	66
0100 - 0200	22	30	52
0200 - 0300	18	38	56
0300 - 0400	38	50	88
0400 - 0500	46	61	107
0500 - 0600	116	125	241
0600 - 0700	222	224	446
0700 - 0800	509	522	1031
0800 - 0900	414	473	887
0900 - 1000	189	299	488
1000 - 1100	185	279	464
1100 - 1200	172	265	437

Session Total	4910	6606	11516
Session Average	204.58	275.25	479.83
Session Percentage	42.64	57.36	

Volume Summary 60min			
Time	NB	SB	Total
1200 - 1300	230	317	547
1300 - 1400	219	335	554
1400 - 1500	376	394	770
1500 - 1600	391	658	1049
1600 - 1700	443	660	1103
1700 - 1800	449	641	1090
1800 - 1900	282	442	724
1900 - 2000	181	284	465
2000 - 2100	150	154	304
2100 - 2200	113	141	254
2200 - 2300	72	105	177
2300 - 2400	49	67	116

Bi-Directional Class Count | | Graphical Analysis NB EB

Fairburn, GA

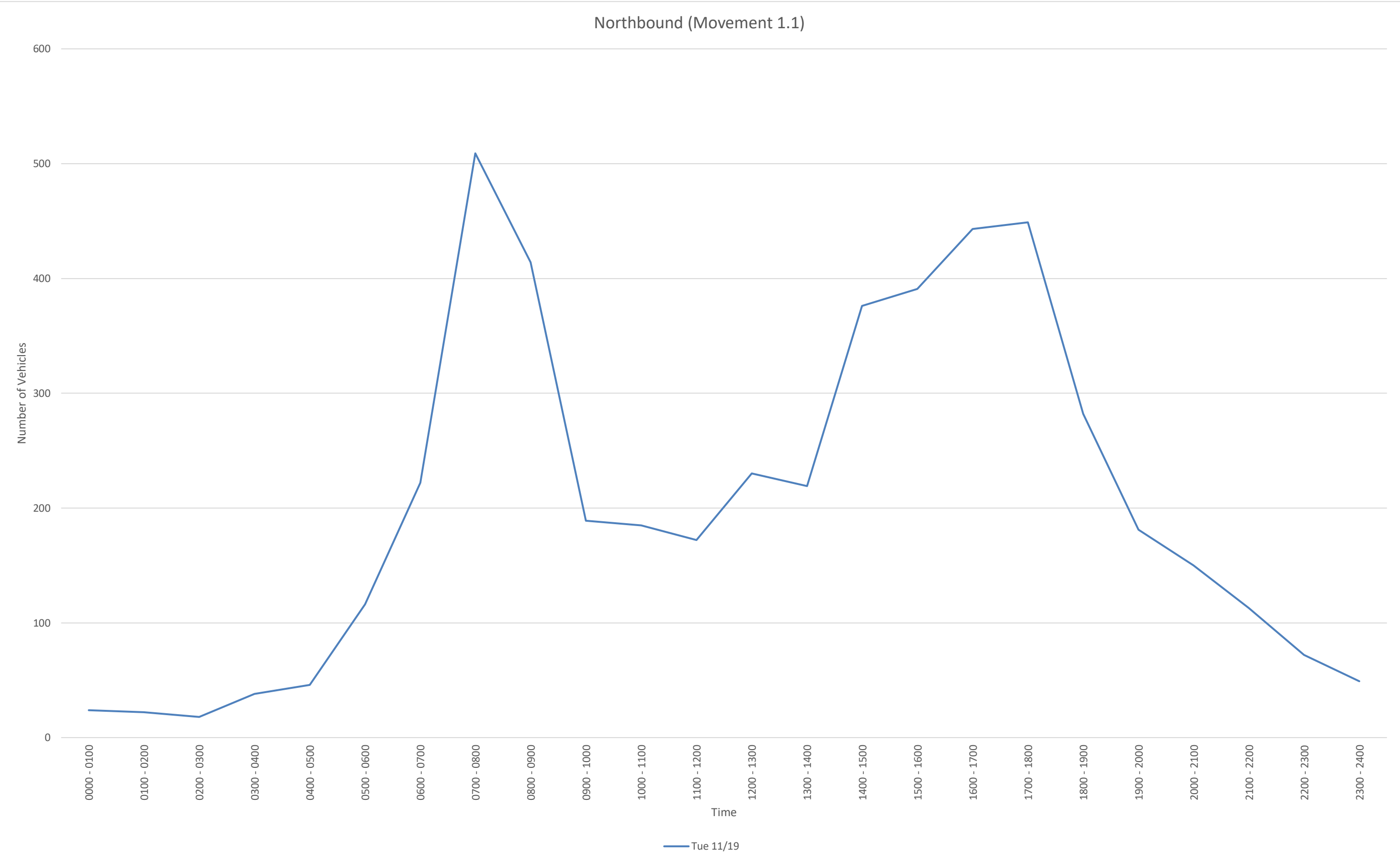
Site 1

GA-92 Spence Rd,
south of Valley Brook Dr

Lat/Long
33.553232°, -84.571962°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Time	Tue 11/19						
0000 - 0100	24						
0100 - 0200	22						
0200 - 0300	18						
0300 - 0400	38						
0400 - 0500	46						
0500 - 0600	116						
0600 - 0700	222						
0700 - 0800	509						
0800 - 0900	414						
0900 - 1000	189						
1000 - 1100	185						
1100 - 1200	172						
1200 - 1300	230						
1300 - 1400	219						
1400 - 1500	376						
1500 - 1600	391						
1600 - 1700	443						
1700 - 1800	449						
1800 - 1900	282						
1900 - 2000	181						
2000 - 2100	150						
2100 - 2200	113						
2200 - 2300	72						
2300 - 2400	49						
Daily Total	4910						

Bi-Directional Class Count | | Graphical Analysis SB WB

Fairburn, GA

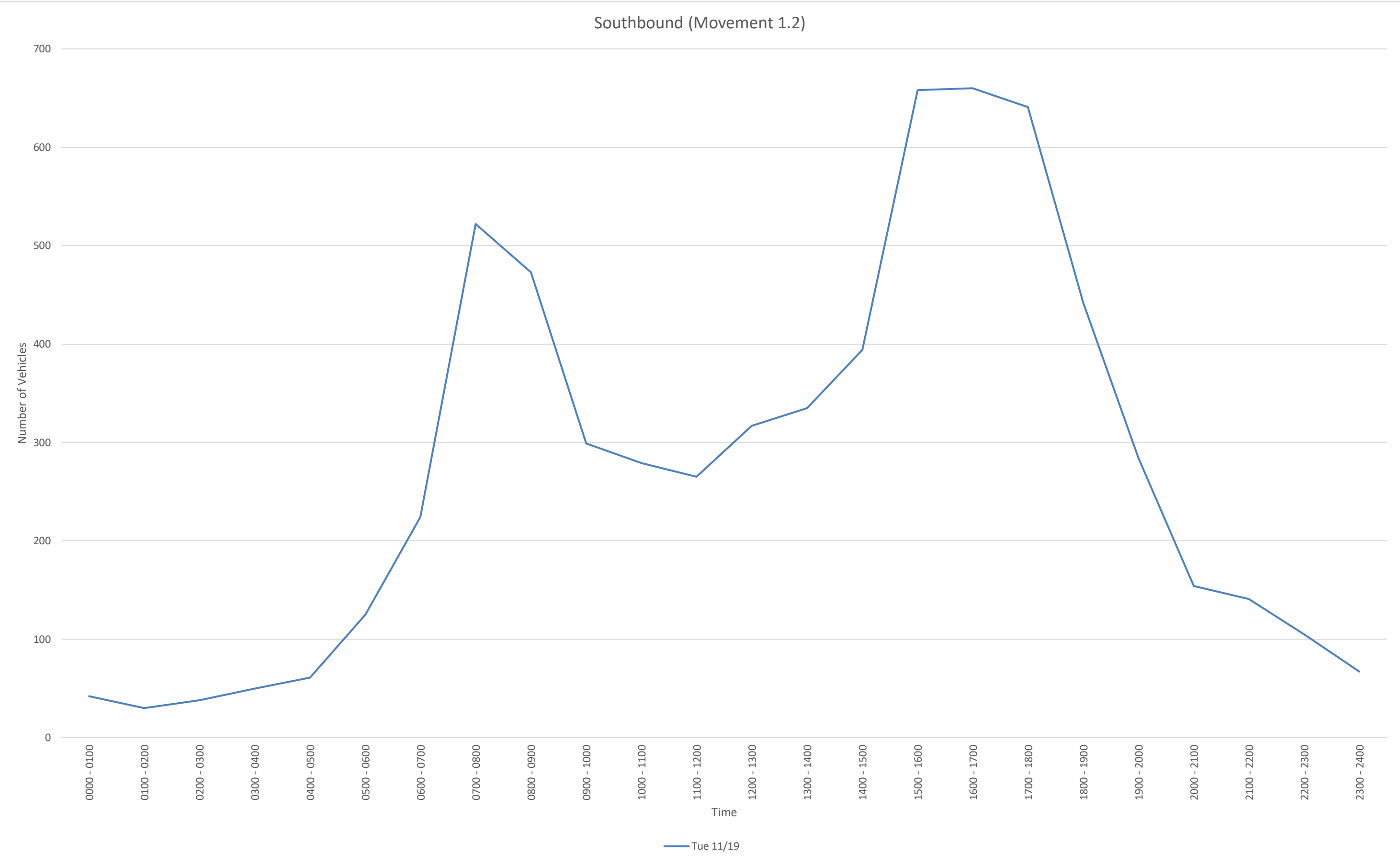
Site 1

GA-92 Spence Rd,
south of Valley Brook Dr

Lat/Long
33.553232°, -84.571962°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



Time	Tue 11/19						
0000 - 0100	42						
0100 - 0200	30						
0200 - 0300	38						
0300 - 0400	50						
0400 - 0500	61						
0500 - 0600	125						
0600 - 0700	224						
0700 - 0800	522						
0800 - 0900	473						
0900 - 1000	299						
1000 - 1100	279						
1100 - 1200	265						
1200 - 1300	317						
1300 - 1400	335						
1400 - 1500	394						
1500 - 1600	658						
1600 - 1700	660						
1700 - 1800	641						
1800 - 1900	442						
1900 - 2000	284						
2000 - 2100	154						
2100 - 2200	141						
2200 - 2300	105						
2300 - 2400	67						
Daily Total	6606						

Bi-Directional Class Count | | Graphical Analysis BiDir

Fairburn, GA

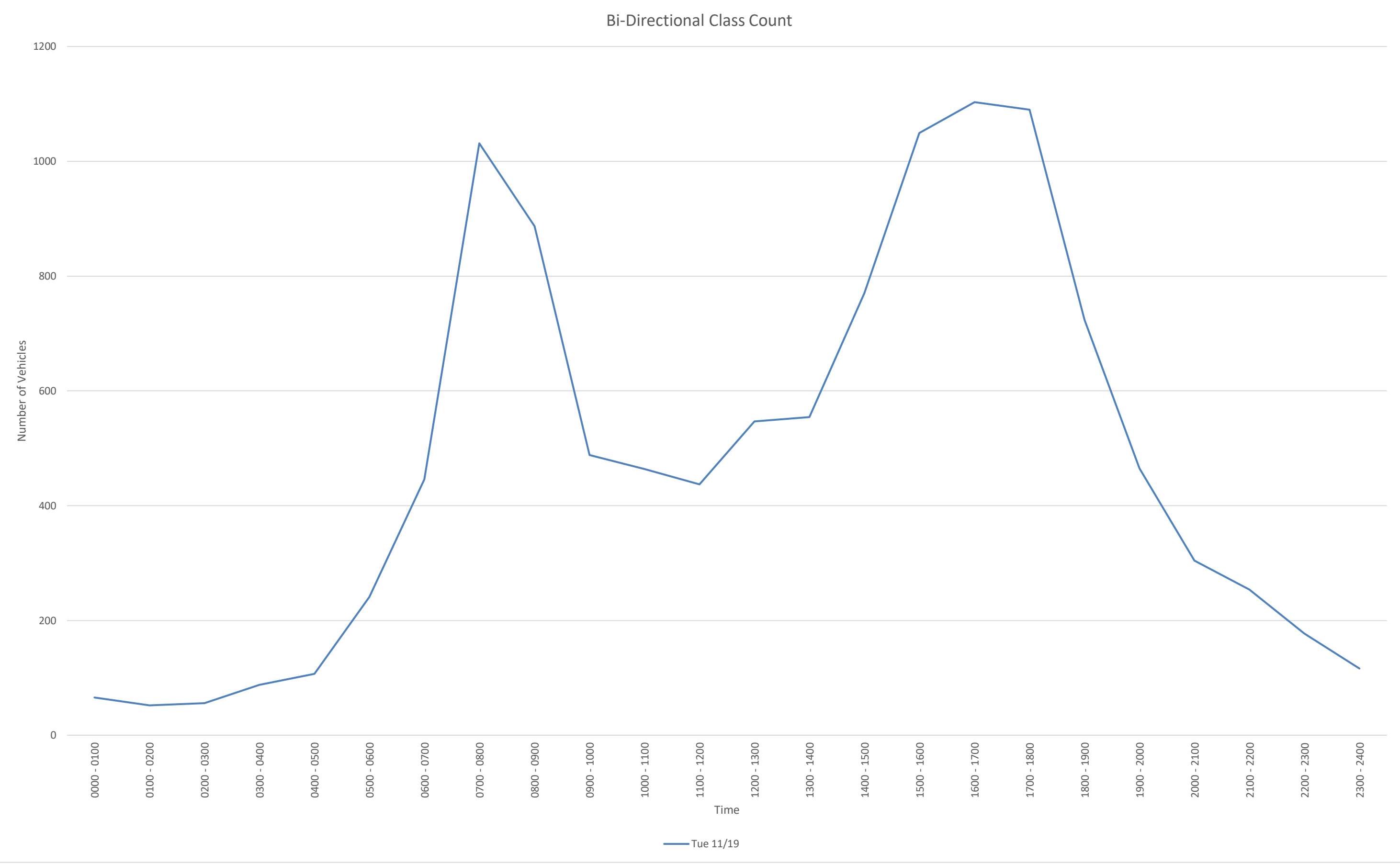
Site 1

GA-92 Spence Rd,
south of Valley Brook Dr

Lat/Long
33.553232°, -84.571962°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis BiDir



Time	Tue 11/19						
0000 - 0100	66						
0100 - 0200	52						
0200 - 0300	56						
0300 - 0400	88						
0400 - 0500	107						
0500 - 0600	241						
0600 - 0700	446						
0700 - 0800	1031						
0800 - 0900	887						
0900 - 1000	488						
1000 - 1100	464						
1100 - 1200	437						
1200 - 1300	547						
1300 - 1400	554						
1400 - 1500	770						
1500 - 1600	1049						
1600 - 1700	1103						
1700 - 1800	1090						
1800 - 1900	724						
1900 - 2000	465						
2000 - 2100	304						
2100 - 2200	254						
2200 - 2300	177						
2300 - 2400	116						
Daily Total	11516						

File Name:

Start Date: 11/19/2024

Start Time: 0

Site Code: 1

Station ID: 1

Location 1: GA-92 Spence Rd, south of Valley Brook Dr

Location 2:

[illegible]

File Name:

Start Time: 0

Station ID: 1

Location 1: G

Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
11/19/2024	12:00 AM	0	21	3	0	0	0	0	0	0	0	0	0	0
11/19/2024	12:15 AM	0	20	4	0	0	0	0	0	0	0	0	0	0
11/19/2024	12:30 AM	0	21	4	0	0	0	0	0	0	0	0	0	0
11/19/2024	12:45 AM	0	19	6	0	0	0	0	0	0	0	0	0	0
11/19/2024	1:00 AM	0	16	5	0	1	0	0	0	0	0	0	0	0
11/19/2024	1:15 AM	0	16	3	0	1	0	0	0	0	0	0	0	0
11/19/2024	1:30 AM	0	10	2	0	1	0	0	0	0	0	0	0	0
11/19/2024	1:45 AM	0	13	1	0	1	0	0	0	0	0	0	0	0
11/19/2024	2:00 AM	0	16	1	0	0	1	0	0	0	0	0	0	0
11/19/2024	2:15 AM	0	21	2	0	1	1	0	0	0	0	0	0	0
11/19/2024	2:30 AM	0	26	3	0	1	1	0	0	0	0	0	0	0
11/19/2024	2:45 AM	0	29	2	0	1	1	0	0	0	0	0	0	0
11/19/2024	3:00 AM	0	33	4	0	1	0	0	0	0	0	0	0	0
11/19/2024	3:15 AM	0	35	5	0	0	0	0	0	1	0	0	0	0
11/19/2024	3:30 AM	0	34	4	0	0	0	0	0	1	0	0	0	0
11/19/2024	3:45 AM	0	40	6	0	0	0	0	0	1	0	0	0	0
11/19/2024	4:00 AM	0	40	5	0	0	0	0	0	1	0	0	0	0
11/19/2024	4:15 AM	0	45	7	0	0	0	0	0	0	0	0	0	0
11/19/2024	4:30 AM	0	61	13	0	0	0	0	0	0	0	0	0	0
11/19/2024	4:45 AM	0	71	18	0	0	0	0	0	0	0	0	0	0
11/19/2024	5:00 AM	0	90	25	0	0	1	0	0	0	0	0	0	0
11/19/2024	5:15 AM	0	103	28	0	1	2	0	0	0	0	0	0	0
11/19/2024	5:30 AM	0	117	30	0	2	2	0	0	0	0	0	0	0
11/19/2024	5:45 AM	0	143	32	0	2	2	0	0	0	0	0	0	0
11/19/2024	6:00 AM	0	180	38	1	2	1	0	0	0	0	0	0	0
11/19/2024	6:15 AM	0	229	45	1	1	0	0	0	0	0	0	0	0
11/19/2024	6:30 AM	0	286	45	2	1	0	0	0	0	0	0	0	0
11/19/2024	6:45 AM	0	377	49	5	2	0	0	0	0	0	0	0	0
11/19/2024	7:00 AM	0	452	50	4	3	0	0	0	0	0	0	0	0
11/19/2024	7:15 AM	0	507	55	9	3	0	0	0	0	0	0	0	0
11/19/2024	7:30 AM	0	499	61	8	3	1	0	0	0	0	0	0	0
11/19/2024	7:45 AM	0	426	59	9	3	3	0	1	0	0	0	0	0
11/19/2024	8:00 AM	0	342	54	12	2	3	0	1	0	0	0	0	0
11/19/2024	8:15 AM	0	249	43	7	3	3	0	1	0	0	0	0	0
11/19/2024	8:30 AM	0	194	40	7	3	2	0	1	1	0	0	0	0
11/19/2024	8:45 AM	0	159	42	3	4	0	0	0	3	0	0	0	0
11/19/2024	9:00 AM	0	137	43	0	5	0	0	0	4	0	0	0	0
11/19/2024	9:15 AM	0	133	48	0	6	0	0	0	5	0	0	0	0
11/19/2024	9:30 AM	0	140	48	0	5	0	0	0	4	0	0	0	0
11/19/2024	9:45 AM	0	134	49	0	5	1	0	0	3	0	0	0	0
11/19/2024	10:00 AM	0	126	50	0	6	1	0	0	2	0	0	0	0
11/19/2024	10:15 AM	0	114	42	0	5	1	0	0	1	0	0	0	0
11/19/2024	10:30 AM	0	107	37	1	6	1	0	1	1	0	0	0	0
11/19/2024	10:45 AM	0	116	28	1	5	0	0	1	0	0	0	0	0
11/19/2024	11:00 AM	0	142	23	1	5	0	0	1	0	0	0	0	0
11/19/2024	11:15 AM	0	169	22	1	5	0	0	1	0	0	0	0	0
11/19/2024	11:30 AM	0	182	24	0	5	0	0	0	0	0	0	0	0
11/19/2024	11:45 AM	0	194	24	0	6	1	0	0	0	0	0	0	0
11/19/2024	12:00 PM	0	200	24	0	4	2	0	0	0	0	0	0	0
11/19/2024	12:15 PM	0	202	25	0	3	4	0	0	1	0	0	0	0
11/19/2024	12:30 PM	0	209	22	0	2	5	0	1	1	0	0	0	0
11/19/2024	12:45 PM	0	202	23	0	0	4	0	1	2	0	0	0	0
11/19/2024	1:00 PM	0	191	21	0	0	3	0	1	3	0	0	0	0
11/19/2024	1:15 PM	0	210	31	0	0	3	0	1	3	0	0	0	0
11/19/2024	1:30 PM	0	228	35	0	0	2	0	0	3	0	0	0	0
11/19/2024	1:45 PM	0	261	44	0	0	2	0	0	2	0	0	0	0
11/19/2024	2:00 PM	0	314	53	5	0	2	0	0	2	0	0	0	0
11/19/2024	2:15 PM	0	318	53	6	0	1	0	0	1	0	0	0	0
11/19/2024	2:30 PM	0	342	56	7	0	3	0	0	2	0	0	0	0
11/19/2024	2:45 PM	0	364	54	7	0	4	0	0	2	0	0	0	0
11/19/2024	3:00 PM	0	332	52	2	0	4	0	0	1	0	0	0	0
11/19/2024	3:15 PM	0	354	47	2	0	3	0	0	1	0	0	0	0
11/19/2024	3:30 PM	0	371	46	4	0	1	0	0	0	0	0	0	0
11/19/2024	3:45 PM	0	377	51	4	0	0	0	0	0	0	0	0	0
11/19/2024	4:00 PM	0	387	50	6	0	0	0	0	0	0	0	0	0
11/19/2024	4:15 PM	0	377	49	5	1	0	0	0	0	0	0	0	0
11/19/2024	4:30 PM	0	384	51	2	1	0	0	0	0	0	0	0	0
11/19/2024	4:45 PM	0	391	41	2	3	0	0	0	0	0	0	0	0
11/19/2024	5:00 PM	0	407	37	0	5	0	0	0	0	0	0	0	0
11/19/2024	5:15 PM	0	397	31	0	5	0	0	0	0	0	0	0	0
11/19/2024	5:30 PM	0	349	24	0	5	0	0	0	0	0	0	0	0
11/19/2024	5:45 PM	0	308	16	0	4	0	0	0	0	0	0	0	0
11/19/2024	6:00 PM	0	268	12	0	2	0	0	0	0	0	0	0	0
11/19/2024	6:15 PM	0	240	13	0	1	0	0	0	0	0	0	0	0
11/19/2024	6:30 PM	0	212	7	0	1	0	0	0	0	0	0	0	0
11/19/2024	6:45 PM	0	183	10	1	1	0	0	0	1	0	0	0	0
11/19/2024	7:00 PM	0	168	9	1	2	0	0	0	1	0	0	0	0
11/19/2024	7:15 PM	0	143	9	1	4	0	0	0	1	0	0	0	0
11/19/2024	7:30 PM	0	136	9	1	5	0	0	0	1	0	0	0	0
11/19/2024	7:45 PM	0	128	8	0	6	0	0	0	0	0	0	0	0
11/19/2024	8:00 PM	0	135	8	0	7	0	0	0	0	0	0	0	0
11/19/2024	8:15 PM	0	133	6	0	6	0	0	0	0	0	0	0	0
11/19/2024	8:30 PM	0	135	8	0	6	0	0	0	0	0	0	0	0
11/19/2024	8:45 PM	0	130	10	0	4	0	0	0	0	0	0	0	0
11/19/2024	9:00 PM	0	103	8	0	2	0	0	0	0	0	0	0	0
11/19/2024	9:15 PM	0	95	8	0	1	0	0	0	0	0	0	0	0
11/19/2024	9:30 PM	0	81	8	0	1	0	0	0	0	0	0	0	0
11/19/2024	9:45 PM	0	69	5	0	1	0	0	0	0	0	0	0	0
11/19/2024	10:00 PM	0	64	7	0	1	0	0	0	0	0	0	0	0
11/19/2024	10:15 PM	0	62	6	0	1	0	0	0	0	0	0	0	0
11/19/2024	10:30 PM	0	52	7	0	0	0	0	0	0	0	0	0	0
11/19/2024	10:45 PM	0	46	6	0	0	0	0	0	0	0	0	0	0
11/19/2024	11:00 PM	0	44	5	0	0	0	0	0	0	0	0	0	0
11/19/2024	11:15 PM	0	31	4	0	0	0	0	0	0	0	0	0	0
11/19/2024	11:30 PM	0	21	1	0	0	0	0	0	0	0	0	0	0
11/19/2024	11:45 PM	0	12	1	0	0	0	0	0	0	0	0	0	0

File Name:

Start Time: 0

Site Code: 1

Station ID: 1

Location 1: GA-92 Spence Rd, south of Valley Brook Dr

Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
11/19/2024	12:00 AM	0	36	6	0	0	0	0	0	0	0	0	0	0
11/19/2024	12:15 AM	0	35	5	0	0	0	0	0	0	0	0	0	0
11/19/2024	12:30 AM	0	35	4	0	0	0	0	0	0	0	0	0	0
11/19/2024	12:45 AM	0	29	2	0	0	0	0	0	0	0	0	0	0
11/19/2024	1:00 AM	0	29	1	0	0	0	0	0	0	0	0	0	0
11/19/2024	1:15 AM	0	24	1	0	0	0	0	0	0	0	0	0	0
11/19/2024	1:30 AM	0	24	2	0	0	0	0	0	0	0	0	0	0
11/19/2024	1:45 AM	0	27	4	0	0	0	0	0	0	0	0	0	0
11/19/2024	2:00 AM	0	33	5	0	0	0	0	0	0	0	0	0	0
11/19/2024	2:15 AM	0	36	5	0	0	0	0	0	0	0	0	0	0
11/19/2024	2:30 AM	0	38	5	0	0	0	0	0	0	0	0	0	0
11/19/2024	2:45 AM	0	39	5	0	0	1	0	0	0	0	0	0	0
11/19/2024	3:00 AM	0	44	5	0	0	1	0	0	0	0	0	0	0
11/19/2024	3:15 AM	0	44	6	0	0	1	0	0	0	0	0	0	0
11/19/2024	3:30 AM	0	49	7	0	0	1	0	0	1	0	0	0	0
11/19/2024	3:45 AM	0	51	8	0	0	1	0	0	1	0	0	0	0
11/19/2024	4:00 AM	0	50	9	0	0	1	0	0	1	0	0	0	0
11/19/2024	4:15 AM	0	56	9	0	0	1	0	0	1	0	0	0	0
11/19/2024	4:30 AM	0	65	12	0	0	1	0	0	0	0	0	0	0
11/19/2024	4:45 AM	0	89	12	0	0	0	0	0	0	0	0	0	0
11/19/2024	5:00 AM	0	107	15	1	0	1	0	0	1	0	0	0	0
11/19/2024	5:15 AM	0	115	19	2	0	1	0	0	1	0	0	0	0
11/19/2024	5:30 AM	0	134	23	3	0	4	0	0	1	0	0	0	0
11/19/2024	5:45 AM	0	149	25	4	1	4	0	0	1	0	0	0	0
11/19/2024	6:00 AM	0	186	30	4	1	3	0	0	0	0	0	0	0
11/19/2024	6:15 AM	0	242	33	3	1	3	0	0	1	0	0	0	0
11/19/2024	6:30 AM	0	317	34	2	3	2	0	0	1	0	0	0	0
11/19/2024	6:45 AM	0	390	41	2	3	5	0	3	1	0	0	0	0
11/19/2024	7:00 AM	0	461	46	1	5	5	0	3	1	0	0	0	0
11/19/2024	7:15 AM	0	509	55	5	6	5	0	3	0	0	0	0	0
11/19/2024	7:30 AM	0	501	63	8	8	3	0	3	0	0	0	0	0
11/19/2024	7:45 AM	0	471	58	7	9	0	0	0	0	0	0	0	0
11/19/2024	8:00 AM	0	401	56	7	9	0	0	0	0	0	0	0	0
11/19/2024	8:15 AM	0	324	61	3	8	2	0	0	0	0	0	0	0
11/19/2024	8:30 AM	0	272	57	0	6	2	0	0	0	0	0	0	0
11/19/2024	8:45 AM	0	233	69	0	7	2	0	0	0	0	0	0	0
11/19/2024	9:00 AM	0	224	65	0	7	3	0	0	0	0	0	0	0
11/19/2024	9:15 AM	0	235	51	0	7	2	0	0	0	0	0	0	0
11/19/2024	9:30 AM	0	216	54	0	6	3	0	2	1	0	0	0	0
11/19/2024	9:45 AM	0	217	52	0	4	5	0	2	1	0	0	0	0
11/19/2024	10:00 AM	0	212	57	0	2	5	0	2	1	0	0	0	0
11/19/2024	10:15 AM	0	197	55	0	5	4	0	2	1	0	0	0	0
11/19/2024	10:30 AM	0	195	47	0	6	3	0	0	0	0	0	0	0
11/19/2024	10:45 AM	0	201	46	0	10	1	0	1	1	0	0	0	0
11/19/2024	11:00 AM	0	198	53	0	11	1	0	1	1	0	0	0	0
11/19/2024	11:15 AM	0	224	56	0	9	3	0	2	2	0	0	0	0
11/19/2024	11:30 AM	0	266	57	0	8	3	0	2	2	0	0	0	0
11/19/2024	11:45 AM	0	266	47	0	3	4	0	1	1	0	0	0	0
11/19/2024	12:00 PM	0	274	36	0	2	3	0	1	1	0	0	0	0
11/19/2024	12:15 PM	0	261	36	0	2	2	0	0	0	0	0	0	0
11/19/2024	12:30 PM	0	248	33	0	2	3	0	1	0	0	0	0	0
11/19/2024	12:45 PM	0	273	40	0	8	2	0	1	0	0	0	0	0
11/19/2024	1:00 PM	0	286	36	0	9	2	0	1	1	0	0	0	0
11/19/2024	1:15 PM	0	303	34	0	8	2	0	1	1	0	0	0	0
11/19/2024	1:30 PM	0	311	39	1	7	1	0	0	1	0	0	0	0
11/19/2024	1:45 PM	0	309	44	1	2	1	0	0	2	0	0	0	0
11/19/2024	2:00 PM	0	340	50	1	1	1	0	0	1	0	0	0	0
11/19/2024	2:15 PM	0	371	67	1	1	2	0	0	3	0	0	0	0
11/19/2024	2:30 PM	0	439	73	0	1	2	0	1	3	0	0	0	0
11/19/2024	2:45 PM	0	507	78	1	0	2	0	1	2	0	0	0	0
11/19/2024	3:00 PM	0	559	86	7	1	2	0	1	2	0	0	0	0
11/19/2024	3:15 PM	0	598	80	9	2	0	0	1	0	0	0	0	0
11/19/2024	3:30 PM	0	615	75	9	3	0	0	0	0	0	0	0	0
11/19/2024	3:45 PM	0	613	66	12	4	0	0	0	0	0	0	0	0
11/19/2024	4:00 PM	0	582	66	8	4	0	0	0	0	0	0	0	0
11/19/2024	4:15 PM	0	578	63	6	4	0	0	0	0	0	0	0	0
11/19/2024	4:30 PM	0	583	63	6	3	0	0	0	0	0	0	0	0
11/19/2024	4:45 PM	0	592	64	3	2	0	0	0	0	0	0	0	0
11/19/2024	5:00 PM	0	587	49	1	1	1	0	0	2	0	0	0	0
11/19/2024	5:15 PM	0	547	45	1	0	1	0	0	2	0	0	0	0
11/19/2024	5:30 PM	0	497	38	1	1	1	0	0	3	0	0	0	0
11/19/2024	5:45 PM	0	436	29	0	2	2	0	0	3	0	0	0	0
11/19/2024	6:00 PM	0	409	28	0	3	1	0	0	1	0	0	0	0
11/19/2024	6:15 PM	0	382	25	0	3	1	0	0	1	0	0	0	0
11/19/2024	6:30 PM	0	338	21	0	2	2	0	0	0	0	0	0	0
11/19/2024	6:45 PM	0	300	19	0	3	2	0	0	0	0	0	0	0
11/19/2024	7:00 PM	0	261	18	1	2	2	0	0	0	0	0	0	0
11/19/2024	7:15 PM	0	237	10	1	3	2	0	0	0	0	0	0	0
11/19/2024	7:30 PM	0	199	9	1	3	1	0	0	0	0	0	0	0
11/19/2024	7:45 PM	0	173	9	1	2	0	0	0	0	0	0	0	0
11/19/2024	8:00 PM	0	145	7	0	2	0	0	0	0	0	0	0	0
11/19/2024	8:15 PM	0	138	12	0	2	0	0	0	0	0	0	0	0
11/19/2024	8:30 PM	0	137	13	0	2	0	0	0	0	0	0	0	0
11/19/2024	8:45 PM	0	139	10	0	1	0	0	0	0	0	0	0	0
11/19/2024	9:00 PM	0	129	10	0	2	0	0	0	0	0	0	0	0
11/19/2024	9:15 PM	0	119	4	0	1	0	0	0	0	0	0	0	0
11/19/2024	9:30 PM	0	114	7	0	1	0	0	0	0	0	0	0	0
11/19/2024	9:45 PM	0	98	9	0	1	0	0	0	0	0	0	0	0
11/19/2024	10:00 PM	0	96	9	0	0	0	0	0	0	0	0	0	0
11/19/2024	10:15 PM	0	81	11	0	0	0	0	0	0	0	0	0	0
11/19/2024	10:30 PM	0	67	7	0	0	0	0	0	0	0	0	0	0
11/19/2024	10:45 PM	0	61	6	0	0	0	0	0	0	0	0	0	0
11/19/2024	11:00 PM	0	61	6	0	0	0	0	0	0	0	0	0	0
11/19/2024	11:15 PM	0	43	4	0	0	0	0	0	0	0	0	0	0
11/19/2024	11:30 PM	0	32	3	0	0	0	0	0	0	0	0	0	0
11/19/2024	11:45 PM	0	18	1	0	0	0	0	0	0	0	0	0	0

Bi-Directional Class Count || NB EB 15min

Fairburn, GA



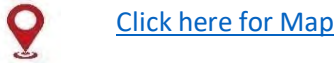
Site 2
Fayetteville Rd,
south of Edelweiss Dr

Date
Tuesday, November 19, 2024

Lat/Long
33.559817°, -84.564988°

Weather
Light Rain Shower
61°F

[Click here for Detailed Weather](#)



0000 - 2400 (Weekday 24h Session) (11-19-2024)
NB EB 15min

Time	Northbound (Movement 2.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6
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	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0215 - 0230	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0300 - 0315	0	8	2	0	0	0	0	0	0	0	0	0	0	10	14
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0400 - 0415	0	3	0	0	0	0	0	0	0	0	0	0	0	3	12
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0430 - 0445	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0445 - 0500	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0500 - 0515	0	3	0	0	0	0	0	0	0	0	0	0	0	3	20
0515 - 0530	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0530 - 0545	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0545 - 0600	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0600 - 0615	0	12	1	1	0	0	0	0	0	0	0	0	0	14	43
0615 - 0630	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0630 - 0645	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0645 - 0700	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
0700 - 0715	0	25	7	1	0	0	0	0	0	0	0	0	0	33	122
0715 - 0730	0	22	2	0	1	0	0	0	0	0	0	0	0	25	
0730 - 0745	0	22	4	2	0	0	0	0	0	0	0	0	0	28	
0745 - 0800	0	33	3	0	0	0	0	0	0	0	0	0	0	36	
0800 - 0815	0	19	4	2	0	0	0	0	0	0	0	0	0	25	71
0815 - 0830	0	15	3	0	0	0	0	0	1	0	0	0	0	19	
0830 - 0845	0	12	2	0	1	0	0	0	0	0	0	0	0	15	
0845 - 0900	0	12	0	0	0	0	0	0	0	0	0	0	0	12	
0900 - 0915	0	4	6	0	0	0	0	0	0	0	0	0	0	10	38
0915 - 0930	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0930 - 0945	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
0945 - 1000	0	5	3	0	1	0	0	0	0	0	0	0	0	9	
1000 - 1015	0	1	1	0	0	0	0	0	0	0	0	0	0	2	25
1015 - 1030	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
1030 - 1045	0	7	4	0	0	0	0	0	0	0	0	0	0	11	
1045 - 1100	0	1	3	0	0	0	0	0	0	0	0	0	0	4	
1100 - 1115	0	7	1	0	0	0	0	0	0	0	0	0	0	8	46
1115 - 1130	0	11	1	0	1	0	0	0	0	0	0	0	0	13	
1130 - 1145	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
1145 - 1200	0	9	5	0	0	1	0	0	0	0	0	0	0	15	
1200 - 1215	0	12	2	0	0	0	0	0	0	0	0	0	0	14	53
1215 - 1230	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
1230 - 1245	0	5	2	0	1	0	0	0	0	0	0	0	0	8	
1245 - 1300	0	18	2	0	1	1	0	0	0	0	0	0	0	22	
1300 - 1315	0	10	5	0	0	0	0	0	0	0	0	0	0	15	65
1315 - 1330	0	19	5	0	0	0	0	1	0	0	0	0	0	25	
1330 - 1345	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
1345 - 1400	0	5	6	0	0	0	0	0	0	0	0	0	0	11	
1400 - 1415	0	10	1	0	0	0	0	0	0	0	0	0	0	11	76
1415 - 1430	0	14	4	1	0	0	0	0	0	0	0	0	0	19	
1430 - 1445	0	25	5	0	0	0	0	0	0	0	0	0	0	30	
1445 - 1500	0	9	6	1	0	0	0	0	0	0	0	0	0	16	
1500 - 1515	0	38	14	1	0	0	0	0	0	0	0	0	0	53	146
1515 - 1530	0	21	4	1	0	0	0	0	0	0	0	0	0	26	
1530 - 1545	0	23	8	0	1	0	0	0	1	0	0	0	0	33	
1545 - 1600	0	29	5	0	0	0	0	0	0	0	0	0	0	34	
1600 - 1615	0	30	9	1	1	0	0	0	0	0	0	0	0	41	130
1615 - 1630	0	21	6	2	0	0	0	0	0	0	0	0	0	29	
1630 - 1645	0	26	7	1	1	0	0	0	0	0	0	0	0	35	
1645 - 1700	0	16	4	3	1	0	0	0	1	0	0	0	0	25	
1700 - 1715	0	35	4	3	0	0	0	0	0	0	0	0	0	42	119
1715 - 1730	0	15	3	6	0	0	0	0	0	0	0	0	0	24	
1730 - 1745	0	21	5	0	0	0	0	0	0	0	0	0	0	26	
1745 - 1800	0	23	4	0	0	0	0	0	0	0	0	0	0	27	
1800 - 1815	0	20	2	0	0	0	0	0	0	0	0	0	0	22	74
1815 - 1830	0	19	1	0	0	0	0	0	0	0	0	0	0	20	
1830 - 1845	0	22	0	0	1	0	0	0	0	0	0	0	0	23	
1845 - 1900	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
1900 - 1915	0	15	0	0	0	0	0	0	0	0	0	0	0	15	68
1915 - 1930	0	16	0	0	1	0	0	0	0	0	0	0	0	17	
1930 - 1945	0	25	1	0	0	0	0	0	0	0	0	0	0	26	
1945 - 2000	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
2000 - 2015	0	6	0	0	1	0	0	0	0	0	0	0	0	7	28
2015 - 2030	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
2030 - 2045	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
2045 - 2100	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
2100 - 2115	0	5	0	0	0	0	0	0	0	0	0	0	0	5	18
2115 - 2130	0	3	1	0	1	0	0	0	0	0	0	0	0	5	
2130 - 2145	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2145 - 2200	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2200 - 2215	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13
2215 - 2230	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2245 - 2300	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
2300 - 2315	0	14	1	0	0	0	0	0	0	0	0	0	0	15	26
2315 - 2330	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
2330 - 2345	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Session Total	0	984	183	26	15	3	0	1	3	0	0	0	0	1215
Session Average	0.00	10.25	1.91	0.27	0.16	0.03	0.00	0.01	0.03	0.00	0.00	0.00	0.00	12.66
Session Percentage	0.00	80.99	15.06	2.14	1.23	0.25	0.00	0.08	0.25	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0700 - 0800	0715 - 0815	0630 - 0730	-	-	-	0730 - 0830	-	-	-	-	0700 - 0800
AM Peak Volume	0	102	16	4	1	0	0	0	1	0	0	0	0	122

Bi-Directional Class Count || SB WB 15min

Fairburn, GA



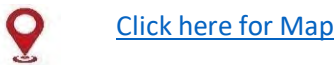
Site 2
Fayetteville Rd,
south of Edelweiss Dr

Date
Tuesday, November 19, 2024

Lat/Long
33.559817°, -84.564988°

Weather
Light Rain Shower
61°F

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0000 - 2400 (Weekday 24h Session) (11-19-2024)
SB WB 15min

Time	Southbound (Movement 2.2)													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6
0015 - 0030	0	1	0	0	1	0	0	0	0	0	0	0	0	2	
0030 - 0045	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0245 - 0300	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0400 - 0415	0	3	0	0	0	0	0	0	0	0	0	0	0	3	9
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0430 - 0445	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0445 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0500 - 0515	0	2	0	0	0	0	0	0	0	0	0	0	0	2	19
0515 - 0530	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0530 - 0545	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0545 - 0600	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
0600 - 0615	0	13	0	1	0	0	0	0	0	0	0	0	0	14	82
0615 - 0630	0	10	0	3	1	0	0	0	0	0	0	0	0	14	
0630 - 0645	0	21	0	1	0	0	0	0	0	0	0	0	0	22	
0645 - 0700	0	31	0	0	1	0	0	0	0	0	0	0	0	32	
0700 - 0715	0	9	3	1	1	0	0	0	0	0	0	0	0	14	100
0715 - 0730	0	25	3	2	0	0	0	0	0	0	0	0	0	30	
0730 - 0745	0	14	3	1	0	0	0	0	0	0	0	0	0	18	
0745 - 0800	0	32	6	0	0	0	0	0	0	0	0	0	0	38	
0800 - 0815	0	16	4	1	0	0	0	0	0	0	0	0	0	21	87
0815 - 0830	0	20	6	0	0	0	0	1	0	0	0	0	0	27	
0830 - 0845	0	22	0	0	0	0	0	0	0	0	0	0	0	22	
0845 - 0900	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
0900 - 0915	0	6	2	0	0	0	0	0	0	0	0	0	0	8	52
0915 - 0930	0	12	5	0	0	1	0	0	0	0	0	0	0	18	
0930 - 0945	0	10	5	0	0	0	0	0	0	0	0	0	0	15	
0945 - 1000	0	7	3	0	1	0	0	0	0	0	0	0	0	11	
1000 - 1015	0	9	1	0	0	0	0	0	0	0	0	0	0	10	42
1015 - 1030	0	2	1	0	1	0	0	0	0	0	0	0	0	4	
1030 - 1045	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
1045 - 1100	0	16	4	0	0	0	0	0	0	0	0	0	0	20	
1100 - 1115	0	2	3	0	0	1	0	0	0	0	0	0	0	6	37
1115 - 1130	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
1130 - 1145	0	8	2	0	1	0	0	0	0	0	0	0	0	11	
1145 - 1200	0	11	2	0	1	0	0	0	0	0	0	0	0	14	
1200 - 1215	0	9	1	0	0	0	0	1	0	0	0	0	0	11	54
1215 - 1230	0	15	4	0	0	0	0	0	0	0	0	0	0	19	
1230 - 1245	0	8	1	0	1	0	0	0	0	0	0	0	0	10	
1245 - 1300	0	13	1	0	0	0	0	0	0	0	0	0	0	14	
1300 - 1315	0	7	1	0	0	0	0	0	0	0	0	0	0	8	78
1315 - 1330	0	16	7	0	1	1	0	0	1	0	0	0	0	26	
1330 - 1345	0	11	2	6	0	0	0	0	0	0	0	0	0	19	
1345 - 1400	0	15	3	7	0	0	0	0	0	0	0	0	0	25	
1400 - 1415	0	12	5	4	0	0	0	0	0	0	0	0	0	21	112
1415 - 1430	0	18	3	0	1	0	0	0	1	0	0	0	0	23	
1430 - 1445	0	32	9	3	0	0	0	0	0	0	0	0	0	44	
1445 - 1500	0	21	2	1	0	0	0	0	0	0	0	0	0	24	
1500 - 1515	0	10	2	0	0	1	0	0	0	0	0	0	0	13	59
1515 - 1530	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
1530 - 1545	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
1545 - 1600	0	21	4	1	0	0	0	1	0	0	0	0	0	27	
1600 - 1615	0	19	5	0	0	0	0	0	0	0	0	0	0	24	103
1615 - 1630	0	21	5	0	1	0	0	0	0	0	0	0	0	27	
1630 - 1645	0	20	4	1	0	0	0	0	0	0	0	0	0	25	
1645 - 1700	0	24	3	0	0	0	0	0	0	0	0	0	0	27	
1700 - 1715	0	21	3	0	0	1	0	0	0	0	0	0	0	25	85
1715 - 1730	0	16	5	0	0	0	0	0	0	0	0	0	0	21	
1730 - 1745	0	18	3	0	0	0	0	0	0	0	0	0	0	21	
1745 - 1800	0	13	5	0	0	0	0	0	0	0	0	0	0	18	
1800 - 1815	0	19	2	0	1	0	0	0	0	0	0	0	0	22	68
1815 - 1830	0	16	0	0	0	0	0	0	0	0	0	0	0	16	
1830 - 1845	0	17	0	0	0	0	0	0	0	0	0	0	0	17	
1845 - 1900	0	13	0	0	0	0	0	0	0	0	0	0	0	13	
1900 - 1915	0	9	0	0	0	0	0	0	0	0	0	0	0	9	43
1915 - 1930	0	14	1	0	0	0	0	0	0	0	0	0	0	15	
1930 - 1945	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
1945 - 2000	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
2000 - 2015	0	13	1	0	0	0	0	0	1	0	0	0	0	15	30
2015 - 2030	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
2030 - 2045	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2045 - 2100	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
2100 - 2115	0	7	0	0	0	0	0	0	0	0	0	0	0	7	23
2115 - 2130	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
2130 - 2145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2145 - 2200	0	5	0	0	0	0	0	1	0	0	0	0	0	6	
2200 - 2215	0	3	0	0	0	0	0	0	0	0	0	0	0	3	21
2215 - 2230	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
2230 - 2245	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2245 - 2300	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
2300 - 2315	0	5	0	0	0	0	0	0	0	0	0	0	0	5	13
2315 - 2330	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2330 - 2345	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2345 - 0000	0	1	1	0	0	0	0	0	0	0	0	0	0	2	

Session Total	0	937	144	33	13	5	0	4	3	0	0	0	0	1139
Session Average	0.00	9.76	1.50	0.34	0.14	0.05	0.00	0.04	0.03	0.00	0.00	0.00	0.00	11.86
Session Percentage	0.00	82.27	12.64	2.90	1.14	0.44	0.00	0.35	0.26	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0745 - 0845	0730 - 0830	0545 - 0645	0615 - 0715	0830 - 0930	-	0730 - 0830	-	-	-	-	-	0745 - 0845
AM Peak Volume	0	90	19	5	3	1	0	1	0	0	0	0	0	108

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

Fairburn, GA



Site 2
Fayetteville Rd,
south of Edelweiss Dr

Date
Tuesday, November 19, 2024

Lat/Long
33.559817°, -84.564988°

Weather
Light Rain Shower
61°F

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0000 - 2400 (Weekday 24h Session) (11-19-2024)
Bi-Directional 15min

Time	Bi-Directional 15min													15min	60min
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12
0015 - 0030	0	4	0	0	1	1	0	0	0	0	0	0	0	6	
0030 - 0045	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
0215 - 0230	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0245 - 0300	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0300 - 0315	0	9	2	0	0	0	0	0	0	0	0	0	0	11	20
0315 - 0330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0345 - 0400	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0400 - 0415	0	6	0	0	0	0	0	0	0	0	0	0	0	6	21
0415 - 0430	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0430 - 0445	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0445 - 0500	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0500 - 0515	0	5	0	0	0	0	0	0	0	0	0	0	0	5	39
0515 - 0530	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0530 - 0545	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
0545 - 0600	0	16	0	0	0	0	0	0	0	0	0	0	0	16	
0600 - 0615	0	25	1	2	0	0	0	0	0	0	0	0	0	28	125
0615 - 0630	0	17	1	3	1	0	0	0	0	0	0	0	0	22	
0630 - 0645	0	27	1	1	0	0	0	0	0	0	0	0	0	29	
0645 - 0700	0	45	0	0	1	0	0	0	0	0	0	0	0	46	
0700 - 0715	0	34	10	2	1	0	0	0	0	0	0	0	0	47	222
0715 - 0730	0	47	5	2	1	0	0	0	0	0	0	0	0	55	
0730 - 0745	0	36	7	3	0	0	0	0	0	0	0	0	0	46	
0745 - 0800	0	65	9	0	0	0	0	0	0	0	0	0	0	74	
0800 - 0815	0	35	8	3	0	0	0	0	0	0	0	0	0	46	158
0815 - 0830	0	35	9	0	0	0	0	1	1	0	0	0	0	46	
0830 - 0845	0	34	2	0	1	0	0	0	0	0	0	0	0	37	
0845 - 0900	0	27	2	0	0	0	0	0	0	0	0	0	0	29	
0900 - 0915	0	10	8	0	0	0	0	0	0	0	0	0	0	18	90
0915 - 0930	0	19	6	0	0	1	0	0	0	0	0	0	0	26	
0930 - 0945	0	21	5	0	0	0	0	0	0	0	0	0	0	26	
0945 - 1000	0	12	6	0	2	0	0	0	0	0	0	0	0	20	
1000 - 1015	0	10	2	0	0	0	0	0	0	0	0	0	0	12	67
1015 - 1030	0	7	4	0	1	0	0	0	0	0	0	0	0	12	
1030 - 1045	0	12	7	0	0	0	0	0	0	0	0	0	0	19	
1045 - 1100	0	17	7	0	0	0	0	0	0	0	0	0	0	24	
1100 - 1115	0	9	4	0	0	1	0	0	0	0	0	0	0	14	83
1115 - 1130	0	17	1	0	1	0	0	0	0	0	0	0	0	19	
1130 - 1145	0	17	3	0	1	0	0	0	0	0	0	0	0	21	
1145 - 1200	0	20	7	0	1	1	0	0	0	0	0	0	0	29	
1200 - 1215	0	21	3	0	0	0	0	1	0	0	0	0	0	25	107
1215 - 1230	0	23	5	0	0	0	0	0	0	0	0	0	0	28	
1230 - 1245	0	13	3	0	2	0	0	0	0	0	0	0	0	18	
1245 - 1300	0	31	3	0	1	1	0	0	0	0	0	0	0	36	
1300 - 1315	0	17	6	0	0	0	0	0	0	0	0	0	0	23	143
1315 - 1330	0	35	12	0	1	1	0	1	1	0	0	0	0	51	
1330 - 1345	0	23	4	6	0	0	0	0	0	0	0	0	0	33	
1345 - 1400	0	20	9	7	0	0	0	0	0	0	0	0	0	36	
1400 - 1415	0	22	6	4	0	0	0	0	0	0	0	0	0	32	188
1415 - 1430	0	32	7	1	1	0	0	0	1	0	0	0	0	42	
1430 - 1445	0	57	14	3	0	0	0	0	0	0	0	0	0	74	
1445 - 1500	0	30	8	2	0	0	0	0	0	0	0	0	0	40	
1500 - 1515	0	48	16	1	0	1	0	0	0	0	0	0	0	66	205
1515 - 1530	0	28	5	1	0	0	0	0	0	0	0	0	0	34	
1530 - 1545	0	33	9	0	1	0	0	0	1	0	0	0	0	44	
1545 - 1600	0	50	9	1	0	0	0	1	0	0	0	0	0	61	
1600 - 1615	0	49	14	1	1	0	0	0	0	0	0	0	0	65	233
1615 - 1630	0	42	11	2	1	0	0	0	0	0	0	0	0	56	
1630 - 1645	0	46	11	2	1	0	0	0	0	0	0	0	0	60	
1645 - 1700	0	40	7	3	1	0	0	0	1	0	0	0	0	52	
1700 - 1715	0	56	7	3	0	1	0	0	0	0	0	0	0	67	204
1715 - 1730	0	31	8	6	0	0	0	0	0	0	0	0	0	45	
1730 - 1745	0	39	8	0	0	0	0	0	0	0	0	0	0	47	
1745 - 1800	0	36	9	0	0	0	0	0	0	0	0	0	0	45	
1800 - 1815	0	39	4	0	1	0	0	0	0	0	0	0	0	44	142
1815 - 1830	0	35	1	0	0	0	0	0	0	0	0	0	0	36	
1830 - 1845	0	39	0	0	1	0	0	0	0	0	0	0	0	40	
1845 - 1900	0	21	1	0	0	0	0	0	0	0	0	0	0	22	
1900 - 1915	0	24	0	0	0	0	0	0	0	0	0	0	0	24	111
1915 - 1930	0	30	1	0	1	0	0	0	0	0	0	0	0	32	
1930 - 1945	0	33	2	0	0	0	0	0	0	0	0	0	0	35	
1945 - 2000	0	19	1	0	0	0	0	0	0	0	0	0	0	20	
2000 - 2015	0	19	1	0	1	0	0	0	1	0	0	0	0	22	58
2015 - 2030	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
2030 - 2045	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
2045 - 2100	0	12	0	0	0	0	0	0	0	0	0	0	0	12	
2100 - 2115	0	12	0	0	0	0	0	0	0	0	0	0	0	12	41
2115 - 2130	0	11	1	0	1	0	0	0	0	0	0	0	0	13	
2130 - 2145	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
2145 - 2200	0	9	0	0	0	0	0	1	0	0	0	0	0	10	
2200 - 2215	0	6	0	0	0	0	0	0	0	0	0	0	0	6	34
2215 - 2230	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
2230 - 2245	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2245 - 2300	0	13	0	0	0	0	0	0	0	0	0	0	0	13	
2300 - 2315	0	19	1	0	0	0	0	0	0	0	0	0	0	20	39
2315 - 2330	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
2330 - 2345	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
2345 - 0000	0	1	1	0	0	0	0	0	0	0	0	0	0	2	

Session Total	0	1921	327	59	28	8	0	5	6	0	0	0	0	2354
Session Average	0.00	20.01	3.41	0.61	0.29	0.08	0.00	0.05	0.06	0.00	0.00	0.00	0.00	24.52
Session Percentage	0.00	81.61	13.89	2.51	1.19	0.34	0.00	0.21	0.25	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0715 - 0815	0730 - 0830	0715 - 0815	0615 - 0715	0830 - 0930	-	0730 - 0830	0730 - 0830	-	-	-	-	0700 - 0800
AM Peak Volume	0	183	33	8	3	1	0	1	1	0	0	0	0	222

Bi-Directional Class Count || Volume Summary 15min

Fairburn, GA

Site 2
Fayetteville Rd,
south of Edelweiss Dr

Date
Tuesday, November 19, 2024

Weather
Light Rain Shower
61°F

Lat/Long
33.559817° , -84.564988°

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0000 - 2400 (Weekday 24h Session) (11-19-2024)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
0000 - 0015	1	1	2	12
0015 - 0030	4	2	6	
0030 - 0045	1	3	4	
0045 - 0100	0	0	0	
0100 - 0115	0	1	1	3
0115 - 0130	0	0	0	
0130 - 0145	0	0	0	
0145 - 0200	0	2	2	
0200 - 0215	0	0	0	9
0215 - 0230	1	0	1	
0230 - 0245	0	3	3	
0245 - 0300	1	4	5	
0300 - 0315	10	1	11	20
0315 - 0330	1	1	2	
0330 - 0345	1	2	3	
0345 - 0400	2	2	4	
0400 - 0415	3	3	6	21
0415 - 0430	1	1	2	
0430 - 0445	4	4	8	
0445 - 0500	4	1	5	
0500 - 0515	3	2	5	39
0515 - 0530	4	3	7	
0530 - 0545	8	3	11	
0545 - 0600	5	11	16	
0600 - 0615	14	14	28	125
0615 - 0630	8	14	22	
0630 - 0645	7	22	29	
0645 - 0700	14	32	46	
0700 - 0715	33	14	47	222
0715 - 0730	25	30	55	
0730 - 0745	28	18	46	
0745 - 0800	36	38	74	
0800 - 0815	25	21	46	158
0815 - 0830	19	27	46	
0830 - 0845	15	22	37	
0845 - 0900	12	17	29	
0900 - 0915	10	8	18	90
0915 - 0930	8	18	26	
0930 - 0945	11	15	26	
0945 - 1000	9	11	20	
1000 - 1015	2	10	12	67
1015 - 1030	8	4	12	
1030 - 1045	11	8	19	
1045 - 1100	4	20	24	
1100 - 1115	8	6	14	83
1115 - 1130	13	6	19	
1130 - 1145	10	11	21	
1145 - 1200	15	14	29	

Time	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
1200 - 1215	14	11	25	107
1215 - 1230	9	19	28	
1230 - 1245	8	10	18	
1245 - 1300	22	14	36	
1300 - 1315	15	8	23	143
1315 - 1330	25	26	51	
1330 - 1345	14	19	33	
1345 - 1400	11	25	36	
1400 - 1415	11	21	32	188
1415 - 1430	19	23	42	
1430 - 1445	30	44	74	
1445 - 1500	16	24	40	
1500 - 1515	53	13	66	205
1515 - 1530	26	8	34	
1530 - 1545	33	11	44	
1545 - 1600	34	27	61	
1600 - 1615	41	24	65	233
1615 - 1630	29	27	56	
1630 - 1645	35	25	60	
1645 - 1700	25	27	52	
1700 - 1715	42	25	67	204
1715 - 1730	24	21	45	
1730 - 1745	26	21	47	
1745 - 1800	27	18	45	
1800 - 1815	22	22	44	142
1815 - 1830	20	16	36	
1830 - 1845	23	17	40	
1845 - 1900	9	13	22	
1900 - 1915	15	9	24	111
1915 - 1930	17	15	32	
1930 - 1945	26	9	35	
1945 - 2000	10	10	20	
2000 - 2015	7	15	22	58
2015 - 2030	7	6	13	
2030 - 2045	7	4	11	
2045 - 2100	7	5	12	
2100 - 2115	5	7	12	41
2115 - 2130	5	8	13	
2130 - 2145	4	2	6	
2145 - 2200	4	6	10	
2200 - 2215	3	3	6	34
2215 - 2230	4	7	11	
2230 - 2245	0	4	4	
2245 - 2300	6	7	13	
2300 - 2315	15	5	20	39
2315 - 2330	8	3	11	
2330 - 2345	3	3	6	
2345 - 0000	0	2	2	

Session Total	1215	1139	2354
Session Average	12.66	11.86	24.52
Session Percentage	51.61	48.39	

Bi-Directional Class Count | | NB EB 60min

Fairburn, GA



Site 2
Fayetteville Rd,
south of Edelweiss Dr

Date
Tuesday, November 19, 2024

Lat/Long
33.559817°, -84.564988°

Weather
Light Rain Shower
61°F

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0000 - 2400 (Weekday 24h Session) (11-19-2024)
NB EB 60min

Northbound (Movement 2.1)														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	5	0	0	0	1	0	0	0	0	0	0	0	6
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0300	0	1	0	0	1	0	0	0	0	0	0	0	0	2
0300 - 0400	0	12	2	0	0	0	0	0	0	0	0	0	0	14
0400 - 0500	0	12	0	0	0	0	0	0	0	0	0	0	0	12
0500 - 0600	0	20	0	0	0	0	0	0	0	0	0	0	0	20
0600 - 0700	0	39	3	1	0	0	0	0	0	0	0	0	0	43
0700 - 0800	0	102	16	3	1	0	0	0	0	0	0	0	0	122
0800 - 0900	0	58	9	2	1	0	0	0	1	0	0	0	0	71
0900 - 1000	0	27	10	0	1	0	0	0	0	0	0	0	0	38
1000 - 1100	0	14	11	0	0	0	0	0	0	0	0	0	0	25
1100 - 1200	0	36	8	0	1	1	0	0	0	0	0	0	0	46
1200 - 1300	0	43	7	0	2	1	0	0	0	0	0	0	0	53
1300 - 1400	0	46	18	0	0	0	0	1	0	0	0	0	0	65
1400 - 1500	0	58	16	2	0	0	0	0	0	0	0	0	0	76
1500 - 1600	0	111	31	2	1	0	0	0	1	0	0	0	0	146
1600 - 1700	0	93	26	7	3	0	0	0	1	0	0	0	0	130
1700 - 1800	0	94	16	9	0	0	0	0	0	0	0	0	0	119
1800 - 1900	0	69	4	0	1	0	0	0	0	0	0	0	0	74
1900 - 2000	0	65	2	0	1	0	0	0	0	0	0	0	0	68
2000 - 2100	0	25	2	0	1	0	0	0	0	0	0	0	0	28
2100 - 2200	0	16	1	0	1	0	0	0	0	0	0	0	0	18
2200 - 2300	0	13	0	0	0	0	0	0	0	0	0	0	0	13
2300 - 2400	0	25	1	0	0	0	0	0	0	0	0	0	0	26

Session Total	0	984	183	26	15	3	0	1	3	0	0	0	0	1215
Session Average	0.00	41.00	7.63	1.08	0.63	0.13	0.00	0.04	0.13	0.00	0.00	0.00	0.00	50.63
Session Percentage	0.00	80.99	15.06	2.14	1.23	0.25	0.00	0.08	0.25	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0700 - 0800	0700 - 0800	0700 - 0800	-	-	-	0800 - 0900	-	-	-	-	0700 - 0800
AM Peak Volume	0	102	16	3	1	0	0	0	1	0	0	0	0	122

Noon Peak Hour	-	1400 - 1500	1300 - 1400	1400 - 1500	1200 - 1300	1100 - 1200	-	1300 - 1400	-	-	-	-	-	1400 - 1500
Noon Peak Volume	0	58	18	2	2	1	0	1	0	0	0	0	0	76

PM Peak Hour	-	1500 - 1600	1500 - 1600	1700 - 1800	1600 - 1700	-	-	-	1500 - 1600	-	-	-	-	1500 - 1600
PM Peak Volume	0	111	31	9	3	0	0	0	1	0	0	0	0	146

Bi-Directional Class Count | | SB WB 60min

Fairburn, GA



Site 2
Fayetteville Rd,
south of Edelweiss Dr

Date
Tuesday, November 19, 2024

Lat/Long
33.559817°, -84.564988°

Weather
Light Rain Shower
61°F

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0000 - 2400 (Weekday 24h Session) (11-19-2024)
SB WB 60min

Southbound (Movement 2.2)														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	5	0	0	1	0	0	0	0	0	0	0	0	6
0100 - 0200	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0200 - 0300	0	7	0	0	0	0	0	0	0	0	0	0	0	7
0300 - 0400	0	6	0	0	0	0	0	0	0	0	0	0	0	6
0400 - 0500	0	9	0	0	0	0	0	0	0	0	0	0	0	9
0500 - 0600	0	19	0	0	0	0	0	0	0	0	0	0	0	19
0600 - 0700	0	75	0	5	2	0	0	0	0	0	0	0	0	82
0700 - 0800	0	80	15	4	1	0	0	0	0	0	0	0	0	100
0800 - 0900	0	73	12	1	0	0	0	1	0	0	0	0	0	87
0900 - 1000	0	35	15	0	1	1	0	0	0	0	0	0	0	52
1000 - 1100	0	32	9	0	1	0	0	0	0	0	0	0	0	42
1100 - 1200	0	27	7	0	2	1	0	0	0	0	0	0	0	37
1200 - 1300	0	45	7	0	1	0	0	1	0	0	0	0	0	54
1300 - 1400	0	49	13	13	1	1	0	0	1	0	0	0	0	78
1400 - 1500	0	83	19	8	1	0	0	0	1	0	0	0	0	112
1500 - 1600	0	48	8	1	0	1	0	1	0	0	0	0	0	59
1600 - 1700	0	84	17	1	1	0	0	0	0	0	0	0	0	103
1700 - 1800	0	68	16	0	0	1	0	0	0	0	0	0	0	85
1800 - 1900	0	65	2	0	1	0	0	0	0	0	0	0	0	68
1900 - 2000	0	41	2	0	0	0	0	0	0	0	0	0	0	43
2000 - 2100	0	28	1	0	0	0	0	0	1	0	0	0	0	30
2100 - 2200	0	22	0	0	0	0	0	1	0	0	0	0	0	23
2200 - 2300	0	21	0	0	0	0	0	0	0	0	0	0	0	21
2300 - 2400	0	12	1	0	0	0	0	0	0	0	0	0	0	13

Session Total	0	937	144	33	13	5	0	4	3	0	0	0	0	1139
Session Average	0.00	39.04	6.00	1.38	0.54	0.21	0.00	0.17	0.13	0.00	0.00	0.00	0.00	47.46
Session Percentage	0.00	82.27	12.64	2.90	1.14	0.44	0.00	0.35	0.26	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0700 - 0800	0600 - 0700	0600 - 0700	0900 - 1000	-	0800 - 0900	-	-	-	-	-	0700 - 0800
AM Peak Volume	0	80	15	5	2	1	0	1	0	0	0	0	0	100

Noon Peak Hour	-	1400 - 1500	1400 - 1500	1300 - 1400	1100 - 1200	1100 - 1200	-	1200 - 1300	1300 - 1400	-	-	-	-	1400 - 1500
Noon Peak Volume	0	83	19	13	2	1	0	1	1	0	0	0	0	112

PM Peak Hour	-	1600 - 1700	1600 - 1700	1500 - 1600	1600 - 1700	1500 - 1600	-	1500 - 1600	-	-	-	-	-	1600 - 1700
PM Peak Volume	0	84	17	1	1	1	0	1	0	0	0	0	0	103

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

Fairburn, GA



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0000 - 2400 (Weekday 24h Session) (11-19-2024)
Bi-Directional 60min

Bi-Directional 60min														
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
0000 - 0100	0	10	0	0	1	1	0	0	0	0	0	0	0	12
0100 - 0200	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0200 - 0300	0	8	0	0	1	0	0	0	0	0	0	0	0	9
0300 - 0400	0	18	2	0	0	0	0	0	0	0	0	0	0	20
0400 - 0500	0	21	0	0	0	0	0	0	0	0	0	0	0	21
0500 - 0600	0	39	0	0	0	0	0	0	0	0	0	0	0	39
0600 - 0700	0	114	3	6	2	0	0	0	0	0	0	0	0	125
0700 - 0800	0	182	31	7	2	0	0	0	0	0	0	0	0	222
0800 - 0900	0	131	21	3	1	0	0	1	1	0	0	0	0	158
0900 - 1000	0	62	25	0	2	1	0	0	0	0	0	0	0	90
1000 - 1100	0	46	20	0	1	0	0	0	0	0	0	0	0	67
1100 - 1200	0	63	15	0	3	2	0	0	0	0	0	0	0	83
1200 - 1300	0	88	14	0	3	1	0	1	0	0	0	0	0	107
1300 - 1400	0	95	31	13	1	1	0	1	1	0	0	0	0	143
1400 - 1500	0	141	35	10	1	0	0	0	1	0	0	0	0	188
1500 - 1600	0	159	39	3	1	1	0	1	1	0	0	0	0	205
1600 - 1700	0	177	43	8	4	0	0	0	1	0	0	0	0	233
1700 - 1800	0	162	32	9	0	1	0	0	0	0	0	0	0	204
1800 - 1900	0	134	6	0	2	0	0	0	0	0	0	0	0	142
1900 - 2000	0	106	4	0	1	0	0	0	0	0	0	0	0	111
2000 - 2100	0	53	3	0	1	0	0	0	1	0	0	0	0	58
2100 - 2200	0	38	1	0	1	0	0	1	0	0	0	0	0	41
2200 - 2300	0	34	0	0	0	0	0	0	0	0	0	0	0	34
2300 - 2400	0	37	2	0	0	0	0	0	0	0	0	0	0	39

Session Total	0	1921	327	59	28	8	0	5	6	0	0	0	0	2354
Session Average	0.00	80.04	13.63	2.46	1.17	0.33	0.00	0.21	0.25	0.00	0.00	0.00	0.00	98.08
Session Percentage	0.00	81.61	13.89	2.51	1.19	0.34	0.00	0.21	0.25	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0700 - 0800	0700 - 0800	0600 - 0700	0900 - 1000	-	0800 - 0900	0800 - 0900	-	-	-	-	0700 - 0800
AM Peak Volume	0	182	31	7	2	1	0	1	1	0	0	0	0	222

Noon Peak Hour	-	1400 - 1500	1400 - 1500	1300 - 1400	1100 - 1200	1100 - 1200	-	1200 - 1300	1300 - 1400	-	-	-	-	1400 - 1500
Noon Peak Volume	0	141	35	13	3	2	0	1	1	0	0	0	0	188

PM Peak Hour	-	1600 - 1700	1600 - 1700	1700 - 1800	1600 - 1700	1500 - 1600	-	1500 - 1600	1500 - 1600	-	-	-	-	1600 - 1700
PM Peak Volume	0	177	43	9	4	1	0	1	1	0	0	0	0	233

Bi-Directional Class Count || Volume Summary 60min

Fairburn, GA



Site 2
Fayetteville Rd,
south of Edelweiss Dr

Date
Tuesday, November 19, 2024

Weather
Light Rain Shower
61°F

Lat/Long
33.559817°, -84.564988°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (11-19-2024)

Volume Summary 60min

Volume Summary 60min			
TIME	NB	SB	Total
0000 - 0100	6	6	12
0100 - 0200	0	3	3
0200 - 0300	2	7	9
0300 - 0400	14	6	20
0400 - 0500	12	9	21
0500 - 0600	20	19	39
0600 - 0700	43	82	125
0700 - 0800	122	100	222
0800 - 0900	71	87	158
0900 - 1000	38	52	90
1000 - 1100	25	42	67
1100 - 1200	46	37	83

Session Total	1215	1139	2354
Session Average	50.63	47.46	98.08
Session Percentage	51.61	48.39	

Volume Summary 60min			
Time	NB	SB	Total
1200 - 1300	53	54	107
1300 - 1400	65	78	143
1400 - 1500	76	112	188
1500 - 1600	146	59	205
1600 - 1700	130	103	233
1700 - 1800	119	85	204
1800 - 1900	74	68	142
1900 - 2000	68	43	111
2000 - 2100	28	30	58
2100 - 2200	18	23	41
2200 - 2300	13	21	34
2300 - 2400	26	13	39

Bi-Directional Class Count | | Graphical Analysis NB EB

Fairburn, GA

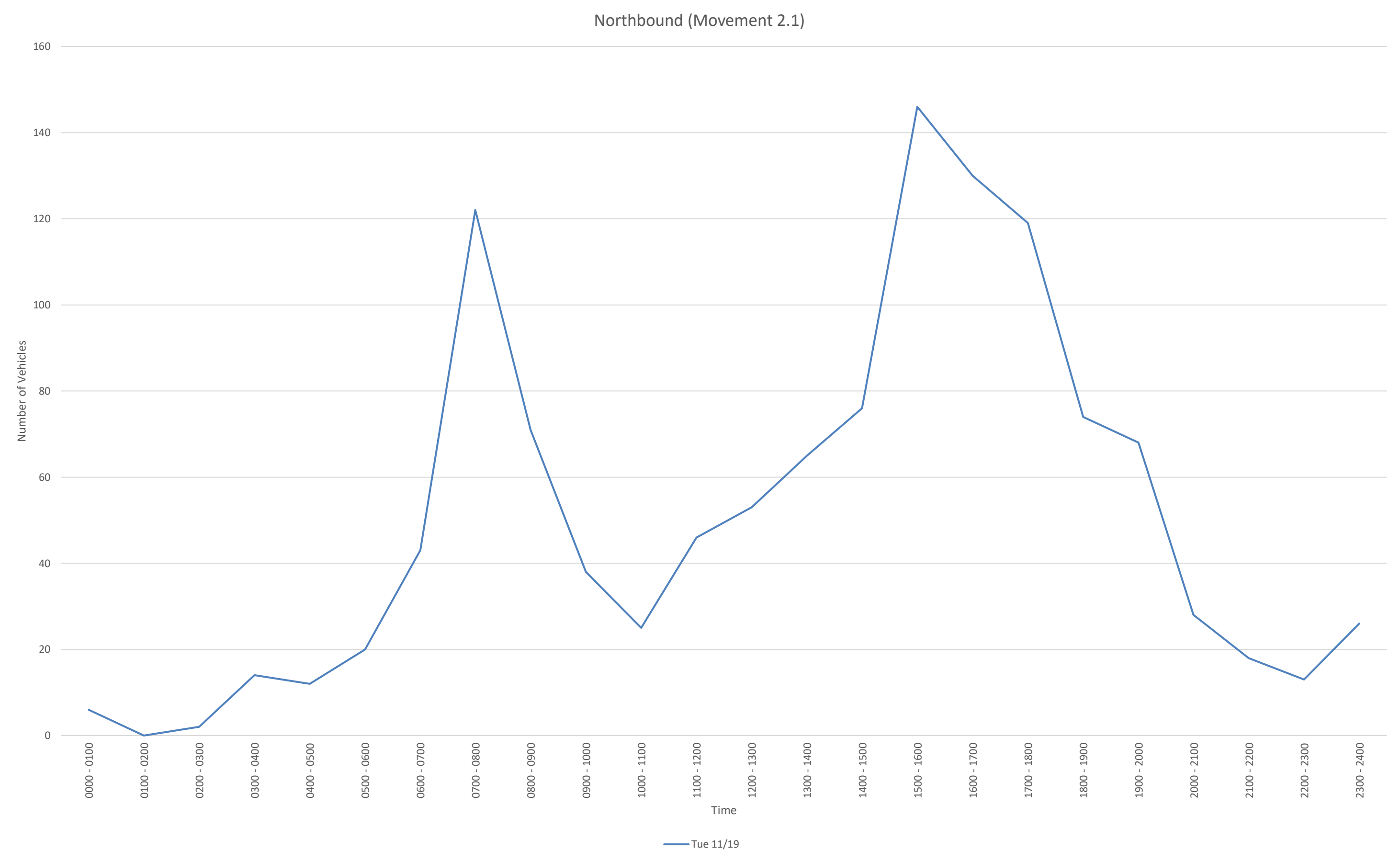
Site 2

Fayetteville Rd,
south of Edelweiss Dr

Lat/Long
33.559817°, -84.564988°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Time	Tue 11/19						
0000 - 0100	6						
0100 - 0200	0						
0200 - 0300	2						
0300 - 0400	14						
0400 - 0500	12						
0500 - 0600	20						
0600 - 0700	43						
0700 - 0800	122						
0800 - 0900	71						
0900 - 1000	38						
1000 - 1100	25						
1100 - 1200	46						
1200 - 1300	53						
1300 - 1400	65						
1400 - 1500	76						
1500 - 1600	146						
1600 - 1700	130						
1700 - 1800	119						
1800 - 1900	74						
1900 - 2000	68						
2000 - 2100	28						
2100 - 2200	18						
2200 - 2300	13						
2300 - 2400	26						
Daily Total	1215						

Bi-Directional Class Count | | Graphical Analysis SB WB

Fairburn, GA

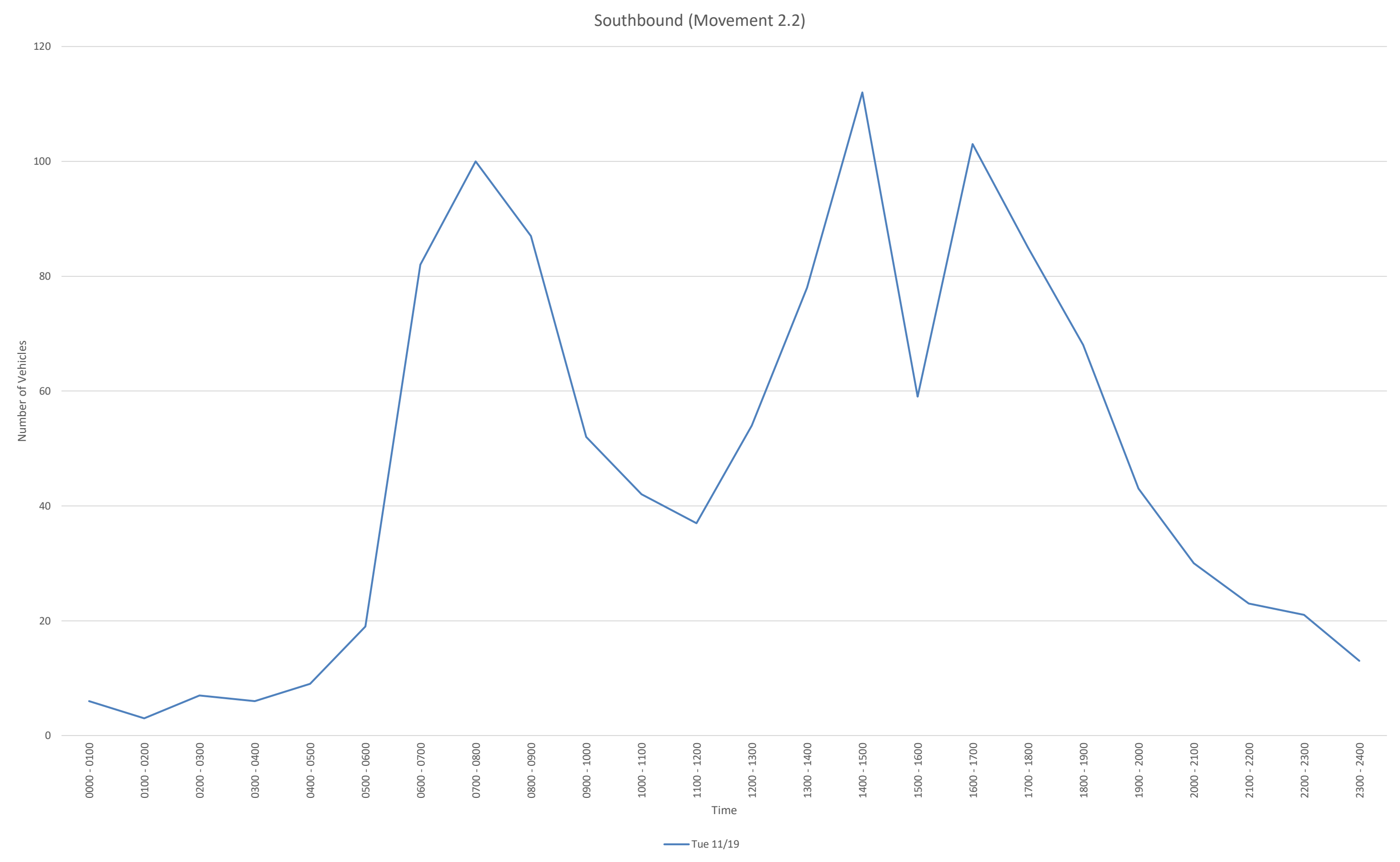
Site 2

Fayetteville Rd,
south of Edelweiss Dr

Lat/Long
33.559817°, -84.564988°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



Time	Tue 11/19						
0000 - 0100	6						
0100 - 0200	3						
0200 - 0300	7						
0300 - 0400	6						
0400 - 0500	9						
0500 - 0600	19						
0600 - 0700	82						
0700 - 0800	100						
0800 - 0900	87						
0900 - 1000	52						
1000 - 1100	42						
1100 - 1200	37						
1200 - 1300	54						
1300 - 1400	78						
1400 - 1500	112						
1500 - 1600	59						
1600 - 1700	103						
1700 - 1800	85						
1800 - 1900	68						
1900 - 2000	43						
2000 - 2100	30						
2100 - 2200	23						
2200 - 2300	21						
2300 - 2400	13						
Daily Total	1139						

Bi-Directional Class Count | | Graphical Analysis BiDir

Fairburn, GA

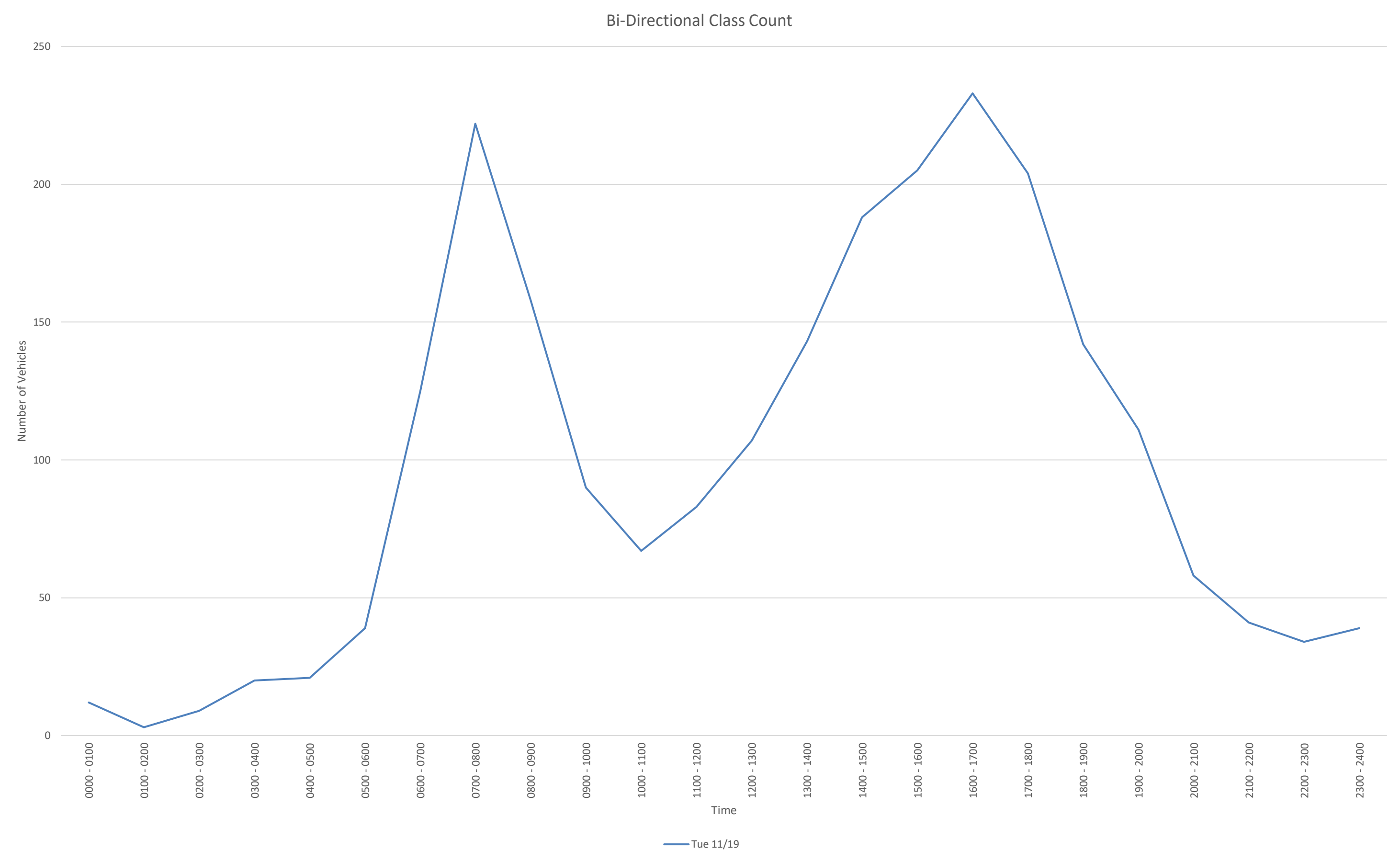
Site 2

Fayetteville Rd,
south of Edelweiss Dr

Lat/Long
33.559817°, -84.564988°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis BiDir



Time	Tue 11/19						
0000 - 0100	12						
0100 - 0200	3						
0200 - 0300	9						
0300 - 0400	20						
0400 - 0500	21						
0500 - 0600	39						
0600 - 0700	125						
0700 - 0800	222						
0800 - 0900	158						
0900 - 1000	90						
1000 - 1100	67						
1100 - 1200	83						
1200 - 1300	107						
1300 - 1400	143						
1400 - 1500	188						
1500 - 1600	205						
1600 - 1700	233						
1700 - 1800	204						
1800 - 1900	142						
1900 - 2000	111						
2000 - 2100	58						
2100 - 2200	41						
2200 - 2300	34						
2300 - 2400	39						
Daily Total	2354						

File Name:

Start Time: 0

Site Code: 2

Station ID: 1

Location 1: Fayetteville Rd, south of Edelweiss Dr

Location 2:

[illegible]

File Name:

Start Time: 0

Station ID: 1

Location 1: F
Location 2:

Date _____ Time _____

[illegible]

File Name:

Start Time: 0

Site Code: 2

Station ID: 1

Location 1: F

Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
11/19/2024	12:00 AM	0	5	0	0	0	1	0	0	0	0	0	0	0
11/19/2024	12:15 AM	0	4	0	0	0	1	0	0	0	0	0	0	0
11/19/2024	12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
11/19/2024	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/19/2024	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/19/2024	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11/19/2024	1:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0
11/19/2024	1:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0
11/19/2024	2:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0
11/19/2024	2:15 AM	0	9	2	0	1	0	0	0	0	0	0	0	0
11/19/2024	2:30 AM	0	10	2	0	0	0	0	0	0	0	0	0	0
11/19/2024	2:45 AM	0	11	2	0	0	0	0	0	0	0	0	0	0
11/19/2024	3:00 AM	0	12	2	0	0	0	0	0	0	0	0	0	0
11/19/2024	3:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
11/19/2024	3:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
11/19/2024	3:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
11/19/2024	4:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0
11/19/2024	4:15 AM	0	12	0	0	0	0	0	0	0	0	0	0	0
11/19/2024	4:30 AM	0	15	0	0	0	0	0	0	0	0	0	0	0
11/19/2024	4:45 AM	0	19	0	0	0	0	0	0	0	0	0	0	0
11/19/2024	5:00 AM	0	20	0	0	0	0	0	0	0	0	0	0	0
11/19/2024	5:15 AM	0	29	1	1	0	0	0	0	0	0	0	0	0
11/19/2024	5:30 AM	0	32	2	1	0	0	0	0	0	0	0	0	0
11/19/2024	5:45 AM	0	30	3	1	0	0	0	0	0	0	0	0	0
11/19/2024	6:00 AM	0	39	3	1	0	0	0	0	0	0	0	0	0
11/19/2024	6:15 AM	0	52	9	1	0	0	0	0	0	0	0	0	0
11/19/2024	6:30 AM	0	67	10	1	1	0	0	0	0	0	0	0	0
11/19/2024	6:45 AM	0	83	13	3	1	0	0	0	0	0	0	0	0
11/19/2024	7:00 AM	0	102	16	3	1	0	0	0	0	0	0	0	0
11/19/2024	7:15 AM	0	96	13	4	1	0	0	0	0	0	0	0	0
11/19/2024	7:30 AM	0	89	14	4	0	0	0	0	1	0	0	0	0
11/19/2024	7:45 AM	0	79	12	2	1	0	0	0	1	0	0	0	0
11/19/2024	8:00 AM	0	58	9	2	1	0	0	0	1	0	0	0	0
11/19/2024	8:15 AM	0	43	11	0	1	0	0	0	1	0	0	0	0
11/19/2024	8:30 AM	0	35	9	0	1	0	0	0	0	0	0	0	0
11/19/2024	8:45 AM	0	34	7	0	0	0	0	0	0	0	0	0	0
11/19/2024	9:00 AM	0	27	10	0	1	0	0	0	0	0	0	0	0



[Click here for Map](#)

Peak Hour Turning Movement Count

Fairburn, GA



www.marrtraffic.com



Tuesday, November 19, 2024	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Passenger Vehicles (1-3)

Single Unit Trucks (4-7)

Combination Trucks (8-13)

Bikes

[illegible]



[Click here for Map](#)

Peak Hour Turning Movement Count

Fairburn, GA



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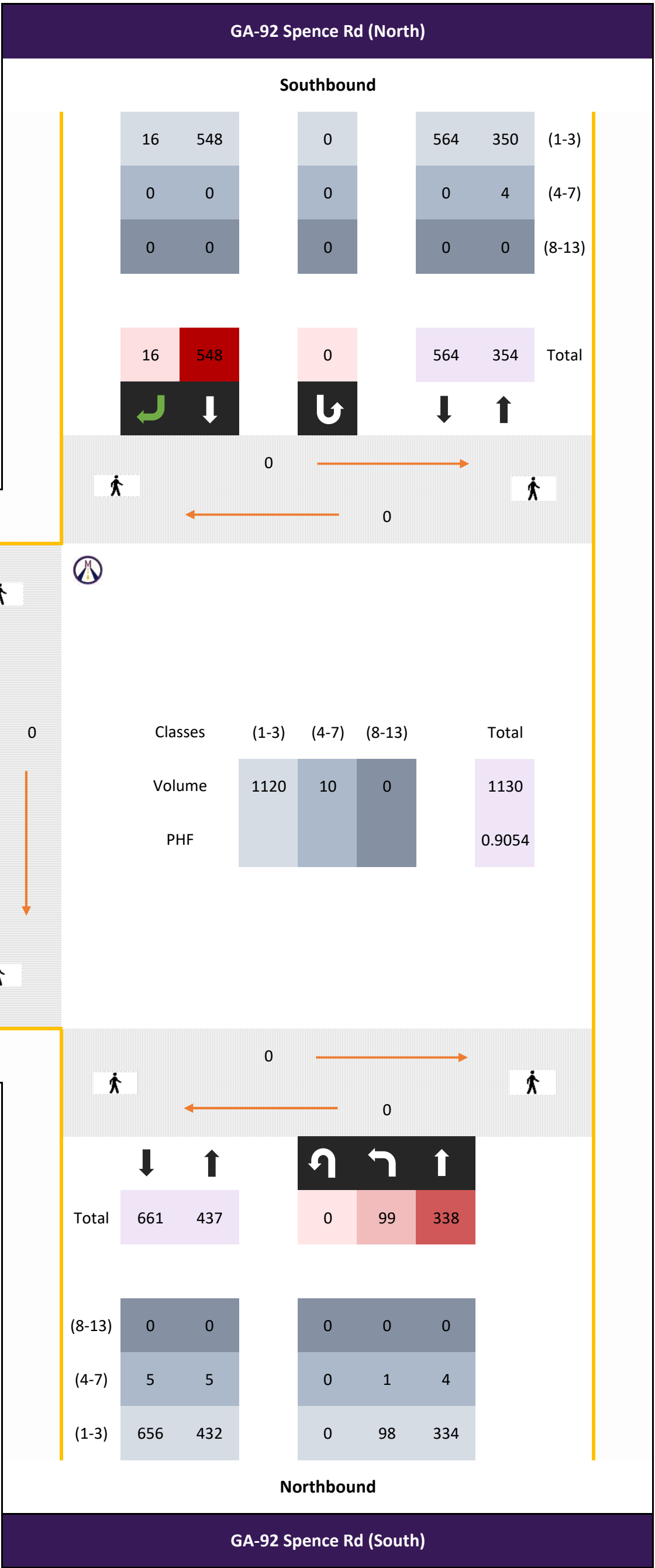


Tuesday, November 19, 2024	
Period	1600 - 1800
Peak Hour	1645 - 1745

* the Peak Hour Diagram does not include Bikes

Valleybrook Dr

	(1-3)	(4-7)	(8-13)	Total
Left	114	1	0	115
Thru	124	5	0	129
Right	0	0	0	0
Left	16	0	0	16
Thru	108	5	0	113
Right				



Session Parameters

(Drop Down Menu)

1645 - 1745

Volume

All vehicles

		Northbound						Southbound						Eastbound											
		GA-92 Spence Rd (South)						GA-92 Spence Rd (North)						Valleybrook Dr											
Time	Left	Thru			U-Turn	App Total		Thru	Right		U-Turn	App Total	Left		Right		U-Turn	App Total					App Total	Int Total	
	1.1	1.2			1.3		1.4	1.5		1.6		1.7		1.8		1.9									
	1600 - 1615	17	92	-	-	0	109	-	120	3	-	0	123	8	-	47	-	0	55	-	-	-	-	0	287
	1615 - 1630	24	98	-	-	0	122	-	153	3	-	0	156	4	-	19	-	0	23	-	-	-	-	0	301
	1630 - 1645	17	104	-	-	0	121	-	139	4	-	0	143	1	-	30	-	0	31	-	-	-	-	0	295
	1645 - 1700	15	76	-	-	0	91	-	122	3	-	0	125	4	-	30	-	0	34	-	-	-	-	0	250
Total		73	370	0	0	0	443	0	534	13	0	0	547	17	0	126	0	0	143	0	0	0	0	0	1133
Approach %		16.48	83.52	0.00	0.00	0.00	-	0.00	97.62	2.38	0.00	0.00	-	11.89	0.00	88.11	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF		0.76	0.89	0.00	0.00	0.00	0.91	0.00	0.87	0.81	0.00	0.00	0.88	0.53	0.00	0.67	0.00	0.00	0.65	0.00	0.00	0.00	0.00	0.94	

Passenger Vehicles (1-3)

[illegible]

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound												
	GA-92 Spence Rd (South)						GA-92 Spence Rd (North)						Valleybrook Dr												
	Left 1.1	Thru 1.2			U-Turn 1.3	App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7		Right 1.8		U-Turn 1.9	App Total					App Total	Int Total	
1600 - 1615	1	0	-	-	0	1	-	1	0	-	0	1	0	-	2	-	0	2	-	-	-	-	-	0	4
1615 - 1630	2	1	-	-	0	3	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	0	4	
1630 - 1645	0	0	-	-	0	0	-	0	0	-	0	0	0	-	5	-	0	5	-	-	-	-	0	5	
1645 - 1700	1	1	-	-	0	2	-	0	0	-	0	0	0	-	3	-	0	3	-	-	-	-	0	5	
Total	4	2	0	0	0	6	0	2	0	0	0	2	0	0	10	0	0	10	0	0	0	0	0	18	
Approach %	66.67	33.33	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.50	0.50	0.00	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	0.50	0.00	0.00	0.50	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.90	

Combination Trucks (8-13)

[illegible]

Bikes

[illegible]

Classified Turn Movement Count || All vehicles

Fairburn, GA

Site 1



GA-92 Spence Rd (South)
GA-92 Spence Rd (North)
Valleybrook Dr

Date

Tuesday, November 19, 2024

Lat/Long

33.557123°, -84.574191°

[Click here for Map](#)

Weather

Light Rain Shower
61°F

[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 3h Session) (11-19-2024)

All vehicles

	Northbound					Southbound					Eastbound					Int Total		
	GA-92 Spence Rd (South)					GA-92 Spence Rd (North)					Valleybrook Dr							
TIME	Left 1.1	Thru 1.2		U-Turn 1.3	App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7		Right 1.8		U-Turn 1.9	App Total	
0700 - 0715	9	83		0	92		68	5		0	73	1		20		0	21	186
0715 - 0730	11	91		0	102		104	1		0	105	4		27		0	31	238
0730 - 0745	20	139		0	159		110	4		0	114	2		33		0	35	308
0745 - 0800	26	130		0	156		134	4		0	138	5		26		0	31	325
Hourly Total	66	443		0	509		416	14		0	430	12		106		0	118	1057
0800 - 0815	19	138		0	157		110	0		0	110	8		39		0	47	314
0815 - 0830	12	88		0	100		102	2		0	104	1		32		0	33	237
0830 - 0845	15	73		0	88		75	1		0	76	3		27		0	30	194
0845 - 0900	9	60		0	69		76	4		0	80	4		12		0	16	165
Hourly Total	55	359		0	414		363	7		0	370	16		110		0	126	910
Grand Total	121	802		0	923		779	21		0	800	28		216		0	244	1967
Approach %	13.11	86.89		0.00	-		97.38	2.63		0.00	-	11.48		88.52		0.00	-	
Intersection %	6.15	40.77		0.00	46.92		39.60	1.07		0.00	40.67	1.42		10.98		0.00	12.40	
Heavy Vehicle %	13	1		-	3		2	0		-	2	7		8		-	8	3
PHF	0.73	0.90		0.00	0.90		0.85	0.56		0.00	0.85	0.59		0.80		0.00	0.77	0.91

1600 - 1800 (Weekday 2h Session) (11-19-2024)

All vehicles

	Northbound					Southbound					Eastbound					Int Total	
	GA-92 Spence Rd (South)					GA-92 Spence Rd (North)					Valleybrook Dr						
TIME	Left 1.1	Thru 1.2		U-Turn 1.3	App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7		Right 1.8		U-Turn 1.9	App Total
1600 - 1615	17	92		0	109		120	3		0	123	8		47		0	55
1615 - 1630	24	98		0	122		153	3		0	156	4		19		0	23
1630 - 1645	17	104		0	121		139	4		0	143	1		30		0	31
1645 - 1700	15	76		0	91		122	3		0	125	4		30		0	34
Hourly Total	73	370		0	443		534	13		0	547	17		126		0	143
1700 - 1715	22	76		0	98		135	9		0	144	5		23		0	28
1715 - 1730	21	107		0	128		145	3		0	148	5		31		0	36
1730 - 1745	41	79		0	120		146	1		0	147	2		29		0	31
1745 - 1800	17	86		0	103		117	1		0	118	3		15		0	18
Hourly Total	101	348		0	449		543	14		0	557	15		98		0	113
Grand Total	174	718		0	892		1077	27		0	1104	32		224		0	256
Approach %	19.51	80.49		0.00	-		97.55	2.45		0.00	-	12.50		87.50		0.00	-
Intersection %	7.73	31.88		0.00	39.61		47.82	1.20		0.00	49.02	1.42		9.95		0.00	11.37
Heavy Vehicle %	2	1		-	1		0	0		-	0	0		6		-	5
PHF	0.76	0.89		0.00	0.91		0.87	0.81		0.00	0.88	0.53		0.67		0.00	0.65

Marr Traffic
DATA COLLECTION

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Site 1

GA-92 Spence Rd (South)
GA-92 Spence Rd (North)
Valleybrook Dr



Lat/Long
33.557123°, -84.574191°
[Click here for Map](#)

Weather

Light Rain Shower
61°F
[Click here for Detailed Weather](#)



Passenger Vehicles (1-3)

[illegible]

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound							
	GA-92 Spence Rd (South)					GA-92 Spence Rd (North)					Valleybrook Dr							
TIME	Left 1.1	Thru 1.2		U-Turn 1.3	App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7		Right 1.8		U-Turn 1.9	App Total	Int Total
1600 - 1615	16	92		0	108		119	3		0	122	8		45		0	53	283
1615 - 1630	22	97		0	119		152	3		0	155	4		19		0	23	297
1630 - 1645	17	104		0	121		139	4		0	143	1		25		0	26	290
1645 - 1700	14	75		0	89		122	3		0	125	4		27		0	31	245
Hourly Total	69	368		0	437		532	13		0	545	17		116		0	133	1115
1700 - 1715	22	75		0	97		135	9		0	144	5		22		0	27	268
1715 - 1730	21	107		0	128		145	3		0	148	5		31		0	36	312
1730 - 1745	41	77		0	118		146	1		0	147	2		28		0	30	295
1745 - 1800	17	84		0	101		115	1		0	116	3		14		0	17	234
Hourly Total	101	343		0	444		541	14		0	555	15		95		0	110	1109
Grand Total	170	711		0	881		1073	27		0	1100	32		211		0	243	2224
Approach %	19.30	80.70		0.00	-		97.55	2.45		0.00	-	13.17		86.83		0.00	-	
Intersection %	7.64	31.97		0.00	39.61		48.25	1.21		0.00	49.46	1.44		9.49		0.00	10.93	

Marr Traffic
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Site 1

GA-92 Spence Rd (South)
GA-92 Spence Rd (North)
Valleybrook Dr



Lat/Long
33.557123°, -84.574191°
[Click here for Map](#)

Weather

Light Rain Shower
61°F
[Click here for Detailed Weather](#)



Single Unit Trucks (4-7)

[illegible]

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				Int Total
	GA-92 Spence Rd (South)				GA-92 Spence Rd (North)				Valleybrook Dr				
TIME	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	
1600 - 1615	1	0	0	1	1	0	0	1	0	2	0	2	4
1615 - 1630	2	1	0	3	1	0	0	1	0	0	0	0	4
1630 - 1645	0	0	0	0	0	0	0	0	0	5	0	5	5
1645 - 1700	1	1	0	2	0	0	0	0	0	3	0	3	5
Hourly Total	4	2	0	6	2	0	0	2	0	10	0	10	18
1700 - 1715	0	1	0	1	0	0	0	0	0	1	0	1	2
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	2	0	2	0	0	0	0	0	1	0	1	3
1745 - 1800	0	2	0	2	1	0	0	1	0	0	0	0	3
Hourly Total	0	5	0	5	1	0	0	1	0	2	0	2	8
Grand Total	4	7	0	11	3	0	0	3	0	12	0	12	26
Approach %	36.36	63.64	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	15.38	26.92	0.00	42.31	11.54	0.00	0.00	11.54	0.00	46.15	0.00	46.15	

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Site 1
 GA-92 Spence Rd (South)
 GA-92 Spence Rd (North)
 Valleybrook Dr

Lat/Long
33.557123°, -84.574191°
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Weather
Light Rain Shower
61°F
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Combination Trucks (8-13)

[illegible]

Combination Trucks (8-13)

[illegible]

Classified Turn Movement Count || Bikes

Fairburn, GA

Site 1
GA-92 Spence Rd (South)
GA-92 Spence Rd (North)
Valleybrook Dr



Date
Tuesday, November 19, 2024

Lat/Long
33.557123°, -84.574191°
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Weather
Light Rain Shower
61°F
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0700 - 0900 (Weekday 3h Session) (11-19-2024)
Bikes

TIME	Northbound					Southbound					Eastbound					Int Total		
	GA-92 Spence Rd (South)					GA-92 Spence Rd (North)					Valleybrook Dr							
	Left 1.1	Thru 1.2		U-Turn 1.3	App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7		Right 1.8			U-Turn 1.9	App Total
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) (11-19-2024)
Bikes

TIME	Northbound					Southbound					Eastbound					Int Total		
	GA-92 Spence Rd (South)					GA-92 Spence Rd (North)					Valleybrook Dr							
	Left 1.1	Thru 1.2		U-Turn 1.3	App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7		Right 1.8			U-Turn 1.9	App Total
1600 - 1615	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	

Marr Traffic
DATA COLLECTION

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Site 1
GA-92 Spence Rd (South)
GA-92 Spence Rd (North)
Valleybrook Dr

Weather
Light Rain Shower
61°F
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All Trucks (4-13)

	Northbound				Southbound				Eastbound				Int Total			
	GA-92 Spence Rd (South)				GA-92 Spence Rd (North)				Valleybrook Dr							
TIME	Left 1.1	Thru 1.2		U-Turn 1.3	App Total	Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7		Right 1.8		U-Turn 1.9	App Total
0700 - 0715	0	0		0	0	1	0		0	1	0		0		0	0
0715 - 0730	1	1		0	2	3	0		0	3	1		1		0	2
0730 - 0745	2	2		0	4	2	0		0	2	0		6		0	6
0745 - 0800	1	0		0	1	1	0		0	1	0		1		0	1
Hourly Total	4	3		0	7	7	0		0	7	1		8		0	9
0800 - 0815	5	0		0	5	0	0		0	0	1		5		0	6
0815 - 0830	0	2		0	2	3	0		0	3	0		4		0	4
0830 - 0845	5	3		0	8	1	0		0	1	0		1		0	1
0845 - 0900	2	1		0	3	2	0		0	2	0		0		0	0
Hourly Total	12	6		0	18	6	0		0	6	1		10		0	11
Grand Total	16	9		0	25	13	0		0	13	2		18		0	20
Approach %	64.00	36.00		0.00	-	100.00	0.00		0.00	-	10.00		90.00		0.00	-
Intersection %	27.59	15.52		0.00	43.10	22.41	0.00		0.00	22.41	3.45		31.03		0.00	34.48

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Int Total		
	GA-92 Spence Rd (South)					GA-92 Spence Rd (North)					Valleybrook Dr							
TIME	Left 1.1	Thru 1.2		U-Turn 1.3	App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7		Right 1.8		U-Turn 1.9	App Total	
1600 - 1615	1	0		0	1		1	0		0	1	0		2		0	2	4
1615 - 1630	2	1		0	3		1	0		0	1	0		0		0	0	4
1630 - 1645	0	0		0	0		0	0		0	0	0		5		0	5	5
1645 - 1700	1	1		0	2		0	0		0	0	0		3		0	3	5
Hourly Total	4	2		0	6		2	0		0	2	0		10		0	10	18
1700 - 1715	0	1		0	1		0	0		0	0	0		1		0	1	2
1715 - 1730	0	0		0	0		0	0		0	0	0		0		0	0	0
1730 - 1745	0	2		0	2		0	0		0	0	0		1		0	1	3
1745 - 1800	0	2		0	2		2	0		0	2	0		1		0	1	5
Hourly Total	0	5		0	5		2	0		0	2	0		3		0	3	10
Grand Total	4	7		0	11		4	0		0	4	0		13		0	13	28
Approach %	36.36	63.64		0.00	-		100.00	0.00		0.00	-	0.00		100.00		0.00	-	
Intersection %	14.29	25.00		0.00	39.29		14.29	0.00		0.00	14.29	0.00		46.43		0.00	46.43	

Crosswalk Counts | | Pedestrians

Fairburn, GA

Site 1
GA-92 Spence Rd (South)
GA-92 Spence Rd (North)
Valleybrook Dr

Date
Tuesday, November 19, 2024

Lat/Long
33.557123°, -84.574191°
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Weather
Light Rain Shower
61°F
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0700 - 0900 (Weekday 3h Session) (11-19-2024)
Pedestrians

	Northbound				Southbound				Eastbound				Int Total
	GA-92 Spence Rd (South)				GA-92 Spence Rd (North)				Valleybrook Dr				
TIME	EB 1a	WB 1b		App Total	EB 1c	WB 1d		App Total	NB 1e	SB 1f		App 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) (11-19-2024)
Pedestrians

	Northbound				Southbound				Eastbound				Int Total
	GA-92 Spence Rd (South)				GA-92 Spence Rd (North)				Valleybrook Dr				
TIME	EB 1a	WB 1b		App Total	EB 1c	WB 1d		App Total	NB 1e	SB 1f		App 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	

 Marr Traffic
DATA COLLECTION

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Site 1

GA-92 Spence Rd (South)
GA-92 Spence Rd (North)
Valleybrook Dr

Date
Tuesday, November 19, 2024

Lat/Long
33.557123°, -84.574191°
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Weather
Light Rain Shower
61°F
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Bikes

[illegible]

Bikes

	Northbound				Southbound				Eastbound				Int Total
	GA-92 Spence Rd (South)				GA-92 Spence Rd (North)				Valleybrook Dr				
TIME	EB 1a	WB 1b		App Total	EB 1c	WB 1d		App Total	NB 1e	SB 1f		App Total	
1600 - 1615	0	0		0	0	0		0	0	0		0	0
1615 - 1630	0	0		0	0	0		0	0	0		0	0
1630 - 1645	0	0		0	0	0		0	0	0		0	0
1645 - 1700	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
1700 - 1715	0	0		0	0	0		0	0	0		0	0
1715 - 1730	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
Grand Total	0	0		0	0	0		0	0	0		0	0
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

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Site 1
GA-92 Spence Rd (South)
GA-92 Spence Rd (North)
Valleybrook Dr

Lat/Long
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Weather

Light Rain Shower
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Motorized Vehicles

[illegible]

Motorized Vehicles

	Northbound				Southbound				Eastbound				
	GA-92 Spence Rd (South)				GA-92 Spence Rd (North)				Valleybrook Dr				
	EB 1a	WB 1b		App Total	EB 1c	WB 1d		App Total	NB 1e	SB 1f		App Total	Int Total
TIME													
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: 11/19/2024		Valleybrook Dr Eastbound			Westbound			GA-92 Spence Rd (South) Northbound			GA-92 Spence Rd (North) Southbound			Total
Time		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
15 Minute Totals														
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	1	0	20	0	0	0	9	83	0	0	68	5	186	
07:15 AM - 07:30 AM	4	0	27	0	0	0	11	91	0	0	104	1	238	
07:30 AM - 07:45 AM	2	0	33	0	0	0	20	139	0	0	110	4	308	
07:45 AM - 08:00 AM	5	0	26	0	0	0	26	130	0	0	134	4	325	
08:00 AM - 08:15 AM	8	0	39	0	0	0	19	138	0	0	110	0	314	
08:15 AM - 08:30 AM	1	0	32	0	0	0	12	88	0	0	102	2	237	
08:30 AM - 08:45 AM	3	0	27	0	0	0	15	73	0	0	75	1	194	
08:45 AM - 09:00 AM	4	0	12	0	0	0	9	60	0	0	76	4	165	
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	0	47	0	0	0	17	92	0	0	120	3	287	
04:15 PM - 04:30 PM	4	0	19	0	0	0	24	98	0	0	153	3	301	
04:30 PM - 04:45 PM	1	0	30	0	0	0	17	104	0	0	139	4	295	
04:45 PM - 05:00 PM	4	0	30	0	0	0	15	76	0	0	122	3	250	
05:00 PM - 05:15 PM	5	0	23	0	0	0	22	76	0	0	135	9	270	
05:15 PM - 05:30 PM	5	0	31	0	0	0	21	107	0	0	145	3	312	
05:30 PM - 05:45 PM	2	0	29	0	0	0	41	79	0	0	146	1	298	
05:45 PM - 06:00 PM	3	0	15	0	0	0	17	86	0	0	117	1	239	
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	



[Click here for Map](#)

Peak Hour Turning Movement Count

Fairburn, GA



www.marrtraffic.com



Tuesday, November 19, 2024	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



	Northbound						Southbound						Eastbound						Westbound						Int
	Senioa Rd (South)						Senioa Rd (North)						Valleybrook Dr (West)						Valleybrook Dr (East)						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Total
1630 - 1645	6	59	14	-	0	79	22	36	5	-	0	63	5	2	3	-	0	10	5	8	9	-	0	22	174
1645 - 1700	3	51	15	-	0	69	6	39	6	-	0	51	4	4	1	-	0	9	1	6	10	-	0	17	146
1700 - 1715	2	66	13	-	0	81	19	33	4	-	0	56	6	1	3	-	0	10	13	11	5	-	0	29	176
1715 - 1730	2	54	21	-	0	77	18	36	9	-	0	63	4	1	3	-	0	8	12	4	8	-	0	24	172
Total	13	230	63	0	0	306	65	144	24	0	0	233	19	8	10	0	0	37	31	29	32	0	0	92	668
Approach %	4.25	75.16	20.59	0.00	0.00	-	27.90	61.80	10.30	0.00	0.00	-	51.35	21.62	27.03	0.00	0.00	-	33.70	31.52	34.78	0.00	0.00	-	
PHF	0.54	0.87	0.75	0.00	0.00	0.94	0.74	0.92	0.67	0.00	0.00	0.92	0.79	0.50	0.83	0.00	0.00	0.93	0.60	0.66	0.80	0.00	0.00	0.79	0.95

	Northbound						Southbound						Eastbound						Westbound						
	Senioa Rd (South)						Senioa Rd (North)						Valleybrook Dr (West)						Valleybrook Dr (East)						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1630 - 1645	4	58	12	-	0	74	18	35	5	-	0	58	5	2	3	-	0	10	5	8	9	-	0	22	164
1645 - 1700	2	48	14	-	0	64	5	38	6	-	0	49	4	4	1	-	0	9	1	6	9	-	0	16	138
1700 - 1715	1	65	13	-	0	79	18	31	4	-	0	53	6	1	3	-	0	10	13	11	5	-	0	29	171
1715 - 1730	1	52	21	-	0	74	18	34	8	-	0	60	4	1	2	-	0	7	12	4	8	-	0	24	165
Total	8	223	60	0	0	291	59	138	23	0	0	220	19	8	9	0	0	36	31	29	31	0	0	91	638
Approach %	2.75	76.63	20.62	0.00	0.00	-	26.82	62.73	10.45	0.00	0.00	-	52.78	22.22	25.00	0.00	0.00	-	34.07	31.87	34.07	0.00	0.00	-	
PHF	0.50	0.86	0.71	0.00	0.00	0.92	0.82	0.91	0.72	0.00	0.00	0.92	0.79	0.50	0.75	0.00	0.00	0.90	0.60	0.66	0.86	0.00	0.00	0.78	0.93

	Northbound						Southbound						Eastbound						Westbound						Int Total	
	Senioa Rd (South)						Senioa Rd (North)						Valleybrook Dr (West)						Valleybrook Dr (East)							
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total		
Time	1	1	2	-	0	4	4	1	0	-	0	5	0	0	0	-	0	0	0	0	0	0	-	0	0	9
1630 - 1645	1	3	1	-	0	5	1	1	0	-	0	2	0	0	0	-	0	0	0	1	-	0	0	1	8	
1700 - 1715	1	1	0	-	0	2	1	1	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	4	
1715 - 1730	0	2	0	-	0	2	0	1	1	-	0	2	0	0	1	-	0	1	0	0	0	-	0	0	5	
Total	3	7	3	0	0	13	6	4	1	0	0	11	0	0	1	0	0	1	0	0	1	0	0	1	26	
Approach %	23.08	53.85	23.08	0.00	0.00	-	54.55	36.36	9.09	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	0.75	0.58	0.38	0.00	0.00	0.65	0.38	1.00	0.25	0.00	0.00	0.55	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.25	0.72	

[illegible][illegible]

Classified Turn Movement Count | | All vehicles

Fairburn, GA

Site 2

Senoia Rd (South)
Senoia Rd (North)
Valleybrook Dr (West)
Valleybrook Dr (East)



Date

Tuesday, November 19, 2024

Lat/Long

33.553893°, -84.582206°
[Click here for Map](#)

Weather

Light Rain Shower
61°F
[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 3h Session) (11-19-2024)

All vehicles

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Senoia Rd (South)						Senoia Rd (North)						Valleybrook Dr (West)						Valleybrook Dr (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
0700 - 0715	4	47	17		0	68	5	16	8		0	29	5	3	4		0	12	5	6	4		0	15	124
0715 - 0730	3	70	13		0	86	13	22	3		0	38	2	4	2		0	8	2	6	5		0	13	145
0730 - 0745	1	77	18		0	96	14	15	4		0	33	2	1	1		0	4	3	6	13		0	22	155
0745 - 0800	4	100	18		0	122	12	23	8		0	43	1	1	4		0	6	2	9	16		0	27	198
Hourly Total	12	294	66		0	372	44	76	23		0	143	10	9	11		0	30	12	27	38		0	77	622
0800 - 0815	1	57	26		0	84	19	23	6		0	48	3	2	2		0	7	1	9	12		0	22	161
0815 - 0830	1	53	20		0	74	16	15	4		0	35	2	0	2		0	4	2	4	8		0	14	127
0830 - 0845	5	48	12		0	65	11	15	4		0	30	3	1	2		0	6	2	7	7		0	16	117
0845 - 0900	4	49	8		0	61	6	15	7		0	28	10	3	2		0	15	4	3	4		0	11	115
Hourly Total	11	207	66		0	284	52	68	21		0	141	18	6	8		0	32	9	23	31		0	63	520
Grand Total	23	501	132		0	656	96	144	44		0	284	28	15	19		0	62	21	50	69		0	140	1142
Approach %	3.51	76.37	20.12		0.00	-	33.80	50.70	15.49		0.00	-	45.16	24.19	30.65		0.00	-	15.00	35.71	49.29		0.00	-	
Intersection %	2.01	43.87	11.56		0.00	57.44	8.41	12.61	3.85		0.00	24.87	2.45	1.31	1.66		0.00	5.43	1.84	4.38	6.04		0.00	12.26	
Heavy Vehicle %	35	2	6		-	4	10	3	14		-	7	4	13	21		-	11	5	6	17		-	11	6
PHF	0.56	0.76	0.72		0.00	0.80	0.76	0.90	0.66		0.00	0.84	0.67	0.50	0.56		0.00	0.78	0.67	0.83	0.72		0.00	0.78	0.83

1600 - 1800 (Weekday 2h Session) (11-19-2024)

All vehicles

	Northbound					Southbound					Eastbound					Westbound									
	Senoia Rd (South)					Senoia Rd (North)					Valleybrook Dr (West)					Valleybrook Dr (East)									
TIME	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1600 - 1615	0	64	29		0	93	19	21	3		0	43	3	2	2		0	7	5	5	9		0	19	162
1615 - 1630	7	52	10		0	69	9	25	1		0	35	5	0	2		0	7	6	12	8		0	26	137
1630 - 1645	6	59	14		0	79	22	36	5		0	63	5	2	3		0	10	5	8	9		0	22	174
1645 - 1700	3	51	15		0	69	6	39	6		0	51	4	4	1		0	9	1	6	10		0	17	146
Hourly Total	16	226	68		0	310	56	121	15		0	192	17	8	8		0	33	17	31	36		0	84	619
1700 - 1715	2	66	13		0	81	19	33	4		0	56	6	1	3		0	10	13	11	5		0	29	176
1715 - 1730	2	54	21		0	77	18	36	9		0	63	4	1	3		0	8	12	4	8		0	24	172
1730 - 1745	3	62	10		0	75	10	25	3		0	38	6	4	3		0	13	10	17	12		0	39	165
1745 - 1800	1	62	13		0	76	7	27	3		0	37	5	1	2		0	8	3	7	12		0	22	143
Hourly Total	8	244	57		0	309	54	121	19		0	194	21	7	11		0	39	38	39	37		0	114	656
Grand Total	24	470	125		0	619	110	242	34		0	386	38	15	19		0	72	55	70	73		0	198	1275
Approach %	3.88	75.93	20.19		0.00	-	28.50	62.69	8.81		0.00	-	52.78	20.83	26.39		0.00	-	27.78	35.35	36.87		0.00	-	
Intersection %	1.88	36.86	9.80		0.00	48.55	8.63	18.98	2.67		0.00	30.27	2.98	1.18	1.49		0.00	5.65	4.31	5.49	5.73		0.00	15.53	
Heavy Vehicle %	21	2	2		-	3	8	3	3		-	4	3	7	5		-	4	0	0	5		-	2	3
PHF	0.54	0.87	0.75		0.00	0.94	0.74	0.92	0.67		0.00	0.92	0.79	0.50	0.83		0.00	0.93	0.60	0.66	0.80		0.00	0.79	0.95

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

Fairburn, GA

Site 2

Senoia Rd (South)
Senoia Rd (North)
Valleybrook Dr (West)
Valleybrook Dr (East)

Date

Tuesday, November 19, 2024

Lat/Long

33.553893°, -84.582206°
[Click here for Map](#)

Weather

Light Rain Shower
61°F
[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 3h Session) (11-19-2024)
Passenger Vehicles (1-3)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Senoia Rd (South)						Senoia Rd (North)						Valleybrook Dr (West)						Valleybrook Dr (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
0700 - 0715	4	47	17		0	68	5	16	8		0	29	5	3	4		0	12	5	6	4		0	15	124
0715 - 0730	2	68	12		0	82	12	22	2		0	36	2	4	1		0	7	2	6	4		0	12	137
0730 - 0745	0	75	16		0	91	10	15	3		0	28	2	1	1		0	4	3	6	11		0	20	143
0745 - 0800	2	99	18		0	119	12	22	5		0	39	1	0	2		0	3	2	9	15		0	26	187
Hourly Total	8	289	63		0	360	39	75	18		0	132	10	8	8		0	26	12	27	34		0	73	591
0800 - 0815	0	55	22		0	77	17	21	6		0	44	2	1	1		0	4	1	7	9		0	17	142
0815 - 0830	0	50	20		0	70	13	15	4		0	32	2	0	2		0	4	2	4	8		0	14	120
0830 - 0845	3	48	11		0	62	11	14	4		0	29	3	1	2		0	6	1	6	4		0	11	108
0845 - 0900	4	49	8		0	61	6	15	6		0	27	10	3	2		0	15	4	3	2		0	9	112
Hourly Total	7	202	61		0	270	47	65	20		0	132	17	5	7		0	29	8	20	23		0	51	482
Grand Total	15	491	124		0	630	86	140	38		0	264	27	13	15		0	55	20	47	57		0	124	1073
Approach %	2.38	77.94	19.68		0.00	-	32.58	53.03	14.39		0.00	-	49.09	23.64	27.27		0.00	-	16.13	37.90	45.97		0.00	-	
Intersection %	1.40	45.76	11.56		0.00	58.71	8.01	13.05	3.54		0.00	24.60	2.52	1.21	1.40		0.00	5.13	1.86	4.38	5.31		0.00	11.56	

1600 - 1800 (Weekday 2h Session) (11-19-2024)
Passenger Vehicles (1-3)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Senoia Rd (South)						Senoia Rd (North)						Valleybrook Dr (West)						Valleybrook Dr (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
1600 - 1615	0	64	29		0	93	17	21	3		0	41	3	2	2		0	7	5	5	8		0	18	159
1615 - 1630	7	51	10		0	68	9	25	1		0	35	5	0	2		0	7	6	12	6		0	24	134
1630 - 1645	4	58	12		0	74	18	35	5		0	58	5	2	3		0	10	5	8	9		0	22	164
1645 - 1700	2	48	14		0	64	5	38	6		0	49	4	4	1		0	9	1	6	9		0	16	138
Hourly Total	13	221	65		0	299	49	119	15		0	183	17	8	8		0	33	17	31	32		0	80	595
1700 - 1715	1	65	13		0	79	18	31	4		0	53	6	1	3		0	10	13	11	5		0	29	171
1715 - 1730	1	52	21		0	74	18	34	8		0	60	4	1	2		0	7	12	4	8		0	24	165
1730 - 1745	3	61	10		0	74	9	25	3		0	37	5	4	3		0	12	10	17	12		0	39	162
1745 - 1800	1	60	13		0	74	7	26	3		0	36	5	0	2		0	7	3	7	12		0	22	139
Hourly Total	6	238	57		0	301	52	116	18		0	186	20	6	10		0	36	38	39	37		0	114	637
Grand Total	19	459	122		0	600	101	235	33		0	369	37	14	18		0	69	55	70	69		0	194	1232
Approach %	3.17	76.50	20.33		0.00	-	27.37	63.69	8.94		0.00	-	53.62	20.29	26.09		0.00	-	28.35	36.08	35.57		0.00	-	
Intersection %	1.54	37.26	9.90		0.00	48.70	8.20	19.07	2.68		0.00	29.95	3.00	1.14	1.46		0.00	5.60	4.46	5.68	5.60		0.00	15.75	

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

Fairburn, GA

Site 2
Senoia Rd (South)
Senoia Rd (North)
Valleybrook Dr (West)
Valleybrook Dr (East)



Date
Tuesday, November 19, 2024

Lat/Long
33.553893°, -84.582206°
[Click here for Map](#)

Weather
Light Rain Shower
61°F
[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 3h Session) (11-19-2024)
Single Unit Trucks (4-7)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Senoia Rd (South)						Senoia Rd (North)						Valleybrook Dr (West)						Valleybrook Dr (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
0700 - 0715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0715 - 0730	1	2	1		0	4	1	0	1		0	2	0	0	0		0	0	0	0	1		0	1	7
0730 - 0745	1	2	2		0	5	1	0	1		0	2	0	0	0		0	0	0	0	2		0	2	9
0745 - 0800	1	1	0		0	2	0	1	2		0	3	0	1	2		0	3	0	0	1		0	1	9
Hourly Total	3	5	3		0	11	2	1	4		0	7	0	1	2		0	3	0	0	4		0	4	25
0800 - 0815	1	2	4		0	7	2	1	0		0	3	1	0	1		0	2	0	2	3		0	5	17
0815 - 0830	0	1	0		0	1	3	0	0		0	3	0	0	0		0	0	0	0	0		0	0	4
0830 - 0845	1	0	1		0	2	0	1	0		0	1	0	0	0		0	0	1	1	3		0	5	8
0845 - 0900	0	0	0		0	0	0	0	1		0	1	0	0	0		0	0	0	0	2		0	2	3
Hourly Total	2	3	5		0	10	5	2	1		0	8	1	0	1		0	2	1	3	8		0	12	32
Grand Total	5	8	8		0	21	7	3	5		0	15	1	1	3		0	5	1	3	12		0	16	57
Approach %	23.81	38.10	38.10		0.00	-	46.67	20.00	33.33		0.00	-	20.00	20.00	60.00		0.00	-	6.25	18.75	75.00		0.00	-	
Intersection %	8.77	14.04	14.04		0.00	36.84	12.28	5.26	8.77		0.00	26.32	1.75	1.75	5.26		0.00	8.77	1.75	5.26	21.05		0.00	28.07	

1600 - 1800 (Weekday 2h Session) (11-19-2024)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound									
	Senoia Rd (South)					Senoia Rd (North)					Valleybrook Dr (West)					Valleybrook Dr (East)									
TIME	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1600 - 1615	0	0	0		0	0	2	0	0		0	2	0	0	0		0	0	0	0	1		0	1	3
1615 - 1630	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	2		0	2	3
1630 - 1645	1	1	2		0	4	4	1	0		0	5	0	0	0		0	0	0	0	0		0	0	9
1645 - 1700	1	3	1		0	5	1	1	0		0	2	0	0	0		0	0	0	0	1		0	1	8
Hourly Total	2	5	3		0	10	7	2	0		0	9	0	0	0		0	0	0	0	4		0	4	23
1700 - 1715	1	1	0		0	2	1	1	0		0	2	0	0	0		0	0	0	0	0		0	0	4
1715 - 1730	0	2	0		0	2	0	1	1		0	2	0	0	1		0	1	0	0	0		0	0	5
1730 - 1745	0	0	0		0	0	1	0	0		0	1	1	0	0		0	1	0	0	0		0	0	2
1745 - 1800	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1
Hourly Total	1	4	0		0	5	2	2	1		0	5	1	0	1		0	2	0	0	0		0	0	12
Grand Total	3	9	3		0	15	9	4	1		0	14	1	0	1		0	2	0	0	4		0	4	35
Approach %	20.00	60.00	20.00		0.00	-	64.29	28.57	7.14		0.00	-	50.00	0.00	50.00		0.00	-	0.00	0.00	100.00		0.00	-	
Intersection %	8.57	25.71	8.57		0.00	42.86	25.71	11.43	2.86		0.00	40.00	2.86	0.00	2.86		0.00	5.71	0.00	0.00	11.43		0.00	11.43	

Marr Traffic
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Site 2

Senoia Rd (South)
Senoia Rd (North)
Valleybrook Dr (West)
Valleybrook Dr (East)



Lat/Long
33.553893°, -84.582206°
[Click here for Map](#)

Weather

Light Rain Shower
61°F
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Combination Trucks (8-13)

[illegible]

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound									
	Senoia Rd (South)					Senoia Rd (North)					Valleybrook Dr (West)					Valleybrook Dr (East)									
TIME	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1600 - 1615	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	1	0	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1
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	1	0	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	1	0		0	1	0	0	0		0	0	0	0	0		0	0	1
1715 - 1730	1	0	0		0	1	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	2
1730 - 1745	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1
1745 - 1800	0	1	0		0	1	0	1	0		0	1	0	1	0		0	1	0	0	0		0	0	3
Hourly Total	1	2	0		0	3	0	3	0		0	3	0	1	0		0	1	0	0	0		0	0	7
Grand Total	2	2	0		0	4	0	3	0		0	3	0	1	0		0	1	0	0	0		0	0	8
Approach %	50.00	50.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	25.00	25.00	0.00		0.00	50.00	0.00	37.50	0.00		0.00	37.50	0.00	12.50	0.00		0.00	12.50	0.00	0.00	0.00		0.00	0.00	

Classified Turn Movement Count || Bikes

Fairburn, GA

Site 2



Senoia Rd (South)
Senoia Rd (North)
Valleybrook Dr (West)
Valleybrook Dr (East)

Date

Tuesday, November 19, 2024

Lat/Long

33.553893°, -84.582206°
[Click here for Map](#)

Weather

Light Rain Shower
61°F
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0700 - 0900 (Weekday 3h Session) (11-19-2024)

Bikes

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	Senoia Rd (South)						Senoia Rd (North)						Valleybrook Dr (West)						Valleybrook Dr (East)						
	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	
0700 - 0715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
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) (11-19-2024)

Bikes

	Northbound					Southbound					Eastbound					Westbound									
	Senoia Rd (South)					Senoia Rd (North)					Valleybrook Dr (West)					Valleybrook Dr (East)									
TIME	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1600 - 1615	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	

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Site 2

Senoia Rd (South)
Senoia Rd (North)
Valleybrook Dr (West)
Valleybrook Dr (East)



Lat/Long
33.553893°, -84.582206°
[Click here for Map](#)

Weather

Light Rain Shower
61°F
[Click here for Detailed Weather](#)



All Trucks (4-13)

[illegible]

All Trucks (4-13)

	Northbound						Southbound						Eastbound						Westbound						
	Senoia Rd (South)						Senoia Rd (North)						Valleybrook Dr (West)						Valleybrook Dr (East)						
TIME	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1600 - 1615	0	0	0		0	0	2	0	0		0	2	0	0	0		0	0	0	0	1		0	1	3
1615 - 1630	0	1	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	2		0	2	3
1630 - 1645	2	1	2		0	5	4	1	0		0	5	0	0	0		0	0	0	0	0		0	0	10
1645 - 1700	1	3	1		0	5	1	1	0		0	2	0	0	0		0	0	0	1		0	1	8	
Hourly Total	3	5	3		0	11	7	2	0		0	9	0	0	0		0	0	0	4		0	4	24	
1700 - 1715	1	1	0		0	2	1	2	0		0	3	0	0	0		0	0	0	0		0	0	5	
1715 - 1730	1	2	0		0	3	0	2	1		0	3	0	0	1		0	1	0	0	0		0	0	7
1730 - 1745	0	1	0		0	1	1	0	0		0	1	1	0	0		0	1	0	0	0		0	0	3
1745 - 1800	0	2	0		0	2	0	1	0		0	1	0	1	0		0	1	0	0	0		0	0	4
Hourly Total	2	6	0		0	8	2	5	1		0	8	1	1	1		0	3	0	0	0		0	0	19
Grand Total	5	11	3		0	19	9	7	1		0	17	1	1	1		0	3	0	0	4		0	4	43
Approach %	26.32	57.89	15.79		0.00	-	52.94	41.18	5.88		0.00	-	33.33	33.33	33.33		0.00	-	0.00	0.00	100.00		0.00	-	
Intersection %	11.63	25.58	6.98		0.00	44.19	20.93	16.28	2.33		0.00	39.53	2.33	2.33	2.33		0.00	6.98	0.00	0.00	9.30		0.00	9.30	

Crosswalk Counts | | Pedestrians

Fairburn, GA

Site 2
Senoia Rd (South)
Senoia Rd (North)
Valleybrook Dr (West)
Valleybrook Dr (East)

Date
Tuesday, November 19, 2024

Lat/Long
33.553893°, -84.582206°
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Weather
Light Rain Shower
61°F
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0700 - 0900 (Weekday 3h Session) (11-19-2024)
Pedestrians

	Northbound				Southbound				Eastbound				Westbound				
	Senoia Rd (South)				Senoia Rd (North)				Valleybrook Dr (West)				Valleybrook Dr (East)				
TIME	EB 2a	WB 2b		App Total	EB 2c	WB 2d		App Total	NB 2e	SB 2f		App Total	NB 2g	SB 2h		App Total	Int Total
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	1	0		1	1
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	1	0		1	1
Grand Total	0	0		0	0	0		0	0	0		0	1	0		1	1
Approach %	0.00	0.00		-	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	0.00	0.00		0.00	100.00	0.00		100.00	

1600 - 1800 (Weekday 2h Session) (11-19-2024)
Pedestrians

	Northbound				Southbound				Eastbound				Westbound				
	Senoia Rd (South)				Senoia Rd (North)				Valleybrook Dr (West)				Valleybrook Dr (East)				
TIME	EB 2a	WB 2b		App Total	EB 2c	WB 2d		App Total	NB 2e	SB 2f		App Total	NB 2g	SB 2h		App Total	Int Total
1600 - 1615	0	0		0	0	0		0	0	0		0	0	0		0	0
1615 - 1630	0	0		0	0	0		0	0	0		0	1	1		2	2
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	1	1		2	2
1700 - 1715	0	0		0	0	0		0	0	0		0	0	0		0	0
1715 - 1730	0	0		0	1	0		1	0	0		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	1	0		1	0	0		0	0	0		0	1
Grand Total	0	0		0	1	0		1	0	0		0	1	1		2	3
Approach %	0.00	0.00		-	100.00	0.00		-	0.00	0.00		-	50.00	50.00		-	
Intersection %	0.00	0.00		0.00	33.33	0.00		33.33	0.00	0.00		0.00	33.33	33.33		66.67	

Marr Traffic
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Site 2

Senoia Rd (South)
Senoia Rd (North)
Valleybrook Dr (West)
Valleybrook Dr (East)

Lat/Long
33.553893°, -84.582206°
[Click here for Map](#)

Weather

Light Rain Shower
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Bikes

[illegible]

Bikes

[illegible]

Crosswalk Counts | | Motorized Vehicles

Fairburn, GA

Site 2
Senoia Rd (South)
Senoia Rd (North)
Valleybrook Dr (West)
Valleybrook Dr (East)

Date
Tuesday, November 19, 2024

Lat/Long
33.553893°, -84.582206°
[Click here for Map](#)

Weather
Light Rain Shower
61°F
[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 3h Session) (11-19-2024)
Motorized Vehicles

	Northbound				Southbound				Eastbound				Westbound				
	Senoia Rd (South)				Senoia Rd (North)				Valleybrook Dr (West)				Valleybrook Dr (East)				
TIME	EB 2a	WB 2b		App Total	EB 2c	WB 2d		App Total	NB 2e	SB 2f		App Total	NB 2g	SB 2h		App Total	Int Total
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) (11-19-2024)
Motorized Vehicles

	Northbound				Southbound				Eastbound				Westbound				
	Senoia Rd (South)				Senoia Rd (North)				Valleybrook Dr (West)				Valleybrook Dr (East)				
TIME	EB 2a	WB 2b		App Total	EB 2c	WB 2d		App Total	NB 2e	SB 2f		App Total	NB 2g	SB 2h		App Total	Int Total
1600 - 1615	0	0		0	0	0		0	0	0		0	0	0		0	0
1615 - 1630	0	0		0	0	0		0	0	0		0	0	0		0	0
1630 - 1645	0	0		0	0	0		0	0	0		0	0	0		0	0
1645 - 1700	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
1700 - 1715	0	0		0	0	0		0	0	0		0	0	0		0	0
1715 - 1730	0	0		0	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Grand Total	0	0		0	0	0		0	0	0		0	0	0		0	0
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

Start Date: 11/19/2024		Valleybrook Dr (West) Eastbound			Valleybrook Dr (East) Westbound			Senoia Rd (South) Northbound			Senoia Rd (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	5	3	4	5	6	4	4	47	17	5	16	8	124	
07:15 AM - 07:30 AM	2	4	2	2	6	5	3	70	13	13	22	3	145	
07:30 AM - 07:45 AM	2	1	1	3	6	13	1	77	18	14	15	4	155	
07:45 AM - 08:00 AM	1	1	4	2	9	16	4	100	18	12	23	8	198	
08:00 AM - 08:15 AM	3	2	2	1	9	12	1	57	26	19	23	6	161	
08:15 AM - 08:30 AM	2	0	2	2	4	8	1	53	20	16	15	4	127	
08:30 AM - 08:45 AM	3	1	2	2	7	7	5	48	12	11	15	4	117	
08:45 AM - 09:00 AM	10	3	2	4	3	4	4	49	8	6	15	7	115	
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	2	2	5	5	9	0	64	29	19	21	3	162	
04:15 PM - 04:30 PM	5	0	2	6	12	8	7	52	10	9	25	1	137	
04:30 PM - 04:45 PM	5	2	3	5	8	9	6	59	14	22	36	5	174	
04:45 PM - 05:00 PM	4	4	1	1	6	10	3	51	15	6	39	6	146	
05:00 PM - 05:15 PM	6	1	3	13	11	5	2	66	13	19	33	4	176	
05:15 PM - 05:30 PM	4	1	3	12	4	8	2	54	21	18	36	9	172	
05:30 PM - 05:45 PM	6	4	3	10	17	12	3	62	10	10	25	3	165	
05:45 PM - 06:00 PM	5	1	2	3	7	12	1	62	13	7	27	3	143	
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	

Fairburn, GA



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Tuesday, November 19, 2024	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Vehicle	Northbound						Southbound						Eastbound												
	Senoia Rd (South)						Senoia Rd (North)						Senoia Rd (West)												
	Left 3.1	Thru 3.2				App Total			Right 3.3			App Total	Left 3.4					App Total						App Total	Int Total
Time	0	71	-	-	-	71	-	-	27	-	-	27	14	-	-	-	-	14	-	-	-	-	-	0	112
0715 - 0730	0	85	-	-	-	85	-	-	19	-	-	19	9	-	-	-	-	9	-	-	-	-	-	0	113
0730 - 0745	0	106	-	-	-	106	-	-	29	-	-	29	16	-	-	-	-	16	-	-	-	-	-	0	151
0745 - 0800	0	106	-	-	-	106	-	-	29	-	-	29	16	-	-	-	-	16	-	-	-	-	-	0	151
0800 - 0815	1	69	-	-	-	70	-	-	26	-	-	26	16	-	-	-	-	16	-	-	-	-	-	0	112
Total	1	331	0	0	0	332	0	0	101	0	0	101	55	0	0	0	0	55	0	0	0	0	0	0	488
Approach %	0.30	99.70	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	0.25	0.78	0.00	0.00	0.00	0.78	0.00	0.00	0.87	0.00	0.00	0.87	0.86	0.00	0.00	0.00	0.00	0.86	0.00	0.00	0.00	0.00	0.00	0.00	0.81

Passenger Vehicles (1-3)

[illegible]

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound												
	Senoia Rd (South)						Senoia Rd (North)						Senoia Rd (West)												
	Left 3.1	Thru 3.2				App Total			Right 3.3			App Total	Left 3.4					App Total						App Total	Int Total
0715 - 0730	0	4	-	-	-	4	-	-	0	-	-	0	0	-	-	-	-	0	-	-	-	-	-	0	4
0730 - 0745	0	5	-	-	-	5	-	-	0	-	-	0	0	-	-	-	-	0	-	-	-	-	-	0	5
0745 - 0800	0	1	-	-	-	1	-	-	3	-	-	3	1	-	-	-	-	1	-	-	-	-	-	0	5
0800 - 0815	0	3	-	-	-	3	-	-	2	-	-	2	4	-	-	-	-	4	-	-	-	-	-	0	9
Total	0	13	0	0	0	13	0	0	5	0	0	5	5	0	0	0	0	5	0	0	0	0	0	0	23
Approach %	0.00	100.00	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	0.65	0.00	0.00	0.00	0.65	0.00	0.00	0.42	0.00	0.00	0.42	0.31	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.00	0.00	0.64

Combination Trucks (8-13)

[illegible]

Bikes

[illegible]



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Peak Hour Turning Movement Count

Fairburn, GA



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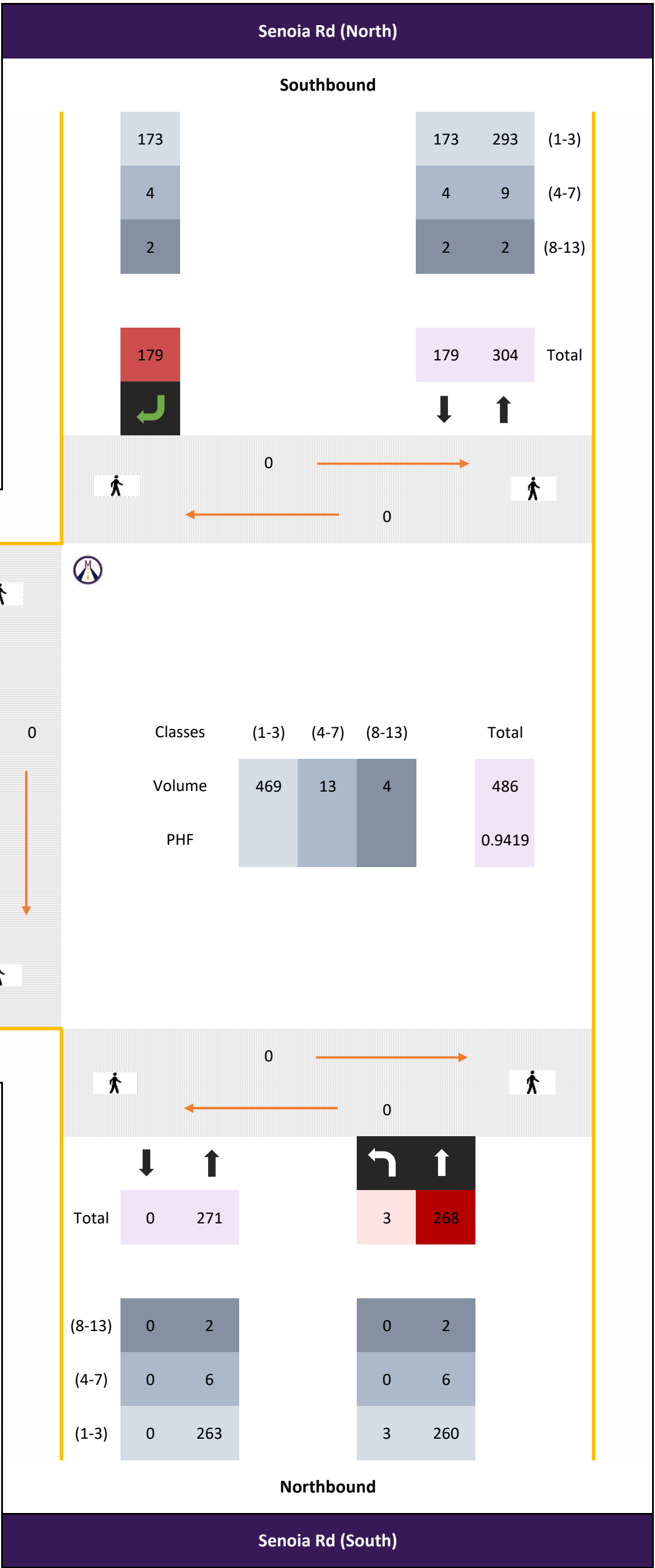
Tuesday, November 19, 2024	
Period	1600 - 1800
Peak Hour	1645 - 1745

* the Peak Hour Diagram does not include Bikes

Senoia Rd (West)

(1-3)	(4-7)	(8-13)	Total
176	4	2	182
33	3	0	36

(1-3)	(4-7)	(8-13)	Total
33	3	0	36



ⓘ

Session Parameters

(Drop Down Menu)

1645 - 1745

Volume

All vehicles

All Vehicles		Northbound						Southbound						Eastbound												Int Total
		Senoia Rd (South)						Senoia Rd (North)						Senoia Rd (West)												
		Left 3.1	Thru 3.2				App Total			Right 3.3			App Total	Left 3.4					App Total						App Total	
Time		3	72	-	-	-	75	-	-	43	-	-	43	10	-	-	-	-	10	-	-	-	-	-	0	
1630 - 1645		1	60	-	-	-	61	-	-	41	-	-	41	11	-	-	-	-	11	-	-	-	-	-	0	
1645 - 1700		1	70	-	-	-	71	-	-	48	-	-	48	7	-	-	-	-	7	-	-	-	-	-	0	
1700 - 1715		1	70	-	-	-	71	-	-	48	-	-	48	7	-	-	-	-	7	-	-	-	-	-	0	
1715 - 1730		0	69	-	-	-	69	-	-	51	-	-	51	9	-	-	-	-	9	-	-	-	-	-	0	
Total		5	271	0	0	0	276	0	0	183	0	0	183	37	0	0	0	0	37	0	0	0	0	0	496	
Approach %		1.81	98.19	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		0.42	0.94	0.00	0.00	0.00	0.92	0.00	0.00	0.90	0.00	0.00	0.90	0.84	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.00	0.00	0.00	0.96	

Passenger Vehicles (1-3)

		Northbound						Southbound						Eastbound											
		Senioia Rd (South)						Senioia Rd (North)						Senioia Rd (West)											
Time	Left 3.1	Thru 3.2				App Total			Right 3.3			App Total	Left 3.4					App Total					App Total	Int Total	
	1630 - 1645	3	70	-	-	-	73	-	-	42	-	-	42	7	-	-	-	-	7	-	-	-	-	0	122
	1645 - 1700	1	57	-	-	-	58	-	-	40	-	-	40	9	-	-	-	-	9	-	-	-	-	0	107
	1700 - 1715	1	68	-	-	-	69	-	-	46	-	-	46	6	-	-	-	-	6	-	-	-	-	0	121
	1715 - 1730	0	67	-	-	-	67	-	-	48	-	-	48	9	-	-	-	-	9	-	-	-	-	0	124
Total	5	262	0	0	0	267	0	0	176	0	0	176	31	0	0	0	0	31	0	0	0	0	0	474	
Approach %	1.87	98.13	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	0.42	0.94	0.00	0.00	0.00	0.91	0.00	0.00	0.92	0.00	0.00	0.92	0.86	0.00	0.00	0.00	0.00	0.86	0.00	0.00	0.00	0.00	0.00	0.96	

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound												Int Total
	Senioia Rd (South)						Senioia Rd (North)						Senioia Rd (West)												
	Left 3.1	Thru 3.2				App Total			Right 3.3			App Total	Left 3.4					App Total						App Total	
1630 - 1645	0	2	-	-	-	2	-	-	1	-	-	1	2	-	-	-	-	2	-	-	-	-	-	0	5
1645 - 1700	0	3	-	-	-	3	-	-	1	-	-	1	2	-	-	-	-	2	-	-	-	-	-	0	6
1700 - 1715	0	1	-	-	-	1	-	-	1	-	-	1	1	-	-	-	-	1	-	-	-	-	-	0	3
1715 - 1730	0	2	-	-	-	2	-	-	2	-	-	2	0	-	-	-	-	0	-	-	-	-	-	0	4
Total	0	8	0	0	0	8	0	0	5	0	0	5	5	0	0	0	0	5	0	0	0	0	0	0	18
Approach %	0.00	100.00	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	0.67	0.00	0.00	0.00	0.67	0.00	0.00	0.63	0.00	0.00	0.63	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

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound												Int Total
	Senoia Rd (South)						Senoia Rd (North)						Senoia Rd (West)												
	Left 3.1	Thru 3.2				App Total			Right 3.3			App Total	Left 3.4					App Total						App Total	
1630 - 1645	0	0	-	-	-	0	-	-	0	-	-	0	1	-	-	-	-	1	-	-	-	-	-	0	1
1645 - 1700	0	0	-	-	-	0	-	-	0	-	-	0	0	-	-	-	-	0	-	-	-	-	-	0	0
1700 - 1715	0	1	-	-	-	1	-	-	1	-	-	1	0	-	-	-	-	0	-	-	-	-	-	0	2
1715 - 1730	0	0	-	-	-	0	-	-	1	-	-	1	0	-	-	-	-	0	-	-	-	-	-	0	1
Total	0	1	0	0	0	1	0	0	2	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	4
Approach %	0.00	100.00	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	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.50	0.00	0.00	0.50	0.25	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.50

Bikes

[illegible]

Classified Turn Movement Count | | All vehicles

Fairburn, GA

Site 3



Senoia Rd (South)
Senoia Rd (North)
Senoia Rd (West)

Date

Tuesday, November 19, 2024

Lat/Long

33.552843°, -84.581266°

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Weather

Light Rain Shower
61°F

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0700 - 0900 (Weekday 3h Session) (11-19-2024)

All vehicles

	Northbound			Southbound			Eastbound			
	Senoia Rd (South)			Senoia Rd (North)			Senoia Rd (West)			
	Left	Thru			Right					
TIME	3.1	3.2	App Total		3.3		App Total	3.4	App Total	Int Total
0700 - 0715	0	54	54		25		25	13	13	92
0715 - 0730	0	71	71		27		27	14	14	112
0730 - 0745	0	85	85		19		19	9	9	113
0745 - 0800	0	106	106		29		29	16	16	151
Hourly Total	0	316	316		100		100	52	52	468
0800 - 0815	1	69	70		26		26	16	16	112
0815 - 0830	1	61	62		19		19	13	13	94
0830 - 0845	5	54	59		20		20	13	13	92
0845 - 0900	1	60	61		20		20	3	3	84
Hourly Total	8	244	252		85		85	45	45	382
Grand Total	8	560	568		185		185	97	97	850
Approach %	1.41	98.59	-		100.00		-	100.00	-	
Intersection %	0.94	65.88	66.82		21.76		21.76	11.41	11.41	
Heavy Vehicle %	25	3	4		5		5	7	7	4
PHF	0.25	0.78	0.78		0.87		0.87	0.86	0.86	0.81

1600 - 1800 (Weekday 2h Session) (11-19-2024)

All vehicles

	Northbound			Southbound			Eastbound					
	Senoia Rd (South)			Senoia Rd (North)			Senoia Rd (West)					
	Left	Thru		App		Right		App	Left		App	Int
TIME	3.1	3.2		Total		3.3		Total	3.4		Total	Total
1600 - 1615	1	72		73		29		29	18		18	120
1615 - 1630	3	61		64		34		34	10		10	108
1630 - 1645	3	72		75		43		43	10		10	128
1645 - 1700	1	60		61		41		41	11		11	113
Hourly Total	8	265		273		147		147	49		49	469
1700 - 1715	1	70		71		48		48	7		7	126
1715 - 1730	0	69		69		51		51	9		9	129
1730 - 1745	1	69		70		39		39	9		9	118
1745 - 1800	1	67		68		32		32	6		6	106
Hourly Total	3	275		278		170		170	31		31	479
Grand Total	11	540		551		317		317	80		80	948
Approach %	2.00	98.00		-		100.00		-	100.00		-	
Intersection %	1.16	56.96		58.12		33.44		33.44	8.44		8.44	
Heavy Vehicle %	0	2		2		3		3	8		8	3
PHF	0.42	0.94		0.92		0.90		0.90	0.84		0.84	0.96

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

Fairburn, GA

Site 3



Senoia Rd (South)
Senoia Rd (North)
Senoia Rd (West)

Date

Tuesday, November 19, 2024

Lat/Long

33.552843°, -84.581266°

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Weather

Light Rain Shower
61°F

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0700 - 0900 (Weekday 3h Session) (11-19-2024)

Passenger Vehicles (1-3)

	Northbound			Southbound			Eastbound			Int Total
	Senoia Rd (South)			Senoia Rd (North)			Senoia Rd (West)			
TIME	Left 3.1	Thru 3.2	App Total	Right 3.3	App Total	Left 3.4	App Total			
0700 - 0715	0	54	54	25	25	13	13			
0715 - 0730	0	67	67	26	26	14	14			
0730 - 0745	0	80	80	19	19	9	9			
0745 - 0800	0	104	104	26	26	15	15			
Hourly Total	0	305	305	96	96	51	51			
0800 - 0815	1	66	67	23	23	12	12			
0815 - 0830	1	57	58	19	19	13	13			
0830 - 0845	4	53	57	18	18	11	11			
0845 - 0900	0	60	60	20	20	3	3			
Hourly Total	6	236	242	80	80	39	39			
Grand Total	6	541	547	176	176	90	90			
Approach %	1.10	98.90	-	100.00	-	100.00	-			
Intersection %	0.74	66.54	67.28	21.65	21.65	11.07	11.07			

1600 - 1800 (Weekday 2h Session) (11-19-2024)

Passenger Vehicles (1-3)

	Northbound			Southbound			Eastbound			Int Total
	Senoia Rd (South)			Senoia Rd (North)			Senoia Rd (West)			
TIME	Left 3.1	Thru 3.2	App Total	Right 3.3	App Total	Left 3.4	App Total			
1600 - 1615	1	72	73	29	29	18	18			
1615 - 1630	3	60	63	34	34	10	10			
1630 - 1645	3	70	73	42	42	7	7			
1645 - 1700	1	57	58	40	40	9	9			
Hourly Total	8	259	267	145	145	44	44			
1700 - 1715	1	68	69	46	46	6	6			
1715 - 1730	0	67	67	48	48	9	9			
1730 - 1745	1	68	69	39	39	9	9			
1745 - 1800	1	65	66	31	31	6	6			
Hourly Total	3	268	271	164	164	30	30			
Grand Total	11	527	538	309	309	74	74			
Approach %	2.04	97.96	-	100.00	-	100.00	-			
Intersection %	1.19	57.22	58.41	33.55	33.55	8.03	8.03			

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

Fairburn, GA

Site 3

Senoia Rd (South)
Senoia Rd (North)
Senoia Rd (West)

Date

Tuesday, November 19, 2024

Lat/Long

33.552843°, -84.581266°
[Click here for Map](#)

Weather

Light Rain Shower
61°F
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0700 - 0900 (Weekday 3h Session) (11-19-2024)
Single Unit Trucks (4-7)

	Northbound			Southbound			Eastbound			Int Total
	Senoia Rd (South)			Senoia Rd (North)			Senoia Rd (West)			
TIME	Left 3.1	Thru 3.2	App Total		Right 3.3	App Total	Left 3.4	App Total		
0700 - 0715	0	0	0		0	0	0	0	0	
0715 - 0730	0	4	4		0	0	0	0	4	
0730 - 0745	0	5	5		0	0	0	0	5	
0745 - 0800	0	1	1		3	3	1	1	5	
Hourly Total	0	10	10		3	3	1	1	14	
0800 - 0815	0	3	3		2	2	4	4	9	
0815 - 0830	0	1	1		0	0	0	0	1	
0830 - 0845	1	0	1		2	2	2	2	5	
0845 - 0900	1	0	1		0	0	0	0	1	
Hourly Total	2	4	6		4	4	6	6	16	
Grand Total	2	14	16		7	7	7	7	30	
Approach %	12.50	87.50	-		100.00	-	100.00	-		
Intersection %	6.67	46.67	53.33		23.33	23.33	23.33	23.33		

1600 - 1800 (Weekday 2h Session) (11-19-2024)
Single Unit Trucks (4-7)

	Northbound			Southbound			Eastbound			Int Total
	Senoia Rd (South)			Senoia Rd (North)			Senoia Rd (West)			
TIME	Left 3.1	Thru 3.2	App Total	Right 3.3	App Total	Left 3.4	App Total	Int Total		
1600 - 1615	0	0	0	0	0	0	0	0		
1615 - 1630	0	1	1	0	0	0	0	1		
1630 - 1645	0	2	2	1	1	2	2	5		
1645 - 1700	0	3	3	1	1	2	2	6		
Hourly Total	0	6	6	2	2	4	4	12		
1700 - 1715	0	1	1	1	1	1	1	3		
1715 - 1730	0	2	2	2	2	0	0	4		
1730 - 1745	0	0	0	0	0	0	0	0		
1745 - 1800	0	1	1	0	0	0	0	1		
Hourly Total	0	4	4	3	3	1	1	8		
Grand Total	0	10	10	5	5	5	5	20		
Approach %	0.00	100.00	-	100.00	-	100.00	-			
Intersection %	0.00	50.00	50.00	25.00	25.00	25.00	25.00			

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

Fairburn, GA

Site 3



Senoia Rd (South)
Senoia Rd (North)
Senoia Rd (West)

Date

Tuesday, November 19, 2024

Lat/Long

33.552843°, -84.581266°

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Weather

Light Rain Shower
61°F

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0700 - 0900 (Weekday 3h Session) (11-19-2024)
Combination Trucks (8-13)

	Northbound			Southbound			Eastbound			Int Total
	Senoia Rd (South)			Senoia Rd (North)			Senoia Rd (West)			
TIME	Left 3.1	Thru 3.2	App Total	Right 3.3	App Total	Left 3.4	App Total			
0700 - 0715	0	0	0	0	0	0	0			
0715 - 0730	0	0	0	1	1	0	0			
0730 - 0745	0	0	0	0	0	0	0			
0745 - 0800	0	1	1	0	0	0	0			
Hourly Total	0	1	1	1	1	0	0			
0800 - 0815	0	0	0	1	1	0	0			
0815 - 0830	0	3	3	0	0	0	0			
0830 - 0845	0	1	1	0	0	0	0			
0845 - 0900	0	0	0	0	0	0	0			
Hourly Total	0	4	4	1	1	0	0			
Grand Total	0	5	5	2	2	0	0			
Approach %	0.00	100.00	-	100.00	-	0.00	-			
Intersection %	0.00	71.43	71.43	28.57	28.57	0.00	0.00			

1600 - 1800 (Weekday 2h Session) (11-19-2024)
Combination Trucks (8-13)

	Northbound			Southbound			Eastbound			Int Total
	Senoia Rd (South)			Senoia Rd (North)			Senoia Rd (West)			
TIME	Left 3.1	Thru 3.2	App Total	Right 3.3	App Total	Left 3.4	App Total	Int Total		
1600 - 1615	0	0	0	0	0	0	0	0		
1615 - 1630	0	0	0	0	0	0	0	0		
1630 - 1645	0	0	0	0	0	1	1	1		
1645 - 1700	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	1	1	1		
1700 - 1715	0	1	1	1	1	0	0	2		
1715 - 1730	0	0	0	1	1	0	0	1		
1730 - 1745	0	1	1	0	0	0	0	1		
1745 - 1800	0	1	1	1	1	0	0	2		
Hourly Total	0	3	3	3	3	0	0	6		
Grand Total	0	3	3	3	3	1	1	7		
Approach %	0.00	100.00	-	100.00	-	100.00	-			
Intersection %	0.00	42.86	42.86	42.86	42.86	14.29	14.29			

Classified Turn Movement Count || Bikes

Fairburn, GA

Site 3

Senoia Rd (South)
Senoia Rd (North)
Senoia Rd (West)

Date

Tuesday, November 19, 2024

Lat/Long

33.552843°, -84.581266°

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Weather

Light Rain Shower
61°F

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0700 - 0900 (Weekday 3h Session) (11-19-2024)
Bikes

	Northbound			Southbound			Eastbound			Int Total
	Senoia Rd (South)			Senoia Rd (North)			Senoia Rd (West)			
TIME	Left 3.1	Thru 3.2	App Total	Right 3.3	App Total	Left 3.4	App Total			
0700 - 0715	0	0	0	0	0	0	0			
0715 - 0730	0	0	0	0	0	0	0			
0730 - 0745	0	0	0	0	0	0	0			
0745 - 0800	0	0	0	0	0	0	0			
Hourly Total	0	0	0	0	0	0	0			
0800 - 0815	0	0	0	0	0	0	0			
0815 - 0830	0	0	0	0	0	0	0			
0830 - 0845	0	0	0	0	0	0	0			
0845 - 0900	0	0	0	0	0	0	0			
Hourly Total	0	0	0	0	0	0	0			
Grand Total	0	0	0	0	0	0	0			
Approach %	0.00	0.00	-	0.00	-	0.00	-			
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00			

1600 - 1800 (Weekday 2h Session) (11-19-2024)
Bikes

	Northbound			Southbound			Eastbound			Int Total
	Senoia Rd (South)			Senoia Rd (North)			Senoia Rd (West)			
TIME	Left 3.1	Thru 3.2	App Total	Right 3.3	App Total	Left 3.4	App Total			
1600 - 1615	0	0	0	0	0	0	0			
1615 - 1630	0	0	0	0	0	0	0			
1630 - 1645	0	0	0	0	0	0	0			
1645 - 1700	0	0	0	0	0	0	0			
Hourly Total	0	0	0	0	0	0	0			
1700 - 1715	0	0	0	0	0	0	0			
1715 - 1730	0	0	0	0	0	0	0			
1730 - 1745	0	0	0	0	0	0	0			
1745 - 1800	0	0	0	0	0	0	0			
Hourly Total	0	0	0	0	0	0	0			
Grand Total	0	0	0	0	0	0	0			
Approach %	0.00	0.00	-	0.00	-	0.00	-			
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00			

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

Fairburn, GA

Site 3



Senoia Rd (South)
Senoia Rd (North)
Senoia Rd (West)

Date

Tuesday, November 19, 2024

Lat/Long

33.552843°, -84.581266°

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Weather

Light Rain Shower
61°F

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0700 - 0900 (Weekday 3h Session) (11-19-2024)

All Trucks (4-13)

	Northbound			Southbound			Eastbound			Int Total
	Senoia Rd (South)			Senoia Rd (North)			Senoia Rd (West)			
TIME	Left 3.1	Thru 3.2	App Total	Right 3.3	App Total	Left 3.4	App Total	Int Total		
0700 - 0715	0	0	0	0	0	0	0	0		
0715 - 0730	0	4	4	1	1	0	0	5		
0730 - 0745	0	5	5	0	0	0	0	5		
0745 - 0800	0	2	2	3	3	1	1	6		
Hourly Total	0	11	11	4	4	1	1	16		
0800 - 0815	0	3	3	3	3	4	4	10		
0815 - 0830	0	4	4	0	0	0	0	4		
0830 - 0845	1	1	2	2	2	2	2	6		
0845 - 0900	1	0	1	0	0	0	0	1		
Hourly Total	2	8	10	5	5	6	6	21		
Grand Total	2	19	21	9	9	7	7	37		
Approach %	9.52	90.48	-	100.00	-	100.00	-			
Intersection %	5.41	51.35	56.76	24.32	24.32	18.92	18.92			

1600 - 1800 (Weekday 2h Session) (11-19-2024)

All Trucks (4-13)

	Northbound			Southbound			Eastbound			Int Total
	Senoia Rd (South)			Senoia Rd (North)			Senoia Rd (West)			
TIME	Left 3.1	Thru 3.2	App Total	Right 3.3	App Total	Left 3.4	App Total	Int Total		
1600 - 1615	0	0	0	0	0	0	0	0		
1615 - 1630	0	1	1	0	0	0	0	1		
1630 - 1645	0	2	2	1	1	3	3	6		
1645 - 1700	0	3	3	1	1	2	2	6		
Hourly Total	0	6	6	2	2	5	5	13		
1700 - 1715	0	2	2	2	2	1	1	5		
1715 - 1730	0	2	2	3	3	0	0	5		
1730 - 1745	0	1	1	0	0	0	0	1		
1745 - 1800	0	2	2	1	1	0	0	3		
Hourly Total	0	7	7	6	6	1	1	14		
Grand Total	0	13	13	8	8	6	6	27		
Approach %	0.00	100.00	-	100.00	-	100.00	-			
Intersection %	0.00	48.15	48.15	29.63	29.63	22.22	22.22			

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Site 3

Senoia Rd (South)
Senoia Rd (North)
Senoia Rd (West)

Lat/Long
33.552843°, -84.581266°
[Click here for Map](#)

Weather

Light Rain Shower
61°F
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Pedestrians

	Northbound			Southbound			Eastbound			Int Total
	Senoia Rd (South)			Senoia Rd (North)			Senoia Rd (West)			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App 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	1	1	0	0	1
0745 - 0800	0	0	0	1	0	1	0	0	0	1
Hourly Total	0	0	0	1	1	2	0	0	0	2
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	1	1	2	0	0	0	2
Approach %	0.00	0.00	-	50.00	50.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	50.00	50.00	100.00	0.00	0.00	0.00	

Pedestrians

	Northbound				Southbound				Eastbound				Int Total
	Senoia Rd (South)			App Total	Senoia Rd (North)			App Total	Senoia Rd (West)			App Total	
TIME	EB 3a	WB 3b			EB 3c	WB 3d			NB 3e	SB 3f			
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 | | Bikes

Fairburn, GA

Site 3
Senoia Rd (South)
Senoia Rd (North)
Senoia Rd (West)

Date
Tuesday, November 19, 2024

Lat/Long
33.552843°, -84.581266°
[Click here for Map](#)

Weather
Light Rain Shower
61°F
[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 3h Session) (11-19-2024)

Bikes

	Northbound				Southbound				Eastbound				Int Total
	Senoia Rd (South)				Senoia Rd (North)				Senoia Rd (West)				
TIME	EB 3a	WB 3b		App Total	EB 3c	WB 3d		App Total	NB 3e	SB 3f		App 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) (11-19-2024)

Bikes

	Northbound				Southbound				Eastbound				Int Total
	Senoia Rd (South)				Senoia Rd (North)				Senoia Rd (West)				
TIME	EB 3a	WB 3b		App Total	EB 3c	WB 3d		App Total	NB 3e	SB 3f		App Total	
1600 - 1615	0	0		0	0	0		0	0	0		0	0
1615 - 1630	0	0		0	0	0		0	0	0		0	0
1630 - 1645	0	0		0	0	0		0	0	0		0	0
1645 - 1700	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
1700 - 1715	0	0		0	0	0		0	0	0		0	0
1715 - 1730	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
Grand Total	0	0		0	0	0		0	0	0		0	0
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

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Site 3

Senoia Rd (South)
Senoia Rd (North)
Senoia Rd (West)

Lat/Long
33.552843°, -84.581266°
[Click here for Map](#)

Weather

Light Rain Shower
61°F
[Click here for Detailed Weather](#)



Motorized Vehicles

	Northbound				Southbound				Eastbound				
	Senoia Rd (South)				Senoia Rd (North)				Senoia Rd (West)				
TIME	EB 3a	WB 3b		App Total	EB 3c	WB 3d		App Total	NB 3e	SB 3f		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	

Motorized Vehicles

[illegible]

Start Date: 11/19/2024		Senoia Rd (West)						Senoia Rd (South)			Senoia Rd (North)			
		Eastbound			Westbound			Northbound			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	13	0	0	0	0	0	0	0	54	0	0	0	25	92
07:15 AM - 07:30 AM	14	0	0	0	0	0	0	0	71	0	0	0	27	112
07:30 AM - 07:45 AM	9	0	0	0	0	0	0	0	85	0	0	0	19	113
07:45 AM - 08:00 AM	16	0	0	0	0	0	0	0	106	0	0	0	29	151
08:00 AM - 08:15 AM	16	0	0	0	0	0	0	1	69	0	0	0	26	112
08:15 AM - 08:30 AM	13	0	0	0	0	0	0	1	61	0	0	0	19	94
08:30 AM - 08:45 AM	13	0	0	0	0	0	0	5	54	0	0	0	20	92
08:45 AM - 09:00 AM	3	0	0	0	0	0	0	1	60	0	0	0	20	8



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Peak Hour Turning Movement Count

Fairburn, GA

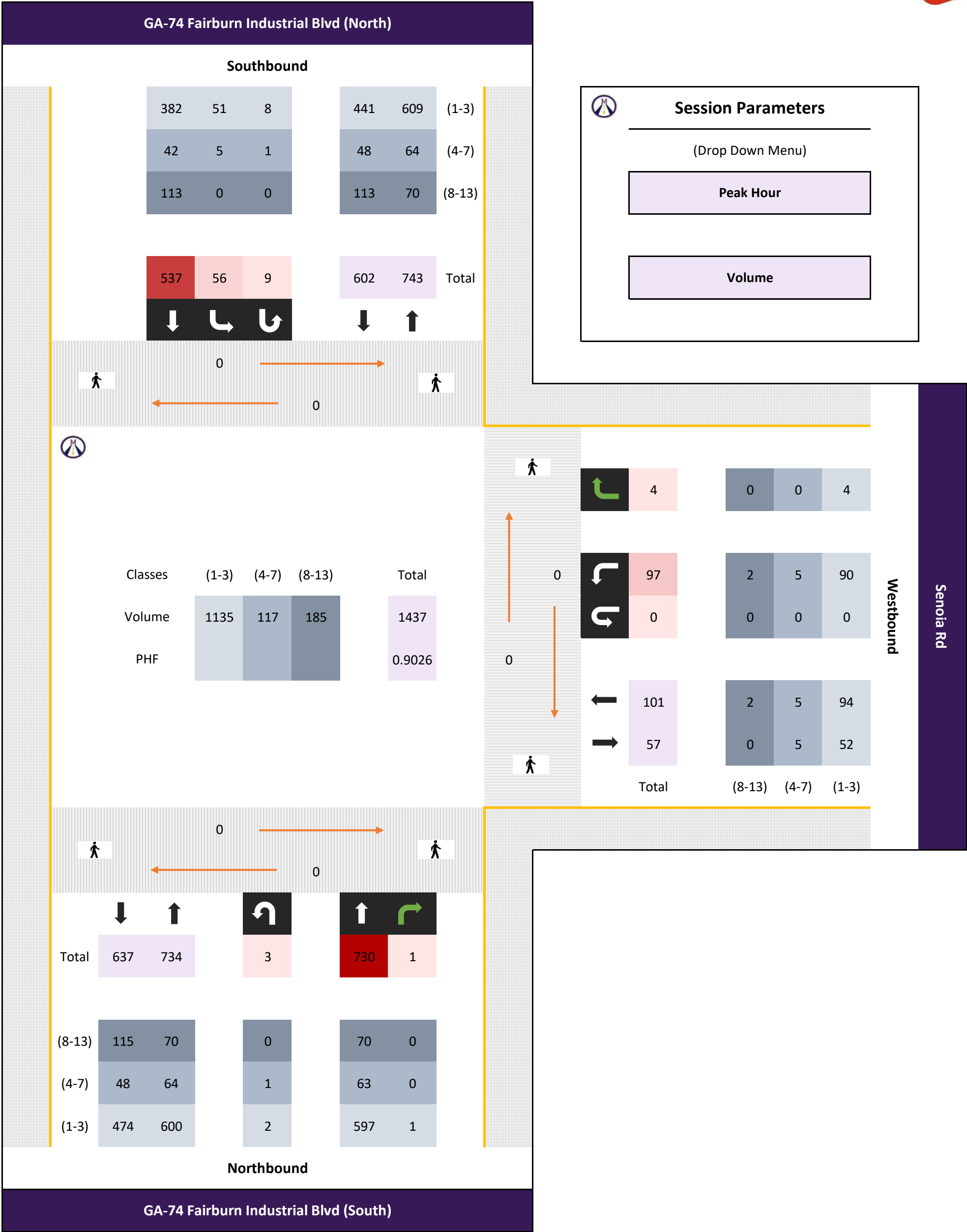


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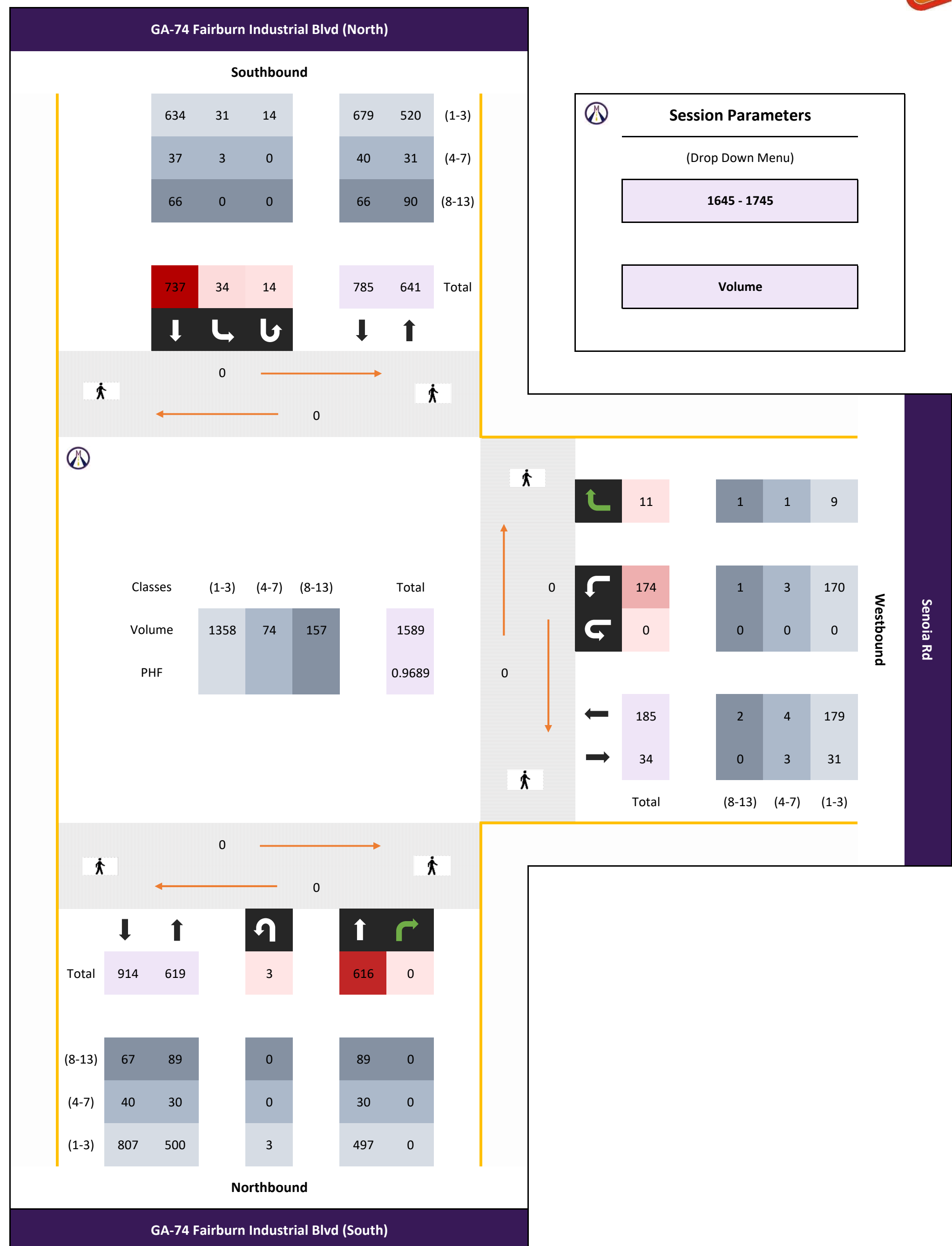
Tuesday, November 19, 2024	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes



Tuesday, November 19, 2024	
Period	1600 - 1800
Peak Hour	1645 - 1745

* the Peak Hour Diagram does not include Bikes



All vehicles

All Vehicles	Northbound						Southbound												Westbound						Int Total
	GA-74 Fairburn Industrial Blvd (South)						GA-74 Fairburn Industrial Blvd (North)												Senoia Rd						
		Thru 4.1	Right 4.2		U-Turn 4.3	App Total	Left 4.4	Thru 4.5			U-Turn 4.6	App Total					App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total		
Time	-	158	0	-	3	161	6	181	-	-	3	190	-	-	-	-	0	45	-	4	-	0	49	400	
1700 - 1715	-	167	0	-	0	167	8	188	-	-	1	197	-	-	-	-	0	46	-	0	-	0	46	410	
1715 - 1730	-	155	0	-	0	155	9	183	-	-	5	197	-	-	-	-	0	38	-	6	-	0	44	396	
1730 - 1745	-	168	1	-	0	169	5	198	-	-	1	204	-	-	-	-	0	30	-	3	-	0	33	406	
1745 - 1800																									
Total	0	648	1	0	3	652	28	750	0	0	10	788	0	0	0	0	0	159	0	13	0	0	172	1612	
Approach %	0.00	99.39	0.15	0.00	0.46	-	3.55	95.18	0.00	0.00	1.27	-	0.00	0.00	0.00	0.00	0.00	92.44	0.00	7.56	0.00	0.00	-		
PHF	0.00	0.96	0.25	0.00	0.25	0.96	0.78	0.95	0.00	0.00	0.50	0.97	0.00	0.00	0.00	0.00	0.00	0.86	0.00	0.54	0.00	0.00	0.88	0.98	

Passenger Vehicles (1-3)

		Northbound						Southbound						Westbound						Int Total					
		GA-74 Fairburn Industrial Blvd (South)						GA-74 Fairburn Industrial Blvd (North)						Senoia Rd											
Time		Thru 4.1	Right 4.2		U-Turn 4.3	App Total	Left 4.4	Thru 4.5			U-Turn 4.6	App Total				App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total			
1700 - 1715	-	125	0	-	3	128	5	158	-	-	3	166	-	-	-	-	0	44	-	3	-	0	47	341	
1715 - 1730	-	138	0	-	0	138	8	167	-	-	1	176	-	-	-	-	0	44	-	0	-	0	44	358	
1730 - 1745	-	128	0	-	0	128	9	159	-	-	5	173	-	-	-	-	0	38	-	5	-	0	43	344	
1745 - 1800	-	141	1	-	0	142	5	179	-	-	1	185	-	-	-	-	0	30	-	2	-	0	32	359	
Total		0	532	1	0	3	536	27	663	0	0	10	700	0	0	0	0	0	156	0	10	0	0	166	1402
Approach %		0.00	99.25	0.19	0.00	0.56	-	3.86	94.71	0.00	0.00	1.43	-	0.00	0.00	0.00	0.00	0.00	93.98	0.00	6.02	0.00	0.00	-	
PHF		0.00	0.94	0.25	0.00	0.25	0.94	0.75	0.93	0.00	0.00	0.50	0.95	0.00	0.00	0.00	0.00	0.00	0.89	0.00	0.50	0.00	0.00	0.88	0.98

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Westbound						Int Total						
	GA-74 Fairburn Industrial Blvd (South)						GA-74 Fairburn Industrial Blvd (North)						Senoia Rd												
	Thru 4.1	Right 4.2		U-Turn 4.3	App Total	Left 4.4	Thru 4.5			U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total								
1700 - 1715	-	7	0	-	0	7	1	11	-	-	0	12	-	-	-	-	-	0	1	-	0	-	0	1	20
1715 - 1730	-	2	0	-	0	2	0	6	-	-	0	6	-	-	-	-	-	0	1	-	0	-	0	1	9
1730 - 1745	-	12	0	-	0	12	0	5	-	-	0	5	-	-	-	-	-	0	0	-	1	-	0	1	18
1745 - 1800	-	8	0	-	0	8	0	3	-	-	0	3	-	-	-	-	-	0	0	-	0	-	0	0	11
Total	0	29	0	0	0	29	1	25	0	0	0	26	0	0	0	0	0	0	2	0	1	0	0	3	58
Approach %	0.00	100.00	0.00	0.00	0.00	-	3.85	96.15	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	66.67	0.00	33.33	0.00	0.00	-	
PHF	0.00	0.60	0.00	0.00	0.00	0.60	0.25	0.57	0.00	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.75	0.73

Combination Trucks (8-13)

Combination Trucks (8-15)																										
Time	Northbound						Southbound												Westbound						Int Total	
	GA-74 Fairburn Industrial Blvd (South)						GA-74 Fairburn Industrial Blvd (North)												Senoia Rd							
		Thru 4.1	Right 4.2		U-Turn 4.3	App Total	Left 4.4	Thru 4.5			U-Turn 4.6	App Total						App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total		
1700 - 1715	-	26	0	-	0	26	0	12	-	-	0	12	-	-	-	-	-	0	0	-	1	-	0	1	39	
1715 - 1730	-	27	0	-	0	27	0	15	-	-	0	15	-	-	-	-	-	0	1	-	0	-	0	1	43	
1730 - 1745	-	15	0	-	0	15	0	19	-	-	0	19	-	-	-	-	-	0	0	-	0	-	0	0	34	
1745 - 1800	-	19	0	-	0	19	0	16	-	-	0	16	-	-	-	-	-	0	0	-	1	-	0	1	36	
Total	0	87	0	0	0	87	0	62	0	0	0	62	0	0	0	0	0	0	1	0	2	0	0	3	152	
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	-	33.33	0.00	66.67	0.00	0.00	-		
PHF	0.00	0.81	0.00	0.00	0.00	0.81	0.00	0.82	0.00	0.00	0.00	0.82	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.75	0.88	

Bikes

[illegible]

Classified Turn Movement Count | | All vehicles

Fairburn, GA

Site 4
GA-74 Fairburn Industrial Blvd (South)
GA-74 Fairburn Industrial Blvd (North)



Date
Tuesday, November 19, 2024

Lat/Long
33.552094°, -84.581490°
[Click here for Map](#)

Weather
Light Rain Shower
61°F
[Click here for Detailed Weather](#)

Senoia Rd



0700 - 0900 (Weekday 3h Session) (11-19-2024)
All vehicles

TIME	Northbound					Southbound				
	GA-74 Fairburn Industrial Blvd (South)					GA-74 Fairburn Industrial Blvd (North)				
	Thru 4.1	Right 4.2	Left 4.3	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	Left 4.6	U-Turn 4.6	App Total
0700 - 0715	147	0	1	1	148	11	111	7	7	129
0715 - 0730	166	1	1	1	168	14	128	1	1	143
0730 - 0745	193	0	1	1	194	10	137	2	2	149
0745 - 0800	200	0	1	1	201	15	151	3	3	169
Hourly Total	706	1	4	4	711	50	527	13	13	590
0800 - 0815	171	0	0	0	171	17	121	3	3	141
0815 - 0830	140	0	0	0	140	13	103	0	0	116
0830 - 0845	141	0	0	0	141	14	97	5	5	116
0845 - 0900	118	0	0	0	118	2	143	2	2	147
Hourly Total	570	0	0	0	570	46	464	10	10	520
Grand Total	1276	1	4	4	1281	96	991	23	23	1110
Approach %	99.61	0.08	0.31	0.31	-	8.65	89.28	2.07	2.07	-
Intersection %	49.38	0.04	0.15	0.15	49.57	3.72	38.35	0.89	0.89	42.96
Heavy Vehicle %	20	0	25	25	20	7	27	13	13	25
PHF	0.91	0.25	0.75	0.75	0.91	0.82	0.89	0.75	0.75	0.89

Westbound					
Senoia Rd					
Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total	
27	0	0	27	304	
26	2	0	28	339	
18	0	0	18	361	
28	0	0	28	398	
99	2	0	101	1402	
25	2	0	27	339	
19	1	0	20	276	
20	3	0	23	280	
21	1	0	22	287	
85	7	0	92	1182	
184	9	0	193	2584	
95.34	4.66	0.00	-		
7.12	0.35	0.00	7.47		
5	11	-	6	21	
0.87	0.50	0.00	0.90	0.90	

1600 - 1800 (Weekday 2h Session) (11-19-2024)
All vehicles

TIME	Northbound					Southbound				
	GA-74 Fairburn Industrial Blvd (South)					GA-74 Fairburn Industrial Blvd (North)				
	Thru 4.1	Right 4.2	Left 4.3	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	Left 4.6	U-Turn 4.6	App Total
1600 - 1615	166	0	0	0	166	18	175	3	3	196
1615 - 1630	143	0	0	0	143	9	163	4	4	176
1630 - 1645	173	0	0	0	173	9	138	1	1	148
1645 - 1700	136	0	0	0	136	11	185	5	5	201
Hourly Total	618	0	0	0	618	47	661	13	13	721
1700 - 1715	158	0	3	3	161	6	181	3	3	190
1715 - 1730	167	0	0	0	167	8	188	1	1	197
1730 - 1745	155	0	0	0	155	9	183	5	5	197
1745 - 1800	168	1	0	0	169	5	198	1	1	204
Hourly Total	648	1	3	3	652	28	750	10	10	788
Grand Total	1266	1	3	3	1270	75	1411	23	23	1509
Approach %	99.69	0.08	0.24	0.24	-	4.97	93.51	1.52	1.52	-
Intersection %	40.75	0.03	0.10	0.10	40.88	2.41	45.41	0.74	0.74	48.57
Heavy Vehicle %	19	0	0	0	19	8	14	0	0	14
PHF	0.96	0.25	0.25	0.25	0.96	0.78	0.95	0.50	0.50	0.97

Westbound					
Senoia Rd					
Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total	
25	4	4	33	395	
30	3	0	33	352	
41	3	0	44	365	
45	1	0	46	383	
141	11	4	156	1495	
45	4	0	49	400	
46	0	0	46	410	
38	6	0	44	396	
30	3	0	33	406	
159	13	0	172	1612	
300	24	4	328	3107	
91.46	7.32	1.22	-		
9.66	0.77	0.13	10.56		
2	13	0	2	15	
0.86	0.54	0.00	0.88	0.98	

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

Fairburn, GA

Site 4

GA-74 Fairburn Industrial Blvd (South)
GA-74 Fairburn Industrial Blvd (North)



Date

Tuesday, November 19, 2024

Lat/Long

33.552094°, -84.581490°
[Click here for Map](#)

Weather

Light Rain Shower
61°F
[Click here for Detailed Weather](#)

Senoia Rd



0700 - 0900 (Weekday 3h Session) (11-19-2024)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Westbound						
	GA-74 Fairburn Industrial Blvd (South)					GA-74 Fairburn Industrial Blvd (North)					Senoia Rd						
	Thru 4.1	Right 4.2		U-Turn 4.3	App Total	Left 4.4	Thru 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total	Int Total
0700 - 0715	120	0		1	121	11	85		6	102	27		0		0	27	250
0715 - 0730	141	1		1	143	14	85		0	99	25		2		0	27	269
0730 - 0745	152	0		1	153	10	103		2	115	18		0		0	18	286
0745 - 0800	174	0		0	174	14	112		3	129	25		0		0	25	328
Hourly Total	587	1		3	591	49	385		11	445	95		2		0	97	1133
0800 - 0815	130	0		0	130	13	82		3	98	22		2		0	24	252
0815 - 0830	114	0		0	114	13	74		0	87	19		1		0	20	221
0830 - 0845	102	0		0	102	12	77		4	93	18		2		0	20	215
0845 - 0900	86	0		0	86	2	108		2	112	20		1		0	21	219
Hourly Total	432	0		0	432	40	341		9	390	79		6		0	85	907
Grand Total	1019	1		3	1023	89	726		20	835	174		8		0	182	2040
Approach %	99.61	0.10		0.29	-	10.66	86.95		2.40	-	95.60		4.40		0.00	-	
Intersection %	49.95	0.05		0.15	50.15	4.36	35.59		0.98	40.93	8.53		0.39		0.00	8.92	

1600 - 1800 (Weekday 2h Session) (11-19-2024)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Westbound						
	GA-74 Fairburn Industrial Blvd (South)					GA-74 Fairburn Industrial Blvd (North)					Senoia Rd						
	Thru 4.1	Right 4.2		U-Turn 4.3	App Total	Left 4.4	Thru 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total	Int Total
1600 - 1615	133	0		0	133	18	151		3	172	25		4		4	33	338
1615 - 1630	109	0		0	109	9	130		4	143	30		3		0	33	285
1630 - 1645	149	0		0	149	6	117		1	124	40		3		0	43	316
1645 - 1700	106	0		0	106	9	150		5	164	44		1		0	45	315
Hourly Total	497	0		0	497	42	548		13	603	139		11		4	154	1254
1700 - 1715	125	0		3	128	5	158		3	166	44		3		0	47	341
1715 - 1730	138	0		0	138	8	167		1	176	44		0		0	44	358
1730 - 1745	128	0		0	128	9	159		5	173	38		5		0	43	344
1745 - 1800	141	1		0	142	5	179		1	185	30		2		0	32	359
Hourly Total	532	1		3	536	27	663		10	700	156		10		0	166	1402
Grand Total	1029	1		3	1033	69	1211		23	1303	295		21		4	320	2656
Approach %	99.61	0.10		0.29	-	5.30	92.94		1.77	-	92.19		6.56		1.25	-	
Intersection %	38.74	0.04		0.11	38.89	2.60	45.59		0.87	49.06	11.11		0.79		0.15	12.05	

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

Fairburn, GA

Site 4
GA-74 Fairburn Industrial Blvd (South)
GA-74 Fairburn Industrial Blvd (North)



Date
Tuesday, November 19, 2024

Lat/Long
33.552094°, -84.581490°
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Weather
Light Rain Shower
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Senoia Rd

0700 - 0900 (Weekday 3h Session) (11-19-2024)
Single Unit Trucks (4-7)

TIME	Northbound					Southbound				
	GA-74 Fairburn Industrial Blvd (South)					GA-74 Fairburn Industrial Blvd (North)				
	Thru 4.1	Right 4.2		U-Turn 4.3	App Total	Left 4.4	Thru 4.5		U-Turn 4.6	App Total
0700 - 0715	15	0		0	15	0	7		0	7
0715 - 0730	12	0		0	12	0	9		1	10
0730 - 0745	16	0		0	16	0	10		0	10
0745 - 0800	18	0		1	19	1	13		0	14
Hourly Total	61	0		1	62	1	39		1	41
0800 - 0815	17	0		0	17	4	10		0	14
0815 - 0830	13	0		0	13	0	6		0	6
0830 - 0845	16	0		0	16	2	7		1	10
0845 - 0900	18	0		0	18	0	9		0	9
Hourly Total	64	0		0	64	6	32		1	39
Grand Total	125	0		1	126	7	71		2	80
Approach %	99.21	0.00		0.79	-	8.75	88.75		2.50	-
Intersection %	58.14	0.00		0.47	58.60	3.26	33.02		0.93	37.21

Westbound						
Senoia Rd						
Left 4.7		Right 4.8		U-Turn 4.9	App Total	Int Total
0		0		0	0	22
0		0		0	0	22
0		0		0	0	26
3		0		0	3	36
3		0		0	3	106
2		0		0	2	33
0		0		0	0	19
2		1		0	3	29
1		0		0	1	28
5		1		0	6	109
8		1		0	9	215
88.89		11.11		0.00	-	
3.72		0.47		0.00	4.19	

1600 - 1800 (Weekday 2h Session) (11-19-2024)
Single Unit Trucks (4-7)

TIME	Northbound					Southbound				
	GA-74 Fairburn Industrial Blvd (South)					GA-74 Fairburn Industrial Blvd (North)				
	Thru 4.1	Right 4.2		U-Turn 4.3	App Total	Left 4.4	Thru 4.5		U-Turn 4.6	App Total
1600 - 1615	10	0		0	10	0	12		0	12
1615 - 1630	12	0		0	12	0	16		0	16
1630 - 1645	3	0		0	3	2	10		0	12
1645 - 1700	9	0		0	9	2	15		0	17
Hourly Total	34	0		0	34	4	53		0	57
1700 - 1715	7	0		0	7	1	11		0	12
1715 - 1730	2	0		0	2	0	6		0	6
1730 - 1745	12	0		0	12	0	5		0	5
1745 - 1800	8	0		0	8	0	3		0	3
Hourly Total	29	0		0	29	1	25		0	26
Grand Total	63	0		0	63	5	78		0	83
Approach %	100.00	0.00		0.00	-	6.02	93.98		0.00	-
Intersection %	41.72	0.00		0.00	41.72	3.31	51.66		0.00	54.97

Westbound						
Senoia Rd						
Left 4.7		Right 4.8		U-Turn 4.9	App Total	Int Total
0		0		0	0	22
0		0		0	0	28
1		0		0	1	16
1		0		0	1	27
2		0		0	2	93
1		0		0	1	20
1		0		0	1	9
0		1		0	1	18
0		0		0	0	11
2		1		0	3	58
4		1		0	5	151
80.00		20.00		0.00	-	
2.65		0.66		0.00	3.31	

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

Fairburn, GA

Site 4

GA-74 Fairburn Industrial Blvd (South)
GA-74 Fairburn Industrial Blvd (North)



Date

Tuesday, November 19, 2024

Lat/Long

33.552094°, -84.581490°
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Weather

Light Rain Shower
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Senoia Rd



0700 - 0900 (Weekday 3h Session) (11-19-2024)

Combination Trucks (8-13)

TIME	Northbound					Southbound				
	GA-74 Fairburn Industrial Blvd (South)					GA-74 Fairburn Industrial Blvd (North)				
	Thru 4.1	Right 4.2		U-Turn 4.3	App Total	Left 4.4	Thru 4.5		U-Turn 4.6	App Total
0700 - 0715	12	0		0	12	0	19		1	20
0715 - 0730	13	0		0	13	0	34		0	34
0730 - 0745	25	0		0	25	0	24		0	24
0745 - 0800	8	0		0	8	0	26		0	26
Hourly Total	58	0		0	58	0	103		1	104
0800 - 0815	24	0		0	24	0	29		0	29
0815 - 0830	13	0		0	13	0	23		0	23
0830 - 0845	23	0		0	23	0	13		0	13
0845 - 0900	14	0		0	14	0	26		0	26
Hourly Total	74	0		0	74	0	91		0	91
Grand Total	132	0		0	132	0	194		1	195
Approach %	100.00	0.00		0.00	-	0.00	99.49		0.51	-
Intersection %	40.12	0.00		0.00	40.12	0.00	58.97		0.30	59.27

Westbound						
Senoia Rd						
Left 4.7		Right 4.8		U-Turn 4.9	App Total	Int Total
0		0		0	0	32
1		0		0	1	48
0		0		0	0	49
0		0		0	0	34
1		0		0	1	163
1		0		0	1	54
0		0		0	0	36
0		0		0	0	36
0		0		0	0	40
1		0		0	1	166
2		0		0	2	329
100.00		0.00		0.00	-	
0.61		0.00		0.00	0.61	

1600 - 1800 (Weekday 2h Session) (11-19-2024)

Combination Trucks (8-13)

TIME	Northbound					Southbound				
	GA-74 Fairburn Industrial Blvd (South)					GA-74 Fairburn Industrial Blvd (North)				
	Thru 4.1	Right 4.2		U-Turn 4.3	App Total	Left 4.4	Thru 4.5		U-Turn 4.6	App Total
1600 - 1615	23	0		0	23	0	12		0	12
1615 - 1630	22	0		0	22	0	17		0	17
1630 - 1645	21	0		0	21	1	11		0	12
1645 - 1700	21	0		0	21	0	20		0	20
Hourly Total	87	0		0	87	1	60		0	61
1700 - 1715	26	0		0	26	0	12		0	12
1715 - 1730	27	0		0	27	0	15		0	15
1730 - 1745	15	0		0	15	0	19		0	19
1745 - 1800	19	0		0	19	0	16		0	16
Hourly Total	87	0		0	87	0	62		0	62
Grand Total	174	0		0	174	1	122		0	123
Approach %	100.00	0.00		0.00	-	0.81	99.19		0.00	-
Intersection %	58.00	0.00		0.00	58.00	0.33	40.67		0.00	41.00

Westbound						
Senoia Rd						
Left 4.7		Right 4.8		U-Turn 4.9	App Total	Int Total
0		0		0	0	35
0		0		0	0	39
0		0		0	0	33
0		0		0	0	41
0		0		0	0	148
0		1		0	1	39
1		0		0	1	43
0		0		0	0	34
0		1		0	1	36
1		2		0	3	152
1		2		0	3	300
33.33		66.67		0.00	-	
0.33		0.67		0.00	1.00	

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Bikes

	Northbound					Southbound				
	GA-74 Fairburn Industrial Blvd (South)					GA-74 Fairburn Industrial Blvd (North)				
TIME	Thru 4.1	Right 4.2		U-Turn 4.3	App Total	Left 4.4	Thru 4.5		U-Turn 4.6	App Total
0700 - 0715	0	0		0	0	0	0		0	0
0715 - 0730	0	0		0	0	0	0		0	0
0730 - 0745	0	0		0	0	0	0		0	0
0745 - 0800	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
0800 - 0815	0	0		0	0	0	0		0	0
0815 - 0830	0	0		0	0	0	0		0	0
0830 - 0845	0	0		0	0	0	0		0	0
0845 - 0900	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
Grand Total	0	0		0	0	0	0		0	0
Approach %	0.00	0.00		0.00	-	0.00	0.00		0.00	-
Intersection %	0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00

[illegible]

Bikes

	Northbound				Southbound					
	GA-74 Fairburn Industrial Blvd (South)				GA-74 Fairburn Industrial Blvd (North)					
TIME	Thru 4.1	Right 4.2		U-Turn 4.3	App Total	Left 4.4	Thru 4.5		U-Turn 4.6	App Total
1600 - 1615	0	0		0	0	0	0		0	0
1615 - 1630	0	0		0	0	0	0		0	0
1630 - 1645	0	0		0	0	0	0		0	0
1645 - 1700	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
1700 - 1715	0	0		0	0	0	0		0	0
1715 - 1730	0	0		0	0	0	0		0	0
1730 - 1745	0	0		0	0	0	0		0	0
1745 - 1800	0	0		0	0	0	0		0	0
Hourly Total	0	0		0	0	0	0		0	0
Grand Total	0	0		0	0	0	0		0	0
Approach %	0.00	0.00		0.00	-	0.00	0.00		0.00	-
Intersection %	0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00

[illegible]

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

Fairburn, GA

Site 4



GA-74 Fairburn Industrial Blvd (South)
GA-74 Fairburn Industrial Blvd (North)

Senoia Rd

Date

Tuesday, November 19, 2024

Lat/Long

33.552094°, -84.581490°
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Light Rain Shower
61°F
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0700 - 0900 (Weekday 3h Session) (11-19-2024)

All Trucks (4-13)

TIME	Northbound					Southbound				
	GA-74 Fairburn Industrial Blvd (South)					GA-74 Fairburn Industrial Blvd (North)				
	Thru 4.1	Right 4.2		U-Turn 4.3	App Total	Left 4.4	Thru 4.5		U-Turn 4.6	App Total
0700 - 0715	27	0		0	27	0	26		1	27
0715 - 0730	25	0		0	25	0	43		1	44
0730 - 0745	41	0		0	41	0	34		0	34
0745 - 0800	26	0		1	27	1	39		0	40
Hourly Total	119	0		1	120	1	142		2	145
0800 - 0815	41	0		0	41	4	39		0	43
0815 - 0830	26	0		0	26	0	29		0	29
0830 - 0845	39	0		0	39	2	20		1	23
0845 - 0900	32	0		0	32	0	35		0	35
Hourly Total	138	0		0	138	6	123		1	130
Grand Total	257	0		1	258	7	265		3	275
Approach %	99.61	0.00		0.39	-	2.55	96.36		1.09	-
Intersection %	47.24	0.00		0.18	47.43	1.29	48.71		0.55	50.55

Westbound						
Senoia Rd						
Left 4.7		Right 4.8		U-Turn 4.9	App Total	Int Total
0		0		0	0	54
1		0		0	1	70
0		0		0	0	75
3		0		0	3	70
4		0		0	4	269
3		0		0	3	87
0		0		0	0	55
2		1		0	3	65
1		0		0	1	68
6		1		0	7	275
10		1		0	11	544
90.91		9.09		0.00	-	
1.84		0.18		0.00	2.02	

1600 - 1800 (Weekday 2h Session) (11-19-2024)

All Trucks (4-13)

TIME	Northbound					Southbound				
	GA-74 Fairburn Industrial Blvd (South)					GA-74 Fairburn Industrial Blvd (North)				
	Thru 4.1	Right 4.2		U-Turn 4.3	App Total	Left 4.4	Thru 4.5		U-Turn 4.6	App Total
1600 - 1615	33	0		0	33	0	24		0	24
1615 - 1630	34	0		0	34	0	33		0	33
1630 - 1645	24	0		0	24	3	21		0	24
1645 - 1700	30	0		0	30	2	35		0	37
Hourly Total	121	0		0	121	5	113		0	118
1700 - 1715	33	0		0	33	1	23		0	24
1715 - 1730	29	0		0	29	0	21		0	21
1730 - 1745	27	0		0	27	0	24		0	24
1745 - 1800	27	0		0	27	0	19		0	19
Hourly Total	116	0		0	116	1	87		0	88
Grand Total	237	0		0	237	6	200		0	206
Approach %	100.00	0.00		0.00	-	2.91	97.09		0.00	-
Intersection %	52.55	0.00		0.00	52.55	1.33	44.35		0.00	45.68

Westbound						
Senoia Rd						
Left 4.7		Right 4.8		U-Turn 4.9	App Total	Int Total
0		0		0	0	57
0		0		0	0	67
1		0		0	1	49
1		0		0	1	68
2		0		0	2	241
1		1		0	2	59
2		0		0	2	52
0		1		0	1	52
0		1		0	1	47
3		3		0	6	210
5		3		0	8	451
62.50		37.50		0.00	-	
1.11		0.67		0.00	1.77	

Crosswalk Counts | | Pedestrians

Fairburn, GA

Site 4

GA-74 Fairburn Industrial Blvd (South)
GA-74 Fairburn Industrial Blvd (North)

Senoia Rd

Date

Tuesday, November 19, 2024

Lat/Long

33.552094°, -84.581490°
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Weather

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0700 - 0900 (Weekday 3h Session) (11-19-2024)

Pedestrians

TIME	Northbound				Southbound			
	GA-74 Fairburn Industrial Blvd (South)				GA-74 Fairburn Industrial Blvd (North)			
	EB 4a	WB 4b		App Total	EB 4c	WB 4d		App Total
0700 - 0715	0	0		0	0	0		0
0715 - 0730	0	0		0	0	0		0
0730 - 0745	0	0		0	0	0		0
0745 - 0800	0	0		0	0	0		0
Hourly Total	0	0		0	0	0		0
0800 - 0815	0	0		0	0	0		0
0815 - 0830	0	0		0	0	0		0
0830 - 0845	0	0		0	0	0		0
0845 - 0900	0	0		0	0	0		0
Hourly Total	0	0		0	0	0		0
Grand Total	0	0		0	0	0		0
Approach %	0.00	0.00		-	0.00	0.00		-
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00

Westbound				
Senoia Rd				
NB 4g	SB 4h		App Total	Int Total
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0.00	0.00		-	
0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (11-19-2024)

Pedestrians

TIME	Northbound				Southbound			
	GA-74 Fairburn Industrial Blvd (South)				GA-74 Fairburn Industrial Blvd (North)			
	EB 4a	WB 4b		App Total	EB 4c	WB 4d		App Total
1600 - 1615	0	0		0	0	0		0
1615 - 1630	0	0		0	0	0		0
1630 - 1645	0	0		0	0	0		0
1645 - 1700	0	0		0	0	0		0
Hourly Total	0	0		0	0	0		0
1700 - 1715	0	0		0	0	0		0
1715 - 1730	0	0		0	0	0		0
1730 - 1745	0	0		0	0	0		0
1745 - 1800	0	0		0	0	0		0
Hourly Total	0	0		0	0	0		0
Grand Total	0	0		0	0	0		0
Approach %	0.00	0.00		-	0.00	0.00		-
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00

Westbound				
Senoia Rd				
NB 4g	SB 4h		App Total	Int Total
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0.00	0.00		-	
0.00	0.00		0.00	

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Site 4

Date

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Bikes

	Northbound				Southbound			
	GA-74 Fairburn Industrial Blvd (South)				GA-74 Fairburn Industrial Blvd (North)			
TIME	EB 4a	WB 4b		App Total	EB 4c	WB 4d		App Total
0700 - 0715	0	0		0	0	0		0
0715 - 0730	0	0		0	0	0		0
0730 - 0745	0	0		0	0	0		0
0745 - 0800	0	0		0	0	0		0
Hourly Total	0	0		0	0	0		0
0800 - 0815	0	0		0	0	0		0
0815 - 0830	0	0		0	0	0		0
0830 - 0845	0	0		0	0	0		0
0845 - 0900	0	0		0	0	0		0
Hourly Total	0	0		0	0	0		0
Grand Total	0	0		0	0	0		0
Approach %	0.00	0.00		-	0.00	0.00		-
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00

Westbound				App Total	Int Total
Senoia Rd					
NB 4g	SB 4h				
0	0			0	0
0	0			0	0
0	0			0	0
0	0			0	0
0	0			0	0
0	0			0	0
0	0			0	0
0	0			0	0
0	0			0	0
0	0			0	0
0	0			0	0
0	0			0	0
0	0			0	0
0.00	0.00			-	
0.00	0.00			0.00	

Bikes

	Northbound			Southbound				
	GA-74 Fairburn Industrial Blvd (South)			GA-74 Fairburn Industrial Blvd (North)				
	EB 4a	WB 4b		App Total	EB 4c	WB 4d		App Total
TIME								
1600 - 1615	0	0		0	0	0		0
1615 - 1630	0	0		0	0	0		0
1630 - 1645	0	0		0	0	0		0
1645 - 1700	0	0		0	0	0		0
Hourly Total	0	0		0	0	0		0
1700 - 1715	0	0		0	0	0		0
1715 - 1730	0	0		0	0	0		0
1730 - 1745	0	0		0	0	0		0
1745 - 1800	0	0		0	0	0		0
Hourly Total	0	0		0	0	0		0
Grand Total	0	0		0	0	0		0
Approach %	0.00	0.00		-	0.00	0.00		-
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00

Westbound			
Senoia Rd			
NB 4g	SB 4h		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0.00	0.00		
0.00	0.00		

Crosswalk Counts | | Motorized Vehicles

Fairburn, GA

Site 4

GA-74 Fairburn Industrial Blvd (South)
GA-74 Fairburn Industrial Blvd (North)

Senoia Rd

Date

Tuesday, November 19, 2024

Lat/Long

33.552094°, -84.581490°
[Click here for Map](#)

Weather

Light Rain Shower
61°F
[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 3h Session) (11-19-2024)

Motorized Vehicles

TIME	Northbound				Southbound			
	GA-74 Fairburn Industrial Blvd (South)				GA-74 Fairburn Industrial Blvd (North)			
	EB 4a	WB 4b		App Total	EB 4c	WB 4d		App Total
0700 - 0715	0	0		0	0	0		0
0715 - 0730	0	0		0	0	0		0
0730 - 0745	0	0		0	0	0		0
0745 - 0800	0	0		0	0	0		0
Hourly Total	0	0		0	0	0		0
0800 - 0815	0	0		0	0	0		0
0815 - 0830	0	0		0	0	0		0
0830 - 0845	0	0		0	0	0		0
0845 - 0900	0	0		0	0	0		0
Hourly Total	0	0		0	0	0		0
Grand Total	0	0		0	0	0		0
Approach %	0.00	0.00		-	0.00	0.00		-
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00

Westbound				
Senoia Rd				
NB 4g	SB 4h		App Total	Int Total
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0.00	0.00		-	
0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (11-19-2024)

Motorized Vehicles

TIME	Northbound				Southbound			
	GA-74 Fairburn Industrial Blvd (South)				GA-74 Fairburn Industrial Blvd (North)			
	EB 4a	WB 4b		App Total	EB 4c	WB 4d		App Total
1600 - 1615	0	0		0	0	0		0
1615 - 1630	0	0		0	0	0		0
1630 - 1645	0	0		0	0	0		0
1645 - 1700	0	0		0	0	0		0
Hourly Total	0	0		0	0	0		0
1700 - 1715	0	0		0	0	0		0
1715 - 1730	0	0		0	0	0		0
1730 - 1745	0	0		0	0	0		0
1745 - 1800	0	0		0	0	0		0
Hourly Total	0	0		0	0	0		0
Grand Total	0	0		0	0	0		0
Approach %	0.00	0.00		-	0.00	0.00		-
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00

Westbound				
Senoia Rd				
NB 4g	SB 4h		App Total	Int Total
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0.00	0.00		-	
0.00	0.00		0.00	

Start Date: 11/19/2024				Senoia Rd Westbound			A-74 Fairburn Industrial Blvd (Southbound)			A-74 Fairburn Industrial Blvd (Northbound)			
	Eastbound						Northbound			Southbound			
Time	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Total
<u>15 Minute Totals</u>													
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	12	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	27	0	0	0	147	0	11	111	0	296
07:15 AM - 07:30 AM	0	0	0	26	0	2	0	166	1	14	128	0	337
07:30 AM - 07:45 AM	0	0	0	18	0	0	0	193	0	10	137	0	358
07:45 AM - 08:00 AM	0	0	0	28	0	0	0	200	0	15	151	0	394
08:00 AM - 08:15 AM	0	0	0	25	0	2	0	171	0	17	121	0	336
08:15 AM - 08:30 AM	0	0	0	19	0	1	0	140	0	13	103	0	276
08:30 AM - 08:45 AM	0	0	0	20	0	3	0	141	0	14	97	0	275
08:45 AM - 09:00 AM	0	0	0	21	0	1	0	118	0	2	143	0	285
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	25	0	4	0	166	0	18	175	0	388
04:15 PM - 04:30 PM	0	0	0	30	0	3	0	143	0	9	163	0	348
04:30 PM - 04:45 PM	0	0	0	41	0	3	0	173	0	9	138	0	364
04:45 PM - 05:00 PM	0	0	0	45	0	1	0	136	0	11	185	0	378
05:00 PM - 05:15 PM	0	0	0	45	0	4	0	158	0	6	181	0	394
05:15 PM - 05:30 PM	0	0	0	46	0	0	0	167	0	8	188	0	409
05:30 PM - 05:45 PM	0	0	0	38	0	6	0	155	0	9	183	0	391
05:45 PM - 06:00 PM	0	0	0	30	0	3	0	168	1	5	198	0	405
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0



[Click here for Map](#)

Peak Hour Turning Movement Count

Fairburn, GA



www.marrtraffic.com



Tuesday, November 19, 2024	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Passenger Vehicles (1-3)

Single Unit Trucks (4-7)

Combination Trucks (8-13)

Bikes

[illegible]



[Click here for Map](#)

Peak Hour Turning Movement Count

Fairburn, GA



www.marrtraffic.com



Tuesday, November 19, 2024	
Period	1600 - 1800
Peak Hour	1645 - 1745

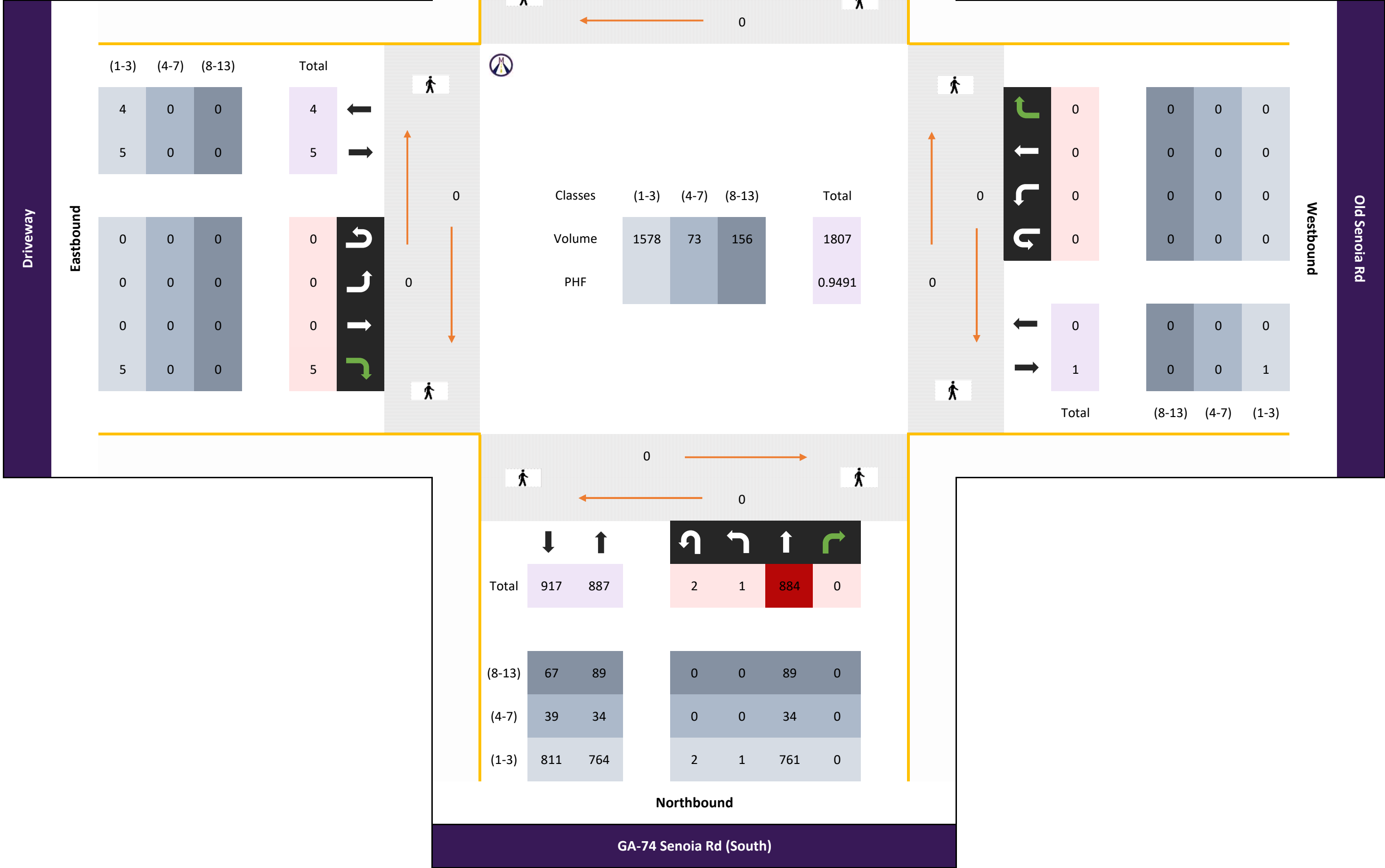
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

1645 - 1745

Volume



All vehicles

Vehicle	Northbound						Southbound						Eastbound						Westbound						
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						Driveway						Old Senoia Rd						
	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Int Total
Time	5.1	5.2	5.3		5.4		5.5	5.6	5.7		5.8		5.9	5.10	5.11		5.12		5.13	5.14	5.15		5.16		
1700 - 1715	0	229	0	-	0	229	0	230	0	-	0	230	0	0	0	-	0	0	0	0	0	-	0	0	459
1715 - 1730	0	235	0	-	0	235	1	238	2	-	0	241	0	0	0	-	0	0	0	0	0	-	0	0	476
1730 - 1745	1	226	0	-	2	229	0	224	1	-	0	225	0	0	2	-	0	2	0	0	0	-	0	0	456
1745 - 1800	1	232	0	-	0	233	0	233	0	-	0	233	0	0	2	-	0	2	0	0	0	-	0	0	468
Total	2	922	0	0	2	926	1	925	3	0	0	929	0	0	4	0	0	4	0	0	0	0	0	0	1859
Approach %	0.22	99.57	0.00	0.00	0.22	-	0.11	99.57	0.32	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	0.50	0.98	0.00	0.00	0.25	0.99	0.25	0.97	0.38	0.00	0.00	0.96	0.00	0.00	0.50	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.98

Passenger Vehicles (1-3)

[illegible]

Single Unit Trucks (4-7)

[illegible]

Combination Trucks (8-13)

[illegible]

Bikes

[illegible]

Classified Turn Movement Count | | All vehicles

Fairburn, GA

Site 5

GA-74 Senoia Rd (South)
GA-74 Senoia Rd (North)
Driveway
Old Senoia Rd



Date

Tuesday, November 19, 2024

Lat/Long

33.549237°, -84.577918°
[Click here for Map](#)

Weather

Light Rain Shower
61°F
[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 3h Session) (11-19-2024)

All vehicles

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total	
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						Driveway						Old Senoia Rd							
	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total		
0700 - 0715	0	201	0		0	201	0	147	0		0	147	0	0	0		0	0	0	0	0	0		0	0	348
0715 - 0730	0	242	0		0	242	0	140	0		0	140	1	0	1		0	2	0	0	0	0		0	0	384
0730 - 0745	0	290	0		0	290	0	174	0		1	175	1	0	0		0	1	0	0	0	0		0	0	466
0745 - 0800	0	303	0		0	303	0	171	0		0	171	0	0	0		0	0	0	0	0	0		0	0	474
Hourly Total	0	1036	0		0	1036	0	632	0		1	633	2	0	1		0	3	0	0	0	0		0	0	1672
0800 - 0815	0	238	0		0	238	0	121	0		0	121	0	0	0		0	0	0	0	0	0		0	0	359
0815 - 0830	0	209	0		1	210	1	136	0		1	138	0	0	1		0	1	0	0	0	0		0	0	349
0830 - 0845	0	188	0		1	189	0	128	0		0	128	0	0	0		0	0	0	0	0	0		0	0	317
0845 - 0900	1	184	0		0	185	0	160	1		0	161	0	0	1		0	1	0	0	0	0		0	0	347
Hourly Total	1	819	0		2	822	1	545	1		1	548	0	0	2		0	2	0	0	0	0		0	0	1372
Grand Total	1	1855	0		2	1858	1	1177	1		2	1181	2	0	3		0	5	0	0	0	0		0	0	3044
Approach %	0.05	99.84	0.00		0.11	-	0.08	99.66	0.08		0.17	-	40.00	0.00	60.00		0.00	-	0.00	0.00	0.00	0.00		0.00	-	
Intersection %	0.03	60.94	0.00		0.07	61.04	0.03	38.67	0.03		0.07	38.80	0.07	0.00	0.10		0.00	0.16	0.00	0.00	0.00	0.00		0.00	0.00	
Heavy Vehicle %	0	15	-		50	15	0	23	0		50	23	0	-	0		-	0	-	-	-	-		-	-	18
PHF	0.00	0.89	0.00		0.00	0.89	0.00	0.87	0.00		0.25	0.87	0.50	0.00	0.25		0.00	0.38	0.00	0.00	0.00	0.00		0.00	0.00	0.89

1600 - 1800 (Weekday 2h Session) (11-19-2024)

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						Driveway						Old Senoia Rd						
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	238	0		1	239	0	189	2		0	191	1	0	0		0	1	0	0	0		0	0	431
1615 - 1630	1	204	0		0	205	0	189	1		1	191	1	0	3		0	4	0	0	0		0	0	400
1630 - 1645	0	242	0		0	242	0	187	0		0	187	1	0	0		0	1	0	0	0		0	0	430
1645 - 1700	0	194	0		0	194	0	218	0		1	219	0	0	3		0	3	0	0	0		0	0	416
Hourly Total	1	878	0		1	880	0	783	3		2	788	3	0	6		0	9	0	0	0		0	0	1677
1700 - 1715	0	229	0		0	229	0	230	0		0	230	0	0	0		0	0	0	0	0		0	0	459
1715 - 1730	0	235	0		0	235	1	238	2		0	241	0	0	0		0	0	0	0	0		0	0	476
1730 - 1745	1	226	0		2	229	0	224	1		0	225	0	0	2		0	2	0	0	0		0	0	456
1745 - 1800	1	232	0		0	233	0	233	0		0	233	0	0	2		0	2	0	0	0		0	0	468
Hourly Total	2	922	0		2	926	1	925	3		0	929	0	0	4		0	4	0	0	0		0	0	1859
Grand Total	3	1800	0		3	1806	1	1708	6		2	1717	3	0	10		0	13	0	0	0		0	0	3536
Approach %	0.17	99.67	0.00		0.17	-	0.06	99.48	0.35		0.12	-	23.08	0.00	76.92		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	0.08	50.90	0.00		0.08	51.07	0.03	48.30	0.17		0.06	48.56	0.08	0.00	0.28		0.00	0.37	0.00	0.00	0.00		0.00	0.00	
Heavy Vehicle %	0	14	-		0	14	0	12	0		0	12	0	-	0		-	0	-	-	-		-	-	13
PHF	0.50	0.98	0.00		0.25	0.99	0.25	0.97	0.38		0.00	0.96	0.00	0.00	0.50		0.00	0.50	0.00	0.00	0.00		0.00	0.00	0.98

Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Site 5
GA-74 Senoia Rd (South)
GA-74 Senoia Rd (North)
Driveway
Old Senoia Rd



Lat/Long
33.549237°, -84.577918°
[Click here for Map](#)

Weather

Light Rain Shower
61°F
[Click here for Detailed Weather](#)



Passenger Vehicles (1-3)

[illegible]

Passenger Vehicles (1-3)

[illegible]

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

Fairburn, GA

Site 5
GA-74 Senoia Rd (South)
GA-74 Senoia Rd (North)
Driveway
Old Senoia Rd



Date
Tuesday, November 19, 2024

Lat/Long
33.549237°, -84.577918°
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Weather
Light Rain Shower
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0700 - 0900 (Weekday 3h Session) (11-19-2024)
Single Unit Trucks (4-7)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						Driveway						Old Senoia Rd						
	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	
0700 - 0715	0	15	0		0	15	0	10	0		0	10	0	0	0		0	0	0	0	0		0	0	25
0715 - 0730	0	16	0		0	16	0	7	0		0	7	0	0	0		0	0	0	0	0		0	0	23
0730 - 0745	0	18	0		0	18	0	12	0		1	13	0	0	0		0	0	0	0	0		0	0	31
0745 - 0800	0	19	0		0	19	0	13	0		0	13	0	0	0		0	0	0	0	0		0	0	32
Hourly Total	0	68	0		0	68	0	42	0		1	43	0	0	0		0	0	0	0	0		0	0	111
0800 - 0815	0	16	0		0	16	0	12	0		0	12	0	0	0		0	0	0	0	0		0	0	28
0815 - 0830	0	14	0		0	14	0	6	0		0	6	0	0	0		0	0	0	0	0		0	0	20
0830 - 0845	0	16	0		0	16	0	9	0		0	9	0	0	0		0	0	0	0	0		0	0	25
0845 - 0900	0	23	0		0	23	0	10	0		0	10	0	0	0		0	0	0	0	0		0	0	33
Hourly Total	0	69	0		0	69	0	37	0		0	37	0	0	0		0	0	0	0	0		0	0	106
Grand Total	0	137	0		0	137	0	79	0		1	80	0	0	0		0	0	0	0	0		0	0	217
Approach %	0.00	100.00	0.00		0.00	-	0.00	98.75	0.00		1.25	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	0.00	63.13	0.00		0.00	63.13	0.00	36.41	0.00		0.46	36.87	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) (11-19-2024)
Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						Driveway						Old Senoia Rd						
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	10	0		0	10	0	12	0		0	12	0	0	0		0	0	0	0	0		0	0	22
1615 - 1630	0	12	0		0	12	0	16	0		0	16	0	0	0		0	0	0	0	0		0	0	28
1630 - 1645	0	6	0		0	6	0	12	0		0	12	0	0	0		0	0	0	0	0		0	0	18
1645 - 1700	0	11	0		0	11	0	15	0		0	15	0	0	0		0	0	0	0	0		0	0	26
Hourly Total	0	39	0		0	39	0	55	0		0	55	0	0	0		0	0	0	0	0		0	0	94
1700 - 1715	0	7	0		0	7	0	12	0		0	12	0	0	0		0	0	0	0	0		0	0	19
1715 - 1730	0	4	0		0	4	0	7	0		0	7	0	0	0		0	0	0	0	0		0	0	11
1730 - 1745	0	12	0		0	12	0	5	0		0	5	0	0	0		0	0	0	0	0		0	0	17
1745 - 1800	0	11	0		0	11	0	3	0		0	3	0	0	0		0	0	0	0	0		0	0	14
Hourly Total	0	34	0		0	34	0	27	0		0	27	0	0	0		0	0	0	0	0		0	0	61
Grand Total	0	73	0		0	73	0	82	0		0	82	0	0	0		0	0	0	0	0		0	0	155
Approach %	0.00	100.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	0.00	47.10	0.00		0.00	47.10	0.00	52.90	0.00		0.00	52.90	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	

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

Fairburn, GA

Site 5
GA-74 Senoia Rd (South)
GA-74 Senoia Rd (North)
Driveway
Old Senoia Rd



Date
Tuesday, November 19, 2024

Lat/Long
33.549237°, -84.577918°
[Click here for Map](#)

Weather
Light Rain Shower
61°F
[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 3h Session) (11-19-2024)
Combination Trucks (8-13)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						Driveway						Old Senoia Rd						
	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	
0700 - 0715	0	12	0		0	12	0	19	0		0	19	0	0	0		0	0	0	0	0		0	0	31
0715 - 0730	0	13	0		0	13	0	35	0		0	35	0	0	0		0	0	0	0	0		0	0	48
0730 - 0745	0	25	0		0	25	0	24	0		0	24	0	0	0		0	0	0	0	0		0	0	49
0745 - 0800	0	8	0		0	8	0	26	0		0	26	0	0	0		0	0	0	0	0		0	0	34
Hourly Total	0	58	0		0	58	0	104	0		0	104	0	0	0		0	0	0	0	0		0	0	162
0800 - 0815	0	24	0		0	24	0	30	0		0	30	0	0	0		0	0	0	0	0		0	0	54
0815 - 0830	0	13	0		1	14	0	23	0		0	23	0	0	0		0	0	0	0	0		0	0	37
0830 - 0845	0	23	0		0	23	0	13	0		0	13	0	0	0		0	0	0	0	0		0	0	36
0845 - 0900	0	14	0		0	14	0	26	0		0	26	0	0	0		0	0	0	0	0		0	0	40
Hourly Total	0	74	0		1	75	0	92	0		0	92	0	0	0		0	0	0	0	0		0	0	167
Grand Total	0	132	0		1	133	0	196	0		0	196	0	0	0		0	0	0	0	0		0	0	329
Approach %	0.00	99.25	0.00		0.75	-	0.00	100.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	0.00	40.12	0.00		0.30	40.43	0.00	59.57	0.00		0.00	59.57	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) (11-19-2024)
Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						Driveway						Old Senoia Rd						
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	23	0		0	23	0	12	0		0	12	0	0	0		0	0	0	0	0		0	0	35
1615 - 1630	0	22	0		0	22	0	17	0		0	17	0	0	0		0	0	0	0	0		0	0	39
1630 - 1645	0	21	0		0	21	0	11	0		0	11	0	0	0		0	0	0	0	0		0	0	32
1645 - 1700	0	21	0		0	21	0	20	0		0	20	0	0	0		0	0	0	0	0		0	0	41
Hourly Total	0	87	0		0	87	0	60	0		0	60	0	0	0		0	0	0	0	0		0	0	147
1700 - 1715	0	26	0		0	26	0	12	0		0	12	0	0	0		0	0	0	0	0		0	0	38
1715 - 1730	0	27	0		0	27	0	16	0		0	16	0	0	0		0	0	0	0	0		0	0	43
1730 - 1745	0	15	0		0	15	0	19	0		0	19	0	0	0		0	0	0	0	0		0	0	34
1745 - 1800	0	19	0		0	19	0	16	0		0	16	0	0	0		0	0	0	0	0		0	0	35
Hourly Total	0	87	0		0	87	0	63	0		0	63	0	0	0		0	0	0	0	0		0	0	150
Grand Total	0	174	0		0	174	0	123	0		0	123	0	0	0		0	0	0	0	0		0	0	297
Approach %	0.00	100.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	0.00	58.59	0.00		0.00	58.59	0.00	41.41	0.00		0.00	41.41	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

Fairburn, GA

Site 5



GA-74 Senoia Rd (South)
GA-74 Senoia Rd (North)
Driveway
Old Senoia Rd

Date

Tuesday, November 19, 2024

Lat/Long

33.549237°, -84.577918°
[Click here for Map](#)

Weather

Light Rain Shower
61°F
[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 3h Session) (11-19-2024)

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						Driveway						Old Senoia Rd						
	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
TIME	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
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) (11-19-2024)

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						Driveway						Old Senoia Rd						
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)

Fairburn, GA

Site 5
GA-74 Senoia Rd (South)
GA-74 Senoia Rd (North)
Driveway
Old Senoia Rd



Date
Tuesday, November 19, 2024

Lat/Long
33.549237°, -84.577918°
[Click here for Map](#)

Weather
Light Rain Shower
61°F
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0700 - 0900 (Weekday 3h Session) (11-19-2024)
All Trucks (4-13)



TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						Driveway						Old Senoia Rd						
	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	
0700 - 0715	0	27	0		0	27	0	29	0		0	29	0	0	0		0	0	0	0	0		0	0	56
0715 - 0730	0	29	0		0	29	0	42	0		0	42	0	0	0		0	0	0	0	0		0	0	71
0730 - 0745	0	43	0		0	43	0	36	0		1	37	0	0	0		0	0	0	0	0		0	0	80
0745 - 0800	0	27	0		0	27	0	39	0		0	39	0	0	0		0	0	0	0	0		0	0	66
Hourly Total	0	126	0		0	126	0	146	0		1	147	0	0	0		0	0	0	0	0		0	0	273
0800 - 0815	0	40	0		0	40	0	42	0		0	42	0	0	0		0	0	0	0	0		0	0	82
0815 - 0830	0	27	0		1	28	0	29	0		0	29	0	0	0		0	0	0	0	0		0	0	57
0830 - 0845	0	39	0		0	39	0	22	0		0	22	0	0	0		0	0	0	0	0		0	0	61
0845 - 0900	0	37	0		0	37	0	36	0		0	36	0	0	0		0	0	0	0	0		0	0	73
Hourly Total	0	143	0		1	144	0	129	0		0	129	0	0	0		0	0	0	0	0		0	0	273
Grand Total	0	269	0		1	270	0	275	0		1	276	0	0	0		0	0	0	0	0		0	0	546
Approach %	0.00	99.63	0.00		0.37	-	0.00	99.64	0.00		0.36	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	0.00	49.27	0.00		0.18	49.45	0.00	50.37	0.00		0.18	50.55	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) (11-19-2024)
All Trucks (4-13)

	Northbound						Southbound						Eastbound						Westbound						
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						Driveway						Old Senoia Rd						
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	33	0		0	33	0	24	0		0	24	0	0	0		0	0	0	0	0		0	0	57
1615 - 1630	0	34	0		0	34	0	33	0		0	33	0	0	0		0	0	0	0	0		0	0	67
1630 - 1645	0	27	0		0	27	0	23	0		0	23	0	0	0		0	0	0	0	0		0	0	50
1645 - 1700	0	32	0		0	32	0	35	0		0	35	0	0	0		0	0	0	0	0		0	0	67
Hourly Total	0	126	0		0	126	0	115	0		0	115	0	0	0		0	0	0	0	0		0	0	241
1700 - 1715	0	33	0		0	33	0	24	0		0	24	0	0	0		0	0	0	0	0		0	0	57
1715 - 1730	0	31	0		0	31	0	23	0		0	23	0	0	0		0	0	0	0	0		0	0	54
1730 - 1745	0	27	0		0	27	0	24	0		0	24	0	0	0		0	0	0	0	0		0	0	51
1745 - 1800	0	30	0		0	30	0	19	0		0	19	0	0	0		0	0	0	0	0		0	0	49
Hourly Total	0	121	0		0	121	0	90	0		0	90	0	0	0		0	0	0	0	0		0	0	211
Grand Total	0	247	0		0	247	0	205	0		0	205	0	0	0		0	0	0	0	0		0	0	452
Approach %	0.00	100.00	0.00		0.00	-	0.00	100.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	0.00	54.65	0.00		0.00	54.65	0.00	45.35	0.00		0.00	45.35	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	

Crosswalk Counts | | Pedestrians

Fairburn, GA

Site 5
GA-74 Senoia Rd (South)
GA-74 Senoia Rd (North)
Driveway
Old Senoia Rd

Date
Tuesday, November 19, 2024

Lat/Long
33.549237°, -84.577918°
[Click here for Map](#)

Weather
Light Rain Shower
61°F
[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 3h Session) (11-19-2024)

Pedestrians

	Northbound				Southbound				Eastbound				Westbound				
	GA-74 Senoia Rd (South)				GA-74 Senoia Rd (North)				Driveway				Old Senoia Rd				
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	1	0		1	1	0		1	0	0		0	2
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	1	0		1	1	0		1	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	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	1	0		1	1	0		1	0	0		0	2
Approach %	0.00	0.00		-	100.00	0.00		-	100.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	50.00	0.00		50.00	50.00	0.00		50.00	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (11-19-2024)

Pedestrians

	Northbound				Southbound				Eastbound				Westbound				
	GA-74 Senoia Rd (South)				GA-74 Senoia Rd (North)				Driveway				Old Senoia Rd				
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	1	0		1	0	0		0	0	1		1	2
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	1	0		1	0	0		0	0	1		1	2
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	1	0		1	0	0		0	0	1		1	2
Approach %	0.00	0.00		-	100.00	0.00		-	0.00	0.00		-	0.00	100.00		-	
Intersection %	0.00	0.00		0.00	50.00	0.00		50.00	0.00	0.00		0.00	0.00	50.00		50.00	

Crosswalk Counts | | Bikes

Fairburn, GA

Site 5
GA-74 Senoia Rd (South)
GA-74 Senoia Rd (North)
Driveway
Old Senoia Rd

Date
Tuesday, November 19, 2024

Lat/Long
33.549237°, -84.577918°
[Click here for Map](#)

Weather
Light Rain Shower
61°F
[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 3h Session) (11-19-2024)

Bikes

	Northbound				Southbound				Eastbound				Westbound				
	GA-74 Senoia Rd (South)				GA-74 Senoia Rd (North)				Driveway				Old Senoia Rd				
	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
TIME	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
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) (11-19-2024)

Bikes

	Northbound				Southbound				Eastbound				Westbound				
	GA-74 Senoia Rd (South)				GA-74 Senoia Rd (North)				Driveway				Old Senoia Rd				
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	

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Motorized Vehicles

[illegible]

Motorized Vehicles

[illegible]

Start Date: 11/19/2024				Driveway Eastbound			Old Senoia Rd Westbound			GA-74 Senoia Rd (South) Northbound			GA-74 Senoia Rd (North) Southbound			Total
Time	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				
<u>15 Minute Totals</u>																
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	0	0	0	0	201	0	0	147	0	348			
07:15 AM - 07:30 AM	1	0	1	0	0	0	0	242	0	0	140	0	384			
07:30 AM - 07:45 AM	1	0	0	0	0	0	0	290	0	0	174	0	465			
07:45 AM - 08:00 AM	0	0	0	0	0	0	0	303	0	0	171	0	474			
08:00 AM - 08:15 AM	0	0	0	0	0	0	0	238	0	0	121	0	359			
08:15 AM - 08:30 AM	0	0	1	0	0	0	0	209	0	1	136	0	347			
08:30 AM - 08:45 AM	0	0	0	0	0	0	0	188	0	0	128	0	316			
08:45 AM - 09:00 AM	0	0	1	0	0	0	1	184	0	0	160	1	347			
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0			
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0			
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0			
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0			
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0			
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0			
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0			
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0			
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0			
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0			
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0			
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0			
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0			
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0			
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0			
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0			
04:00 PM - 04:15 PM	1	0	0	0	0	0	0	238	0	0	189	2	430			
04:15 PM - 04:30 PM	1	0	3	0	0	0	1	204	0	0	189	1	399			
04:30 PM - 04:45 PM	1	0	0	0	0	0	0	242	0	0	187	0	430			
04:45 PM - 05:00 PM	0	0	3	0	0	0	0	194	0	0	218	0	415			
05:00 PM - 05:15 PM	0	0	0	0	0	0	0	229	0	0	230	0	459			
05:15 PM - 05:30 PM	0	0	0	0	0	0	0	235	0	1	238	2	476			
05:30 PM - 05:45 PM	0	0	2	0	0	0	1	226	0	0	224	1	454			
05:45 PM - 06:00 PM	0	0	0	0	0	0	1	232	0	0	233	0	468			
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			



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Peak Hour Turning Movement Count

Fairburn, GA



www.marrtraffic.com



Tuesday, November 19, 2024	
Period	0700 - 0900
Peak Hour	0715 - 0815

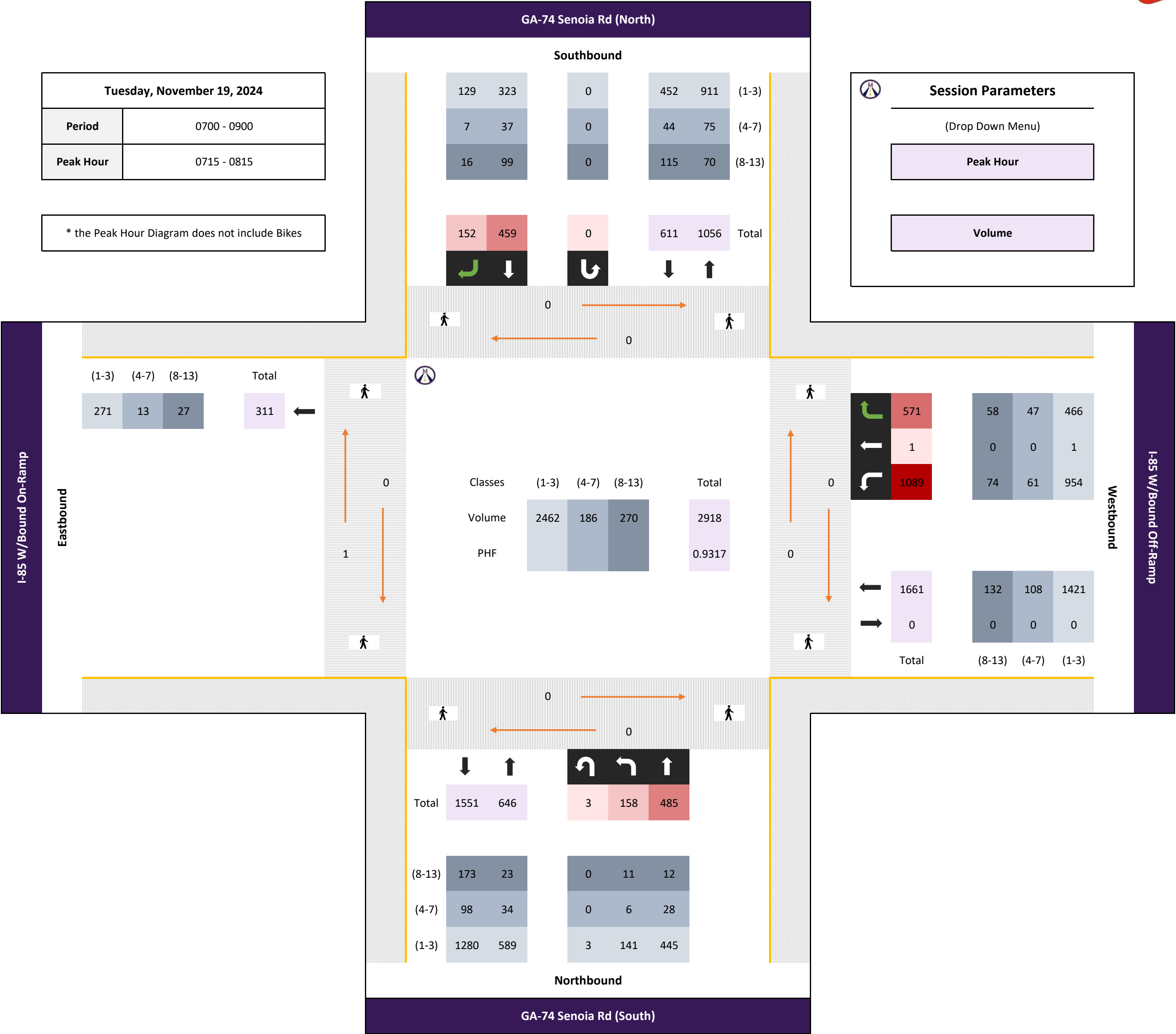
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Passenger Vehicles (1-3)

Single Unit Trucks (4-7)

Combination Trucks (8-13)

Bikes

[illegible]



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Peak Hour Turning Movement Count

Fairburn, GA



www.marrtraffic.com



Tuesday, November 19, 2024	
Period	1600 - 1800
Peak Hour	1645 - 1745

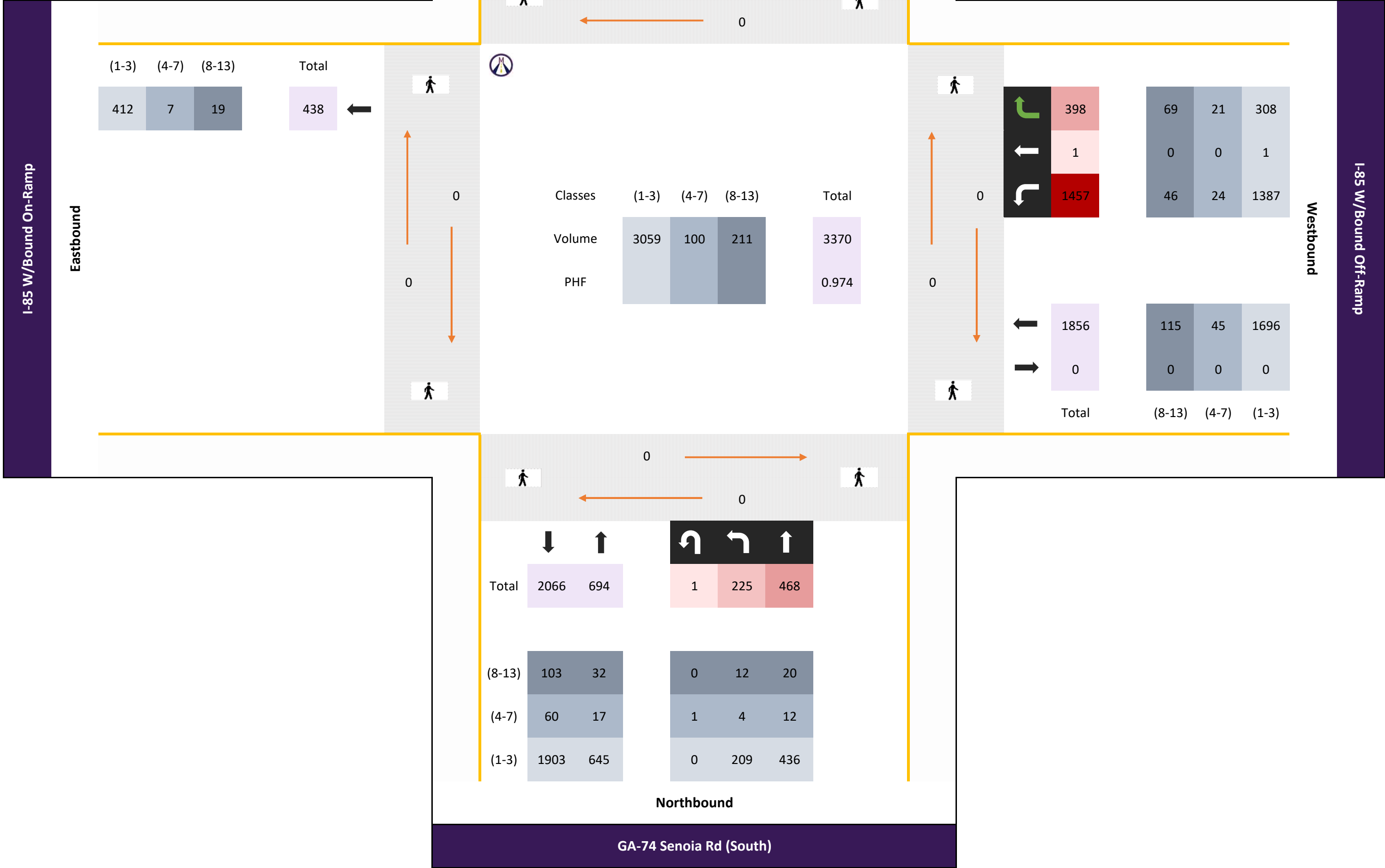
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

1645 - 1745

Volume



All vehicles

Approach Vehicles	Northbound						Southbound						Eastbound						Westbound						
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						I-85 W/Bound On-Ramp						I-85 W/Bound Off-Ramp						
	Left	Thru			U-Turn	App Total		Thru	Right		U-Turn	App Total						App Total	Left	Thru	Right			App Total	Int Total
Time	6.1	6.2			6.3		6.4	6.5		6.6									6.7	6.8	6.9				
1700 - 1715	62	129	-	-	1	192	-	161	65	-	0	226	-	-	-	-	-	0	336	0	100	-	-	436	854
1715 - 1730	55	103	-	-	0	158	-	174	56	-	0	230	-	-	-	-	-	0	349	0	113	-	-	462	850
1730 - 1745	60	134	-	-	0	194	-	131	44	-	0	175	-	-	-	-	-	0	404	0	92	-	-	496	865
1745 - 1800	56	121	-	-	1	178	-	151	35	-	0	186	-	-	-	-	-	0	367	0	103	-	-	470	834
Total	233	487	0	0	2	722	0	617	200	0	0	817	0	0	0	0	0	0	1456	0	408	0	0	1864	3403
Approach %	32.27	67.45	0.00	0.00	0.28	-	0.00	75.52	24.48	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	78.11	0.00	21.89	0.00	0.00	-	
PHF	0.94	0.91	0.00	0.00	0.50	0.93	0.00	0.89	0.77	0.00	0.00	0.89	0.00	0.00	0.00	0.00	0.00	0.00	0.90	0.00	0.90	0.00	0.00	0.94	0.98

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						I-85 W/Bound On-Ramp						I-85 W/Bound Off-Ramp						
	Left 6.1	Thru 6.2			U-Turn 6.3	App Total		Thru 6.4	Right 6.5		U-Turn 6.6	App Total					App Total	Left 6.7	Thru 6.8	Right 6.9			App Total		
1700 - 1715	55	119	-	-	0	174	-	141	61	-	0	202	-	-	-	-	-	0	317	0	77	-	-	394	770
1715 - 1730	50	95	-	-	0	145	-	154	54	-	0	208	-	-	-	-	-	0	338	0	90	-	-	428	781
1730 - 1745	57	124	-	-	0	181	-	112	41	-	0	153	-	-	-	-	-	0	390	0	75	-	-	465	799
1745 - 1800	53	115	-	-	1	169	-	132	34	-	0	166	-	-	-	-	-	0	352	0	80	-	-	432	767
Total	215	453	0	0	1	669	0	539	190	0	0	729	0	0	0	0	0	1397	0	322	0	0	1719	3117	
Approach %	32.14	67.71	0.00	0.00	0.15	-	0.00	73.94	26.06	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	81.27	0.00	18.73	0.00	0.00	-	
PHF	0.94	0.91	0.00	0.00	0.25	0.92	0.00	0.88	0.78	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.90	0.00	0.89	0.00	0.00	0.92	0.98	

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						I-85 W/Bound On-Ramp						I-85 W/Bound Off-Ramp						
	Left 6.1	Thru 6.2			U-Turn 6.3	App Total		Thru 6.4	Right 6.5		U-Turn 6.6	App Total						App Total	Left 6.7	Thru 6.8	Right 6.9			App Total	
1700 - 1715	2	2	-	-	1	5	-	9	3	-	0	12	-	-	-	-	-	0	5	0	5	-	-	10	27
1715 - 1730	1	2	-	-	0	3	-	6	0	-	0	6	-	-	-	-	-	0	6	0	2	-	-	8	17
1730 - 1745	1	5	-	-	0	6	-	4	0	-	0	4	-	-	-	-	-	0	6	0	7	-	-	13	23
1745 - 1800	1	3	-	-	0	4	-	3	0	-	0	3	-	-	-	-	-	0	3	0	7	-	-	10	17
Total	5	12	0	0	1	18	0	22	3	0	0	25	0	0	0	0	0	0	20	0	21	0	0	41	84
Approach %	27.78	66.67	0.00	0.00	5.56	-	0.00	88.00	12.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	48.78	0.00	51.22	0.00	0.00	-	
PHF	0.63	0.60	0.00	0.00	0.25	0.75	0.00	0.61	0.25	0.00	0.00	0.52	0.00	0.00	0.00	0.00	0.00	0.00	0.83	0.00	0.75	0.00	0.00	0.79	0.78

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						I-85 W/Bound On-Ramp						I-85 W/Bound Off-Ramp						
	Left 6.1	Thru 6.2			U-Turn 6.3	App Total		Thru 6.4	Right 6.5		U-Turn 6.6	App Total						App Total	Left 6.7	Thru 6.8	Right 6.9			App Total	Int Total
1700 - 1715	5	8	-	-	0	13	-	11	1	-	0	12	-	-	-	-	-	0	14	0	18	-	-	32	57
1715 - 1730	4	6	-	-	0	10	-	14	2	-	0	16	-	-	-	-	-	0	5	0	21	-	-	26	52
1730 - 1745	2	5	-	-	0	7	-	15	3	-	0	18	-	-	-	-	-	0	8	0	10	-	-	18	43
1745 - 1800	2	3	-	-	0	5	-	16	1	-	0	17	-	-	-	-	-	0	12	0	16	-	-	28	50
Total	13	22	0	0	0	35	0	56	7	0	0	63	0	0	0	0	0	0	39	0	65	0	0	104	202
Approach %	37.14	62.86	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	-	37.50	0.00	62.50	0.00	0.00	-	
PHF	0.65	0.69	0.00	0.00	0.00	0.67	0.00	0.88	0.58	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.70	0.00	0.77	0.00	0.00	0.81	0.89

Bikes

[illegible]

Classified Turn Movement Count || All vehicles

Fairburn, GA

Site 6



GA-74 Senoia Rd (South)
GA-74 Senoia Rd (North)
I-85 W/Bound On-Ramp
I-85 W/Bound Off-Ramp

Date

Tuesday, November 19, 2024

Lat/Long

33.547153°, -84.577467°

[Click here for Map](#)

Weather

Light Rain Shower
61°F

[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 3h Session) (11-19-2024)

All vehicles

	Northbound					Southbound					Eastbound		Westbound						
	GA-74 Senoia Rd (South)					GA-74 Senoia Rd (North)					I-85 W/Bound On-Ramp		I-85 W/Bound Off-Ramp						
TIME	Left 6.1	Thru 6.2		U-Turn 6.3	App Total		Thru 6.4	Right 6.5		U-Turn 6.6	App Total			Left 6.7	Thru 6.8	Right 6.9		App Total	Int Total
0700 - 0715	21	72		3	96		112	28		0	140			207	0	122		329	565
0715 - 0730	42	123		1	166		116	34		0	150			259	0	121		380	696
0730 - 0745	40	127		0	167		132	46		0	178			274	1	160		435	780
0745 - 0800	41	135		2	178		110	42		0	152			286	0	167		453	783
Hourly Total	144	457		6	607		470	150		0	620			1026	1	570		1597	2824
0800 - 0815	35	100		0	135		101	30		0	131			270	0	123		393	659
0815 - 0830	33	114		1	148		126	19		1	146			237	0	96		333	627
0830 - 0845	29	85		3	117		107	28		0	135			262	2	100		364	616
0845 - 0900	29	98		1	128		137	26		0	163			268	0	92		360	651
Hourly Total	126	397		5	528		471	103		1	575			1037	2	411		1450	2553
Grand Total	270	854		11	1135		941	253		1	1195			2063	3	981		3047	5377
Approach %	23.79	75.24		0.97	-		78.74	21.17		0.08	-			67.71	0.10	32.20		-	
Intersection %	5.02	15.88		0.20	21.11		17.50	4.71		0.02	22.22			38.37	0.06	18.24		56.67	
Heavy Vehicle %	12	8		9	9		26	14		0	23			12	0	20		15	15
PHF	0.94	0.90		0.38	0.91		0.87	0.83		0.00	0.86			0.95	0.25	0.85		0.92	0.93

1600 - 1800 (Weekday 2h Session) (11-19-2024)

All vehicles

	Northbound					Southbound					Eastbound		Westbound					
	GA-74 Senoia Rd (South)					GA-74 Senoia Rd (North)					I-85 W/Bound On-Ramp		I-85 W/Bound Off-Ramp					
TIME	Left 6.1	Thru 6.2		U-Turn 6.3	App Total		Thru 6.4	Right 6.5		U-Turn 6.6	App Total		Left 6.7	Thru 6.8	Right 6.9		App Total	Int Total
1600 - 1615	56	115		0	171		133	64		0	197		362	1	107		470	838
1615 - 1630	59	99		2	160		156	64		0	220		329	0	103		432	812
1630 - 1645	57	115		1	173		164	54		0	218		346	0	112		458	849
1645 - 1700	48	102		0	150		142	47		0	189		368	1	93		462	801
Hourly Total	220	431		3	654		595	229		0	824		1405	2	415		1822	3300
1700 - 1715	62	129		1	192		161	65		0	226		336	0	100		436	854
1715 - 1730	55	103		0	158		174	56		0	230		349	0	113		462	850
1730 - 1745	60	134		0	194		131	44		0	175		404	0	92		496	865
1745 - 1800	56	121		1	178		151	35		0	186		367	0	103		470	834
Hourly Total	233	487		2	722		617	200		0	817		1456	0	408		1864	3403
Grand Total	453	918		5	1376		1212	429		0	1641		2861	2	823		3686	6703
Approach %	32.92	66.72		0.36	-		73.86	26.14		0.00	-		77.62	0.05	22.33		-	
Intersection %	6.76	13.70		0.07	20.53		18.08	6.40		0.00	24.48		42.68	0.03	12.28		54.99	
Heavy Vehicle %	7	6		20	7		15	5		-	12		5	0	23		9	9
PHF	0.94	0.91		0.50	0.93		0.89	0.77		0.00	0.89		0.90	0.00	0.90		0.94	0.98

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

Fairburn, GA

Site 6



GA-74 Senoia Rd (South)
GA-74 Senoia Rd (North)
I-85 W/Bound On-Ramp
I-85 W/Bound Off-Ramp

Date

Tuesday, November 19, 2024

Lat/Long

33.547153°, -84.577467°
[Click here for Map](#)

Weather

Light Rain Shower
61°F
[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 3h Session) (11-19-2024)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound		Westbound					
	GA-74 Senoia Rd (South)					GA-74 Senoia Rd (North)					I-85 W/Bound On-Ramp		I-85 W/Bound Off-Ramp					
TIME	Left 6.1	Thru 6.2		U-Turn 6.3	App Total		Thru 6.4	Right 6.5		U-Turn 6.6	App Total		Left 6.7	Thru 6.8	Right 6.9		App Total	Int Total
0700 - 0715	19	69		3	91		83	28		0	111		185	0	104		289	491
0715 - 0730	39	113		1	153		81	27		0	108		224	0	100		324	585
0730 - 0745	34	115		0	149		100	42		0	142		245	1	125		371	662
0745 - 0800	36	125		2	163		78	35		0	113		249	0	150		399	675
Hourly Total	128	422		6	556		342	132		0	474		903	1	479		1383	2413
0800 - 0815	32	92		0	124		64	25		0	89		236	0	91		327	540
0815 - 0830	28	104		1	133		99	16		1	116		211	0	78		289	538
0830 - 0845	24	77		2	103		90	23		0	113		233	2	69		304	520
0845 - 0900	26	89		1	116		104	22		0	126		238	0	64		302	544
Hourly Total	110	362		4	476		357	86		1	444		918	2	302		1222	2142
Grand Total	238	784		10	1032		699	218		1	918		1821	3	781		2605	4555
Approach %	23.06	75.97		0.97	-		76.14	23.75		0.11	-		69.90	0.12	29.98		-	
Intersection %	5.23	17.21		0.22	22.66		15.35	4.79		0.02	20.15		39.98	0.07	17.15		57.19	

1600 - 1800 (Weekday 2h Session) (11-19-2024)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound		Westbound					
	GA-74 Senoia Rd (South)					GA-74 Senoia Rd (North)					I-85 W/Bound On-Ramp		I-85 W/Bound Off-Ramp					
	Left	Thru		U-Turn	App		Thru	Right		U-Turn	App		Left	Thru	Right		App	Int
TIME	6.1	6.2		6.3	Total		6.4	6.5		6.6	Total		6.7	6.8	6.9		Total	Total
1600 - 1615	51	108		0	159		111	62		0	173		343	1	81		425	757
1615 - 1630	56	93		2	151		128	59		0	187		307	0	75		382	720
1630 - 1645	53	108		1	162		142	51		0	193		334	0	92		426	781
1645 - 1700	47	98		0	145		109	46		0	155		342	1	66		409	709
Hourly Total	207	407		3	617		490	218		0	708		1326	2	314		1642	2967
1700 - 1715	55	119		0	174		141	61		0	202		317	0	77		394	770
1715 - 1730	50	95		0	145		154	54		0	208		338	0	90		428	781
1730 - 1745	57	124		0	181		112	41		0	153		390	0	75		465	799
1745 - 1800	53	115		1	169		132	34		0	166		352	0	80		432	767
Hourly Total	215	453		1	669		539	190		0	729		1397	0	322		1719	3117
Grand Total	422	860		4	1286		1029	408		0	1437		2723	2	636		3361	6084
Approach %	32.81	66.87		0.31	-		71.61	28.39		0.00	-		81.02	0.06	18.92		-	
Intersection %	6.94	14.14		0.07	21.14		16.91	6.71		0.00	23.62		44.76	0.03	10.45		55.24	

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

Fairburn, GA

Site 6



GA-74 Senoia Rd (South)
GA-74 Senoia Rd (North)
I-85 W/Bound On-Ramp
I-85 W/Bound Off-Ramp

Date

Tuesday, November 19, 2024

Lat/Long

33.547153°, -84.577467°
[Click here for Map](#)

Weather

Light Rain Shower
61°F
[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 3h Session) (11-19-2024)

Single Unit Trucks (4-7)

Northbound					Southbound					Eastbound		Westbound				
GA-74 Senoia Rd (South)					GA-74 Senoia Rd (North)					I-85 W/Bound On-Ramp		I-85 W/Bound Off-Ramp				
TIME	Left 6.1	Thru 6.2		U-Turn 6.3 Total		Thru 6.4	Right 6.5		U-Turn 6.6 Total			Left 6.7	Thru 6.8	Right 6.9		App Total Int Total
0700 - 0715	0	1		01		10	0		010			12	0	8		2031
0715 - 0730	2	9		011		5	2		07			16	0	9		2543
0730 - 0745	2	7		09		12	0		012			12	0	15		2748
0745 - 0800	0	7		07		10	3		013			19	0	12		3151
Hourly Total	4	24		028		37	5		042			59	0	44		103173
0800 - 0815	2	5		07		10	2		012			14	0	11		2544
0815 - 0830	1	6		07		6	0		06			14	0	8		2235
0830 - 0845	0	7		07		9	0		09			9	0	9		1834
0845 - 0900	2	7		09		10	1		011			15	0	16		3151
Hourly Total	5	25		030		35	3		038			52	0	44		96164
Grand Total	9	49		058		72	8		080			111	0	88		199337
Approach %	15.52	84.48		0.00-		90.00	10.00		0.00-			55.78	0.00	44.22		-
Intersection %	2.67	14.54		0.0017.21		21.36	2.37		0.0023.74			32.94	0.00	26.11		59.05

1600 - 1800 (Weekday 2h Session) (11-19-2024)

Single Unit Trucks (4-7)

Northbound					Southbound					Eastbound		Westbound				
GA-74 Senoia Rd (South)					GA-74 Senoia Rd (North)					I-85 W/Bound On-Ramp		I-85 W/Bound Off-Ramp				
TIME	Left 6.1	Thru 6.2		U-Turn 6.3 Total		Thru 6.4	Right 6.5		U-Turn 6.6 Total			Left 6.7	Thru 6.8	Right 6.9		App Total Int Total
1600 - 1615	3	3		06		11	1		012			7	0	7		1432
1615 - 1630	1	1		02		15	1		016			8	0	11		1937
1630 - 1645	2	0		02		11	1		012			4	0	6		1024
1645 - 1700	0	3		03		16	0		016			7	0	7		1433
Hourly Total	6	7		013		53	3		056			26	0	31		57126
1700 - 1715	2	2		15		9	3		012			5	0	5		1027
1715 - 1730	1	2		03		6	0		06			6	0	2		817
1730 - 1745	1	5		06		4	0		04			6	0	7		1323
1745 - 1800	1	3		04		3	0		03			3	0	7		1017
Hourly Total	5	12		118		22	3		025			20	0	21		4184
Grand Total	11	19		131		75	6		081			46	0	52		98210
Approach %	35.48	61.29		3.23-		92.59	7.41		0.00-			46.94	0.00	53.06		-
Intersection %	5.24	9.05		0.4814.76		35.71	2.86		0.0038.57			21.90	0.00	24.76		46.67

Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Site 6



Date

Tuesday, November 19, 2024

Lat/Long

33.547153°, -84.577467°

[Click here for Map](#)

Weather

Light Rain Shower
61°F

[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 3h Session) (11-19-2024)

Combination Trucks (8-13)

[illegible]

1600 - 1800 (Weekday 2h Session) (11-19-2024)

Combination Trucks (8-13)

[illegible]

Classified Turn Movement Count || Bikes

Fairburn, GA

Site 6



GA-74 Senoia Rd (South)
GA-74 Senoia Rd (North)
I-85 W/Bound On-Ramp
I-85 W/Bound Off-Ramp

Date

Tuesday, November 19, 2024

Lat/Long

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Weather

Light Rain Shower
61°F

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0700 - 0900 (Weekday 3h Session) (11-19-2024)

Bikes

	Northbound					Southbound					Eastbound		Westbound					
	GA-74 Senoia Rd (South)					GA-74 Senoia Rd (North)					I-85 W/Bound On-Ramp		I-85 W/Bound Off-Ramp					
TIME	Left 6.1	Thru 6.2		U-Turn 6.3	App Total		Thru 6.4	Right 6.5		U-Turn 6.6	App Total		Left 6.7	Thru 6.8	Right 6.9		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) (11-19-2024)

Bikes

	Northbound					Southbound					Eastbound		Westbound					
	GA-74 Senoia Rd (South)					GA-74 Senoia Rd (North)					I-85 W/Bound On-Ramp		I-85 W/Bound Off-Ramp					
TIME	Left 6.1	Thru 6.2		U-Turn 6.3	App Total		Thru 6.4	Right 6.5		U-Turn 6.6	App Total		Left 6.7	Thru 6.8	Right 6.9		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)

Fairburn, GA

Site 6
GA-74 Senoia Rd (South)
GA-74 Senoia Rd (North)
I-85 W/Bound On-Ramp
I-85 W/Bound Off-Ramp



Date
Tuesday, November 19, 2024

Lat/Long
33.547153°, -84.577467°
[Click here for Map](#)

Weather
Light Rain Shower
61°F
[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 3h Session) (11-19-2024)
All Trucks (4-13)

TIME	Northbound				Southbound				Eastbound		Westbound				
	GA-74 Senoia Rd (South)				GA-74 Senoia Rd (North)				I-85 W/Bound On-Ramp		I-85 W/Bound Off-Ramp				
	Left 6.1	Thru 6.2	U-Turn 6.3	App Total	Thru 6.4	Right 6.5	U-Turn 6.6	App Total			Left 6.7	Thru 6.8	Right 6.9	App Total	Int Total
0700 - 0715	2	3	0	5	29	0	0	29			22	0	18	40	74
0715 - 0730	3	10	0	13	35	7	0	42			35	0	21	56	111
0730 - 0745	6	12	0	18	32	4	0	36			29	0	35	64	118
0745 - 0800	5	10	0	15	32	7	0	39			37	0	17	54	108
Hourly Total	16	35	0	51	128	18	0	146			123	0	91	214	411
0800 - 0815	3	8	0	11	37	5	0	42			34	0	32	66	119
0815 - 0830	5	10	0	15	27	3	0	30			26	0	18	44	89
0830 - 0845	5	8	1	14	17	5	0	22			29	0	31	60	96
0845 - 0900	3	9	0	12	33	4	0	37			30	0	28	58	107
Hourly Total	16	35	1	52	114	17	0	131			119	0	109	228	411
Grand Total	32	70	1	103	242	35	0	277			242	0	200	442	822
Approach %	31.07	67.96	0.97	-	87.36	12.64	0.00	-			54.75	0.00	45.25	-	
Intersection %	3.89	8.52	0.12	12.53	29.44	4.26	0.00	33.70			29.44	0.00	24.33	53.77	

1600 - 1800 (Weekday 2h Session) (11-19-2024)
All Trucks (4-13)

TIME	Northbound				Southbound				Eastbound		Westbound				
	GA-74 Senoia Rd (South)				GA-74 Senoia Rd (North)				I-85 W/Bound On-Ramp		I-85 W/Bound Off-Ramp				
	Left 6.1	Thru 6.2	U-Turn 6.3	App Total	Thru 6.4	Right 6.5	U-Turn 6.6	App Total			Left 6.7	Thru 6.8	Right 6.9	App Total	Int Total
1600 - 1615	5	7	0	12	22	2	0	24			19	0	26	45	81
1615 - 1630	3	6	0	9	28	5	0	33			22	0	28	50	92
1630 - 1645	4	7	0	11	22	3	0	25			12	0	20	32	68
1645 - 1700	1	4	0	5	33	1	0	34			26	0	27	53	92
Hourly Total	13	24	0	37	105	11	0	116			79	0	101	180	333
1700 - 1715	7	10	1	18	20	4	0	24			19	0	23	42	84
1715 - 1730	5	8	0	13	20	2	0	22			11	0	23	34	69
1730 - 1745	3	10	0	13	19	3	0	22			14	0	17	31	66
1745 - 1800	3	6	0	9	19	1	0	20			15	0	23	38	67
Hourly Total	18	34	1	53	78	10	0	88			59	0	86	145	286
Grand Total	31	58	1	90	183	21	0	204			138	0	187	325	619
Approach %	34.44	64.44	1.11	-	89.71	10.29	0.00	-			42.46	0.00	57.54	-	
Intersection %	5.01	9.37	0.16	14.54	29.56	3.39	0.00	32.96			22.29	0.00	30.21	52.50	

Crosswalk Counts | | Pedestrians

Fairburn, GA

Site 6
GA-74 Senoia Rd (South)
GA-74 Senoia Rd (North)
I-85 W/Bound On-Ramp
I-85 W/Bound Off-Ramp

Date
Tuesday, November 19, 2024

Lat/Long
33.547153°, -84.577467°
[Click here for Map](#)

Weather
Light Rain Shower
61°F
[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 3h Session) (11-19-2024)
Pedestrians

	Northbound				Southbound				Eastbound				Westbound				
	GA-74 Senoia Rd (South)				GA-74 Senoia Rd (North)				I-85 W/Bound On-Ramp				I-85 W/Bound Off-Ramp				
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	1	0		1	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	0		0	0	0		0	1	0		1	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	0		0	0	0		0	1	0		1	0	0		0	1
Approach %	0.00	0.00		-	0.00	0.00		-	100.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	100.00	0.00		100.00	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (11-19-2024)
Pedestrians

	Northbound				Southbound				Eastbound				Westbound				
	GA-74 Senoia Rd (South)				GA-74 Senoia Rd (North)				I-85 W/Bound On-Ramp				I-85 W/Bound Off-Ramp				
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	2	0		2	0	0		0	2
1615 - 1630	0	0		0	0	0		0	0	0		0	1	1		2	2
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	2	0		2	1	1		2	4
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	2	0		2	1	1		2	4
Approach %	0.00	0.00		-	0.00	0.00		-	100.00	0.00		-	50.00	50.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	50.00	0.00		50.00	25.00	25.00		50.00	

 Marr Traffic
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Site 6

GA-74 Senoia Rd (South)
GA-74 Senoia Rd (North)
I-85 W/Bound On-Ramp
I-85 W/Bound Off-Ramp

Lat/Long
33.547153°, -84.577467°
[Click here for Map](#)

Weather

Light Rain Shower
61°F
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Bikes

[illegible]

Bikes

[illegible]

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Site 6

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Motorized Vehicles

[illegible]

Motorized Vehicles

[illegible]

Start Date: 11/19/2024					I-85 W/Bound On-Ramp			I-85 W/Bound Off-Ramp			GA-74 Senoia Rd (South)			GA-74 Senoia Rd (North)			
		Eastbound			Westbound			Northbound			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	0		
12:15 AM - 12:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 AM - 12:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 AM - 01:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:00 AM - 01:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:15 AM - 01:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:30 AM - 01:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:45 AM - 02:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:00 AM - 02:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:15 AM - 02:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:30 AM - 02:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:45 AM - 03:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:00 AM - 03:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:15 AM - 03:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:30 AM - 03:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:45 AM - 04:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:00 AM - 04:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:15 AM - 04:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:30 AM - 04:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:45 AM - 05:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:00 AM - 05:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:15 AM - 05:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:30 AM - 05:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:45 AM - 06:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:00 AM - 06:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:15 AM - 06:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:30 AM - 06:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:45 AM - 07:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:00 AM - 07:15 AM		0	0	0	207	0	122	21	72	0	0	112	28	562			
07:15 AM - 07:30 AM		0	0	0	259	0	121	42	123	0	0	116	34	695			
07:30 AM - 07:45 AM		0	0	0	274	1	160	40	127	0	0	132	46	780			
07:45 AM - 08:00 AM		0	0	0	286	0	167	41	135	0	0	110	42	781			
08:00 AM - 08:15 AM		0	0	0	270	0	123	35	100	0	0	101	30	659			
08:15 AM - 08:30 AM		0	0	0	237	0	96	33	114	0	0	126	19	625			
08:30 AM - 08:45 AM		0	0	0	262	2	100	29	85	0	0	107	28	613			
08:45 AM - 09:00 AM		0	0	0	268	0	92	29	98	0	0	137	26	650			
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	362	1	107	56	115	0	0	133	64	838			
04:15 PM - 04:30 PM		0	0	0	329	0	103	59	99	0	0	156	64	810			
04:30 PM - 04:45 PM		0	0	0	346	0	112	57	115	0	0	164	54	848			
04:45 PM - 05:00 PM		0	0	0	368	1	93	48	102	0	0	142	47	801			
05:00 PM - 05:15 PM		0	0	0	336	0	100	62	129	0	0	161	65	853			
05:15 PM - 05:30 PM		0	0	0	349	0	113	55	103	0	0	174	56	850			
05:30 PM - 05:45 PM		0	0	0	404	0	92	60	134	0	0	131	44	865			
05:45 PM - 06:00 PM		0	0	0	367	0	103	56	121	0	0	151	35	833			
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			



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Peak Hour Turning Movement Count

Fairburn, GA



www.marrtraffic.com



Tuesday, November 19, 2024	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

 **Session Parameters**

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						I-85 E/Bound Off-Ramp						I-85 E/Bound On-Ramp						
		Thru 7.1	Right 7.2		U-Turn 7.3	App Total	Left 7.4	Thru 7.5			U-Turn 7.6	App Total	Left 7.7	Thru 7.8	Right 7.9			App Total						App Total	
0715 - 0730	-	118	393	-	0	511	74	293	-	-	0	367	47	0	58	-	-	105	-	-	-	-	-	0	983
0730 - 0745	-	115	347	-	0	462	65	330	-	-	0	395	48	0	75	-	-	123	-	-	-	-	-	0	980
0745 - 0800	-	120	368	-	0	488	70	331	-	-	0	401	59	0	91	-	-	150	-	-	-	-	-	0	1039
0800 - 0815	-	98	255	-	0	353	63	321	-	-	0	384	39	0	92	-	-	131	-	-	-	-	-	0	868
Total	0	451	1363	0	0	1814	272	1275	0	0	0	1547	193	0	316	0	0	509	0	0	0	0	0	0	3870
Approach %	0.00	24.86	75.14	0.00	0.00	-	17.58	82.42	0.00	0.00	0.00	-	37.92	0.00	62.08	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.94	0.87	0.00	0.00	0.89	0.92	0.96	0.00	0.00	0.00	0.96	0.82	0.00	0.86	0.00	0.00	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.93

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						I-85 E/Bound Off-Ramp						I-85 E/Bound On-Ramp						
	Thru 7.1	Right 7.2		U-Turn 7.3	App Total	Left 7.4	Thru 7.5			U-Turn 7.6	App Total	Left 7.7	Thru 7.8	Right 7.9			App Total						App Total		
0715 - 0730	-	108	369	-	0	477	48	249	-	-	0	297	44	0	55	-	-	99	-	-	-	-	-	0	873
0730 - 0745	-	98	330	-	0	428	43	291	-	-	0	334	47	0	70	-	-	117	-	-	-	-	-	0	879
0745 - 0800	-	110	347	-	0	457	39	293	-	-	0	332	54	0	88	-	-	142	-	-	-	-	-	0	931
0800 - 0815	-	89	236	-	0	325	36	277	-	-	0	313	37	0	87	-	-	124	-	-	-	-	-	0	762
Total	0	405	1282	0	0	1687	166	1110	0	0	0	1276	182	0	300	0	0	482	0	0	0	0	0	0	3445
Approach %	0.00	24.01	75.99	0.00	0.00	-	13.01	86.99	0.00	0.00	0.00	-	37.76	0.00	62.24	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.92	0.87	0.00	0.00	0.88	0.86	0.95	0.00	0.00	0.00	0.96	0.84	0.00	0.85	0.00	0.00	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.93

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						I-85 E/Bound Off-Ramp						I-85 E/Bound On-Ramp						
		Thru 7.1	Right 7.2		U-Turn 7.3	App Total	Left 7.4	Thru 7.5			U-Turn 7.6	App Total	Left 7.7	Thru 7.8	Right 7.9			App Total					App Total		
0715 - 0730	-	9	5	-	0	14	7	14	-	-	0	21	2	0	0	-	-	2	-	-	-	-	-	0	37
0730 - 0745	-	9	7	-	0	16	1	23	-	-	0	24	0	0	4	-	-	4	-	-	-	-	-	0	44
0745 - 0800	-	4	7	-	0	11	8	21	-	-	0	29	3	0	1	-	-	4	-	-	-	-	-	0	44
0800 - 0815	-	6	6	-	0	12	13	11	-	-	0	24	1	0	3	-	-	4	-	-	-	-	-	0	40
Total	0	28	25	0	0	53	29	69	0	0	0	98	6	0	8	0	0	14	0	0	0	0	0	0	165
Approach %	0.00	52.83	47.17	0.00	0.00	-	29.59	70.41	0.00	0.00	0.00	-	42.86	0.00	57.14	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.78	0.89	0.00	0.00	0.83	0.56	0.75	0.00	0.00	0.00	0.84	0.50	0.00	0.50	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.94

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						I-85 E/Bound Off-Ramp						I-85 E/Bound On-Ramp						
		Thru 7.1	Right 7.2		U-Turn 7.3	App Total	Left 7.4	Thru 7.5			U-Turn 7.6	App Total	Left 7.7	Thru 7.8	Right 7.9			App Total						App Total	
0715 - 0730	-	1	19	-	0	20	19	30	-	-	0	49	1	0	3	-	-	4	-	-	-	-	-	0	73
0730 - 0745	-	8	10	-	0	18	21	16	-	-	0	37	1	0	1	-	-	2	-	-	-	-	-	0	57
0745 - 0800	-	6	14	-	0	20	23	17	-	-	0	40	2	0	2	-	-	4	-	-	-	-	-	0	64
0800 - 0815	-	3	13	-	0	16	14	33	-	-	0	47	1	0	2	-	-	3	-	-	-	-	-	0	66
Total	0	18	56	0	0	74	77	96	0	0	0	173	5	0	8	0	0	13	0	0	0	0	0	0	260
Approach %	0.00	24.32	75.68	0.00	0.00	-	44.51	55.49	0.00	0.00	0.00	-	38.46	0.00	61.54	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.56	0.74	0.00	0.00	0.93	0.84	0.73	0.00	0.00	0.00	0.88	0.63	0.00	0.67	0.00	0.00	0.81	0.00	0.00	0.00	0.00	0.00	0.00	0.89

Bikes

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						I-85 E/Bound Off-Ramp						I-85 E/Bound On-Ramp						
		Thru 7.1	Right 7.2		U-Turn 7.3	App Total	Left 7.4	Thru 7.5			U-Turn 7.6	App Total	Left 7.7	Thru 7.8	Right 7.9			App Total					App 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	
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	



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Peak Hour Turning Movement Count

Fairburn, GA



www.marrtraffic.com



Tuesday, November 19, 2024	
Period	1600 - 1800
Peak Hour	1645 - 1745

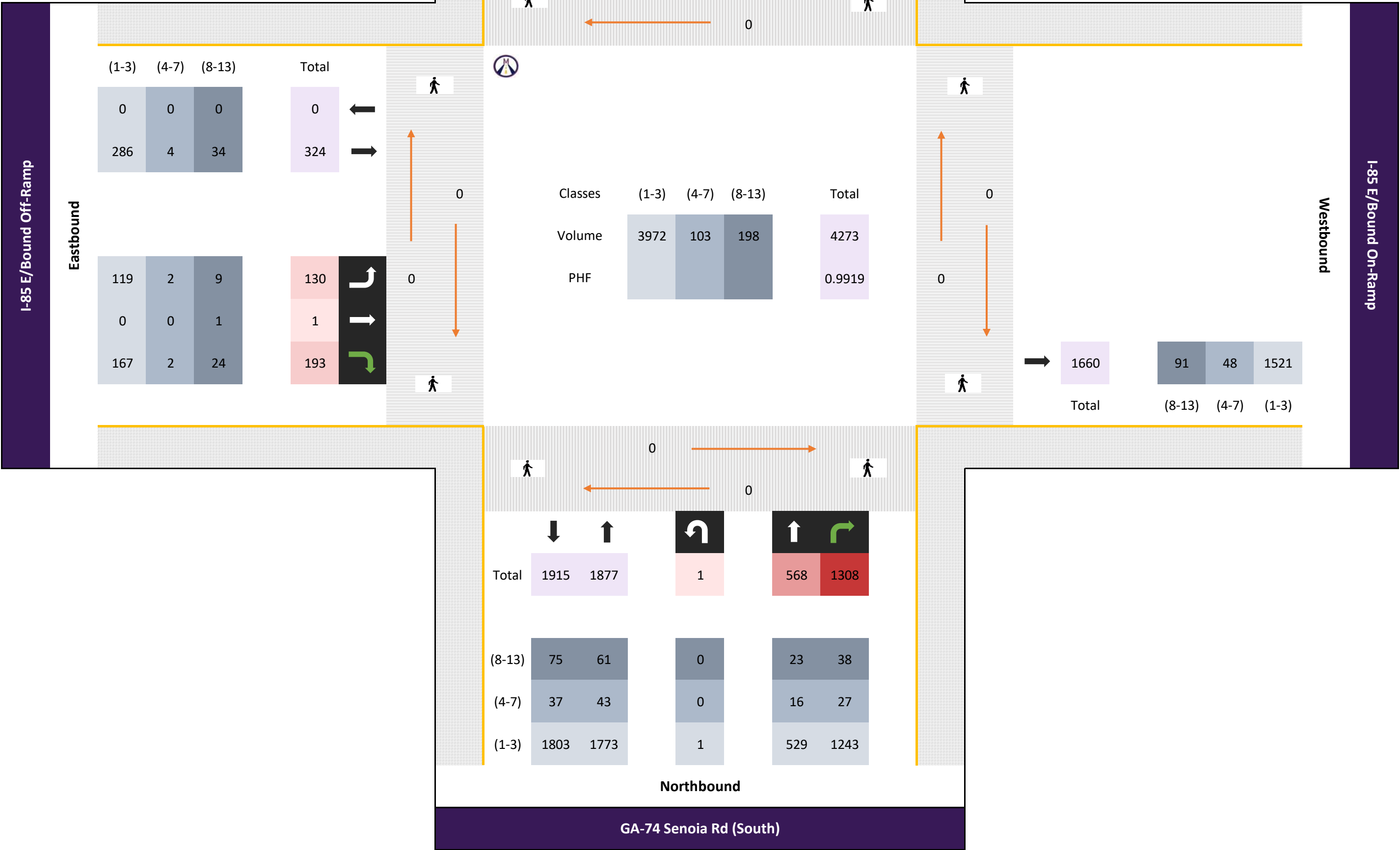
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Total	0	568	1308	0	1	1877	351	1721	0	0	0	2072	130	1	193	0	0	324	0	0	0	0	0	0	4273
Approach %	0.00	30.26	69.69	0.00	0.05	-	16.94	83.06	0.00	0.00	0.00	-	40.12	0.31	59.57	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.90	0.95	0.00	0.25	0.98	0.77	0.97	0.00	0.00	0.00	0.98	0.86	0.25	0.86	0.00	0.00	0.86	0.00	0.00	0.00	0.00	0.00	0.00	0.99

Passenger Vehicles (1-3)

1645 - 1700	-	139	311	-	1	451	45	409	-	-	0	454	25	0	47	-	-	72	-	-	-	-	-	0	977
1700 - 1715	-	126	320	-	0	446	76	391	-	-	0	467	28	0	40	-	-	68	-	-	-	-	-	0	981
1715 - 1730	-	116	334	-	0	450	97	403	-	-	0	500	32	0	34	-	-	66	-	-	-	-	-	0	1016
1730 - 1745	-	148	278	-	0	426	60	432	-	-	0	492	34	0	46	-	-	80	-	-	-	-	-	0	998
Total	0	529	1243	0	1	1773	278	1635	0	0	0	1913	119	0	167	0	0	286	0	0	0	0	0	0	3972
Approach %	0.00	29.84	70.11	0.00	0.06	-	14.53	85.47	0.00	0.00	0.00	-	41.61	0.00	58.39	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.89	0.93	0.00	0.25	0.98	0.72	0.95	0.00	0.00	0.00	0.96	0.88	0.00	0.89	0.00	0.00	0.89	0.00	0.00	0.00	0.00	0.00	0.00	0.98

Single Unit Trucks (4-7)

1645 - 1700	-	4	14	-	0	18	8	11	-	-	0	19	0	0	0	-	-	0	-	-	-	-	-	0	37
1700 - 1715	-	4	4	-	0	8	3	12	-	-	0	15	1	0	0	-	-	1	-	-	-	-	-	0	24
1715 - 1730	-	3	2	-	0	5	7	5	-	-	0	12	0	0	1	-	-	1	-	-	-	-	-	0	18
1730 - 1745	-	5	7	-	0	12	3	7	-	-	0	10	1	0	1	-	-	2	-	-	-	-	-	0	24
Total	0	16	27	0	0	43	21	35	0	0	0	56	2	0	2	0	0	4	0	0	0	0	0	0	103
Approach %	0.00	37.21	62.79	0.00	0.00	-	37.50	62.50	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.80	0.48	0.00	0.00	0.60	0.66	0.73	0.00	0.00	0.00	0.74	0.50	0.00	0.50	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.70

Combination Trucks (8-13)

Time		7.1	7.2		7.3	Total	7.4	7.5		7.6	Total	7.7	7.8	7.9		Total						Total	Total
1645 - 1700	-	1	11	-	0	12	15	21	-	-	0	36	1	0	2	-	3	-	-	-	-	0	51
1700 - 1715	-	11	8	-	0	19	10	16	-	-	0	26	2	0	8	-	10	-	-	-	-	0	55
1715 - 1730	-	7	9	-	0	16	10	8	-	-	0	18	3	1	5	-	9	-	-	-	-	0	43
1730 - 1745	-	4	10	-	0	14	17	6	-	-	0	23	3	0	9	-	12	-	-	-	-	0	49
Total	0	23	38	0	0	61	52	51	0	0	0	103	9	1	24	0	34	0	0	0	0	0	198
Approach %	0.00	37.70	62.30	0.00	0.00	-	50.49	49.51	0.00	0.00	0.00	-	26.47	2.94	70.59	0.00	0.00	-	0.00	0.00	0.00	0.00	-
PHF	0.00	0.52	0.86	0.00	0.00	0.80	0.76	0.61	0.00	0.00	0.00	0.72	0.75	0.25	0.67	0.00	0.00	0.71	0.00	0.00	0.00	0.00	0.90

Bikes

[illegible]

Classified Turn Movement Count | | All vehicles

Fairburn, GA

Site 7

GA-74 Senoia Rd (South)
GA-74 Senoia Rd (North)
I-85 E/Bound Off-Ramp
I-85 E/Bound On-Ramp



Date

Tuesday, November 19, 2024

Lat/Long

33.544879°, -84.577253°
[Click here for Map](#)

Weather

Light Rain Shower
61°F
[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 3h Session) (11-19-2024)

All vehicles

	Northbound					Southbound					Eastbound					Westbound		
	GA-74 Senoia Rd (South)					GA-74 Senoia Rd (North)					I-85 E/Bound Off-Ramp					I-85 E/Bound On-Ramp		
TIME	Thru 7.1	Right 7.2		U-Turn 7.3	App Total	Left 7.4	Thru 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8	Right 7.9		App Total		Int Total	
0700 - 0715	76	306		0	382	59	268		1	328	22	0	30		52		762	
0715 - 0730	118	393		0	511	74	293		0	367	47	0	58		105		983	
0730 - 0745	115	347		0	462	65	330		0	395	48	0	75		123		980	
0745 - 0800	120	368		0	488	70	331		0	401	59	0	91		150		1039	
Hourly Total	429	1414		0	1843	268	1222		1	1491	176	0	254		430		3764	
0800 - 0815	98	255		0	353	63	321		0	384	39	0	92		131		868	
0815 - 0830	121	297		0	418	50	315		0	365	28	0	78		106		889	
0830 - 0845	102	276		0	378	67	310		0	377	16	0	54		70		825	
0845 - 0900	103	275		0	378	70	327		0	397	23	0	39		62		837	
Hourly Total	424	1103		0	1527	250	1273		0	1523	106	0	263		369		3419	
Grand Total	853	2517		0	3370	518	2495		1	3014	282	0	517		799		7183	
Approach %	25.31	74.69		0.00	-	17.19	82.78		0.03	-	35.29	0.00	64.71		-			
Intersection %	11.88	35.04		0.00	46.92	7.21	34.73		0.01	41.96	3.93	0.00	7.20		11.12			
Heavy Vehicle %	9	7		-	8	41	11		0	16	8	-	6		7		11	
PHF	0.94	0.87		0.00	0.89	0.92	0.96		0.00	0.96	0.82	0.00	0.86		0.85		0.93	

1600 - 1800 (Weekday 2h Session) (11-19-2024)

All vehicles

	Northbound					Southbound					Eastbound					Westbound		
	GA-74 Senoia Rd (South)					GA-74 Senoia Rd (North)					I-85 E/Bound Off-Ramp					I-85 E/Bound On-Ramp		
TIME	Thru 7.1	Right 7.2		U-Turn 7.3	App Total	Left 7.4	Thru 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8	Right 7.9		App Total		Int Total	
1600 - 1615	161	269		0	430	85	407		1	493	24	0	54		78		1001	
1615 - 1630	116	315		0	431	85	388		0	473	26	0	46		72		976	
1630 - 1645	152	313		0	465	98	413		2	513	21	0	56		77		1055	
1645 - 1700	144	336		1	481	68	441		0	509	26	0	49		75		1065	
Hourly Total	573	1233		1	1807	336	1649		3	1988	97	0	205		302		4097	
1700 - 1715	141	332		0	473	89	419		0	508	31	0	48		79		1060	
1715 - 1730	126	345		0	471	114	416		0	530	35	1	40		76		1077	
1730 - 1745	157	295		0	452	80	445		0	525	38	0	56		94		1071	
1745 - 1800	144	314		0	458	82	446		0	528	32	0	39		71		1057	
Hourly Total	568	1286		0	1854	365	1726		0	2091	136	1	183		320		4265	
Grand Total	1141	2519		1	3661	701	3375		3	4079	233	1	388		622		8362	
Approach %	31.17	68.81		0.03	-	17.19	82.74		0.07	-	37.46	0.16	62.38		-			
Intersection %	13.65	30.12		0.01	43.78	8.38	40.36		0.04	48.78	2.79	0.01	4.64		7.44			
Heavy Vehicle %	6	6		0	6	22	5		0	8	8	100	13		11		7	
PHF	0.90	0.95		0.25	0.98	0.77	0.97		0.00	0.98	0.86	0.25	0.86		0.86		0.99	

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

Fairburn, GA

Site 7

GA-74 Senoia Rd (South)
GA-74 Senoia Rd (North)
I-85 E/Bound Off-Ramp
I-85 E/Bound On-Ramp



Date

Tuesday, November 19, 2024

Lat/Long

33.544879°, -84.577253°
[Click here for Map](#)

Weather

Light Rain Shower
61°F
[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 3h Session) (11-19-2024)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound		
	GA-74 Senoia Rd (South)					GA-74 Senoia Rd (North)					I-85 E/Bound Off-Ramp					I-85 E/Bound On-Ramp		
TIME	Thru 7.1	Right 7.2		U-Turn 7.3	App Total	Left 7.4	Thru 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8	Right 7.9		App Total		Int Total	
0700 - 0715	72	285		0	357	38	238		1	277	21	0	29		50		684	
0715 - 0730	108	369		0	477	48	249		0	297	44	0	55		99		873	
0730 - 0745	98	330		0	428	43	291		0	334	47	0	70		117		879	
0745 - 0800	110	347		0	457	39	293		0	332	54	0	88		142		931	
Hourly Total	388	1331		0	1719	168	1071		1	1240	166	0	242		408		3367	
0800 - 0815	89	236		0	325	36	277		0	313	37	0	87		124		762	
0815 - 0830	110	269		0	379	22	290		0	312	24	0	75		99		790	
0830 - 0845	91	256		0	347	39	291		0	330	13	0	48		61		738	
0845 - 0900	94	253		0	347	42	292		0	334	20	0	33		53		734	
Hourly Total	384	1014		0	1398	139	1150		0	1289	94	0	243		337		3024	
Grand Total	772	2345		0	3117	307	2221		1	2529	260	0	485		745		6391	
Approach %	24.77	75.23		0.00	-	12.14	87.82		0.04	-	34.90	0.00	65.10		-			
Intersection %	12.08	36.69		0.00	48.77	4.80	34.75		0.02	39.57	4.07	0.00	7.59		11.66			

1600 - 1800 (Weekday 2h Session) (11-19-2024)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound		Int Total
	GA-74 Senoia Rd (South)					GA-74 Senoia Rd (North)					I-85 E/Bound Off-Ramp					I-85 E/Bound On-Ramp		
	Thru 7.1	Right 7.2		U-Turn 7.3	App Total	Left 7.4	Thru 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8	Right 7.9		App Total			
1600 - 1615	154	248		0	402	67	384		1	452	21	0	47		68		922	
1615 - 1630	110	287		0	397	64	359		0	423	23	0	43		66		886	
1630 - 1645	141	288		0	429	76	397		2	475	20	0	48		68		972	
1645 - 1700	139	311		1	451	45	409		0	454	25	0	47		72		977	
Hourly Total	544	1134		1	1679	252	1549		3	1804	89	0	185		274		3757	
1700 - 1715	126	320		0	446	76	391		0	467	28	0	40		68		981	
1715 - 1730	116	334		0	450	97	403		0	500	32	0	34		66		1016	
1730 - 1745	148	278		0	426	60	432		0	492	34	0	46		80		998	
1745 - 1800	135	298		0	433	64	430		0	494	32	0	34		66		993	
Hourly Total	525	1230		0	1755	297	1656		0	1953	126	0	154		280		3988	
Grand Total	1069	2364		1	3434	549	3205		3	3757	215	0	339		554		7745	
Approach %	31.13	68.84		0.03	-	14.61	85.31		0.08	-	38.81	0.00	61.19		-			
Intersection %	13.80	30.52		0.01	44.34	7.09	41.38		0.04	48.51	2.78	0.00	4.38		7.15			

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

Fairburn, GA

Site 7



GA-74 Senoia Rd (South)
GA-74 Senoia Rd (North)
I-85 E/Bound Off-Ramp
I-85 E/Bound On-Ramp

Date

Tuesday, November 19, 2024

Lat/Long

33.544879°, -84.577253°

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Weather

Light Rain Shower
61°F

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0700 - 0900 (Weekday 3h Session) (11-19-2024)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound		Int Total
	GA-74 Senoia Rd (South)					GA-74 Senoia Rd (North)					I-85 E/Bound Off-Ramp					I-85 E/Bound On-Ramp		
	Thru 7.1	Right 7.2		U-Turn 7.3	App Total	Left 7.4	Thru 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8	Right 7.9		App Total			
	1	10		0	11	7	15		0	22	0	0	0		0			
	9	5		0	14	7	14		0	21	2	0	0		2			
	9	7		0	16	1	23		0	24	0	0	4		4			
	4	7		0	11	8	21		0	29	3	0	1		4			
	Hourly Total	23	29		0	52	23	73		0	96	5	0	5		10	158	
	0800 - 0815	6	6		0	12	13	11		0	24	1	0	3		4	40	
	0815 - 0830	6	9		0	15	3	17		0	20	1	0	2		3	38	
0830 - 0845	6	6		0	12	5	13		0	18	1	0	2		3	33		
0845 - 0900	7	4		0	11	7	18		0	25	2	0	1		3	39		
Hourly Total	25	25		0	50	28	59		0	87	5	0	8		13	150		
Grand Total	48	54		0	102	51	132		0	183	10	0	13		23	308		
Approach %	47.06	52.94		0.00	-	27.87	72.13		0.00	-	43.48	0.00	56.52		-			
Intersection %	15.58	17.53		0.00	33.12	16.56	42.86		0.00	59.42	3.25	0.00	4.22		7.47			

1600 - 1800 (Weekday 2h Session) (11-19-2024)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound		Int Total
	GA-74 Senoia Rd (South)					GA-74 Senoia Rd (North)					I-85 E/Bound Off-Ramp					I-85 E/Bound On-Ramp		
	Thru 7.1	Right 7.2		U-Turn 7.3	App Total	Left 7.4	Thru 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8	Right 7.9		App Total			
	3	10		0	13	6	12		0	18	1	0	1		2			
	1	13		0	14	8	15		0	23	1	0	2		3			
	3	12		0	15	8	11		0	19	0	0	3		3			
	4	14		0	18	8	11		0	19	0	0	0		0			
	11	49		0	60	30	49		0	79	2	0	6		8			
	4	4		0	8	3	12		0	15	1	0	0		1			
	3	2		0	5	7	5		0	12	0	0	1		1			
5	7		0	12	3	7		0	10	1	0	1		2				
4	7		0	11	3	3		0	6	0	0	3		3				
Hourly Total	16	20		0	36	16	27		0	43	2	0	5		7			
Grand Total	27	69		0	96	46	76		0	122	4	0	11		15			
Approach %	28.13	71.88		0.00	-	37.70	62.30		0.00	-	26.67	0.00	73.33		-			
Intersection %	11.59	29.61		0.00	41.20	19.74	32.62		0.00	52.36	1.72	0.00	4.72		6.44			

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

Fairburn, GA

Site 7
GA-74 Senoia Rd (South)
GA-74 Senoia Rd (North)
I-85 E/Bound Off-Ramp
I-85 E/Bound On-Ramp



Date
Tuesday, November 19, 2024

Lat/Long
33.544879°, -84.577253°
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Weather
Light Rain Shower
61°F
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0700 - 0900 (Weekday 3h Session) (11-19-2024)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound		
	GA-74 Senoia Rd (South)					GA-74 Senoia Rd (North)					I-85 E/Bound Off-Ramp					I-85 E/Bound On-Ramp		
TIME	Thru 7.1	Right 7.2		U-Turn 7.3	App Total	Left 7.4	Thru 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8	Right 7.9		App Total		Int Total	
0700 - 0715	3	11		0	14	14	15		0	29	1	0	1		2		45	
0715 - 0730	1	19		0	20	19	30		0	49	1	0	3		4		73	
0730 - 0745	8	10		0	18	21	16		0	37	1	0	1		2		57	
0745 - 0800	6	14		0	20	23	17		0	40	2	0	2		4		64	
Hourly Total	18	54		0	72	77	78		0	155	5	0	7		12		239	
0800 - 0815	3	13		0	16	14	33		0	47	1	0	2		3		66	
0815 - 0830	5	19		0	24	25	8		0	33	3	0	1		4		61	
0830 - 0845	5	14		0	19	23	6		0	29	2	0	4		6		54	
0845 - 0900	2	18		0	20	21	17		0	38	1	0	5		6		64	
Hourly Total	15	64		0	79	83	64		0	147	7	0	12		19		245	
Grand Total	33	118		0	151	160	142		0	302	12	0	19		31		484	
Approach %	21.85	78.15		0.00	-	52.98	47.02		0.00	-	38.71	0.00	61.29		-			
Intersection %	6.82	24.38		0.00	31.20	33.06	29.34		0.00	62.40	2.48	0.00	3.93		6.40			

1600 - 1800 (Weekday 2h Session) (11-19-2024)
Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound		Int Total
	GA-74 Senoia Rd (South)					GA-74 Senoia Rd (North)					I-85 E/Bound Off-Ramp					I-85 E/Bound On-Ramp		
	Thru 7.1	Right 7.2		U-Turn 7.3	App Total	Left 7.4	Thru 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8	Right 7.9		App Total			
1600 - 1615	4	11		0	15	12	11		0	23	2	0	6		8			
1615 - 1630	5	15		0	20	13	14		0	27	2	0	1		3			
1630 - 1645	8	13		0	21	14	5		0	19	1	0	5		6			
1645 - 1700	1	11		0	12	15	21		0	36	1	0	2		3			
Hourly Total	18	50		0	68	54	51		0	105	6	0	14		20			
1700 - 1715	11	8		0	19	10	16		0	26	2	0	8		10			
1715 - 1730	7	9		0	16	10	8		0	18	3	1	5		9			
1730 - 1745	4	10		0	14	17	6		0	23	3	0	9		12			
1745 - 1800	5	9		0	14	15	13		0	28	0	0	2		2			
Hourly Total	27	36		0	63	52	43		0	95	8	1	24		33			
Grand Total	45	86		0	131	106	94		0	200	14	1	38		53			
Approach %	34.35	65.65		0.00	-	53.00	47.00		0.00	-	26.42	1.89	71.70		-			
Intersection %	11.72	22.40		0.00	34.11	27.60	24.48		0.00	52.08	3.65	0.26	9.90		13.80			

Classified Turn Movement Count || Bikes

Fairburn, GA

Site 7



GA-74 Senoia Rd (South)
GA-74 Senoia Rd (North)
I-85 E/Bound Off-Ramp
I-85 E/Bound On-Ramp

Date

Tuesday, November 19, 2024

Lat/Long

33.544879°, -84.577253°

[Click here for Map](#)

Weather

Light Rain Shower
61°F

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0700 - 0900 (Weekday 3h Session) (11-19-2024)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound		Int Total
	GA-74 Senoia Rd (South)					GA-74 Senoia Rd (North)					I-85 E/Bound Off-Ramp					I-85 E/Bound On-Ramp		
	Thru 7.1	Right 7.2		U-Turn 7.3	App Total	Left 7.4	Thru 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8	Right 7.9		App Total			
	0	0		0	0	0	0		0	0	0	0	0		0			
	0	0		0	0	0	0		0	0	0	0	0		0			
	0	0		0	0	0	0		0	0	0	0	0		0			
	0	0		0	0	0	0		0	0	0	0	0		0			
	0	0		0	0	0	0		0	0	0	0	0		0			
	0	0		0	0	0	0		0	0	0	0	0		0			
	0	0		0	0	0	0		0	0	0	0	0		0			
Hourly Total	0	0		0	0	0	0		0	0	0	0	0		0			
0800 - 0815	0	0		0	0	0	0		0	0	0	0	0		0			
0815 - 0830	0	0		0	0	0	0		0	0	0	0	0		0			
0830 - 0845	0	0		0	0	0	0		0	0	0	0	0		0			
0845 - 0900	0	0		0	0	0	0		0	0	0	0	0		0			
Hourly Total	0	0		0	0	0	0		0	0	0	0	0		0			
Grand Total	0	0		0	0	0	0		0	0	0	0	0		0			
Approach %	0.00	0.00		0.00	-	0.00	0.00		0.00	-	0.00	0.00	0.00		-			
Intersection %	0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00			

1600 - 1800 (Weekday 2h Session) (11-19-2024)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound		Int Total
	GA-74 Senoia Rd (South)					GA-74 Senoia Rd (North)					I-85 E/Bound Off-Ramp					I-85 E/Bound On-Ramp		
	Thru 7.1	Right 7.2		U-Turn 7.3	App Total	Left 7.4	Thru 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8	Right 7.9		App 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)

Fairburn, GA

Site 7



GA-74 Senoia Rd (South)
GA-74 Senoia Rd (North)
I-85 E/Bound Off-Ramp
I-85 E/Bound On-Ramp

Date

Tuesday, November 19, 2024

Lat/Long

33.544879°, -84.577253°

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Weather

Light Rain Shower
61°F

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0700 - 0900 (Weekday 3h Session) (11-19-2024)

All Trucks (4-13)

TIME	Northbound					Southbound					Eastbound					Westbound		Int Total
	GA-74 Senoia Rd (South)					GA-74 Senoia Rd (North)					I-85 E/Bound Off-Ramp					I-85 E/Bound On-Ramp		
	Thru 7.1	Right 7.2		U-Turn 7.3	App Total	Left 7.4	Thru 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8	Right 7.9		App Total			
0700 - 0715	4	21		0	25	21	30		0	51	1	0	1		2			
0715 - 0730	10	24		0	34	26	44		0	70	3	0	3		6			
0730 - 0745	17	17		0	34	22	39		0	61	1	0	5		6			
0745 - 0800	10	21		0	31	31	38		0	69	5	0	3		8			
Hourly Total	41	83		0	124	100	151		0	251	10	0	12		22			
0800 - 0815	9	19		0	28	27	44		0	71	2	0	5		7			
0815 - 0830	11	28		0	39	28	25		0	53	4	0	3		7			
0830 - 0845	11	20		0	31	28	19		0	47	3	0	6		9			
0845 - 0900	9	22		0	31	28	35		0	63	3	0	6		9			
Hourly Total	40	89		0	129	111	123		0	234	12	0	20		32			
Grand Total	81	172		0	253	211	274		0	485	22	0	32		54			
Approach %	32.02	67.98		0.00	-	43.51	56.49		0.00	-	40.74	0.00	59.26		-			
Intersection %	10.23	21.72		0.00	31.94	26.64	34.60		0.00	61.24	2.78	0.00	4.04		6.82			

1600 - 1800 (Weekday 2h Session) (11-19-2024)

All Trucks (4-13)

TIME	Northbound					Southbound					Eastbound					Westbound		Int Total
	GA-74 Senoia Rd (South)					GA-74 Senoia Rd (North)					I-85 E/Bound Off-Ramp					I-85 E/Bound On-Ramp		
	Thru 7.1	Right 7.2		U-Turn 7.3	App Total	Left 7.4	Thru 7.5		U-Turn 7.6	App Total	Left 7.7	Thru 7.8	Right 7.9		App Total			
1600 - 1615	7	21		0	28	18	23		0	41	3	0	7		10			
1615 - 1630	6	28		0	34	21	29		0	50	3	0	3		6			
1630 - 1645	11	25		0	36	22	16		0	38	1	0	8		9			
1645 - 1700	5	25		0	30	23	32		0	55	1	0	2		3			
Hourly Total	29	99		0	128	84	100		0	184	8	0	20		28			
1700 - 1715	15	12		0	27	13	28		0	41	3	0	8		11			
1715 - 1730	10	11		0	21	17	13		0	30	3	1	6		10			
1730 - 1745	9	17		0	26	20	13		0	33	4	0	10		14			
1745 - 1800	9	16		0	25	18	16		0	34	0	0	5		5			
Hourly Total	43	56		0	99	68	70		0	138	10	1	29		40			
Grand Total	72	155		0	227	152	170		0	322	18	1	49		68			
Approach %	31.72	68.28		0.00	-	47.20	52.80		0.00	-	26.47	1.47	72.06		-			
Intersection %	11.67	25.12		0.00	36.79	24.64	27.55		0.00	52.19	2.92	0.16	7.94		11.02			

Crosswalk Counts | | Pedestrians

Fairburn, GA

Site 7
GA-74 Senoia Rd (South)
GA-74 Senoia Rd (North)
I-85 E/Bound Off-Ramp
I-85 E/Bound On-Ramp

Date
Tuesday, November 19, 2024

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0700 - 0900 (Weekday 3h Session) (11-19-2024)
Pedestrians

	Northbound				Southbound				Eastbound				Westbound				
	GA-74 Senoia Rd (South)				GA-74 Senoia Rd (North)				I-85 E/Bound Off-Ramp				I-85 E/Bound On-Ramp				
TIME	EB 7a	WB 7b		App Total	EB 7c	WB 7d		App Total	NB 7e	SB 7f		App Total	NB 7g	SB 7h		App Total	Int Total
0700 - 0715	0	0		0	0	0		0	0	0		0	0	0		0	0
0715 - 0730	0	0		0	0	0		0	1	0		1	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	0		0	0	0		0	1	0		1	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	0		0	0	0		0	1	0		1	0	0		0	1
Approach %	0.00	0.00		-	0.00	0.00		-	100.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	100.00	0.00		100.00	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (11-19-2024)
Pedestrians

	Northbound				Southbound				Eastbound				Westbound				
	GA-74 Senoia Rd (South)				GA-74 Senoia Rd (North)				I-85 E/Bound Off-Ramp				I-85 E/Bound On-Ramp				
TIME	EB 7a	WB 7b		App Total	EB 7c	WB 7d		App Total	NB 7e	SB 7f		App Total	NB 7g	SB 7h		App Total	Int Total
1600 - 1615	0	0		0	0	0		0	2	0		2	0	0		0	2
1615 - 1630	0	0		0	0	0		0	0	0		0	1	0		1	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	0		0	2	0		2	1	0		1	3
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	2	0		2	1	0		1	3
Approach %	0.00	0.00		-	0.00	0.00		-	100.00	0.00		-	100.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	66.67	0.00		66.67	33.33	0.00		33.33	

Marr Traffic
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Site 7
GA-74 Senoia Rd (South)
GA-74 Senoia Rd (North)
I-85 E/Bound Off-Ramp
I-85 E/Bound On-Ramp

Lat/Long
33.544879°, -84.577253°
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Weather

Light Rain Shower
61°F
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Bikes

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Bikes

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Motorized Vehicles

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Motorized Vehicles

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Start Date: 11/19/2024					I-85 E/Bound Off-Ramp			I-85 E/Bound On-Ramp			GA-74 Senoia Rd (South)			GA-74 Senoia Rd (North)			
		Eastbound			Westbound			Northbound			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		22	0	30	0	0	0	0	76	306	59	268	0	761			
07:15 AM - 07:30 AM		47	0	58	0	0	0	0	118	393	74	293	0	983			
07:30 AM - 07:45 AM		48	0	75	0	0	0	0	115	347	65	330	0	980			
07:45 AM - 08:00 AM		59	0	91	0	0	0	0	120	368	70	331	0	1039			
08:00 AM - 08:15 AM		39	0	92	0	0	0	0	98	255	63	321	0	868			
08:15 AM - 08:30 AM		28	0	78	0	0	0	0	121	297	50	315	0	889			
08:30 AM - 08:45 AM		16	0	54	0	0	0	0	102	276	67	310	0	825			
08:45 AM - 09:00 AM		23	0	39	0	0	0	0	103	275	70	327	0	837			
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		24	0	54	0	0	0	0	161	269	85	407	0	1000			
04:15 PM - 04:30 PM		26	0	46	0	0	0	0	116	315	85	388	0	976			
04:30 PM - 04:45 PM		21	0	56	0	0	0	0	152	313	98	413	0	1053			
04:45 PM - 05:00 PM		26	0	49	0	0	0	0	144	336	68	441	0	1064			
05:00 PM - 05:15 PM		31	0	48	0	0	0	0	141	332	89	419	0	1060			
05:15 PM - 05:30 PM		35	1	40	0	0	0	0	126	345	114	416	0	1077			
05:30 PM - 05:45 PM		38	0	56	0	0	0	0	157	295	80	445	0	1071			
05:45 PM - 06:00 PM		32	0	39	0	0	0	0	144	314	82	446	0	1057			
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			



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Peak Hour Turning Movement Count

Fairburn, GA



www.marrtraffic.com



Tuesday, November 19, 2024	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume





[Click here for Map](#)

Peak Hour Turning Movement Count

Fairburn, GA



www.marrtraffic.com



Tuesday, November 19, 2024	
Period	1600 - 1800
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						Westbound						Int
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						Oakley Industrial Blvd (West)						Oakley Industrial Blvd (East)						
Time	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Total
1645 - 1700	11	349	29	-	7	396	50	360	46	-	3	459	27	10	2	-	0	39	49	25	59	-	0	133	1027
1700 - 1715	12	310	31	-	9	362	50	337	33	-	5	425	43	22	5	-	0	70	55	24	97	-	0	176	1033
1715 - 1730	6	288	28	-	7	329	66	376	39	-	9	490	53	25	7	-	0	85	39	22	82	-	2	145	1049
1730 - 1745	8	327	35	-	4	374	54	396	38	-	8	496	40	21	7	-	0	68	46	15	75	-	0	136	1074
Total	37	1274	123	0	27	1461	220	1469	156	0	25	1870	163	78	21	0	0	262	189	86	313	0	2	590	4183
Approach %	2.53	87.20	8.42	0.00	1.85	-	11.76	78.56	8.34	0.00	1.34	-	62.21	29.77	8.02	0.00	0.00	-	32.03	14.58	53.05	0.00	0.34	-	
PHF	0.77	0.91	0.88	0.00	0.75	0.92	0.83	0.93	0.85	0.00	0.69	0.94	0.77	0.78	0.75	0.00	0.00	0.77	0.86	0.86	0.81	0.00	0.25	0.84	0.97

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						Oakley Industrial Blvd (West)						Oakley Industrial Blvd (East)						
	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	
1645 - 1700	10	331	28	-	7	376	36	352	36	-	3	427	21	7	1	-	0	29	49	19	54	-	0	122	954
1700 - 1715	11	298	28	-	9	346	34	325	25	-	5	389	39	18	4	-	0	61	55	22	86	-	0	163	959
1715 - 1730	4	278	27	-	7	316	57	375	30	-	9	471	47	23	7	-	0	77	38	21	77	-	2	138	1002
1730 - 1745	8	308	31	-	4	351	45	391	30	-	8	474	37	20	7	-	0	64	44	15	73	-	0	132	1021
Total	33	1215	114	0	27	1389	172	1443	121	0	25	1761	144	68	19	0	0	231	186	77	290	0	2	555	3936
Approach %	2.38	87.47	8.21	0.00	1.94	-	9.77	81.94	6.87	0.00	1.42	-	62.34	29.44	8.23	0.00	0.00	-	33.51	13.87	52.25	0.00	0.36	-	
PHF	0.75	0.92	0.92	0.00	0.75	0.92	0.75	0.92	0.84	0.00	0.69	0.93	0.77	0.74	0.68	0.00	0.00	0.75	0.85	0.88	0.84	0.00	0.25	0.85	0.96

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						Oakley Industrial Blvd (West)						Oakley Industrial Blvd (East)						
	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total	
1645 - 1700	1	13	0	-	0	14	4	6	3	-	0	13	1	2	0	-	0	3	0	4	3	-	0	7	37
1700 - 1715	0	6	0	-	0	6	3	7	2	-	0	12	0	2	1	-	0	3	0	1	2	-	0	3	24
1715 - 1730	0	3	0	-	0	3	3	0	3	-	0	6	2	0	0	-	0	2	1	0	0	-	0	1	12
1730 - 1745	0	9	1	-	0	10	1	4	2	-	0	7	1	1	0	-	0	2	2	0	0	-	0	2	21
Total	1	31	1	0	0	33	11	17	10	0	0	38	4	5	1	0	0	10	3	5	5	0	0	13	94
Approach %	3.03	93.94	3.03	0.00	0.00	-	28.95	44.74	26.32	0.00	0.00	-	40.00	50.00	10.00	0.00	0.00	-	23.08	38.46	38.46	0.00	0.00	-	
PHF	0.25	0.60	0.25	0.00	0.00	0.59	0.69	0.61	0.83	0.00	0.00	0.73	0.50	0.63	0.25	0.00	0.00	0.83	0.38	0.31	0.42	0.00	0.00	0.46	0.64

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						Oakley Industrial Blvd (West)						Oakley Industrial Blvd (East)						
	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total	
1645 - 1700	0	5	1	-	0	6	10	2	7	-	0	19	5	1	1	-	0	7	0	2	2	-	0	4	36
1700 - 1715	1	6	3	-	0	10	13	5	6	-	0	24	4	2	0	-	0	6	0	1	9	-	0	10	50
1715 - 1730	2	7	1	-	0	10	6	1	6	-	0	13	4	2	0	-	0	6	0	1	5	-	0	6	35
1730 - 1745	0	10	3	-	0	13	8	1	6	-	0	15	2	0	0	-	0	2	0	0	2	-	0	2	32
Total	3	28	8	0	0	39	37	9	25	0	0	71	15	5	1	0	0	21	0	4	18	0	0	22	153
Approach %	7.69	71.79	20.51	0.00	0.00	-	52.11	12.68	35.21	0.00	0.00	-	71.43	23.81	4.76	0.00	0.00	-	0.00	18.18	81.82	0.00	0.00	-	
PHF	0.38	0.70	0.67	0.00	0.00	0.75	0.71	0.45	0.89	0.00	0.00	0.74	0.75	0.63	0.25	0.00	0.00	0.75	0.00	0.50	0.50	0.00	0.00	0.55	0.77

Bikes

	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						Oakley Industrial Blvd (West)						Oakley Industrial Blvd (East)						
	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total	
Time	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0
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	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

Fairburn, GA

Site 8

GA-74 Senoia Rd (South)
GA-74 Senoia Rd (North)
Oakley Industrial Blvd (West)
Oakley Industrial Blvd (East)

Date

Tuesday, November 19, 2024

Lat/Long

33.542604°, -84.576953°
[Click here for Map](#)

Weather

Light Rain Shower
61°F
[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 3h Session) (11-19-2024)
All vehicles

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						Oakley Industrial Blvd (West)						Oakley Industrial Blvd (East)						
	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total	
0700 - 0715	5	233	16		4	258	59	170	44		5	278	38	21	4		0	63	20	12	54		0	86	685
0715 - 0730	6	322	13		1	342	44	237	49		8	338	36	21	6		0	63	42	14	101		1	158	901
0730 - 0745	8	311	21		4	344	48	284	49		11	392	43	18	5		0	66	39	26	88		0	153	955
0745 - 0800	7	319	24		4	354	76	258	60		7	401	44	16	4		0	64	50	22	78		0	150	969
Hourly Total	26	1185	74		13	1298	227	949	202		31	1409	161	76	19		0	256	151	74	321		1	547	3510
0800 - 0815	11	258	31		2	302	71	253	47		3	374	22	16	9		0	47	31	15	62		0	108	831
0815 - 0830	7	290	23		4	324	87	251	36		13	387	33	24	1		0	58	43	19	57		0	119	888
0830 - 0845	7	269	24		2	302	63	255	27		12	357	28	18	5		0	51	39	9	44		0	92	802
0845 - 0900	8	264	17		2	291	54	252	49		8	363	38	21	7		0	66	34	22	44		0	100	820
Hourly Total	33	1081	95		10	1219	275	1011	159		36	1481	121	79	22		0	222	147	65	207		0	419	3341
Grand Total	59	2266	169		23	2517	502	1960	361		67	2890	282	155	41		0	478	298	139	528		1	966	6851
Approach %	2.34	90.03	6.71		0.91	-	17.37	67.82	12.49		2.32	-	59.00	32.43	8.58		0.00	-	30.85	14.39	54.66		0.21	-	
Intersection %	0.86	33.08	2.47		0.34	36.74	7.33	28.61	5.27		0.98	42.18	4.12	2.26	0.60		0.00	6.98	4.35	2.03	7.71		0.01	14.10	
Heavy Vehicle %	20	6	14		0	7	16	8	20		0	11	21	15	29		-	20	5	14	11		0	9	10
PHF	0.73	0.94	0.72		0.69	0.95	0.79	0.91	0.85		0.66	0.94	0.82	0.85	0.67		0.00	0.91	0.81	0.74	0.81		0.25	0.90	0.94

1600 - 1800 (Weekday 2h Session) (11-19-2024)
All vehicles

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						Oakley Industrial Blvd (West)						Oakley Industrial Blvd (East)						
	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total	
1600 - 1615	12	312	35		2	361	43	332	60		6	441	36	26	6		0	68	47	30	82		0	159	1029
1615 - 1630	11	286	26		4	327	54	301	47		3	405	51	23	9		0	83	45	39	69		0	153	968
1630 - 1645	10	290	32		7	339	59	384	60		2	505	46	10	3		0	59	39	18	73		0	130	1033
1645 - 1700	11	349	29		7	396	50	360	46		3	459	27	10	2		0	39	49	25	59		0	133	1027
Hourly Total	44	1237	122		20	1423	206	1377	213		14	1810	160	69	20		0	249	180	112	283		0	575	4057
1700 - 1715	12	310	31		9	362	50	337	33		5	425	43	22	5		0	70	55	24	97		0	176	1033
1715 - 1730	6	288	28		7	329	66	376	39		9	490	53	25	7		0	85	39	22	82		2	145	1049
1730 - 1745	8	327	35		4	374	54	396	38		8	496	40	21	7		0	68	46	15	75		0	136	1074
1745 - 1800	15	294	26		0	335	56	339	43		4	442	33	25	4		0	62	46	24	65		0	135	974
Hourly Total	41	1219	120		20	1400	226	1448	153		26	1853	169	93	23		0	285	186	85	319		2	592	4130
Grand Total	85	2456	242		40	2823	432	2825	366		40	3663	329	162	43		0	534	366	197	602		2	1167	8187
Approach %	3.01	87.00	8.57		1.42	-	11.79	77.12	9.99		1.09	-	61.61	30.34	8.05		0.00	-	31.36	16.88	51.59		0.17	-	
Intersection %	1.04	30.00	2.96		0.49	34.48	5.28	34.51	4.47		0.49	44.74	4.02	1.98	0.53		0.00	6.52	4.47	2.41	7.35		0.02	14.25	
Heavy Vehicle %	7	5	7		0	5	21	2	17		0	6	16	11	14		-	14	3	7	7		0	6	6
PHF	0.77	0.91	0.88		0.75	0.92	0.83	0.93	0.85		0.69	0.94	0.77	0.78	0.75		0.00	0.77	0.86	0.86	0.81		0.25	0.84	0.97

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

Fairburn, GA

Site 8
GA-74 Senoia Rd (South)
GA-74 Senoia Rd (North)
Oakley Industrial Blvd (West)
Oakley Industrial Blvd (East)



Date
Tuesday, November 19, 2024

Lat/Long
33.542604°, -84.576953°
[Click here for Map](#)

Weather
Light Rain Shower
61°F
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0700 - 0900 (Weekday 3h Session) (11-19-2024)
Passenger Vehicles (1-3)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						Oakley Industrial Blvd (West)						Oakley Industrial Blvd (East)						
	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total	
0700 - 0715	5	222	15		4	246	47	150	39		5	241	29	20	4		0	53	19	11	49		0	79	619
0715 - 0730	4	302	8		1	315	34	212	35		8	289	33	17	4		0	54	40	12	90		1	143	801
0730 - 0745	7	295	19		4	325	40	273	37		11	361	35	15	3		0	53	38	21	81		0	140	879
0745 - 0800	7	302	19		4	332	64	232	53		7	356	38	14	2		0	54	49	18	70		0	137	879
Hourly Total	23	1121	61		13	1218	185	867	164		31	1247	135	66	13		0	214	146	62	290		1	499	3178
0800 - 0815	6	243	27		2	278	58	233	40		3	334	13	13	8		0	34	31	15	58		0	104	750
0815 - 0830	6	268	22		4	300	80	237	26		13	356	26	22	0		0	48	39	16	49		0	104	808
0830 - 0845	5	250	21		2	278	56	241	20		12	329	21	14	3		0	38	35	7	39		0	81	726
0845 - 0900	7	251	14		2	274	42	233	37		8	320	28	17	5		0	50	33	20	36		0	89	733
Hourly Total	24	1012	84		10	1130	236	944	123		36	1339	88	66	16		0	170	138	58	182		0	378	3017
Grand Total	47	2133	145		23	2348	421	1811	287		67	2586	223	132	29		0	384	284	120	472		1	877	6195
Approach %	2.00	90.84	6.18		0.98	-	16.28	70.03	11.10		2.59	-	58.07	34.38	7.55		0.00	-	32.38	13.68	53.82		0.26	-	
Intersection %	0.76	34.43	2.34		0.37	37.90	6.80	29.23	4.63		1.08	41.74	3.60	2.13	0.47		0.00	6.20	4.58	1.94	7.62		0.02	14.16	

1600 - 1800 (Weekday 2h Session) (11-19-2024)
Passenger Vehicles (1-3)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						Oakley Industrial Blvd (West)						Oakley Industrial Blvd (East)						
	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total	
1600 - 1615	12	299	34		2	347	32	324	51		6	413	31	22	3		0	56	44	27	72		0	143	959
1615 - 1630	10	270	23		4	307	43	288	41		3	375	39	19	9		0	67	43	38	63		0	144	893
1630 - 1645	10	271	29		7	317	46	375	53		2	476	33	10	2		0	45	37	18	70		0	125	963
1645 - 1700	10	331	28		7	376	36	352	36		3	427	21	7	1		0	29	49	19	54		0	122	954
Hourly Total	42	1171	114		20	1347	157	1339	181		14	1691	124	58	15		0	197	173	102	259		0	534	3769
1700 - 1715	11	298	28		9	346	34	325	25		5	389	39	18	4		0	61	55	22	86		0	163	959
1715 - 1730	4	278	27		7	316	57	375	30		9	471	47	23	7		0	77	38	21	77		2	138	1002
1730 - 1745	8	308	31		4	351	45	391	30		8	474	37	20	7		0	64	44	15	73		0	132	1021
1745 - 1800	14	276	24		0	314	47	331	39		4	421	29	25	4		0	58	45	23	62		0	130	923
Hourly Total	37	1160	110		20	1327	183	1422	124		26	1755	152	86	22		0	260	182	81	298		2	563	3905
Grand Total	79	2331	224		40	2674	340	2761	305		40	3446	276	144	37		0	457	355	183	557		2	1097	7674
Approach %	2.95	87.17	8.38		1.50	-	9.87	80.12	8.85		1.16	-	60.39	31.51	8.10		0.00	-	32.36	16.68	50.77		0.18	-	
Intersection %	1.03	30.38	2.92		0.52	34.84	4.43	35.98	3.97		0.52	44.90	3.60	1.88	0.48		0.00	5.96	4.63	2.38	7.26		0.03	14.30	

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

Fairburn, GA

Site 8

GA-74 Senoia Rd (South)
GA-74 Senoia Rd (North)
Oakley Industrial Blvd (West)
Oakley Industrial Blvd (East)

Date

Tuesday, November 19, 2024

Lat/Long

33.542604°, -84.576953°
[Click here for Map](#)

Weather

Light Rain Shower
61°F
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0700 - 0900 (Weekday 3h Session) (11-19-2024)
Single Unit Trucks (4-7)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						Oakley Industrial Blvd (West)						Oakley Industrial Blvd (East)						
	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total	
0700 - 0715	0	4	0		0	4	5	13	3		0	21	4	0	0		0	4	1	0	3		0	4	33
0715 - 0730	2	7	3		0	12	2	12	2		0	16	0	2	2		0	4	1	2	7		0	10	42
0730 - 0745	0	7	0		0	7	1	8	5		0	14	2	2	2		0	6	1	3	4		0	8	35
0745 - 0800	0	5	3		0	8	2	23	1		0	26	3	2	0		0	5	1	4	3		0	8	47
Hourly Total	2	23	6		0	31	10	56	11		0	77	9	6	4		0	19	4	9	17		0	30	157
0800 - 0815	1	5	1		0	7	5	5	4		0	14	4	1	1		0	6	0	0	3		0	3	30
0815 - 0830	0	11	0		0	11	2	13	4		0	19	0	2	1		0	3	4	2	2		0	8	41
0830 - 0845	0	11	1		0	12	3	12	0		0	15	1	0	1		0	2	3	1	0		0	4	33
0845 - 0900	1	4	2		0	7	3	14	1		0	18	5	1	2		0	8	0	0	2		0	2	35
Hourly Total	2	31	4		0	37	13	44	9		0	66	10	4	5		0	19	7	3	7		0	17	139
Grand Total	4	54	10		0	68	23	100	20		0	143	19	10	9		0	38	11	12	24		0	47	296
Approach %	5.88	79.41	14.71		0.00	-	16.08	69.93	13.99		0.00	-	50.00	26.32	23.68		0.00	-	23.40	25.53	51.06		0.00	-	
Intersection %	1.35	18.24	3.38		0.00	22.97	7.77	33.78	6.76		0.00	48.31	6.42	3.38	3.04		0.00	12.84	3.72	4.05	8.11		0.00	15.88	

1600 - 1800 (Weekday 2h Session) (11-19-2024)
Single Unit Trucks (4-7)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						Oakley Industrial Blvd (West)						Oakley Industrial Blvd (East)						
	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total	
1600 - 1615	0	5	0		0	5	3	6	2		0	11	3	2	3		0	8	2	1	5		0	8	32
1615 - 1630	1	6	1		0	8	6	8	2		0	16	5	2	0		0	7	1	0	3		0	4	35
1630 - 1645	0	8	1		0	9	6	6	2		0	14	4	0	0		0	4	2	0	2		0	4	31
1645 - 1700	1	13	0		0	14	4	6	3		0	13	1	2	0		0	3	0	4	3		0	7	37
Hourly Total	2	32	2		0	36	19	26	9		0	54	13	6	3		0	22	5	5	13		0	23	135
1700 - 1715	0	6	0		0	6	3	7	2		0	12	0	2	1		0	3	0	1	2		0	3	24
1715 - 1730	0	3	0		0	3	3	0	3		0	6	2	0	0		0	2	1	0	0		0	1	12
1730 - 1745	0	9	1		0	10	1	4	2		0	7	1	1	0		0	2	2	0	0		0	2	21
1745 - 1800	1	10	2		0	13	3	2	1		0	6	1	0	0		0	1	1	0	0		0	1	21
Hourly Total	1	28	3		0	32	10	13	8		0	31	4	3	1		0	8	4	1	2		0	7	78
Grand Total	3	60	5		0	68	29	39	17		0	85	17	9	4		0	30	9	6	15		0	30	213
Approach %	4.41	88.24	7.35		0.00	-	34.12	45.88	20.00		0.00	-	56.67	30.00	13.33		0.00	-	30.00	20.00	50.00		0.00	-	
Intersection %	1.41	28.17	2.35		0.00	31.92	13.62	18.31	7.98		0.00	39.91	7.98	4.23	1.88		0.00	14.08	4.23	2.82	7.04		0.00	14.08	

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

Fairburn, GA

Site 8
GA-74 Senoia Rd (South)
GA-74 Senoia Rd (North)
Oakley Industrial Blvd (West)
Oakley Industrial Blvd (East)



Date
Tuesday, November 19, 2024

Lat/Long
33.542604°, -84.576953°
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Weather
Light Rain Shower
61°F
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0700 - 0900 (Weekday 3h Session) (11-19-2024)
Combination Trucks (8-13)

TIME	Northbound						Southbound						Eastbound						Westbound					
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						Oakley Industrial Blvd (West)						Oakley Industrial Blvd (East)					
	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total		Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total		Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total		Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total	Int Total
0700 - 0715	0	7	1	0	8		7	7	2	0	16		5	1	0	0	6		0	1	2	0	3	33
0715 - 0730	0	13	2	0	15		8	13	12	0	33		3	2	0	0	5		1	0	4	0	5	58
0730 - 0745	1	9	2	0	12		7	3	7	0	17		6	1	0	0	7		0	2	3	0	5	41
0745 - 0800	0	12	2	0	14		10	3	6	0	19		3	0	2	0	5		0	0	5	0	5	43
Hourly Total	1	41	7	0	49		32	26	27	0	85		17	4	2	0	23		1	3	14	0	18	175
0800 - 0815	4	10	3	0	17		8	15	3	0	26		5	2	0	0	7		0	0	1	0	1	51
0815 - 0830	1	11	1	0	13		5	1	6	0	12		7	0	0	0	7		0	1	6	0	7	39
0830 - 0845	2	8	2	0	12		4	2	7	0	13		6	4	1	0	11		1	1	5	0	7	43
0845 - 0900	0	9	1	0	10		9	5	11	0	25		5	3	0	0	8		1	2	6	0	9	52
Hourly Total	7	38	7	0	52		26	23	27	0	76		23	9	1	0	33		2	4	18	0	24	185
Grand Total	8	79	14	0	101		58	49	54	0	161		40	13	3	0	56		3	7	32	0	42	360
Approach %	7.92	78.22	13.86	0.00	-		36.02	30.43	33.54	0.00	-		71.43	23.21	5.36	0.00	-		7.14	16.67	76.19	0.00	-	
Intersection %	2.22	21.94	3.89	0.00	28.06		16.11	13.61	15.00	0.00	44.72		11.11	3.61	0.83	0.00	15.56		0.83	1.94	8.89	0.00	11.67	

1600 - 1800 (Weekday 2h Session) (11-19-2024)
Combination Trucks (8-13)

TIME	Northbound						Southbound						Eastbound						Westbound					
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						Oakley Industrial Blvd (West)						Oakley Industrial Blvd (East)					
	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total		Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total		Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total		Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total	Int Total
1600 - 1615	0	8	1	0	9		8	2	7	0	17		2	2	0	0	4		1	2	5	0	8	38
1615 - 1630	0	10	2	0	12		5	5	4	0	14		7	2	0	0	9		1	1	3	0	5	40
1630 - 1645	0	11	2	0	13		7	3	5	0	15		9	0	1	0	10		0	0	1	0	1	39
1645 - 1700	0	5	1	0	6		10	2	7	0	19		5	1	1	0	7		0	2	2	0	4	36
Hourly Total	0	34	6	0	40		30	12	23	0	65		23	5	2	0	30		2	5	11	0	18	153
1700 - 1715	1	6	3	0	10		13	5	6	0	24		4	2	0	0	6		0	1	9	0	10	50
1715 - 1730	2	7	1	0	10		6	1	6	0	13		4	2	0	0	6		0	1	5	0	6	35
1730 - 1745	0	10	3	0	13		8	1	6	0	15		2	0	0	0	2		0	0	2	0	2	32
1745 - 1800	0	8	0	0	8		6	6	3	0	15		3	0	0	0	3		0	1	3	0	4	30
Hourly Total	3	31	7	0	41		33	13	21	0	67		13	4	0	0	17		0	3	19	0	22	147
Grand Total	3	65	13	0	81		63	25	44	0	132		36	9	2	0	47		2	8	30	0	40	300
Approach %	3.70	80.25	16.05	0.00	-		47.73	18.94	33.33	0.00	-		76.60	19.15	4.26	0.00	-		5.00	20.00	75.00	0.00	-	
Intersection %	1.00	21.67	4.33	0.00	27.00		21.00	8.33	14.67	0.00	44.00		12.00	3.00	0.67	0.00	15.67		0.67	2.67	10.00	0.00	13.33	

Classified Turn Movement Count || Bikes

Fairburn, GA

Site 8

GA-74 Senoia Rd (South)
GA-74 Senoia Rd (North)
Oakley Industrial Blvd (West)
Oakley Industrial Blvd (East)

Date

Tuesday, November 19, 2024

Lat/Long

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Weather

Light Rain Shower
61°F
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0700 - 0900 (Weekday 3h Session) (11-19-2024)
Bikes

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						Oakley Industrial Blvd (West)						Oakley Industrial Blvd (East)						
	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total	
0700 - 0715	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0715 - 0730	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0730 - 0745	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
0745 - 0800	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0
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) (11-19-2024)
Bikes

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total	
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						Oakley Industrial Blvd (West)						Oakley Industrial Blvd (East)							
	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total		
1600 - 1615	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1615 - 1630	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1630 - 1645	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1645 - 1700	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1715 - 1730	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1730 - 1745	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1745 - 1800	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Grand Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Approach %	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	
Intersection %	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	

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

Fairburn, GA

Site 8

GA-74 Senoia Rd (South)
GA-74 Senoia Rd (North)
Oakley Industrial Blvd (West)
Oakley Industrial Blvd (East)

Date

Tuesday, November 19, 2024

Lat/Long

33.542604°, -84.576953°
[Click here for Map](#)

Weather

Light Rain Shower
61°F
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0700 - 0900 (Weekday 3h Session) (11-19-2024)
All Trucks (4-13)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						Oakley Industrial Blvd (West)						Oakley Industrial Blvd (East)						
	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total	
0700 - 0715	0	11	1		0	12	12	20	5		0	37	9	1	0		0	10	1	1	5		0	7	66
0715 - 0730	2	20	5		0	27	10	25	14		0	49	3	4	2		0	9	2	2	11		0	15	100
0730 - 0745	1	16	2		0	19	8	11	12		0	31	8	3	2		0	13	1	5	7		0	13	76
0745 - 0800	0	17	5		0	22	12	26	7		0	45	6	2	2		0	10	1	4	8		0	13	90
Hourly Total	3	64	13		0	80	42	82	38		0	162	26	10	6		0	42	5	12	31		0	48	332
0800 - 0815	5	15	4		0	24	13	20	7		0	40	9	3	1		0	13	0	0	4		0	4	81
0815 - 0830	1	22	1		0	24	7	14	10		0	31	7	2	1		0	10	4	3	8		0	15	80
0830 - 0845	2	19	3		0	24	7	14	7		0	28	7	4	2		0	13	4	2	5		0	11	76
0845 - 0900	1	13	3		0	17	12	19	12		0	43	10	4	2		0	16	1	2	8		0	11	87
Hourly Total	9	69	11		0	89	39	67	36		0	142	33	13	6		0	52	9	7	25		0	41	324
Grand Total	12	133	24		0	169	81	149	74		0	304	59	23	12		0	94	14	19	56		0	89	656
Approach %	7.10	78.70	14.20		0.00	-	26.64	49.01	24.34		0.00	-	62.77	24.47	12.77		0.00	-	15.73	21.35	62.92		0.00	-	
Intersection %	1.83	20.27	3.66		0.00	25.76	12.35	22.71	11.28		0.00	46.34	8.99	3.51	1.83		0.00	14.33	2.13	2.90	8.54		0.00	13.57	

1600 - 1800 (Weekday 2h Session) (11-19-2024)
All Trucks (4-13)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-74 Senoia Rd (South)						GA-74 Senoia Rd (North)						Oakley Industrial Blvd (West)						Oakley Industrial Blvd (East)						
	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total	
1600 - 1615	0	13	1		0	14	11	8	9		0	28	5	4	3		0	12	3	3	10		0	16	70
1615 - 1630	1	16	3		0	20	11	13	6		0	30	12	4	0		0	16	2	1	6		0	9	75
1630 - 1645	0	19	3		0	22	13	9	7		0	29	13	0	1		0	14	2	0	3		0	5	70
1645 - 1700	1	18	1		0	20	14	8	10		0	32	6	3	1		0	10	0	6	5		0	11	73
Hourly Total	2	66	8		0	76	49	38	32		0	119	36	11	5		0	52	7	10	24		0	41	288
1700 - 1715	1	12	3		0	16	16	12	8		0	36	4	4	1		0	9	0	2	11		0	13	74
1715 - 1730	2	10	1		0	13	9	1	9		0	19	6	2	0		0	8	1	1	5		0	7	47
1730 - 1745	0	19	4		0	23	9	5	8		0	22	3	1	0		0	4	2	0	2		0	4	53
1745 - 1800	1	18	2		0	21	9	8	4		0	21	4	0	0		0	4	1	1	3		0	5	51
Hourly Total	4	59	10		0	73	43	26	29		0	98	17	7	1		0	25	4	4	21		0	29	225
Grand Total	6	125	18		0	149	92	64	61		0	217	53	18	6		0	77	11	14	45		0	70	513
Approach %	4.03	83.89	12.08		0.00	-	42.40	29.49	28.11		0.00	-	68.83	23.38	7.79		0.00	-	15.71	20.00	64.29		0.00	-	
Intersection %	1.17	24.37	3.51		0.00	29.04	17.93	12.48	11.89		0.00	42.30	10.33	3.51	1.17		0.00	15.01	2.14	2.73	8.77		0.00	13.65	

Crosswalk Counts | | Pedestrians

Fairburn, GA

Site 8
GA-74 Senoia Rd (South)
GA-74 Senoia Rd (North)
Oakley Industrial Blvd (West)
Oakley Industrial Blvd (East)

Date
Tuesday, November 19, 2024

Lat/Long
33.542604°, -84.576953°
[Click here for Map](#)

Weather
Light Rain Shower
61°F
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0700 - 0900 (Weekday 3h Session) (11-19-2024)
Pedestrians

TIME	Northbound				Southbound				Eastbound				Westbound				
	GA-74 Senoia Rd (South)				GA-74 Senoia Rd (North)				Oakley Industrial Blvd (West)				Oakley Industrial Blvd (East)				
	EB 8a	WB 8b		App Total	EB 8c	WB 8d		App Total	NB 8e	SB 8f		App Total	NB 8g	SB 8h		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	1	0		1	0	1		1	2
0730 - 0745	0	0		0	0	0		0	0	0		0	0	0		0	0
0745 - 0800	1	0		1	0	0		0	0	0		0	0	0		0	1
Hourly Total	1	0		1	0	0		0	1	0		1	0	1		1	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	1	0		1	1
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	1	0		1	1
Grand Total	1	0		1	0	0		0	1	0		1	1	1		2	4
Approach %	100.00	0.00		-	0.00	0.00		-	100.00	0.00		-	50.00	50.00		-	
Intersection %	25.00	0.00		25.00	0.00	0.00		0.00	25.00	0.00		25.00	25.00	25.00		50.00	

1600 - 1800 (Weekday 2h Session) (11-19-2024)
Pedestrians

	Northbound				Southbound				Eastbound				Westbound				
	GA-74 Senoia Rd (South)				GA-74 Senoia Rd (North)				Oakley Industrial Blvd (West)				Oakley Industrial Blvd (East)				
TIME	EB 8a	WB 8b		App Total	EB 8c	WB 8d		App Total	NB 8e	SB 8f		App Total	NB 8g	SB 8h		App Total	Int Total
1600 - 1615	0	0		0	0	0		0	0	0		0	0	0		0	0
1615 - 1630	1	1		2	0	0		0	1	0		1	0	0		0	3
1630 - 1645	2	0		2	2	0		2	0	0		0	2	1		3	7
1645 - 1700	0	2		2	0	0		0	0	0		0	0	2		2	4
Hourly Total	3	3		6	2	0		2	1	0		1	2	3		5	14
1700 - 1715	1	0		1	0	0		0	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	4		4	0	0		0	0	0		0	0	0		0	4
1745 - 1800	0	0		0	0	0		0	0	0		0	1	3		4	4
Hourly Total	1	4		5	0	0		0	0	0		0	1	3		4	9
Grand Total	4	7		11	2	0		2	1	0		1	3	6		9	23
Approach %	36.36	63.64		-	100.00	0.00		-	100.00	0.00		-	33.33	66.67		-	
Intersection %	17.39	30.43		47.83	8.70	0.00		8.70	4.35	0.00		4.35	13.04	26.09		39.13	

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Weather

Light Rain Shower
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Bikes

[illegible]

Bikes

[illegible]

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Weather

Light Rain Shower
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Motorized Vehicles

[illegible]

Motorized Vehicles

[illegible]



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Peak Hour Turning Movement Count

Fairburn, GA



www.marrtraffic.com



Tuesday, November 19, 2024	
Period	0700 - 0900
Peak Hour	0715 - 0815

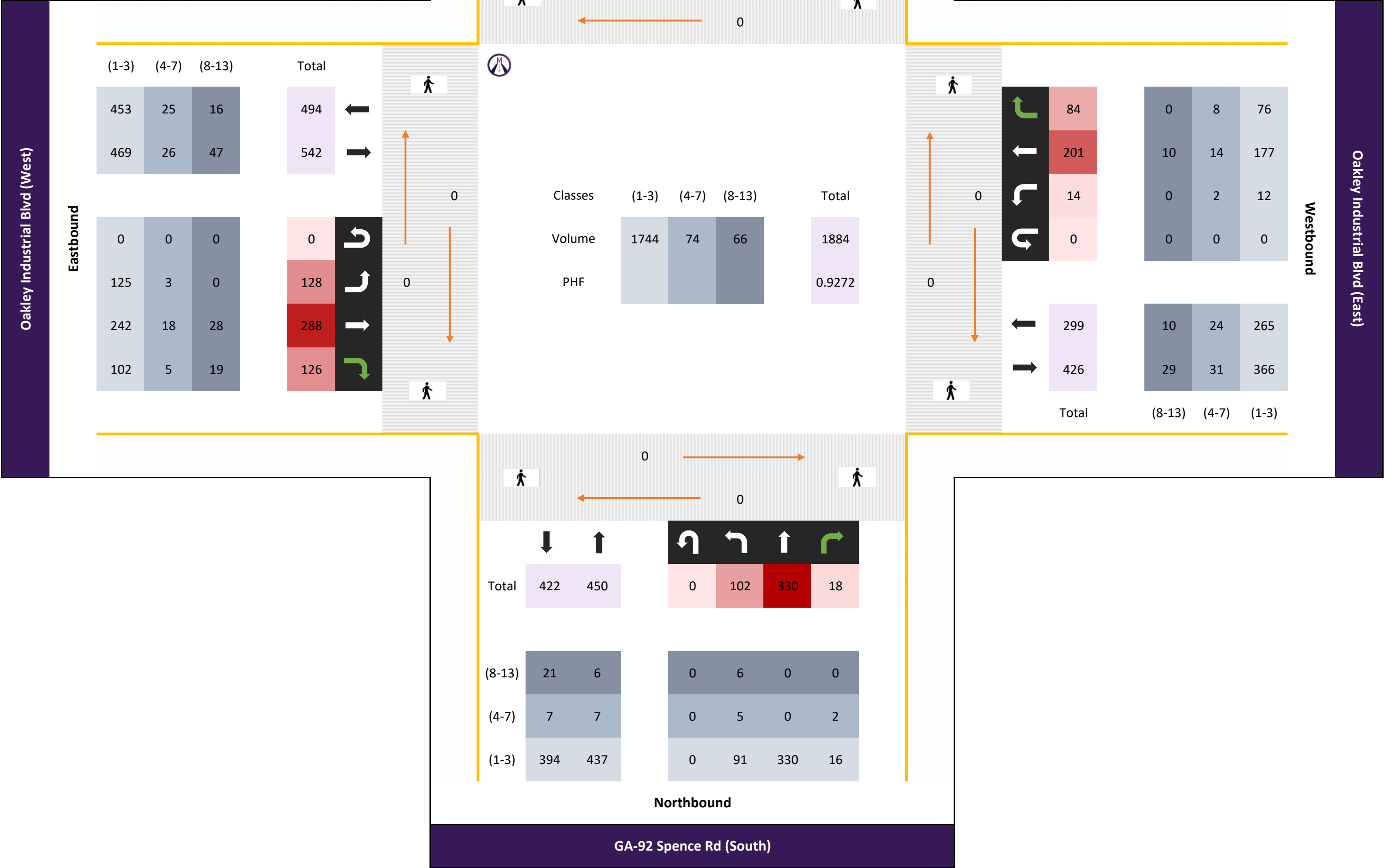
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

0715 - 0815

Volume



All vehicles

Passenger Vehicles (1-3)

Single Unit Trucks (4-7)

Combination Trucks (8-13)

Bikes

[illegible]



[Click here for Map](#)

Peak Hour Turning Movement Count

Fairburn, GA

www.marrtraffic.com



Tuesday, November 19, 2024	
Period	1600 - 1800
Peak Hour	1645 - 1745

* the Peak Hour Diagram does not include Bikes

GA-92 Spence Rd (North)

Southbound

210	329	72	0	611	444	(1-3)
0	3	3	0	6	6	(4-7)
1	0	0	0	1	0	(8-13)

211	332	75	0	618	450	Total



Session Parameters

(Drop Down Menu)

1645 - 1745

Volume

Oakley Industrial Blvd (West)

(1-3)	(4-7)	(8-13)	Total
673	13	22	708
342	17	50	409
0	0	0	0
85	2	0	87
161	10	35	206
96	5	15	116

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	1813	41	73	1927
PHF				0.9107

122	0	2	120
323	16	12	295
21	0	0	21
0	0	0	0
466	16	14	436
300	36	14	250
Total	(8-13)	(4-7)	(1-3)

Oakley Industrial Blvd (East)

						
						
Total	469	434	0	174	241	19
(8-13)	15	6	0	5	0	1
(4-7)	8	4	0	1	2	1
(1-3)	446	424	0	168	239	17

Northbound

GA-92 Spence Rd (South)

All vehicles

Passenger Vehicles (1-3)

Single Unit Trucks (4-7)

Combination Trucks (8-13)

Bikes

[illegible]

Classified Turn Movement Count | | All vehicles

Fairburn, GA

Site 9

GA-92 Spence Rd (South)
GA-92 Spence Rd (North)
Oakley Industrial Blvd (West)
Oakley Industrial Blvd (East)

Date

Tuesday, November 19, 2024

Lat/Long

33.543454°, -84.564404°
[Click here for Map](#)

Weather

Light Rain Shower
61°F
[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 3h Session) (11-19-2024)
All vehicles

TIME	Northbound						Southbound						Eastbound						Westbound						
	GA-92 Spence Rd (South)						GA-92 Spence Rd (North)						Oakley Industrial Blvd (West)						Oakley Industrial Blvd (East)						
	Left 9.1	Thru 9.2	Right 9.3		U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7		U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11		U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15		U-Turn 9.16	App Total	Int Total
0700 - 0715	17	52	8		0	77	18	32	29		0	79	20	61	18		0	99	1	46	14		0	61	316
0715 - 0730	31	55	5		0	91	29	60	47		0	136	30	78	27		0	135	5	40	14		0	59	421
0730 - 0745	28	93	5		0	126	29	68	51		0	148	37	61	26		0	124	3	43	24		0	70	468
0745 - 0800	18	77	3		0	98	26	80	49		0	155	28	71	40		0	139	3	65	27		0	95	487
Hourly Total	94	277	21		0	392	102	240	176		0	518	115	271	111		0	497	12	194	79		0	285	1692
0800 - 0815	25	105	5		0	135	36	74	44		0	154	33	78	33		0	144	3	53	19		0	75	508
0815 - 0830	28	55	8		0	91	29	67	40		0	136	29	89	27		0	145	3	43	14		0	60	432
0830 - 0845	18	45	5		0	68	23	54	34		0	111	18	66	26		0	110	2	35	18		0	55	344
0845 - 0900	26	34	1		0	61	10	49	29		0	88	15	40	24		0	79	5	38	4		0	47	275
Hourly Total	97	239	19		0	355	98	244	147		0	489	95	273	110		0	478	13	169	55		0	237	1559
Grand Total	191	516	40		0	747	200	484	323		0	1007	210	544	221		0	975	25	363	134		0	522	3251
Approach %	25.57	69.08	5.35		0.00	-	19.86	48.06	32.08		0.00	-	21.54	55.79	22.67		0.00	-	4.79	69.54	25.67		0.00	-	
Intersection %	5.88	15.87	1.23		0.00	22.98	6.15	14.89	9.94		0.00	30.98	6.46	16.73	6.80		0.00	29.99	0.77	11.17	4.12		0.00	16.06	
Heavy Vehicle %	15	0	18		-	5	7	2	2		-	3	3	14	21		-	13	32	14	13		-	15	8
PHF	0.88	0.79	0.66		0.00	0.83	0.83	0.90	0.90		0.00	0.96	0.86	0.84	0.79		0.00	0.95	1.00	0.78	0.78		0.00	0.79	0.93

1600 - 1800 (Weekday 2h Session) (11-19-2024)
All vehicles

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-92 Spence Rd (South)						GA-92 Spence Rd (North)						Oakley Industrial Blvd (West)						Oakley Industrial Blvd (East)						
	Left 9.1	Thru 9.2	Right 9.3		U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7		U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11		U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15		U-Turn 9.16	App Total	
1600 - 1615	37	69	5		0	111	43	74	68		0	185	14	55	31		0	100	2	83	23		0	108	504
1615 - 1630	28	61	5		0	94	27	75	63		0	165	22	64	19		0	105	6	84	36		0	126	490
1630 - 1645	35	60	2		0	97	30	87	55		0	172	20	45	24		0	89	7	85	32		0	124	482
1645 - 1700	41	44	7		0	92	15	72	48		0	135	23	59	23		0	105	4	89	31		0	124	456
Hourly Total	141	234	19		0	394	115	308	234		0	657	79	223	97		0	399	19	341	122		0	482	1932
1700 - 1715	53	51	5		0	109	23	77	55		0	155	13	53	33		0	99	4	90	31		0	125	488
1715 - 1730	47	88	3		0	138	22	90	51		0	163	23	53	30		0	106	8	81	33		0	122	529
1730 - 1745	33	58	4		0	95	15	93	57		0	165	28	41	30		0	99	5	63	27		0	95	454
1745 - 1800	34	48	3		0	85	15	69	49		0	133	26	61	31		0	118	7	75	17		0	99	435
Hourly Total	167	245	15		0	427	75	329	212		0	616	90	208	124		0	422	24	309	108		0	441	1906
Grand Total	308	479	34		0	821	190	637	446		0	1273	169	431	221		0	821	43	650	230		0	923	3838
Approach %	37.52	58.34	4.14		0.00	-	14.93	50.04	35.04		0.00	-	20.58	52.50	26.92		0.00	-	4.66	70.42	24.92		0.00	-	
Intersection %	8.03	12.48	0.89		0.00	21.39	4.95	16.60	11.62		0.00	33.17	4.40	11.23	5.76		0.00	21.39	1.12	16.94	5.99		0.00	24.05	
Heavy Vehicle %	4	1	12		-	2	4	1	1		-	1	2	21	14		-	16	9	9	2		-	7	6
PHF	0.83	0.69	0.61		0.00	0.79	0.75	0.91	0.95		0.00	0.91	0.86	0.89	0.83		0.00	0.94	0.72	0.96	0.96		0.00	0.99	0.92

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

Fairburn, GA

Site 9



GA-92 Spence Rd (South)
GA-92 Spence Rd (North)
Oakley Industrial Blvd (West)
Oakley Industrial Blvd (East)

Date

Tuesday, November 19, 2024

Lat/Long

33.543454°, -84.564404°

[Click here for Map](#)

Weather

Light Rain Shower
61°F

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0700 - 0900 (Weekday 3h Session) (11-19-2024)

Passenger Vehicles (1-3)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-92 Spence Rd (South)						GA-92 Spence Rd (North)						Oakley Industrial Blvd (West)						Oakley Industrial Blvd (East)						
	Left 9.1	Thru 9.2	Right 9.3		U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7		U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11		U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15		U-Turn 9.16	App Total	
0700 - 0715	14	52	7		0	73	18	31	29		0	78	20	48	17		0	85	1	40	14		0	55	291
0715 - 0730	28	55	5		0	88	26	60	45		0	131	30	65	21		0	116	4	31	12		0	47	382
0730 - 0745	25	93	5		0	123	28	66	48		0	142	36	51	22		0	109	3	40	22		0	65	439
0745 - 0800	15	77	2		0	94	23	80	49		0	152	27	60	33		0	120	2	54	27		0	83	449
Hourly Total	82	277	19		0	378	95	237	171		0	503	113	224	93		0	430	10	165	75		0	250	1561
0800 - 0815	23	105	4		0	132	31	74	43		0	148	32	66	26		0	124	3	52	15		0	70	474
0815 - 0830	23	55	5		0	83	28	63	39		0	130	28	84	18		0	130	1	34	11		0	46	389
0830 - 0845	14	45	4		0	63	23	52	34		0	109	16	60	20		0	96	1	27	13		0	41	309
0845 - 0900	21	34	1		0	56	10	47	29		0	86	15	32	17		0	64	2	33	3		0	38	244
Hourly Total	81	239	14		0	334	92	236	145		0	473	91	242	81		0	414	7	146	42		0	195	1416
Grand Total	163	516	33		0	712	187	473	316		0	976	204	466	174		0	844	17	311	117		0	445	2977
Approach %	22.89	72.47	4.63		0.00	-	19.16	48.46	32.38		0.00	-	24.17	55.21	20.62		0.00	-	3.82	69.89	26.29		0.00	-	
Intersection %	5.48	17.33	1.11		0.00	23.92	6.28	15.89	10.61		0.00	32.78	6.85	15.65	5.84		0.00	28.35	0.57	10.45	3.93		0.00	14.95	

1600 - 1800 (Weekday 2h Session) (11-19-2024)

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound											
	GA-92 Spence Rd (South)						GA-92 Spence Rd (North)						Oakley Industrial Blvd (West)						Oakley Industrial Blvd (East)											
	Left 9.1	Thru 9.2	Right 9.3		U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7		U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11		U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15		U-Turn 9.16	App Total		Int Total				
TIME	34	69	5		0	108	41	73	68		0	182	14	44	26		0	84	2	71	22		0	95	469					
1600 - 1615	25	61	4		0	90	27	75	61		0	163	22	50	15		0	87	5	76	35		0	116	456					
1615 - 1630	34	60	2		0	96	27	87	55		0	169	18	32	23		0	73	7	81	32		0	120	458					
1630 - 1645	39	43	6		0	88	14	69	48		0	131	23	47	17		0	87	4	80	30		0	114	420					
1645 - 1700	132	233	17		0	382	109	304	232		0	645	77	173	81		0	331	18	308	119		0	445	1803					
Hourly Total	50	51	4		0	105	22	77	55		0	154	12	35	29		0	76	4	80	31		0	115	450					
1700 - 1715	47	88	3		0	138	22	90	51		0	163	23	47	24		0	94	8	74	32		0	114	509					
1715 - 1730	32	57	4		0	93	14	93	56		0	163	27	32	26		0	85	5	61	27		0	93	434					
1730 - 1745	34	47	2		0	83	15	69	48		0	132	26	52	29		0	107	4	69	17		0	90	412					
1745 - 1800	163	243	13		0	419	73	329	210		0	612	88	166	108		0	362	21	284	107		0	412	1805					
Hourly Total																														
Grand Total	295	476	30		0	801	182	633	442		0	1257	165	339	189		0	693	39	592	226		0	857	3608					
Approach %	36.83	59.43	3.75		0.00	-	14.48	50.36	35.16		0.00	-	23.81	48.92	27.27		0.00	-	4.55	69.08	26.37		0.00	-						
Intersection %	8.18	13.19	0.83		0.00	22.20	5.04	17.54	12.25		0.00	34.84	4.57	9.40	5.24		0.00	19.21	1.08	16.41	6.26		0.00	23.75						

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

Fairburn, GA

Site 9
GA-92 Spence Rd (South)
GA-92 Spence Rd (North)
Oakley Industrial Blvd (West)
Oakley Industrial Blvd (East)



Date
Tuesday, November 19, 2024

Lat/Long
33.543454°, -84.564404°
[Click here for Map](#)

Weather
Light Rain Shower
61°F
[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 3h Session) (11-19-2024)
Single Unit Trucks (4-7)



TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-92 Spence Rd (South)						GA-92 Spence Rd (North)						Oakley Industrial Blvd (West)						Oakley Industrial Blvd (East)						
	Left 9.1	Thru 9.2	Right 9.3		U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7		U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11		U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15		U-Turn 9.16	App Total	
0700 - 0715	1	0	0		0	1	0	0	0		0	0	0	5	0		0	5	0	5	0		0	5	11
0715 - 0730	1	0	0		0	1	2	0	2		0	4	0	5	2		0	7	1	5	2		0	8	20
0730 - 0745	1	0	0		0	1	1	0	3		0	4	1	2	2		0	5	0	1	2		0	3	13
0745 - 0800	2	0	1		0	3	3	0	0		0	3	1	5	1		0	7	1	7	0		0	8	21
Hourly Total	5	0	1		0	6	6	0	5		0	11	2	17	5		0	24	2	18	4		0	24	65
0800 - 0815	1	0	1		0	2	5	0	1		0	6	1	6	0		0	7	0	1	4		0	5	20
0815 - 0830	0	0	2		0	2	1	4	1		0	6	1	5	1		0	7	0	7	3		0	10	25
0830 - 0845	1	0	1		0	2	0	2	0		0	2	1	2	3		0	6	0	3	5		0	8	18
0845 - 0900	1	0	0		0	1	0	2	0		0	2	0	2	0		0	2	1	1	1		0	3	8
Hourly Total	3	0	4		0	7	6	8	2		0	16	3	15	4		0	22	1	12	13		0	26	71
Grand Total	8	0	5		0	13	12	8	7		0	27	5	32	9		0	46	3	30	17		0	50	136
Approach %	61.54	0.00	38.46		0.00	-	44.44	29.63	25.93		0.00	-	10.87	69.57	19.57		0.00	-	6.00	60.00	34.00		0.00	-	
Intersection %	5.88	0.00	3.68		0.00	9.56	8.82	5.88	5.15		0.00	19.85	3.68	23.53	6.62		0.00	33.82	2.21	22.06	12.50		0.00	36.76	

1600 - 1800 (Weekday 2h Session) (11-19-2024)
Single Unit Trucks (4-7)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-92 Spence Rd (South)						GA-92 Spence Rd (North)						Oakley Industrial Blvd (West)						Oakley Industrial Blvd (East)						
	Left 9.1	Thru 9.2	Right 9.3		U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7		U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11		U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15		U-Turn 9.16	App Total	
1600 - 1615	1	0	0		0	1	2	1	0		0	3	0	3	2		0	5	0	7	1		0	8	17
1615 - 1630	0	0	1		0	1	0	0	2		0	2	0	7	2		0	9	0	5	1		0	6	18
1630 - 1645	0	0	0		0	0	3	0	0		0	3	2	5	0		0	7	0	4	0		0	4	14
1645 - 1700	1	1	1		0	3	1	3	0		0	4	0	6	0		0	6	0	6	1		0	7	20
Hourly Total	2	1	2		0	5	6	4	2		0	12	2	21	4		0	27	0	22	3		0	25	69
1700 - 1715	0	0	0		0	0	1	0	0		0	1	1	3	1		0	5	0	3	0		0	3	9
1715 - 1730	0	0	0		0	0	0	0	0		0	0	0	0	3		0	3	0	1	1		0	2	5
1730 - 1745	0	1	0		0	1	1	0	0		0	1	1	1	1		0	3	0	2	0		0	2	7
1745 - 1800	0	1	0		0	1	0	0	0		0	0	0	5	0		0	5	0	3	0		0	3	9
Hourly Total	0	2	0		0	2	2	0	0		0	2	2	9	5		0	16	0	9	1		0	10	30
Grand Total	2	3	2		0	7	8	4	2		0	14	4	30	9		0	43	0	31	4		0	35	99
Approach %	28.57	42.86	28.57		0.00	-	57.14	28.57	14.29		0.00	-	9.30	69.77	20.93		0.00	-	0.00	88.57	11.43		0.00	-	
Intersection %	2.02	3.03	2.02		0.00	7.07	8.08	4.04	2.02		0.00	14.14	4.04	30.30	9.09		0.00	43.43	0.00	31.31	4.04		0.00	35.35	

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

Fairburn, GA

Site 9
GA-92 Spence Rd (South)
GA-92 Spence Rd (North)
Oakley Industrial Blvd (West)
Oakley Industrial Blvd (East)



Date
Tuesday, November 19, 2024

Lat/Long
33.543454°, -84.564404°
[Click here for Map](#)

Weather
Light Rain Shower
61°F
[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 3h Session) (11-19-2024)
Combination Trucks (8-13)

TIME	Northbound						Southbound						Eastbound						Westbound					
	GA-92 Spence Rd (South)						GA-92 Spence Rd (North)						Oakley Industrial Blvd (West)						Oakley Industrial Blvd (East)					
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total		Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total		Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total		Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	Int Total
0700 - 0715	2	0	1	0	3		0	1	0	0	1		0	8	1	0	9		0	1	0	0	1	14
0715 - 0730	2	0	0	0	2		1	0	0	0	1		0	8	4	0	12		0	4	0	0	4	19
0730 - 0745	2	0	0	0	2		0	2	0	0	2		0	8	2	0	10		0	2	0	0	2	16
0745 - 0800	1	0	0	0	1		0	0	0	0	0		0	6	6	0	12		0	4	0	0	4	17
Hourly Total	7	0	1	0	8		1	3	0	0	4		0	30	13	0	43		0	11	0	0	11	66
0800 - 0815	1	0	0	0	1		0	0	0	0	0		0	6	7	0	13		0	0	0	0	0	14
0815 - 0830	5	0	1	0	6		0	0	0	0	0		0	0	8	0	8		2	2	0	0	4	18
0830 - 0845	3	0	0	0	3		0	0	0	0	0		1	4	3	0	8		1	5	0	0	6	17
0845 - 0900	4	0	0	0	4		0	0	0	0	0		0	6	7	0	13		2	4	0	0	6	23
Hourly Total	13	0	1	0	14		0	0	0	0	0		1	16	25	0	42		5	11	0	0	16	72
Grand Total	20	0	2	0	22		1	3	0	0	4		1	46	38	0	85		5	22	0	0	27	138
Approach %	90.91	0.00	9.09	0.00	-		25.00	75.00	0.00	0.00	-		1.18	54.12	44.71	0.00	-		18.52	81.48	0.00	0.00	-	
Intersection %	14.49	0.00	1.45	0.00	15.94		0.72	2.17	0.00	0.00	2.90		0.72	33.33	27.54	0.00	61.59		3.62	15.94	0.00	0.00	19.57	

1600 - 1800 (Weekday 2h Session) (11-19-2024)
Combination Trucks (8-13)

TIME	Northbound						Southbound						Eastbound						Westbound					
	GA-92 Spence Rd (South)						GA-92 Spence Rd (North)						Oakley Industrial Blvd (West)						Oakley Industrial Blvd (East)					
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total		Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total		Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total		Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	Int Total
1600 - 1615	2	0	0	0	2		0	0	0	0	0		0	8	3	0	11		0	5	0	0	5	18
1615 - 1630	3	0	0	0	3		0	0	0	0	0		0	7	2	0	9		1	3	0	0	4	16
1630 - 1645	1	0	0	0	1		0	0	0	0	0		0	8	1	0	9		0	0	0	0	0	10
1645 - 1700	1	0	0	0	1		0	0	0	0	0		0	6	6	0	12		0	3	0	0	3	16
Hourly Total	7	0	0	0	7		0	0	0	0	0		0	29	12	0	41		1	11	0	0	12	60
1700 - 1715	3	0	1	0	4		0	0	0	0	0		0	15	3	0	18		0	7	0	0	7	29
1715 - 1730	0	0	0	0	0		0	0	0	0	0		0	6	3	0	9		0	6	0	0	6	15
1730 - 1745	1	0	0	0	1		0	0	1	0	1		0	8	3	0	11		0	0	0	0	0	13
1745 - 1800	0	0	1	0	1		0	0	1	0	1		0	4	2	0	6		3	3	0	0	6	14
Hourly Total	4	0	2	0	6		0	0	2	0	2		0	33	11	0	44		3	16	0	0	19	71
Grand Total	11	0	2	0	13		0	0	2	0	2		0	62	23	0	85		4	27	0	0	31	131
Approach %	84.62	0.00	15.38	0.00	-		0.00	0.00	100.00	0.00	-		0.00	72.94	27.06	0.00	-		12.90	87.10	0.00	0.00	-	
Intersection %	8.40	0.00	1.53	0.00	9.92		0.00	0.00	1.53	0.00	1.53		0.00	47.33	17.56	0.00	64.89		3.05	20.61	0.00	0.00	23.66	

Classified Turn Movement Count || Bikes

Fairburn, GA

Site 9



GA-92 Spence Rd (South)
GA-92 Spence Rd (North)
Oakley Industrial Blvd (West)
Oakley Industrial Blvd (East)

Date

Tuesday, November 19, 2024

Lat/Long

33.543454°, -84.564404°

[Click here for Map](#)

Weather

Light Rain Shower
61°F

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0700 - 0900 (Weekday 3h Session) (11-19-2024)

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	GA-92 Spence Rd (South)						GA-92 Spence Rd (North)						Oakley Industrial Blvd (West)						Oakley Industrial Blvd (East)						
	Left 9.1	Thru 9.2	Right 9.3		U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7		U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11		U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15		U-Turn 9.16	App Total	Int Total
TIME	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
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) (11-19-2024)

Bikes

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total	
	GA-92 Spence Rd (South)						GA-92 Spence Rd (North)						Oakley Industrial Blvd (West)						Oakley Industrial Blvd (East)							
	Left 9.1	Thru 9.2	Right 9.3		U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7		U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11		U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15		U-Turn 9.16	App Total		
1600 - 1615	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1615 - 1630	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1630 - 1645	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1645 - 1700	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1700 - 1715	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1715 - 1730	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1730 - 1745	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
1745 - 1800	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Hourly Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Grand Total	0	0	0		0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0		0	0	0
Approach %	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-	0.00	0.00	0.00		0.00	-		
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)

Fairburn, GA

Site 9

GA-92 Spence Rd (South)
GA-92 Spence Rd (North)
Oakley Industrial Blvd (West)
Oakley Industrial Blvd (East)

Date

Tuesday, November 19, 2024

Lat/Long

33.543454°, -84.564404°
[Click here for Map](#)

Weather

Light Rain Shower
61°F
[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 3h Session) (11-19-2024)
All Trucks (4-13)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-92 Spence Rd (South)						GA-92 Spence Rd (North)						Oakley Industrial Blvd (West)						Oakley Industrial Blvd (East)						
	Left 9.1	Thru 9.2	Right 9.3		U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7		U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11		U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15		U-Turn 9.16	App Total	
0700 - 0715	3	0	1		0	4	0	1	0		0	1	0	13	1		0	14	0	6	0		0	6	25
0715 - 0730	3	0	0		0	3	3	0	2		0	5	0	13	6		0	19	1	9	2		0	12	39
0730 - 0745	3	0	0		0	3	1	2	3		0	6	1	10	4		0	15	0	3	2		0	5	29
0745 - 0800	3	0	1		0	4	3	0	0		0	3	1	11	7		0	19	1	11	0		0	12	38
Hourly Total	12	0	2		0	14	7	3	5		0	15	2	47	18		0	67	2	29	4		0	35	131
0800 - 0815	2	0	1		0	3	5	0	1		0	6	1	12	7		0	20	0	1	4		0	5	34
0815 - 0830	5	0	3		0	8	1	4	1		0	6	1	5	9		0	15	2	9	3		0	14	43
0830 - 0845	4	0	1		0	5	0	2	0		0	2	2	6	6		0	14	1	8	5		0	14	35
0845 - 0900	5	0	0		0	5	0	2	0		0	2	0	8	7		0	15	3	5	1		0	9	31
Hourly Total	16	0	5		0	21	6	8	2		0	16	4	31	29		0	64	6	23	13		0	42	143
Grand Total	28	0	7		0	35	13	11	7		0	31	6	78	47		0	131	8	52	17		0	77	274
Approach %	80.00	0.00	20.00		0.00	-	41.94	35.48	22.58		0.00	-	4.58	59.54	35.88		0.00	-	10.39	67.53	22.08		0.00	-	
Intersection %	10.22	0.00	2.55		0.00	12.77	4.74	4.01	2.55		0.00	11.31	2.19	28.47	17.15		0.00	47.81	2.92	18.98	6.20		0.00	28.10	

1600 - 1800 (Weekday 2h Session) (11-19-2024)
All Trucks (4-13)

TIME	Northbound						Southbound						Eastbound						Westbound						Int Total
	GA-92 Spence Rd (South)						GA-92 Spence Rd (North)						Oakley Industrial Blvd (West)						Oakley Industrial Blvd (East)						
	Left 9.1	Thru 9.2	Right 9.3		U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7		U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11		U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15		U-Turn 9.16	App Total	
1600 - 1615	3	0	0		0	3	2	1	0		0	3	0	11	5		0	16	0	12	1		0	13	35
1615 - 1630	3	0	1		0	4	0	0	2		0	2	0	14	4		0	18	1	8	1		0	10	34
1630 - 1645	1	0	0		0	1	3	0	0		0	3	2	13	1		0	16	0	4	0		0	4	24
1645 - 1700	2	1	1		0	4	1	3	0		0	4	0	12	6		0	18	0	9	1		0	10	36
Hourly Total	9	1	2		0	12	6	4	2		0	12	2	50	16		0	68	1	33	3		0	37	129
1700 - 1715	3	0	1		0	4	1	0	0		0	1	1	18	4		0	23	0	10	0		0	10	38
1715 - 1730	0	0	0		0	0	0	0	0		0	0	0	6	6		0	12	0	7	1		0	8	20
1730 - 1745	1	1	0		0	2	1	0	1		0	2	1	9	4		0	14	0	2	0		0	2	20
1745 - 1800	0	1	1		0	2	0	0	1		0	1	0	9	2		0	11	3	6	0		0	9	23
Hourly Total	4	2	2		0	8	2	0	2		0	4	2	42	16		0	60	3	25	1		0	29	101
Grand Total	13	3	4		0	20	8	4	4		0	16	4	92	32		0	128	4	58	4		0	66	230
Approach %	65.00	15.00	20.00		0.00	-	50.00	25.00	25.00		0.00	-	3.13	71.88	25.00		0.00	-	6.06	87.88	6.06		0.00	-	
Intersection %	5.65	1.30	1.74		0.00	8.70	3.48	1.74	1.74		0.00	6.96	1.74	40.00	13.91		0.00	55.65	1.74	25.22	1.74		0.00	28.70	

 Marr Traffic
DATA COLLECTION
www.marrtraffic.com

Site 9

GA-92 Spence Rd (South)
GA-92 Spence Rd (North)
Oakley Industrial Blvd (West)
Oakley Industrial Blvd (East)

Lat/Long
33.543454°, -84.564404°
[Click here for Map](#)

Weather

Light Rain Shower
61°F
[Click here for Detailed Weather](#)



Pedestrians

[illegible]

Pedestrians

[illegible]

Crosswalk Counts | | Bikes

Fairburn, GA

Site 9
GA-92 Spence Rd (South)
GA-92 Spence Rd (North)
Oakley Industrial Blvd (West)
Oakley Industrial Blvd (East)

Date
Tuesday, November 19, 2024

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0700 - 0900 (Weekday 3h Session) (11-19-2024)

Bikes

	Northbound				Southbound				Eastbound				Westbound				
	GA-92 Spence Rd (South)				GA-92 Spence Rd (North)				Oakley Industrial Blvd (West)				Oakley Industrial Blvd (East)				
TIME	EB 9a	WB 9b		App Total	EB 9c	WB 9d		App Total	NB 9e	SB 9f		App Total	NB 9g	SB 9h		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) (11-19-2024)

Bikes

	Northbound			Southbound			Eastbound			Westbound							
	GA-92 Spence Rd (South)			GA-92 Spence Rd (North)			Oakley Industrial Blvd (West)			Oakley Industrial Blvd (East)							
TIME	EB 9a	WB 9b		App Total	EB 9c	WB 9d		App Total	NB 9e	SB 9f		App Total	NB 9g	SB 9h		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

Fairburn, GA

Site 9
GA-92 Spence Rd (South)
GA-92 Spence Rd (North)
Oakley Industrial Blvd (West)
Oakley Industrial Blvd (East)

Date
Tuesday, November 19, 2024

Lat/Long
33.543454°, -84.564404°
[Click here for Map](#)

Weather
Light Rain Shower
61°F
[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 3h Session) (11-19-2024)
Motorized Vehicles

TIME	Northbound				Southbound				Eastbound				Westbound				
	GA-92 Spence Rd (South)				GA-92 Spence Rd (North)				Oakley Industrial Blvd (West)				Oakley Industrial Blvd (East)				
	EB 9a	WB 9b		App Total	EB 9c	WB 9d		App Total	NB 9e	SB 9f		App Total	NB 9g	SB 9h		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	

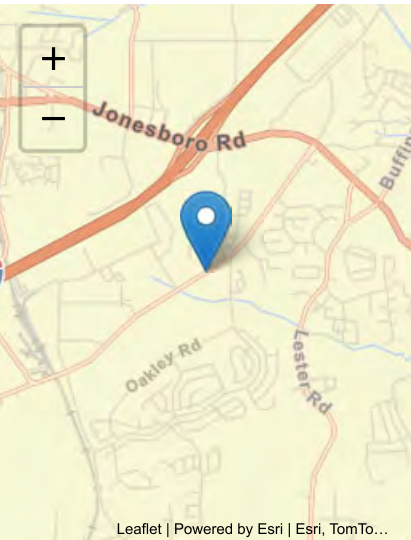
1600 - 1800 (Weekday 2h Session) (11-19-2024)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound							
	GA-92 Spence Rd (South)			GA-92 Spence Rd (North)			Oakley Industrial Blvd (West)			Oakley Industrial Blvd (East)							
TIME	EB 9a	WB 9b		App Total	EB 9c	WB 9d		App Total	NB 9e	SB 9f		App Total	NB 9g	SB 9h		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: 11/19/2024		Oakley Industrial Blvd (West)			Oakley Industrial Blvd (East)			GA-92 Spence Rd (South)			GA-92 Spence Rd (North)			
		Eastbound			Westbound			Northbound			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		20	61	18	1	46	14	17	52	8	18	32	29	316
07:15 AM - 07:30 AM		30	78	27	5	40	14	31	55	5	29	60	47	421
07:30 AM - 07:45 AM		37	61	26	3	43	24	28	93	5	29	68	51	468
07:45 AM - 08:00 AM		28	71	40	3	65	27	18	77	3	26	80	49	487
08:00 AM - 08:15 AM		33	78	33	3	53	19	25	105	5	36	74	44	508
08:15 AM - 08:30 AM		29	89	27	3	43	14	28	55	8	29	67	40	432
08:30 AM - 08:45 AM		18	66	26	2	35	18	18	45	5	23	54	34	344
08:45 AM - 09:00 AM		15	40	24	5	38	4	26	34	1	10	49	29	275
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		14	55	31	2	83	23	37	69	5	43	74	68	504
04:15 PM - 04:30 PM		22	64	19	6	84	36	28	61	5	27	75	63	490
04:30 PM - 04:45 PM		20	45	24	7	85	32	35	60	2	30	87	55	482
04:45 PM - 05:00 PM		23	59	23	4	89	31	41	44	7	15	72	48	456
05:00 PM - 05:15 PM		13	53	33	4	90	31	53	51	5	23	77	55	488
05:15 PM - 05:30 PM		23	53	30	8	81	33	47	88	3	22	90	51	529
05:30 PM - 05:45 PM		28	41	30	5	63	27	33	58	4	15	93	57	454
05:45 PM - 06:00 PM		26	61	31	7	75	17	34	48	3	15	69	49	435
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
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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

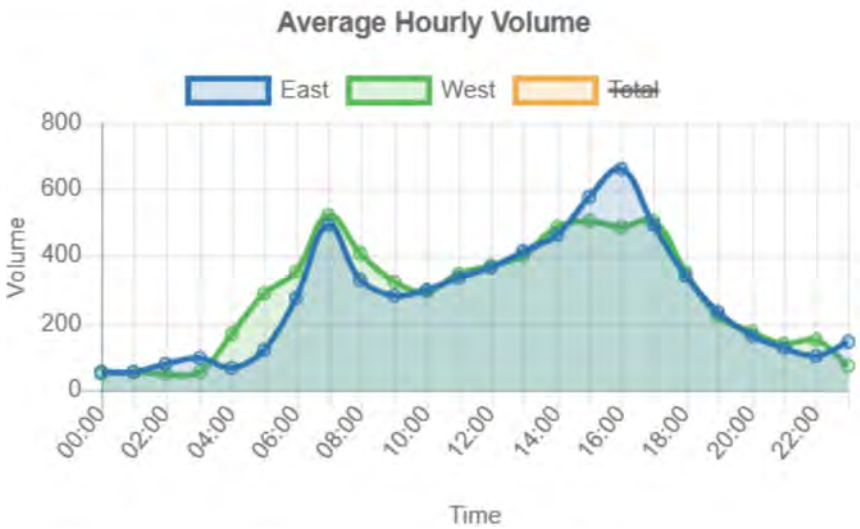
0000121_0229 - 121-0229 - CR 150500 BEG AT
County: Fulton
Route number: 00150500
LRS section: 1212150500
Functional class: 5U - Major Collector (Urban)
Coordinates: 33.55802519, -84.53291291

Site Data



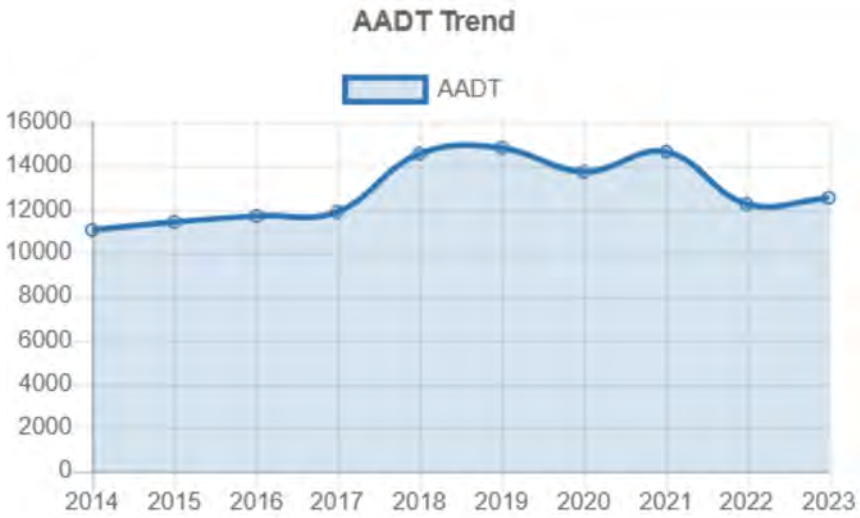
Count History

Year	Month	Count type	Duration	Count
2022	March	Class	48 hours	13,390
2014	February	Volume	38 hours	11,418
2010	November	Class	48 hours	5,992



Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	-	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Actual
AADT	11,000	11,400	11,700	11,900	14,500	14,800	13,700	14,600	12,200
K-Factor	0.082	0.082	0.082	-	0.076	0.076	0.076	0.076	0.098
D-Factor	0.500	0.500	0.500	-	0.570	0.570	0.570	0.570	0.570
Future AADT	-	-	21,300	30,400	39,000	39,400	39,400	43,800	28,200



Vehicle Classification 2022

1. Motorcycles 2 axles, 2 or 3 wheels.		0.37%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.		76.99%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		10.13%
4. Buses 2- or 3-axle, full length.		1.37%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		2.66%
6. Single-unit trucks 3-axle, single-unit trucks.		2.07%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.07%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		1.42%
9. Single-trailer trucks 5-axle, single-trailer trucks.		4.28%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.35%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0.03%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0.01%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.25%

0000121_0278 - 121-0278 - RPX
403044LRP4030R
County: Fulton
Route number: 00007400
LRS section: 1211007400
Functional class: 3U - Principal Arterial - Other (Urban)
Coordinates: 33.53213, -84.57663339

Site Data

Count History

Year	Month	Count type	Duration	Count
2022	September	Class	48 hours	39,416
2020	January	Class	48 hours	36,508
2018	January	Class	48 hours	40,234
2016	February	Class	48 hours	38,014
2014	February	Volume	48 hours	36,572
2012	February	Volume	48 hours	33,619

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	35,400	36,600	35,300	37,400	41,200	41,500	33,700	36,400	35,600	35,600
K-Factor	0.089	0.089	0.098	-	0.082	0.082	0.090	0.090	0.087	0.087
D-Factor	0.600	0.600	0.600	-	0.570	0.570	0.560	0.560	0.530	0.530
Future AADT	-	-	64,100	61,500	69,900	73,300	73,300	74,000	51,700	45,000

Average Hourly Volume

Count History

AADT Trend

Vehicle Classification 2022		
1. Motorcycles 2 axes, 2 or 3 wheels.		0.13%
2. Passenger cars 2 axes. Can have 1- or 2- axle trailers.		74.80%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		16.76%
4. Buses 2- or 3-axle, full length.		0.87%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		2.98%
6. Single-unit trucks 3-axle, single-unit trucks.		1.72%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.05%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.72%
9. Single-trailer trucks 5-axle, single-trailer trucks.		1.83%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.11%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0.00%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0.00%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.03%

https://gdottrafficdata.drakewell.com/sitedashboard.asp?node=GDOT_PORTABLES&cosit=0000121_0278

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0000121_0280 - 121-0280 - CSY 410009 L

County: Fulton

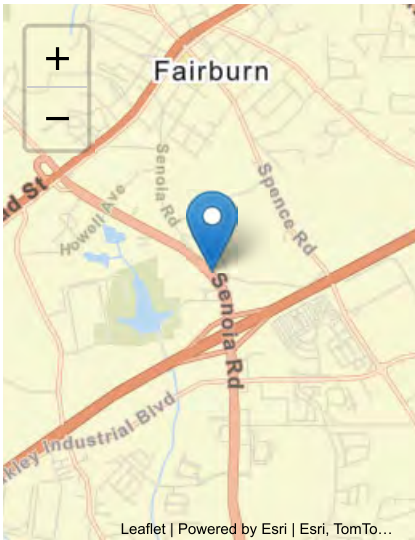
Route number: 00007400

LRS section: 1211007400

Functional class: 3U - Principal Arterial - Other (Urban)

Coordinates: 33.5503534696273, -84.5790112243093

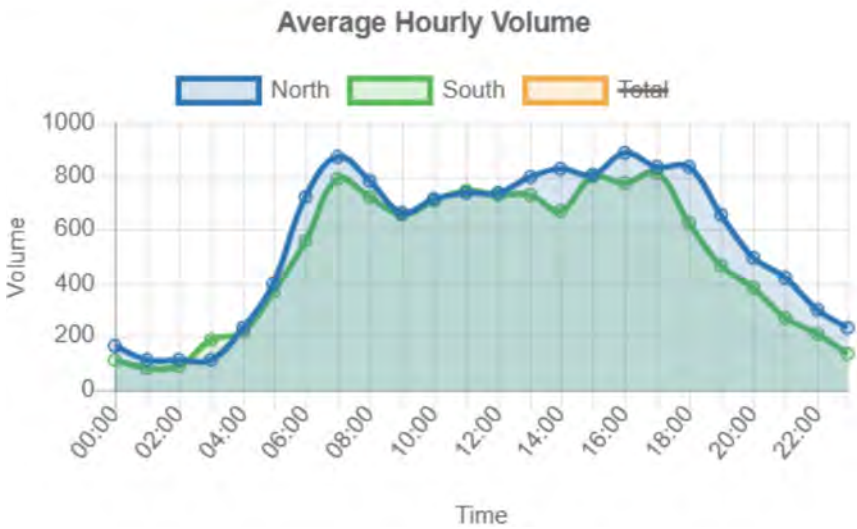
Site Data



Year	Month	Count type	Duration	Count
2022	December	Class	48 hours	25,302
2020	November	Class	48 hours	27,551
2019	May	Class	48 hours	25,516
2017	January	Class	48 hours	22,561
2015	March	Class	48 hours	11,602
2013	April	Class	48 hours	20,083
2011	February	Volume	48 hours	20,781
2010	January	Volume	48 hours	18,447

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	-	Estimated	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated
AADT	18,500	19,100	19,700	21,900	21,900	22,900	21,100	28,200	29,300
K-Factor	0.080	0.080	0.080	0.079	0.079	0.081	0.081	0.072	0.072
D-Factor	0.500	0.500	0.500	0.530	0.530	0.510	0.510	0.500	0.500
Future AADT	-	-	28,200	30,500	31,600	30,800	30,800	35,500	51,100

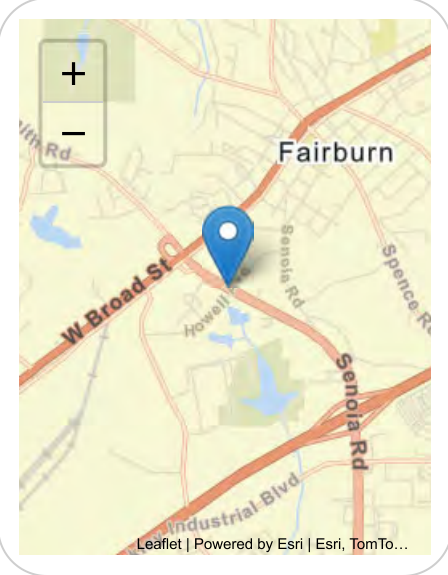
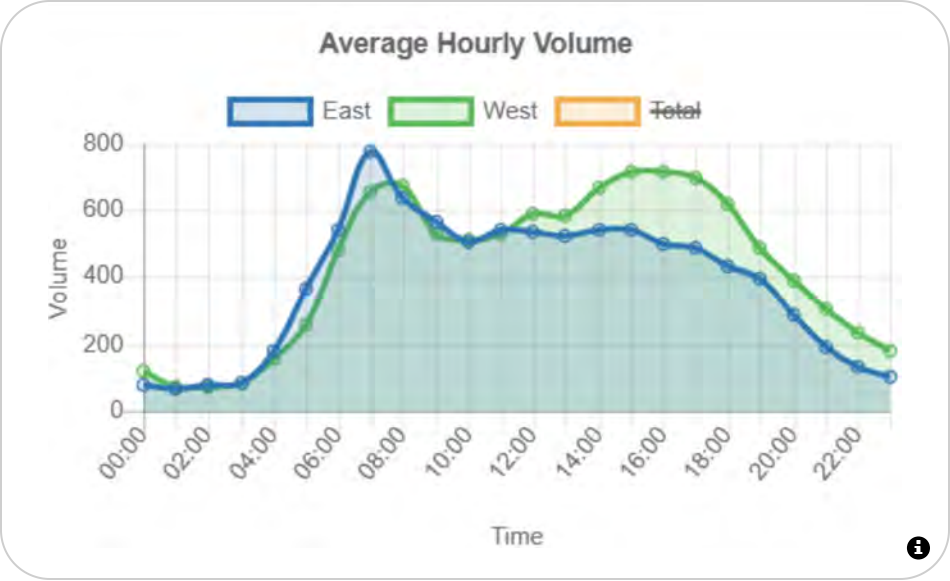


Vehicle Classification 2022

1. Motorcycles 2 axles, 2 or 3 wheels.		0.27%
2. Passenger cars 2 axles. Can have 1- or 2- axle trailers.		63.88%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		15.68%
4. Buses 2- or 3-axle, full length.		1.34%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		4.78%
6. Single-unit trucks 3-axle, single-unit trucks.		4.75%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.03%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		1.27%
9. Single-trailer trucks 5-axle, single-trailer trucks.		7.86%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.12%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0.00%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.01%

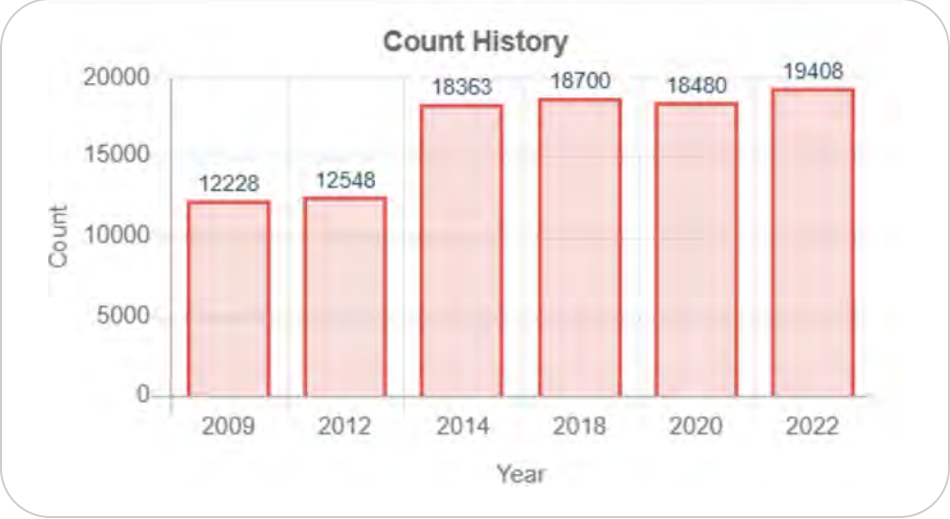
0000121_0282 - 121-0282 - SR 001400 BEG
AT
County: Fulton
Route number: 00007400
LRS section: 1211007400
Functional class: 3U - Principal Arterial - Other (Urban)
Coordinates: 33.5550852, -84.58828834

Site Data



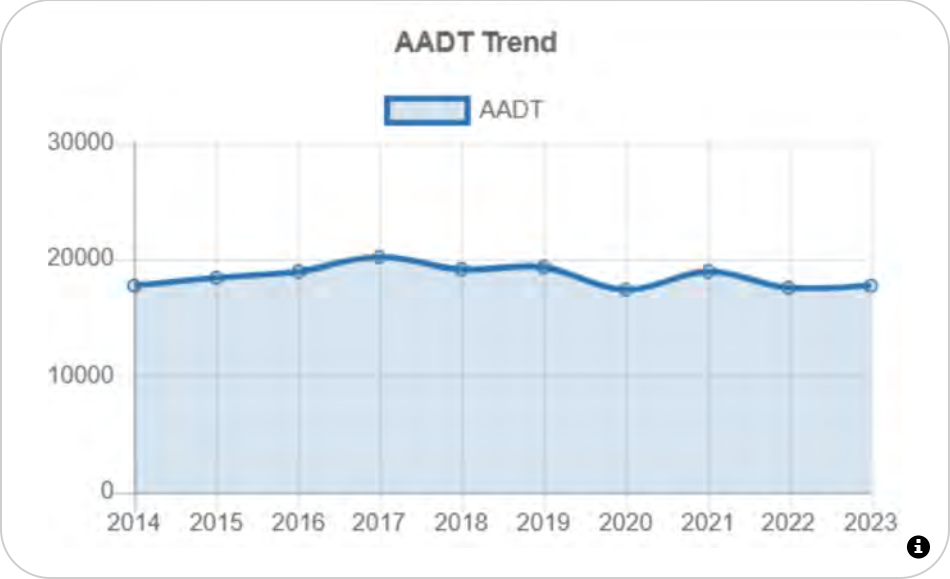
Count History

Year	Month	Count type	Duration	Count
2022	March	Class	48 hours	19,408
2020	June	Class	48 hours	18,480
2018	January	Class	48 hours	18,700
2014	February	Volume	39 hours	18,363
2012	February	Class	48 hours	12,548
2009	June	Class	48 hours	12,228



Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics type	-	Estimated	Estimated	Estimated	Actual	Estimated	Actual	Estimated	Actual
AADT	17,800	18,400	19,000	20,100	19,100	19,300	17,500	18,900	17,600
K-Factor	0.076	0.076	0.076	-	0.075	0.075	0.081	0.081	0.086
D-Factor	0.600	0.600	0.600	-	0.600	0.600	0.500	0.500	0.540
Future AADT	-	-	31,400	46,400	47,300	44,400	44,400	47,700	29,000



Vehicle Classification 2022

1. Motorcycles 2 axes, 2 or 3 wheels.		0.28%
2. Passenger cars 2 axes. Can have 1- or 2- axle trailers.		65.01%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		12.42%
4. Buses 2- or 3-axle, full length.		1.74%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		3.04%
6. Single-unit trucks 3-axle, single-unit trucks.		5.46%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.05%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.74%
9. Single-trailer trucks 5-axle, single-trailer trucks.		10.64%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.53%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.		0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.		0.01%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.		0.09%

0000121_0284 - 121-0284 - BEG FAYETTE 113

County: Fulton

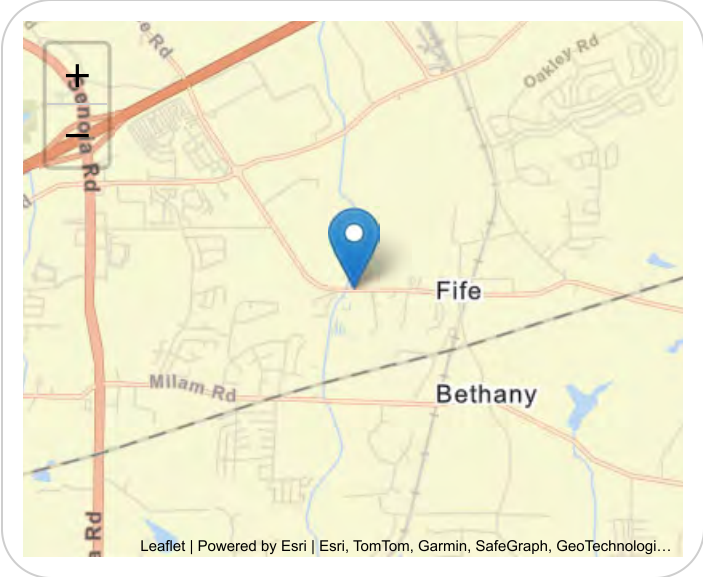
Route number: 00009200

LRS section: 1211009200

Functional class: 4U - Minor Arterial (Urban)

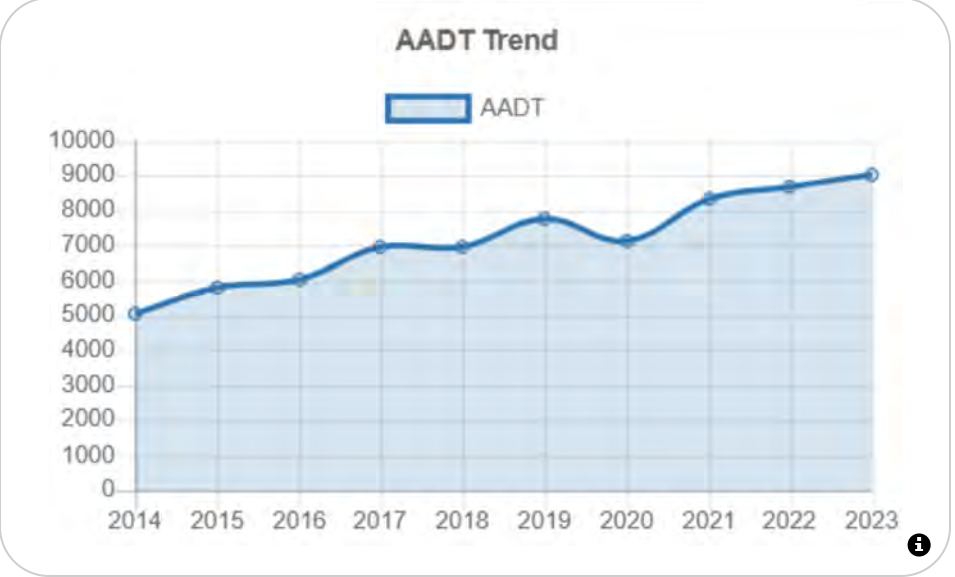
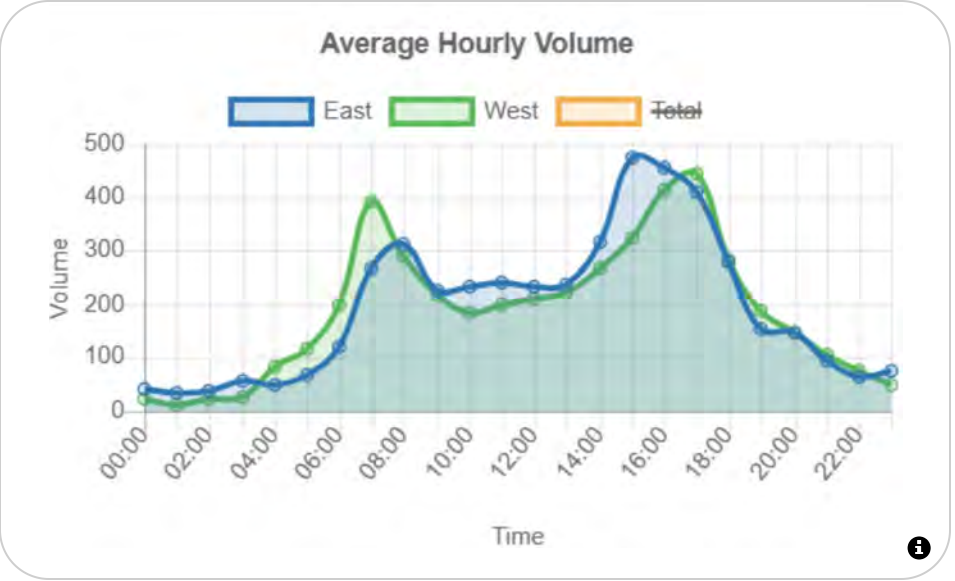
Coordinates: 33.5350466885966, -84.5543497783073

Site Data



Year	Month	Count type	Duration	Count
2022	December	Volume	48 hours	9,118
2020	December	Class	48 hours	7,975
2019	May	Volume	48 hours	8,842
2017	January	Class	48 hours	7,163
2015	January	Volume	48 hours	5,911
2013	April	Class	48 hours	5,744
2011	February	Class	48 hours	4,734
2010	January	Class	48 hours	4,122

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	5,030	5,820	6,010	6,960	6,950	7,760	7,150	8,330	8,670	9,040
K-Factor	0.090	0.106	0.106	0.109	0.109	0.112	0.112	0.103	0.103	0.095
D-Factor	0.500	0.500	0.500	0.590	0.590	0.610	0.610	0.510	0.510	0.510
Future AADT	-	-	6,200	9,580	13,100	15,900	15,900	18,100	17,600	17,800



0000121_0288 - 121-0288 - CRX

374000LCS1505R

County: Fulton

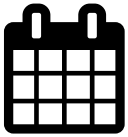
Route number: 00009200

LRS section: 1211009200

Functional class: 4U - Minor Arterial (Urban)

Coordinates: 33.56379407, -84.57809095

Site Data



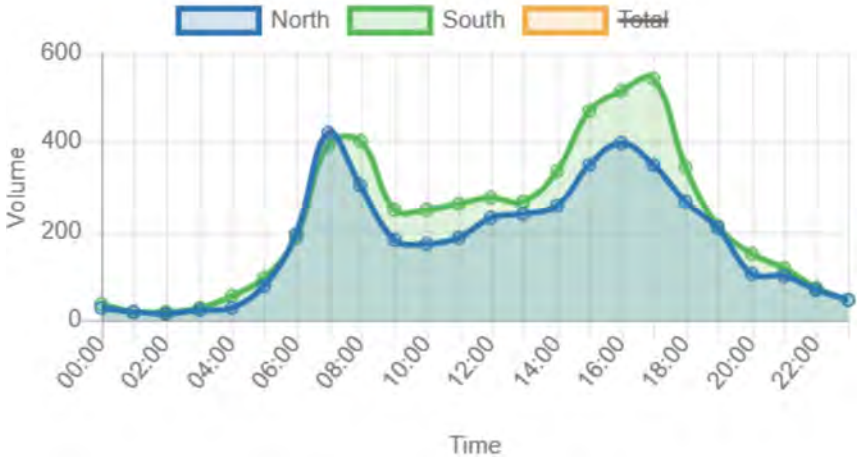
Count History

Year	Month	Count type	Duration	Count
2022	March	Class	48 hours	9,570
2019	November	Volume	48 hours	10,686
2018	January	Class	48 hours	8,798
2016	February	Volume	48 hours	8,351
2014	February	Volume	48 hours	6,765
2012	February	Volume	48 hours	5,856

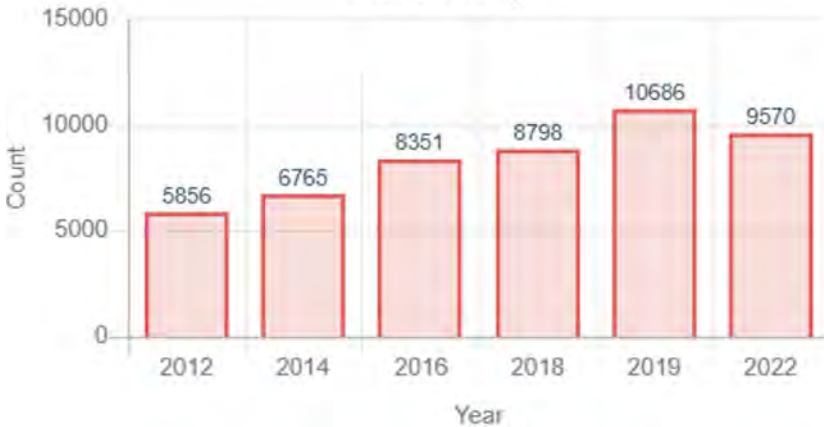
Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated
AADT	6,640	7,140	7,730	8,180	9,150	9,220	9,250	9,990	8,780	8,800
K-Factor	0.103	0.103	0.117	-	0.098	0.098	0.118	0.118	0.104	0.104
D-Factor	0.500	0.500	0.500	-	0.630	0.630	0.620	0.620	0.560	0.560
Future AADT	-	-	12,300	17,100	19,200	20,700	20,700	22,400	17,600	14,000

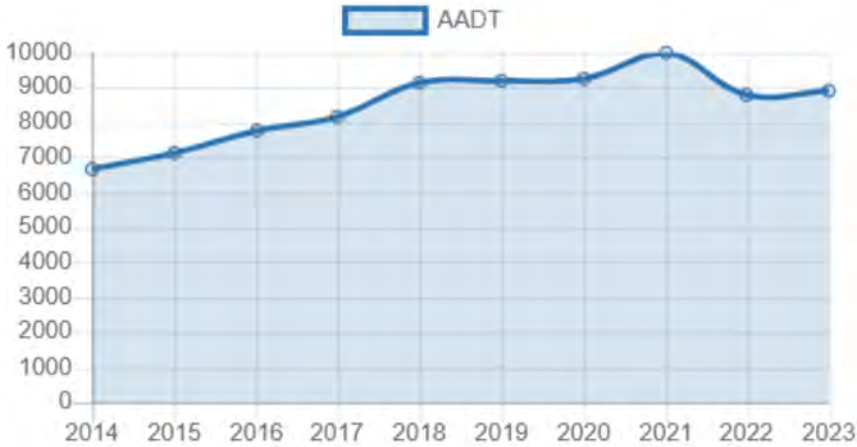
Average Hourly Volume



Count History



AADT Trend



Vehicle Classification 2022

1. Motorcycles 2 axles, 2 or 3 wheels.		0.17%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.		80.05%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		16.18%
4. Buses 2- or 3-axle, full length.		0.26%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.		2.50%
6. Single-unit trucks 3-axle, single-unit trucks.		0.27%
7. Single-unit trucks 4 or more axle, single-unit trucks.		0.03%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.		0.35%
9. Single-trailer trucks 5-axle, single-trailer trucks.		0.18%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.		0.01%
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%

0000121_0789 - 121-0789 - CS 408409 BEG AT

County: Fulton

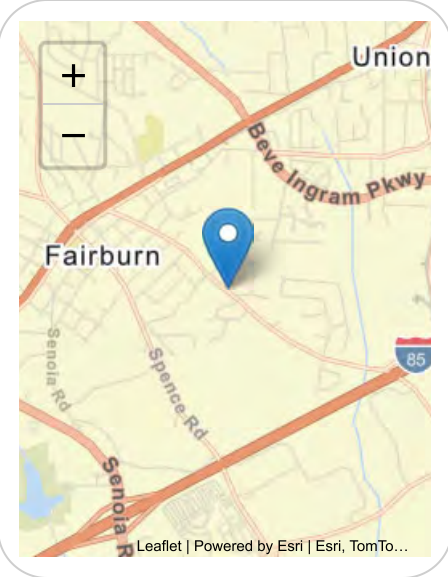
Route number: 00131609

LRS section: 1213131609

Functional class: 4U - Minor Arterial (Urban)

Coordinates: 33.56233606, -84.56831359

Site Data

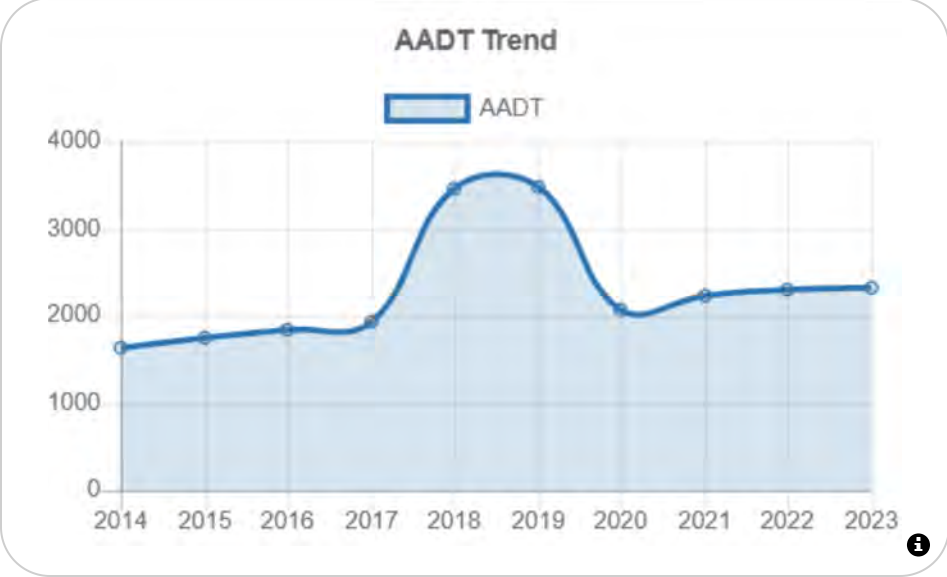
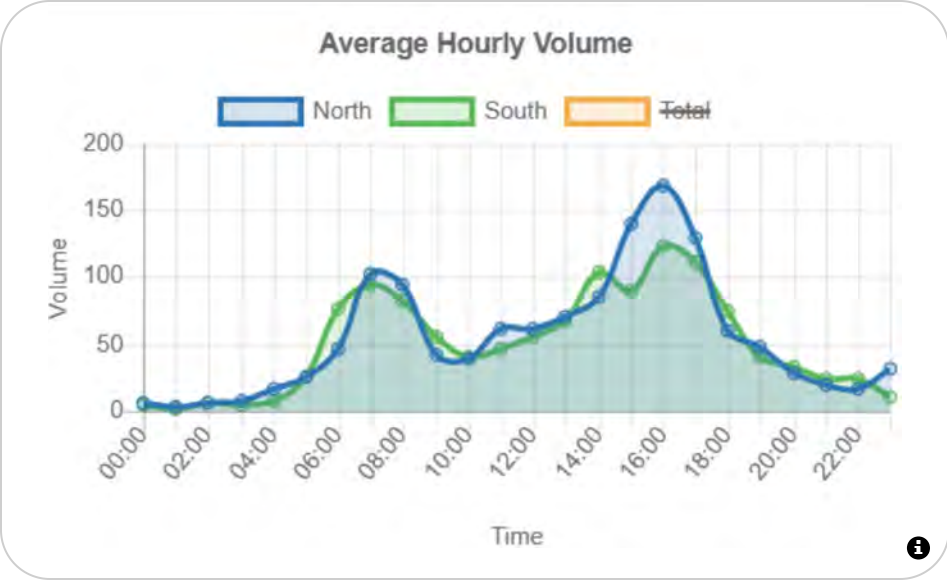


Count History

Year	Month	Count type	Duration	Count
2022	March	Class	48 hours	2,516
2019	November	Class	48 hours	2,300
2018	January	Class	48 hours	3,304
2016	February	Class	48 hours	1,968
2013	April	Class	48 hours	1,864
2009	July	Volume	48 hours	1,844

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	1,630	1,750	1,830	1,940	3,450	3,470	2,070	2,240	2,310	2,310
K-Factor	0.100	0.100	0.110	-	0.107	0.107	0.124	0.124	0.127	0.127
D-Factor	0.500	0.500	0.500	-	0.540	0.540	0.540	0.540	0.570	0.570
Future AADT	-	-	2,000	2,440	4,390	6,360	6,220	6,720	6,370	4,700



Vehicle Classification 2022

1. Motorcycles		0.04%
2 axes, 2 or 3 wheels.		
2. Passenger cars		71.80%
2 axes. Can have 1- or 2- axle trailers.		
3. Pickups, panels, vans		21.46%
2-axle, 4-tire single units. Can have 1- or 2-axle trailers.		
4. Buses		1.79%
2- or 3-axle, full length.		
5. Single-unit trucks		3.88%
2-axle, 6-tire, (dual rear tires), single-unit trucks.		
6. Single-unit trucks		0.28%
3-axle, single-unit trucks.		
7. Single-unit trucks		0.02%
4 or more axle, single-unit trucks.		
8. Single-trailer trucks		0.34%
3- or 4-axle, single-trailer trucks.		
9. Single-trailer trucks		0.40%
5-axle, single-trailer trucks.		
10. Single-trailer trucks		0%
6 or more axle, single-trailer trucks.		
11. Multi-trailer trucks		0%
5 or less axle, multi-trailer trucks.		
12. Multi-trailer trucks		0%
6-axle, multi-trailer trucks.		
13. Multi-trailer trucks		0%
7 or more axle, multi-trailer trucks.		

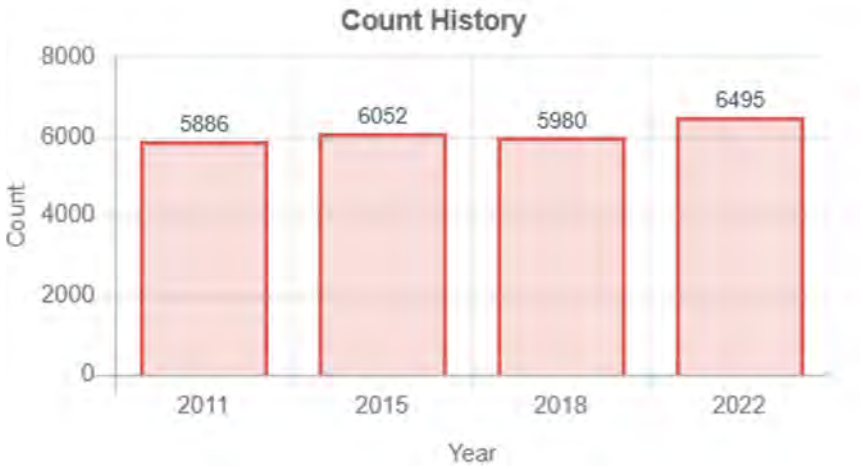
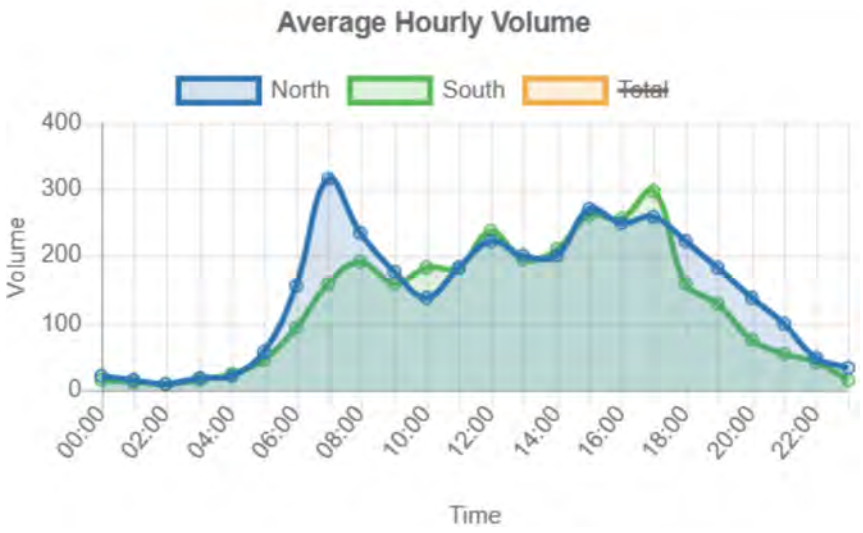
0000121_6330 - 121-6330 - SR 001400 BEG AT
County: Fulton
Route number: 00410009
LRS section: 1213410009
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 33.55703086, -84.58327623

Site Data



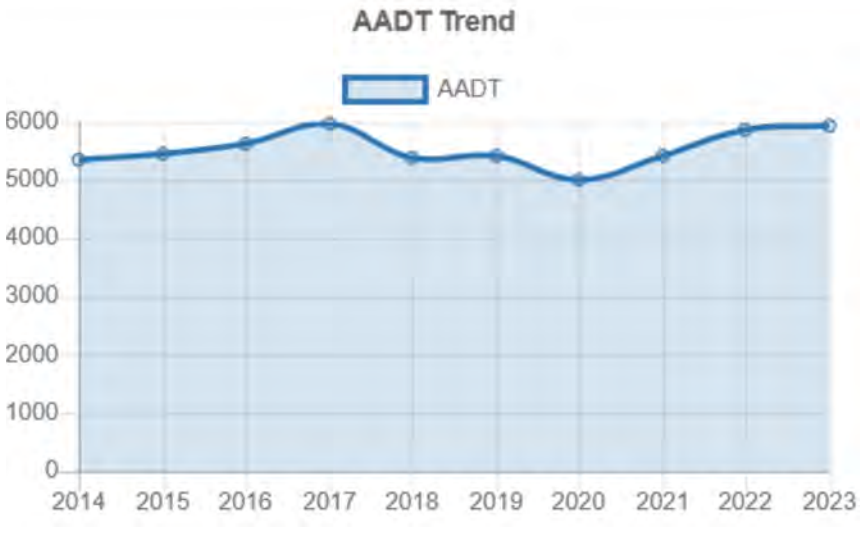
Count History

Year	Month	Count type	Duration	Count
2022	March	Volume	48 hours	6,495
2018	September	Volume	48 hours	5,980
2015	March	Volume	48 hours	6,052
2011	February	Volume	48 hours	5,886



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	5,340	5,450	5,630	5,960	5,380	5,420	5,000	5,400	5,860	5,920
K-Factor	-	0.106	0.106	-	0.109	0.109	0.109	0.109	0.096	0.096
D-Factor	-	0.500	0.500	-	0.630	0.630	0.630	0.630	0.530	0.530
Future AADT	-	-	6,540	7,510	7,340	6,870	6,870	6,800	7,380	7,460



0000121_7239 - 121-7239 - SR 009200 BEG AT

County: Fulton

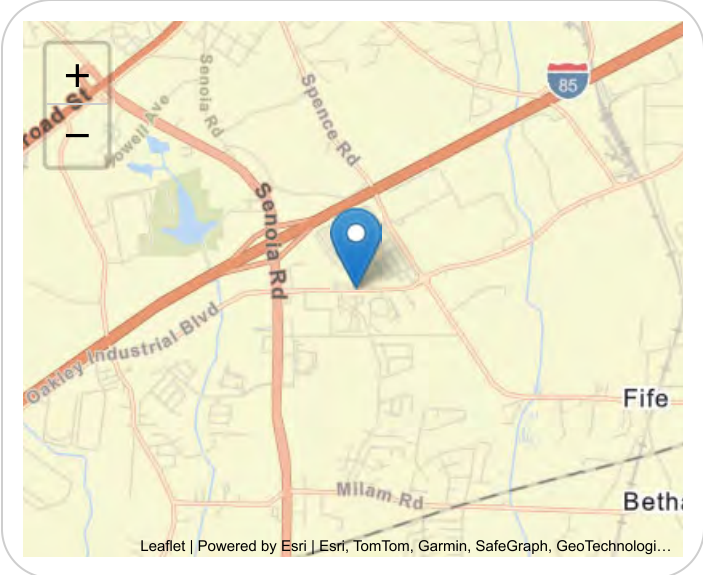
Route number: 00374000

LRS section: 1212374000

Functional class: 5U - Major Collector (Urban)

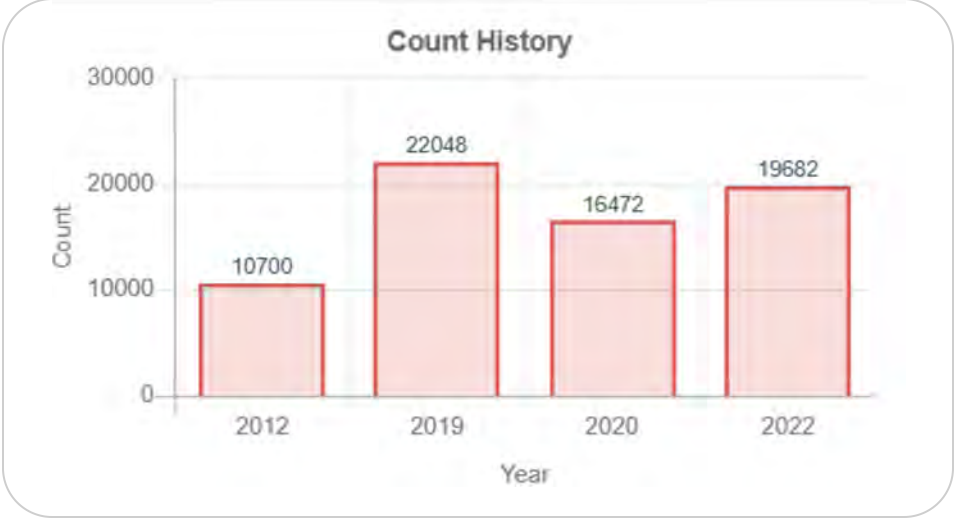
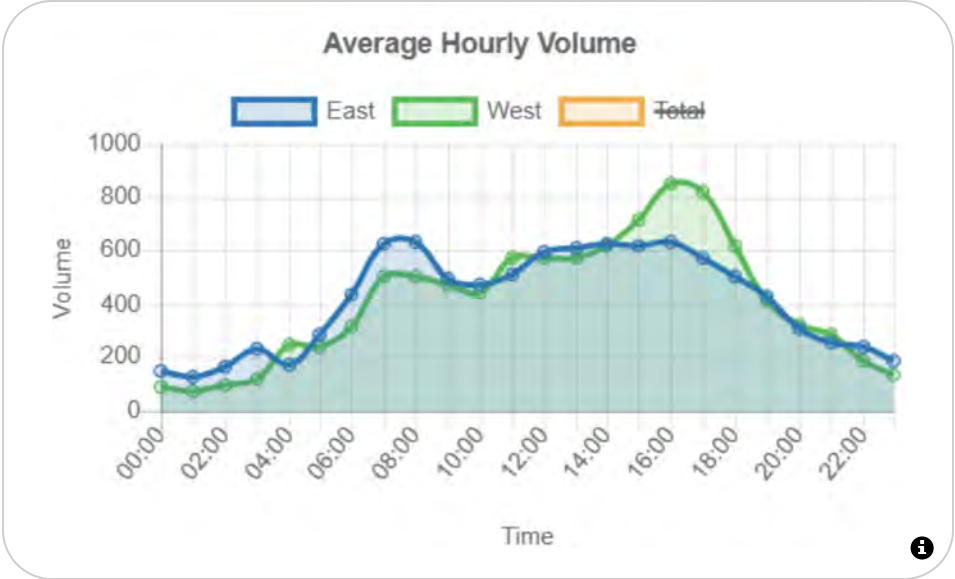
Coordinates: 33.542739953884, -84.5704075413346

Site Data



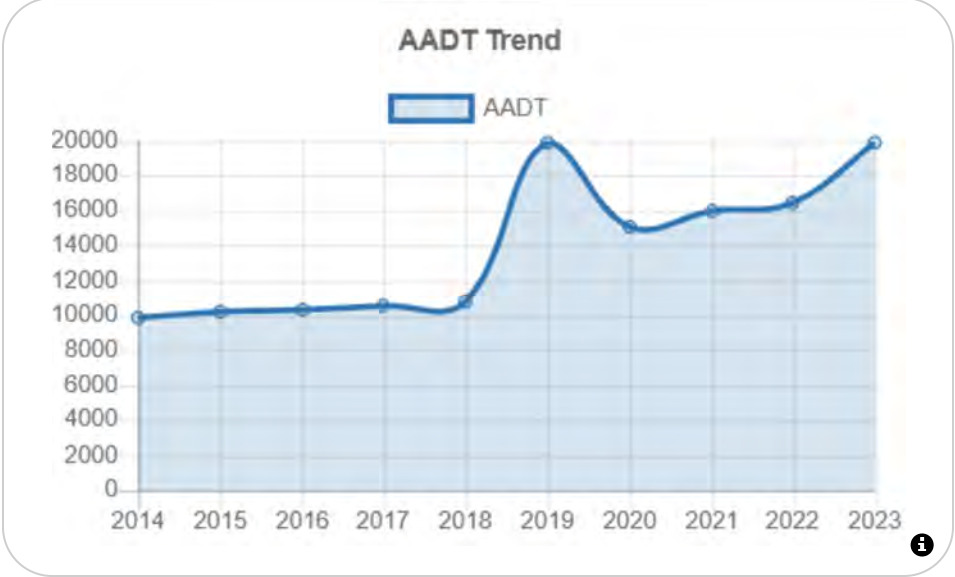
Count History

Year	Month	Count type	Duration	Count
2022	December	Volume	48 hours	19,682
2020	June	Class	48 hours	16,472
2019	August	Volume	48 hours	22,048
2012	February	Volume	48 hours	10,700



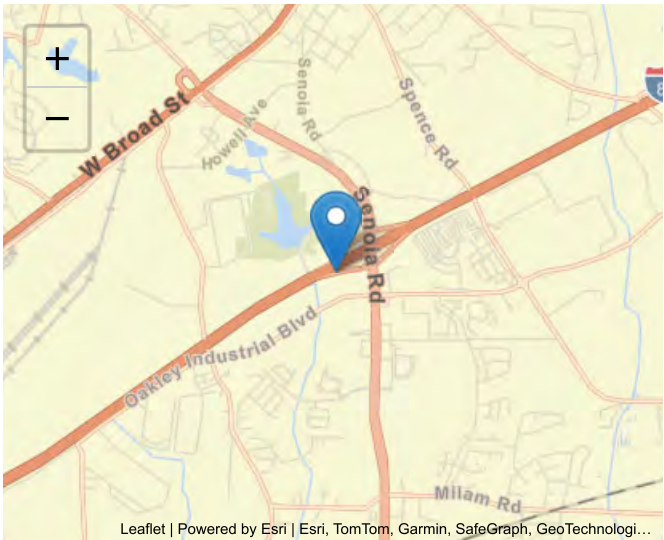
Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Estimated	Estimated	Estimated	Actual	Actual	Estimated	Estimated	Actual
AADT	9,830	10,200	10,400	10,600	10,800	19,900	15,100	16,000	16,400	19,900
K-Factor	-	-	-	-	-	0.076	0.082	0.082	0.082	0.075
D-Factor	-	-	-	-	-	0.650	0.500	0.500	0.500	0.580
Future AADT	-	-	14,400	14,700	15,300	28,600	28,600	35,400	36,600	42,500



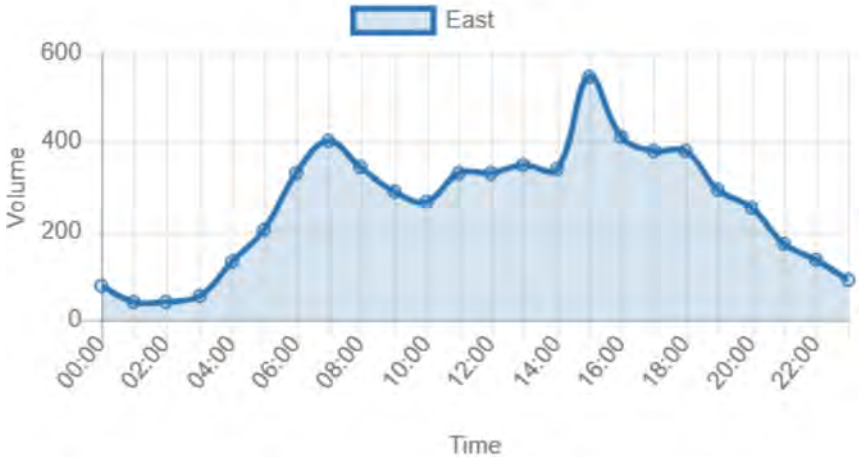
0000121_R145 - 121-r145 - I-85 NB To SR74/Senoia Rd
County: Fulton
LRS section: 1216403043
Functional class: 1U - Interstate (Urban)
Coordinates: 33.544227, -84.580522

Site Data



Year	Month	Count type	Duration	Count
2024	July	Volume	48 hours	6,175
2023	January	Volume	48 hours	5,481
2020	November	Volume	48 hours	5,646
2019	April	Volume	48 hours	6,252
2017	May	Volume	48 hours	5,256
2015	January	Volume	48 hours	4,040
2012	February	Volume	48 hours	3,473
2011	July	Volume	48 hours	3,568
2010	February	Volume	48 hours	2,783

Average Hourly Volume



Count History



Annual Statistics

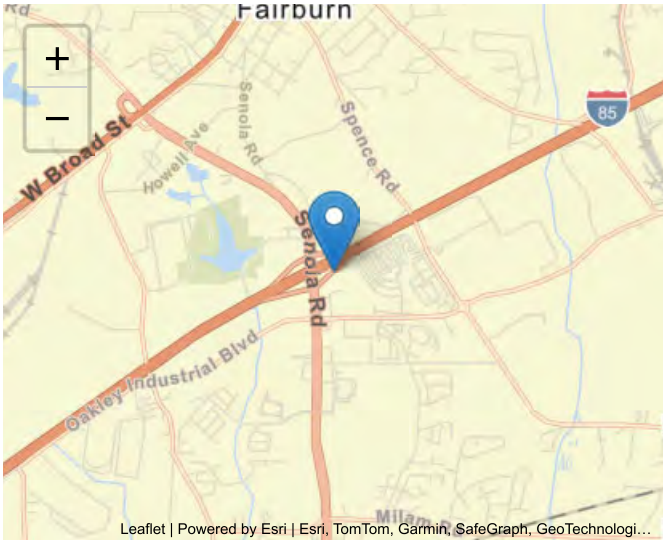
Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual
AADT	3,520	3,780	3,870	4,530	4,600	5,540	5,140	5,610	5,780	5,150
K-Factor	0.100	0.102	0.102	0.114	0.114	0.084	0.084	0.088	0.088	0.107
D-Factor	-	-	-	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Future AADT	-	-	4,280	-	8,180	10,300	10,300	11,900	11,700	10,400

AADT Trend



0000121_R146 - 121-r146 - SR74/Senoia Rd To I-85 NB
County: Fulton
LRS section: 1216403044
Functional class: 1U - Interstate (Urban)
Coordinates: 33.545925, -84.575497

Site Data



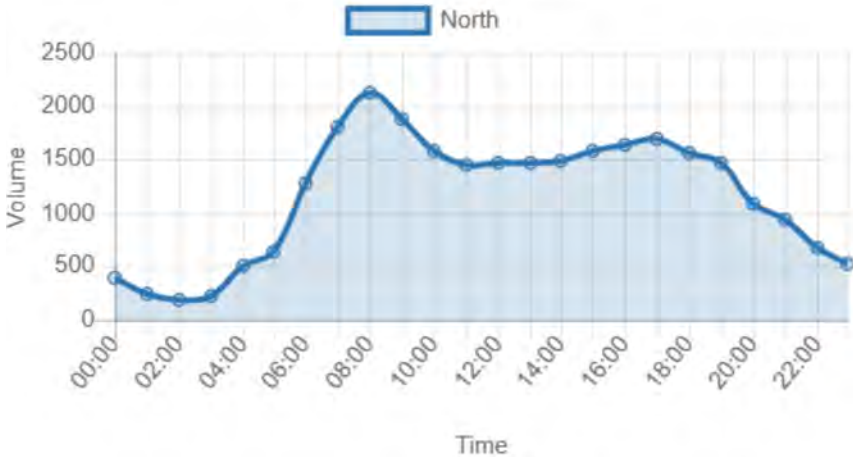
Count History

Year	Month	Count type	Duration	Count
2022	November	Volume	48 hours	27,908
2020	November	Volume	48 hours	29,540
2019	April	Volume	48 hours	28,975
2017	January	Volume	48 hours	19,711
2015	January	Volume	48 hours	15,512
2012	February	Volume	48 hours	24,096

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	23,100	21,800	22,300	18,500	18,800	25,600	23,800	29,300	30,200	25,300
K-Factor	0.100	0.103	0.103	0.109	0.109	0.082	0.082	0.067	0.067	0.078
D-Factor	-	0.700	0.700	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Future AADT	-	-	27,500	-	23,700	32,300	32,300	36,900	39,600	41,300

Average Hourly Volume



Count History

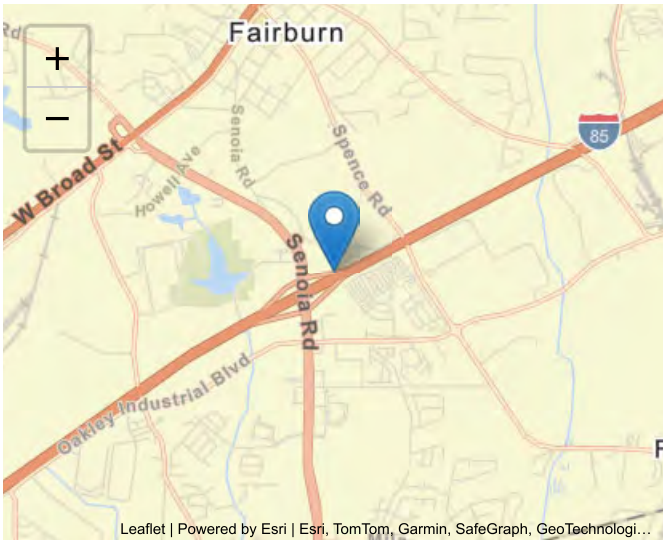


AADT Trend



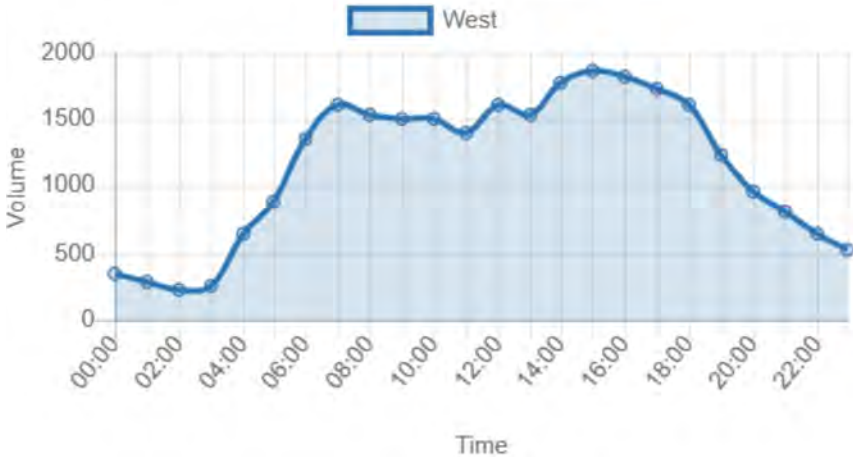
0000121_R745 - 121-r745 - I-85 SB To SR74/Senoia Rd
County: Fulton
LRS section: 1216403045
Functional class: 1U - Interstate (Urban)
Coordinates: 33.547591, -84.574796

Site Data



Year	Month	Count type	Duration	Count
2023	January	Volume	48 hours	27,686
2020	November	Volume	48 hours	31,020
2019	April	Volume	48 hours	28,468
2017	January	Volume	48 hours	26,519
2015	January	Volume	48 hours	23,274
2012	February	Volume	48 hours	22,573
2011	July	Volume	48 hours	23,684
2010	February	Volume	48 hours	23,656

Average Hourly Volume



Count History



Annual Statistics

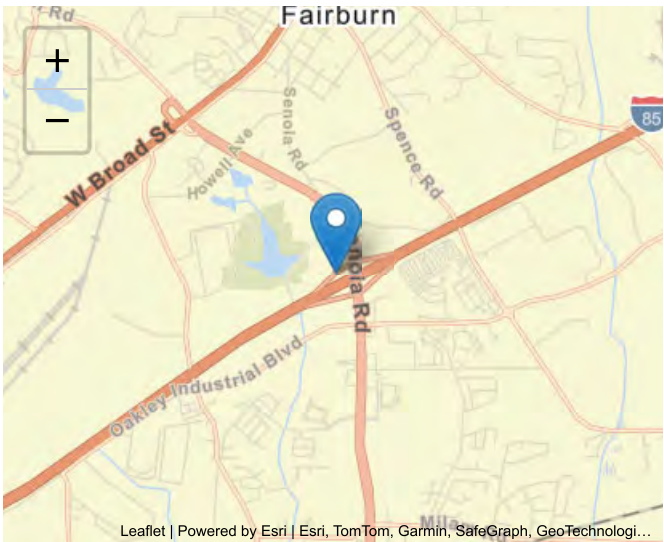
Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual
AADT	22,600	21,800	22,300	24,900	25,300	25,300	23,500	30,400	31,300	26,000
K-Factor	0.090	0.099	0.099	0.081	0.081	0.084	0.084	0.073	0.073	0.068
D-Factor	-	-	-	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Future AADT	-	-	28,900	-	31,900	33,600	33,600	40,700	48,800	44,100

AADT Trend



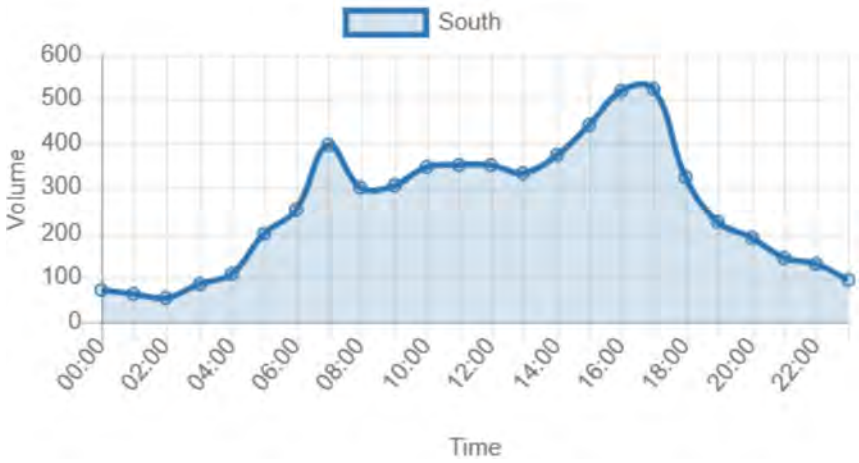
0000121_R746 - 121-r746 - SR74/Senoia Rd To I-85 SB
County: Fulton
LRS section: 1216403046
Functional class: 1U - Interstate (Urban)
Coordinates: 33.546191, -84.57928

Site Data



Year	Month	Count type	Duration	Count
2022	November	Volume	48 hours	6,184
2020	November	Volume	48 hours	4,962
2019	May	Volume	48 hours	5,069
2017	February	Volume	48 hours	4,596
2015	January	Volume	48 hours	3,852
2012	February	Volume	48 hours	3,392
2011	July	Volume	48 hours	3,356
2010	June	Volume	48 hours	3,225

Average Hourly Volume



Count History



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	3,260	3,610	3,700	4,020	4,080	4,530	4,210	4,870	5,010	5,590
K-Factor	0.090	0.110	0.110	0.106	0.106	0.098	0.098	0.086	0.086	0.090
D-Factor	-	-	-	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Future AADT	-	-	4,490	-	6,380	7,650	7,650	8,910	9,160	10,200

AADT Trend



APPENDIX C: Growth Factor(s) Calculations & Analysis

HISTORICAL TRAFFIC COUNTS
DRI 4313 - KMT Partners LLC, MAPCO Industrial Site
South Fulton, Georgia

Location	Counter ID (Fulton 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
Oakley Industrial Blvd W/O Oakley Rd	121-0229		5,992				11,418								13,390			15,152	17,406	3.53%	6.95%
SR 74 S/O Meadow Glen Pkwy	121-0278				33,619		36,572		38,014		40,234		36,508		39,416			40,495	42,267	1.08%	16.88%
SR 74 S/O Senoia Rd	121-0280		18,447	20,781		20,083				22,561		25,516			25,302			27,051	29,329	2.04%	11.71%
SR 74 N/O Howell Ave	121-0282	12,228			12,548		18,363				18,700				19,408			21,665	24,072	2.67%	9.61%
SR 92 S/O Harris Rd	121-0284		4,122	4,734		5,744		5,911		7,163		8,842			9,118			10,318	12,062	3.98%	4.82%
SR 92 N/O Milo Fisher St/Pine St NE	121-0288				5,856		6,765		8,351		8,798	10,688			9,570			11,481	13,236	3.62%	5.28%
Fayetteville Rd S/O Azalea Dr	121-0789	1,844				1,864			1,968		3,304	2,300			2,516			2,872	3,164	2.45%	1.26%
Oakley Industrial Blvd E/O SR 74	121-7239				10,700										19,682			21,478	25,071	3.94%	10.01%
Senoia Rd N/O Valleybrook Dr	121-6330			5,886				6,052			5,980				6,495			6,477	6,677	0.76%	91.84%
SR 74 NB on-ramp to I-85	121-r146				24,096			15,512		19,711		28,975			27,908			28,790	31,962	2.65%	12.76%
SR 74 SB off-ramp from I-85	121-r745		23,656	23,684	22,573			23,274		26,519		28,468				27,686		28,873	30,594	1.46%	12.21%
SR 74 NB off-ramp from I-85	121-r145		2,783	3,568	3,473			4,040		5,256		6,252				5,481	6,175	6,361	7,270	3.40%	2.90%
SR 74 SB on-ramp to I-85	121-r746		3,225	3,356	3,392			3,852		4,596		5,069			6,184			6,385	7,354	3.60%	2.94%
																		227,398	250,464	2.4%	100.00%

APPENDIX D: Trip Generation

Warehousing (150)

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		Average
		Total	Inbound	Outbound				Distribution		
Warehousing	1,826,720 S.F.				150	1000 S.F				
	Daily	2,924	1,462	1,462			T = 1.58 * X/1000 + 38.29	50%	50%	1.71
	AM Peak Hour	243	187	56			T = 0.12 * X/1000 + 23.62	77%	23%	0.17
	PM Peak Hour	246	69	177			T = 0.12 * X/1000 + 26.48	28%	72%	0.18
Reductions for Pass-By Trips										
	Daily	0	0	0						
	AM Peak Hour	0	0	0						
	PM Peak Hour	0	0	0						
TOTAL PROJECT TRIPS										
	Daily	2,924	1,462	1,462						
	AM Peak Hour	243	187	56						
	PM Peak Hour	246	69	177						

Note:
¹ Where: T = Trips; X = Density by Variable

Warehousing (150)

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						
Warehousing	Personal Vehicle Trips	1,826,720 SF			150	1000 SF				
	Daily		1,930	965						
	AM Peak Hour		206	168						
	PM Peak Hour		191	40						
	Truck Trips									
	Daily		994	497			T = 0.54 * X/1000 + 7.47	50%	50%	0.60
	AM Peak Hour		37	19			T = 0.02 * X/1000	52%	48%	0.02
	PM Peak Hour		55	29			T = 0.03 * X/1000	52%	48%	0.03
TOTAL PROJECT TRIPS										
	Daily		2,924	1,462			T = 1.58 * X/1000 + 38.29	50%	50%	1.71
	AM Peak Hour		243	187			T = 0.12 * X/1000 + 23.62	77%	23%	0.17
	PM Peak Hour		246	69			T = 0.12 * X/1000 + 26.48	28%	72%	0.18

Note:

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

APPENDIX E: Capacity Analyses Reports

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	125	76	498	458	9
Future Vol, veh/h	19	125	76	498	458	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	91	91	91	91	91	91
Heavy Vehicles, %	11	10	12	1	1	0
Mvmt Flow	21	137	84	547	503	10
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1223	508	513	0	-	0
Stage 1	508	-	-	-	-	-
Stage 2	714	-	-	-	-	-
Critical Hdwy	6.51	6.3	4.22	-	-	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.39	2.308	-	-	-
Pot Cap-1 Maneuver	190	549	1003	-	-	-
Stage 1	586	-	-	-	-	-
Stage 2	469	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	167	549	1003	-	-	-
Mov Cap-2 Maneuver	167	-	-	-	-	-
Stage 1	516	-	-	-	-	-
Stage 2	469	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	18.56	1.18		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	238	-	422	-	-	
HCM Lane V/C Ratio	0.083	-	0.375	-	-	
HCM Ctrl Dly (s/v)	8.9	0	18.6	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.3	-	1.7	-	-	

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	8	9	8	30	46	9	304	75	58	83	21
Future Vol, veh/h	8	8	9	8	30	46	9	304	75	58	83	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	13	25	44	0	7	15	56	2	9	12	4	24
Mvmt Flow	10	10	11	10	36	55	11	366	90	70	100	25
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	658	731	113	678	698	411	125	0	0	457	0	0
Stage 1	252	252	-	433	433	-	-	-	-	-	-	-
Stage 2	406	478	-	245	265	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.75	6.64	7.1	6.57	6.35	4.66	-	-	4.22	-	-
Critical Hdwy Stg 1	6.23	5.75	-	6.1	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.75	-	6.1	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4.225	3.696	3.5	4.063	3.435	2.704	-	-	2.308	-	-
Pot Cap-1 Maneuver	363	322	838	369	358	613	1186	-	-	1053	-	-
Stage 1	728	658	-	605	573	-	-	-	-	-	-	-
Stage 2	600	519	-	764	680	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	272	296	838	324	328	613	1186	-	-	1053	-	-
Mov Cap-2 Maneuver	272	296	-	324	328	-	-	-	-	-	-	-
Stage 1	676	611	-	597	566	-	-	-	-	-	-	-
Stage 2	505	512	-	689	632	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	15.54		15.62		0.19		3.1					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	40	-	-	372	440	619	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.081	0.23	0.066	-	-				
HCM Ctrl Dly (s/v)	8.1	0	-	15.5	15.6	8.7	0	-				
HCM Lane LOS	A	A	-	C	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.3	0.9	0.2	-	-				

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	331	55	0	0	101
Future Vol, veh/h	1	331	55	0	0	101
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	0	4	9	0	0	7
Mvmt Flow	1	409	68	0	0	125
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	9.7	8.6	9
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%
Vol Thru, %	100%	0%	100%
Vol Right, %	0%	100%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	55	332	101
LT Vol	0	1	0
Through Vol	55	0	101
RT Vol	0	331	0
Lane Flow Rate	68	410	125
Geometry Grp	1	1	1
Degree of Util (X)	0.095	0.432	0.171
Departure Headway (Hd)	5.036	3.793	4.927
Convergence, Y/N	Yes	Yes	Yes
Cap	710	951	727
Service Time	3.08	1.808	2.969
HCM Lane V/C Ratio	0.096	0.431	0.172
HCM Control Delay, s/veh	8.6	9.7	9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	2.2	0.6

Intersection								
Int Delay, s/veh	6.8							
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Vol, veh/h	9	56	537	3	730	1	97	4
Future Vol, veh/h	9	56	537	3	730	1	97	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	275	-	275	-	-	0	-
Veh in Median Storage, #	-	-	0	-	0	-	0	-
Grade, %	-	-	0	-	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90
Heavy Vehicles, %	11	9	29	33	18	0	7	0
Mvmt Flow	10	62	597	3	811	1	108	4
Major/Minor	Major1		Major2		Minor2			
Conflicting Flow All	812	812	0	597	-	0	1261	406
Stage 1	-	-	-	-	-	-	818	-
Stage 2	-	-	-	-	-	-	443	-
Critical Hdwy	6.62	4.28	-	7.06	-	-	6.94	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.94	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.94	-
Follow-up Hdwy	2.61	2.29	-	2.83	-	-	3.57	3.3
Pot Cap-1 Maneuver	410	766	-	495	-	-	155	600
Stage 1	-	-	-	-	-	-	382	-
Stage 2	-	-	-	-	-	-	600	-
Platoon blocked, %			-		-	-		
Mov Cap-1 Maneuver	683	683	-	495	-	-	138	600
Mov Cap-2 Maneuver	-	-	-	-	-	-	138	-
Stage 1	-	-	-	-	-	-	341	-
Stage 2	-	-	-	-	-	-	596	-
Approach	EB		WB		SB			
HCM Ctrl Dly, s/v	1.18		0.05		88.67			
HCM LOS	F							
Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1		
Capacity (veh/h)	683	-	495	-	-	142		
HCM Lane V/C Ratio	0.106	-	0.007	-	-	0.788		
HCM Ctrl Dly (s/v)	10.9	-	12.3	-	-	88.7		
HCM Lane LOS	B	-	B	-	-	F		
HCM 95th %tile Q(veh)	0.4	-	0	-	-	4.9		

Intersection														
Int Delay, s/veh	0.1													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Lane Configurations														
Traffic Vol, veh/h	2	0	1	0	0	0	0	1073	0	1	1	606	0	
Future Vol, veh/h	2	0	1	0	0	0	0	1073	0	1	1	606	0	
Conflicting Peds, #/hr	0	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	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None	
Storage Length	-	-	-	-	-	-	150	-	175	-	250	-	350	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-	
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89	89	
Heavy Vehicles, %	0	0	0	0	0	0	0	13	0	100	0	26	0	
Mvmt Flow	2	0	1	0	0	0	0	1206	0	1	1	681	0	
Major/Minor	Minor2		Minor1			Major1			Major2					
Conflicting Flow All	1288	1891	340	1551	1891	603	681	0	0	1206	1206	0	0	
Stage 1	685	685	-	1206	1206	-	-	-	-	-	-	-	-	
Stage 2	603	1206	-	345	685	-	-	-	-	-	-	-	-	
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	8.4	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	-	-	3.5	2.2	-	-	
Pot Cap-1 Maneuver	123	71	661	79	71	447	921	-	-	105	586	-	-	
Stage 1	409	451	-	198	259	-	-	-	-	-	-	-	-	
Stage 2	458	259	-	649	451	-	-	-	-	-	-	-	-	
Platoon blocked, %								-	-			-	-	
Mov Cap-1 Maneuver	122	70	661	78	70	447	921	-	-	178	178	-	-	
Mov Cap-2 Maneuver	122	70	-	78	70	-	-	-	-	-	-	-	-	
Stage 1	404	446	-	198	259	-	-	-	-	-	-	-	-	
Stage 2	458	259	-	640	446	-	-	-	-	-	-	-	-	
Approach	EB		WB			NB			SB					
HCM Ctrl Dly, s/v	26.99		0			0			0.08					
HCM LOS	D		A											
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR							
Capacity (veh/h)	921	-	-	167	-	178	-	-						
HCM Lane V/C Ratio	-	-	-	0.02	-	0.013	-	-						
HCM Ctrl Dly (s/v)	0	-	-	27	0	25.5	-	-						
HCM Lane LOS	A	-	-	D	A	D	-	-						
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-						

							
Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1089	0	571	158	485	459	152
Future Volume (vph)	1089	0	571	158	485	459	152
Turn Type	Split	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8	2			6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	2.0	2.0	2.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.0	8.0	8.0	11.0	24.0	24.0	24.0
Total Split (s)	42.0	42.0	42.0	13.0	38.0	25.0	25.0
Total Split (%)	52.5%	52.5%	52.5%	16.3%	47.5%	31.3%	31.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag				Lag		Lead	Lead
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	34.8	34.8	34.8	33.2	33.2	20.2	20.2
Actuated g/C Ratio	0.44	0.44	0.44	0.42	0.42	0.25	0.25
v/c Ratio	0.88	0.88	0.87	0.47	0.38	0.70	0.34
Control Delay (s/veh)	37.4	37.6	28.6	15.9	11.3	34.2	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.4	37.6	28.6	15.9	11.3	34.2	6.7
LOS	D	D	C	B	B	C	A
Approach Delay (s/veh)		34.5			12.4	27.4	
Approach LOS		C			B	C	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 46 (58%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay (s/veh): 28.1

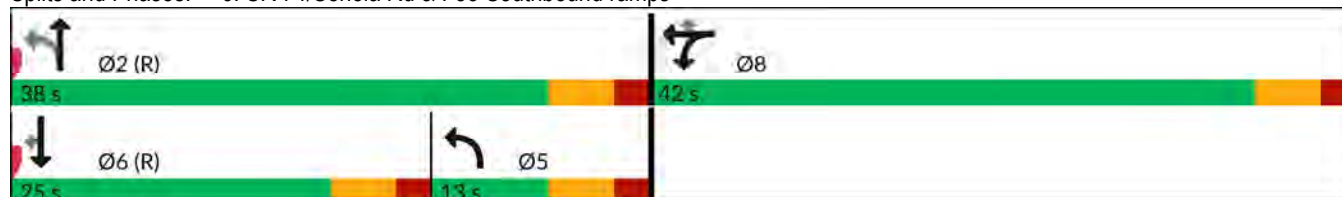
Intersection LOS: C

Intersection Capacity Utilization 125.2%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 6: SR 74/Senoia Rd & I-85 Southbound ramps



DRI 4313 Mapco Industrial Site
6: SR 74/Senoia Rd & I-85 Southbound ramps

2024 Existing AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	1089	0	571	158	485	0	0	459	152
Future Volume (veh/h)	0	0	0	1089	0	571	158	485	0	0	459	152
Initial Q (Qb), veh				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
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1722	1900	1633	1737	1781	0	0	1455	1678
Adj Flow Rate, veh/h				1171	0	614	170	522	0	0	494	163
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				12	0	18	11	8	0	0	30	15
Cap, veh/h				1476	0	623	268	1354	0	0	657	338
Arrive On Green				0.45	0.00	0.45	0.12	0.53	0.00	0.00	0.24	0.24
Sat Flow, veh/h				3280	0	1384	1654	3474	0	0	2838	1422
Grp Volume(v), veh/h				1171	0	614	170	522	0	0	494	163
Grp Sat Flow(s),veh/h/ln				1640	0	1384	1654	1692	0	0	1383	1422
Q Serve(g_s), s				24.4	0.0	35.1	1.5	7.3	0.0	0.0	13.3	7.9
Cycle Q Clear(g_c), s				24.4	0.0	35.1	1.5	7.3	0.0	0.0	13.3	7.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1476	0	623	268	1354	0	0	657	338
V/C Ratio(X)				0.79	0.00	0.99	0.63	0.39	0.00	0.00	0.75	0.48
Avail Cap(c_a), veh/h				1476	0	623	268	1354	0	0	657	338
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.98	0.98	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				18.8	0.0	21.7	32.0	12.9	0.0	0.0	28.3	26.3
Incr Delay (d2), s/veh				3.1	0.0	32.4	4.7	0.8	0.0	0.0	7.8	4.9
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.1	0.0	14.7	3.1	2.4	0.0	0.0	4.7	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				21.9	0.0	54.1	36.7	13.7	0.0	0.0	36.1	31.1
LnGrp LOS				C		D	D	B			D	C
Approach Vol, veh/h					1785			692			657	
Approach Delay, s/veh					33.0			19.4			34.9	
Approach LOS					C			B			C	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		38.0			13.0	25.0		42.0				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		32.0			7.0	19.0		36.0				
Max Q Clear Time (g_c+I1), s		9.3			3.5	15.3		37.1				
Green Ext Time (p_c), s		3.2			0.1	1.3		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				30.4								
HCM 7th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

DRI 4313 Mapco Industrial Site
7: SR 74/Senoia Rd & I-85 Northbound ramps

2024 Existing AM

	→	↘	↑	↗	↘	↓
Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↗	↕	↗	↘	↕
Traffic Volume (vph)	0	316	451	1363	272	1275
Future Volume (vph)	0	316	451	1363	272	1275
Turn Type	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4		2		1	6
Permitted Phases		4		2		
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	2.0	2.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.0	8.0	24.0	24.0	11.0	24.0
Total Split (s)	23.0	23.0	106.0	106.0	31.0	137.0
Total Split (%)	14.4%	14.4%	66.3%	66.3%	19.4%	85.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead	Lead	Lag	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effect Green (s)	17.0	17.0	100.0	100.0	25.0	131.0
Actuated g/C Ratio	0.11	0.11	0.63	0.63	0.16	0.82
v/c Ratio	1.09	1.26	0.23	1.28	1.25	0.49
Control Delay (s/veh)	154.3	179.5	5.0	147.8	187.4	7.5
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.4
Total Delay (s/veh)	154.3	179.5	5.0	148.0	187.4	7.9
LOS	F	F	A	F	F	A
Approach Delay (s/veh)	169.9		112.4			39.4
Approach LOS	F		F			D

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 137 (86%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 180

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.28

Intersection Signal Delay (s/veh): 90.8

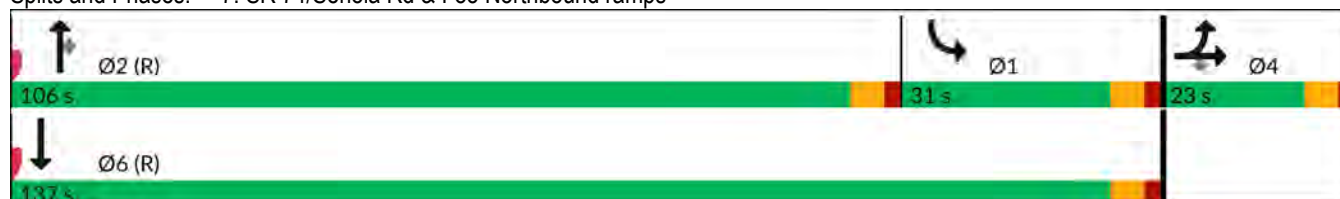
Intersection LOS: F

Intersection Capacity Utilization 125.2%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 7: SR 74/Senoia Rd & I-85 Northbound ramps



Timings

Synchro 12 Report
NV5

DRI 4313 Mapco Industrial Site
7: SR 74/Senoia Rd & I-85 Northbound ramps

2024 Existing AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	0	316	0	0	0	0	451	1363	272	1275	0
Future Volume (veh/h)	193	0	316	0	0	0	0	451	1363	272	1275	0
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1826				0	1796	1826	1589	1826	0
Adj Flow Rate, veh/h	208	0	340				0	485	0	292	1371	0
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	5				0	7	5	21	5	0
Cap, veh/h	192	0	164				0	2133		236	2840	0
Arrive On Green	0.11	0.00	0.11				0.00	1.00	0.00	0.31	1.00	0.00
Sat Flow, veh/h	1810	0	1547				0	3503	1547	1513	3561	0
Grp Volume(v), veh/h	208	0	340				0	485	0	292	1371	0
Grp Sat Flow(s),veh/h/ln	1810	0	1547				0	1706	1547	1513	1735	0
Q Serve(g_s), s	17.0	0.0	17.0				0.0	0.0	0.0	25.0	0.0	0.0
Cycle Q Clear(g_c), s	17.0	0.0	17.0				0.0	0.0	0.0	25.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	192	0	164				0	2133		236	2840	0
V/C Ratio(X)	1.08	0.00	2.07				0.00	0.23		1.24	0.48	0.00
Avail Cap(c_a), veh/h	192	0	164				0	2133		236	2840	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.67	1.67	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.58	0.00	0.50	0.50	0.00
Uniform Delay (d), s/veh	71.5	0.0	71.5				0.0	0.0	0.0	55.0	0.0	0.0
Incr Delay (d2), s/veh	88.4	0.0	500.9				0.0	0.1	0.0	123.0	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.4	0.0	29.4				0.0	0.0	0.0	16.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	159.9	0.0	572.4				0.0	0.1	0.0	178.0	0.3	0.0
LnGrp LOS	F		F					A		F		A
Approach Vol, veh/h	548						485			1663		
Approach Delay, s/veh	415.9						0.1			31.5		
Approach LOS	F						A			C		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	31.0	106.0		23.0		137.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	25.0	100.0		17.0		131.0						
Max Q Clear Time (g_c+l1), s	27.0	2.0		19.0		2.0						
Green Ext Time (p_c), s	0.0	3.3		0.0		14.2						
Intersection Summary												
HCM 7th Control Delay, s/veh	104.0											
HCM 7th LOS	F											
Notes												
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th Signalized Intersection Summary

Synchro 12 Report
NV5

DRI 4313 Mapco Industrial Site
8: SR 74/Senoia Rd & Oakley Industrial Blvd

2024 Existing AM

												
Lane Group	EBL	EBT	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	71	162	77	329	11	32	1210	89	239	1032	205
Future Volume (vph)	145	71	162	77	329	11	32	1210	89	239	1032	205
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	5	2		1	6	
Permitted Phases	4		8		8	2	2		2			6
Detector Phase	7	4	3	8	8	5	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	11.0	24.0	24.0	11.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	15.0	35.0	18.0	38.0	38.0	13.0	13.0	80.0	80.0	27.0	94.0	94.0
Total Split (%)	9.4%	21.9%	11.3%	23.8%	23.8%	8.1%	8.1%	50.0%	50.0%	16.9%	58.8%	58.8%
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)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	27.5	18.5	33.5	21.5	21.5		84.5	84.5	84.5	21.0	100.6	100.6
Actuated g/C Ratio	0.17	0.12	0.21	0.13	0.13		0.53	0.53	0.53	0.13	0.63	0.63
v/c Ratio	0.71	0.56	0.66	0.37	0.89		0.24	0.72	0.12	0.72	0.52	0.24
Control Delay (s/veh)	73.3	70.4	64.7	65.4	47.5		23.8	32.8	3.7	69.5	13.1	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.6		0.0	1.3	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.3	70.4	64.7	65.4	48.1		23.8	34.0	3.7	69.5	13.1	1.9
LOS	E	E	E	E	D		C	C	A	E	B	A
Approach Delay (s/veh)		72.2		55.2				31.7			21.6	
Approach LOS		E		E				C			C	

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 2 (1%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay (s/veh): 33.8

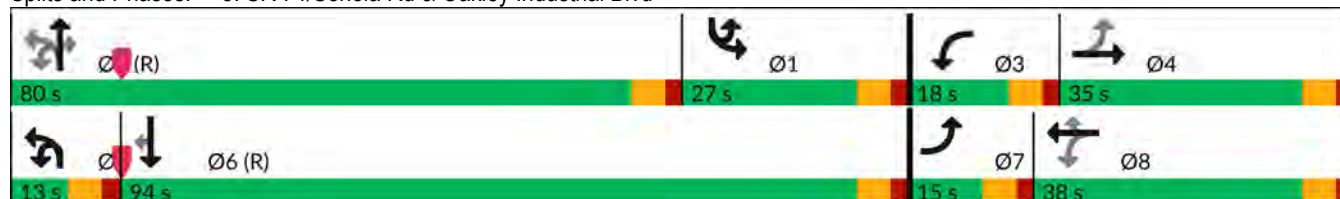
Intersection LOS: C

Intersection Capacity Utilization 89.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 8: SR 74/Senoia Rd & Oakley Industrial Blvd



Timings

Synchro 12 Report
NV5

DRI 4313 Mapco Industrial Site
8: SR 74/Senoia Rd & Oakley Industrial Blvd

2024 Existing AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	145	71	24	162	77	329	11	32	1210	89	29	239
Future Volume (veh/h)	145	71	24	162	77	329	11	32	1210	89	29	239
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	1633	1648	1470	1870	1693	1767		1530	1811	1633		1633
Adj Flow Rate, veh/h	154	76	26	172	82	350		34	1287	95		254
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		0.94	0.94	0.94		0.94
Percent Heavy Veh, %	18	17	29	2	14	9		25	6	18		18
Cap, veh/h	175	92	32	198	165	146		139	1591	640		706
Arrive On Green	0.06	0.08	0.08	0.08	0.10	0.10		0.02	0.46	0.46		0.16
Sat Flow, veh/h	1555	1174	402	1781	1693	1497		1457	3441	1384		3018
Grp Volume(v), veh/h	154	0	102	172	82	350		34	1287	95		254
Grp Sat Flow(s),veh/h/ln	1555	0	1576	1781	1693	1497		1457	1721	1384		1509
Q Serve(g_s), s	9.0	0.0	10.2	12.0	7.4	10.2		2.2	51.4	4.6		12.0
Cycle Q Clear(g_c), s	9.0	0.0	10.2	12.0	7.4	10.2		2.2	51.4	4.6		12.0
Prop In Lane	1.00		0.25	1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	175	0	124	198	165	146		139	1591	640		706
V/C Ratio(X)	0.88	0.00	0.82	0.87	0.50	2.40		0.24	0.81	0.15		0.36
Avail Cap(c_a), veh/h	175	0	286	198	339	299		168	1591	640		706
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		0.67
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		0.72
Uniform Delay (d), s/veh	69.2	0.0	72.6	65.4	68.5	31.2		31.0	36.9	12.9		56.8
Incr Delay (d2), s/veh	36.1	0.0	12.7	31.5	2.3	651.5		0.9	4.5	0.5		0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	4.5	2.8	3.3	30.1		0.8	21.9	2.1		4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	105.2	0.0	85.3	96.9	70.8	682.7		31.9	41.5	13.4		57.0
LnGrp LOS	F		F	F	E	F		C	D	B		E
Approach Vol, veh/h	256			604				1416				
Approach Delay, s/veh	97.3			432.8				39.4				
Approach LOS	F			F				D				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	43.4	80.0	18.0	18.6	9.9	113.5	15.0	21.6				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	21.0	74.0	12.0	29.0	7.0	88.0	9.0	32.0				
Max Q Clear Time (g_c+I1), s	14.0	53.4	14.0	12.2	4.2	38.5	11.0	12.2				
Green Ext Time (p_c), s	0.5	9.4	0.0	0.4	0.0	10.6	0.0	1.5				
Intersection Summary												
HCM 7th Control Delay, s/veh				100.9								
HCM 7th LOS				F								
Notes												
User approved ignoring U-Turning movement.												

HCM 7th Signalized Intersection Summary

Synchro 12 Report
NV5



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (veh/h)	1032	205
Future Volume (veh/h)	1032	205
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	1604
Adj Flow Rate, veh/h	1098	218
Peak Hour Factor	0.94	0.94
Percent Heavy Veh, %	8	20
Cap, veh/h	2275	913
Arrive On Green	0.45	0.45
Sat Flow, veh/h	3385	1359
Grp Volume(v), veh/h	1098	218
Grp Sat Flow(s),veh/h/ln	1692	1359
Q Serve(g_s), s	36.5	15.8
Cycle Q Clear(g_c), s	36.5	15.8
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2275	913
V/C Ratio(X)	0.48	0.24
Avail Cap(c_a), veh/h	2275	913
HCM Platoon Ratio	0.67	0.67
Upstream Filter(I)	0.72	0.72
Uniform Delay (d), s/veh	24.4	18.8
Incr Delay (d2), s/veh	0.5	0.4
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.6	5.5
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	25.0	19.2
LnGrp LOS	C	B
Approach Vol, veh/h	1570	
Approach Delay, s/veh	29.3	
Approach LOS	C	
Timer - Assigned Phs		

DRI 4313 Mapco Industrial Site
9: SR 92/Spence Rd & Oakley Industrial Blvd

2024 Existing AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	288	126	14	201	84	102	330	18	120	282	191
Future Volume (vph)	128	288	126	14	201	84	102	330	18	120	282	191
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	12.0	25.0	25.0	11.0	24.0	24.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	20.0%	41.7%	41.7%	18.3%	40.0%	40.0%
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)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	14.6	14.6	14.6	14.6	14.6	14.6	24.0	19.5	19.5	22.5	18.8	18.8
Actuated g/C Ratio	0.27	0.27	0.27	0.27	0.27	0.27	0.44	0.36	0.36	0.41	0.34	0.34
v/c Ratio	0.45	0.71	0.28	0.07	0.48	0.18	0.24	0.52	0.03	0.31	0.47	0.31
Control Delay (s/veh)	22.5	28.4	3.9	16.2	21.2	1.4	9.4	19.5	0.1	10.6	19.5	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.5	28.4	3.9	16.2	21.2	1.4	9.4	19.5	0.1	10.6	19.5	4.4
LOS	C	C	A	B	C	A	A	B	A	B	B	A
Approach Delay (s/veh)		21.3			15.4			16.5			12.8	
Approach LOS		C			B			B			B	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 54.7

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.71

Intersection Signal Delay (s/veh): 16.6

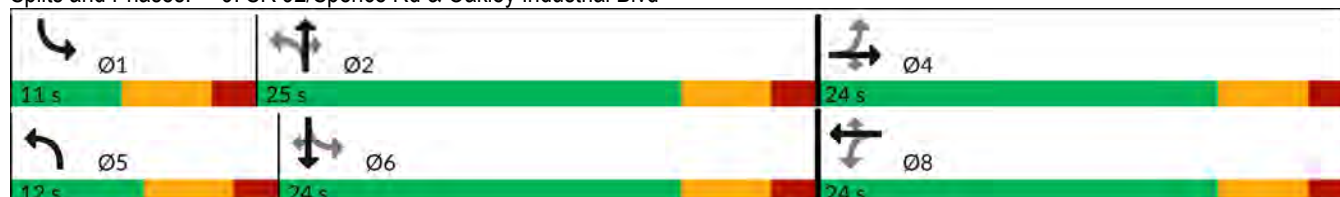
Intersection LOS: B

Intersection Capacity Utilization 63.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 9: SR 92/Spence Rd & Oakley Industrial Blvd



Timings

Synchro 12 Report
NV5

DRI 4313 Mapco Industrial Site
9: SR 92/Spence Rd & Oakley Industrial Blvd

2024 Existing AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	288	126	14	201	84	102	330	18	120	282	191
Future Volume (veh/h)	128	288	126	14	201	84	102	330	18	120	282	191
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1663	1618	1693	1722	1752	1737	1900	1737	1752	1885	1856
Adj Flow Rate, veh/h	138	310	135	15	216	90	110	355	19	129	303	205
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	16	19	14	12	10	11	0	11	10	1	3
Cap, veh/h	311	459	379	220	476	410	419	632	489	422	634	529
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.07	0.33	0.33	0.08	0.34	0.34
Sat Flow, veh/h	1073	1663	1372	855	1722	1485	1654	1900	1472	1668	1885	1572
Grp Volume(v), veh/h	138	310	135	15	216	90	110	355	19	129	303	205
Grp Sat Flow(s),veh/h/ln	1073	1663	1372	855	1722	1485	1654	1900	1472	1668	1885	1572
Q Serve(g_s), s	7.0	9.5	4.5	0.9	5.9	2.7	2.4	8.8	0.5	2.8	7.3	5.7
Cycle Q Clear(g_c), s	12.9	9.5	4.5	10.4	5.9	2.7	2.4	8.8	0.5	2.8	7.3	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	311	459	379	220	476	410	419	632	489	422	634	529
V/C Ratio(X)	0.44	0.67	0.36	0.07	0.45	0.22	0.26	0.56	0.04	0.31	0.48	0.39
Avail Cap(c_a), veh/h	353	524	432	254	543	468	473	632	489	441	634	529
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	18.4	16.6	23.0	17.1	15.9	11.3	15.7	12.9	11.6	15.0	14.5
Incr Delay (d2), s/veh	1.0	2.9	0.6	0.1	0.7	0.3	0.3	3.6	0.1	0.4	2.6	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.4	1.2	0.2	2.0	0.8	0.7	3.7	0.2	0.9	3.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.4	21.3	17.2	23.1	17.8	16.2	11.7	19.2	13.0	12.0	17.6	16.6
LnGrp LOS	C	C	B	C	B	B	B	B	B	B	B	B
Approach Vol, veh/h	583			321			484			637		
Approach Delay, s/veh	20.8			17.6			17.3			16.1		
Approach LOS	C			B			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	25.0		21.8	10.1	25.2		21.8				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	19.0		18.0	6.0	18.0		18.0				
Max Q Clear Time (g_c+I1), s	4.8	10.8		14.9	4.4	9.3		12.4				
Green Ext Time (p_c), s	0.0	1.2		0.9	0.0	1.5		0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh				18.0								
HCM 7th LOS				B								

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	113	99	338	548	16
Future Vol, veh/h	16	113	99	338	548	16
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	91	91	91	91	91	91
Heavy Vehicles, %	0	4	1	1	0	0
Mvmt Flow	18	124	109	371	602	18
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1200	611	620	0	-	0
Stage 1	611	-	-	-	-	-
Stage 2	589	-	-	-	-	-
Critical Hdwy	6.4	6.24	4.11	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.209	-	-	-
Pot Cap-1 Maneuver	206	490	966	-	-	-
Stage 1	546	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	177	490	966	-	-	-
Mov Cap-2 Maneuver	177	-	-	-	-	-
Stage 1	468	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	18.75	2.08		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	408	-	402	-	-	
HCM Lane V/C Ratio	0.113	-	0.353	-	-	
HCM Ctrl Dly (s/v)	9.2	0	18.8	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.4	-	1.6	-	-	

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	10	10	36	38	35	10	233	59	53	133	22
Future Vol, veh/h	20	10	10	36	38	35	10	233	59	53	133	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	0	10	0	0	3	30	3	2	6	4	5
Mvmt Flow	21	11	11	38	40	37	11	248	63	56	141	23
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	555	598	153	560	578	279	165	0	0	311	0	0
Stage 1	266	266	-	301	301	-	-	-	-	-	-	-
Stage 2	289	332	-	260	278	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.5	6.3	7.1	6.5	6.23	4.4	-	-	4.16	-	-
Critical Hdwy Stg 1	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4	3.39	3.5	4	3.327	2.47	-	-	2.254	-	-
Pot Cap-1 Maneuver	438	419	872	442	429	757	1260	-	-	1227	-	-
Stage 1	733	692	-	713	669	-	-	-	-	-	-	-
Stage 2	712	648	-	750	684	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	354	393	872	400	403	757	1260	-	-	1227	-	-
Mov Cap-2 Maneuver	354	393	-	400	403	-	-	-	-	-	-	-
Stage 1	696	657	-	705	662	-	-	-	-	-	-	-
Stage 2	629	641	-	692	650	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	14.33		15.07			0.26			2.06			
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	57	-	-	428	473	446	-	-				
HCM Lane V/C Ratio	0.008	-	-	0.099	0.245	0.046	-	-				
HCM Ctrl Dly (s/v)	7.9	0	-	14.3	15.1	8.1	0	-				
HCM Lane LOS	A	A	-	B	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.3	1	0.1	-	-				

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	268	36	0	0	179
Future Vol, veh/h	3	268	36	0	0	179
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	3	8	0	0	3
Mvmt Flow	3	285	38	0	0	190
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	8.6	8.1	9.1
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	1%	0%
Vol Thru, %	100%	0%	100%
Vol Right, %	0%	99%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	36	271	179
LT Vol	0	3	0
Through Vol	36	0	179
RT Vol	0	268	0
Lane Flow Rate	38	288	190
Geometry Grp	1	1	1
Degree of Util (X)	0.052	0.309	0.244
Departure Headway (Hd)	4.848	3.859	4.611
Convergence, Y/N	Yes	Yes	Yes
Cap	738	934	783
Service Time	2.882	1.876	2.611
HCM Lane V/C Ratio	0.051	0.308	0.243
HCM Control Delay, s/veh	8.1	8.6	9.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	1.3	1

Intersection								
Int Delay, s/veh	13.1							
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Vol, veh/h	14	34	737	3	616	0	174	11
Future Vol, veh/h	14	34	737	3	616	0	174	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	275	-	275	-	-	0	-
Veh in Median Storage, #	-	-	0	-	0	-	0	-
Grade, %	-	-	0	-	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	9	14	0	19	0	2	18
Mvmt Flow	14	35	760	3	635	0	179	11
Major/Minor	Major1		Major2		Minor2			
Conflicting Flow All	635	635	0	760	-	0	1120	318
Stage 1	-	-	-	-	-	-	641	-
Stage 2	-	-	-	-	-	-	479	-
Critical Hdwy	6.4	4.28	-	6.4	-	-	6.84	7.26
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.5	2.29	-	2.5	-	-	3.52	3.48
Pot Cap-1 Maneuver	576	898	-	480	-	-	200	633
Stage 1	-	-	-	-	-	-	486	-
Stage 2	-	-	-	-	-	-	589	-
Platoon blocked, %			-		-	-		
Mov Cap-1 Maneuver	767	767	-	480	-	-	186	633
Mov Cap-2 Maneuver	-	-	-	-	-	-	186	-
Stage 1	-	-	-	-	-	-	455	-
Stage 2	-	-	-	-	-	-	585	-
Approach	EB		WB		SB			
HCM Ctrl Dly, s/v	0.61		0.06		109.81			
HCM LOS	F							
Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1		
Capacity (veh/h)	767	-	480	-	-	194		
HCM Lane V/C Ratio	0.065	-	0.006	-	-	0.981		
HCM Ctrl Dly (s/v)	10	-	12.5	-	-	109.8		
HCM Lane LOS	B	-	B	-	-	F		
HCM 95th %tile Q(veh)	0.2	-	0	-	-	8.2		

Intersection														
Int Delay, s/veh	0.1													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕	↕		↕	↕	↕
Traffic Vol, veh/h	0	0	5	0	0	0	2	1	884	0	1	1	910	3
Future Vol, veh/h	0	0	5	0	0	0	2	1	884	0	1	1	910	3
Conflicting Peds, #/hr	0	0	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	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	150	-	175	-	250	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	14	0	0	0	12	0
Mvmt Flow	0	0	5	0	0	0	2	1	931	0	1	1	958	3

Major/Minor	Minor2		Minor1		Major1		Major2							
Conflicting Flow All	1434	1899	479	1420	1902	465	958	961	0	0	931	931	0	0
Stage 1	962	962	-	937	937	-	-	-	-	-	-	-	-	-
Stage 2	472	937	-	483	965	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	6.4	4.1	-	-	6.4	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	2.5	2.2	-	-	2.5	2.2	-	-
Pot Cap-1 Maneuver	96	70	538	98	70	549	359	724	-	-	374	743	-	-
Stage 1	279	337	-	289	346	-	-	-	-	-	-	-	-	-
Stage 2	547	346	-	539	336	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	95	69	538	96	69	549	428	428	-	-	498	498	-	-
Mov Cap-2 Maneuver	95	69	-	96	69	-	-	-	-	-	-	-	-	-
Stage 1	278	335	-	287	344	-	-	-	-	-	-	-	-	-
Stage 2	543	344	-	531	334	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	11.75		0		0.05		0.03	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	428	-	-	538	-	498	-
HCM Lane V/C Ratio	0.007	-	-	0.01	-	0.004	-
HCM Ctrl Dly (s/v)	13.5	-	-	11.8	0	12.3	-
HCM Lane LOS	B	-	-	B	A	B	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-

							
Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	1457	0	398	225	468	608	212
Future Volume (vph)	1457	0	398	225	468	608	212
Turn Type	Split	NA	Perm	pm+pt	NA	NA	Perm
Protected Phases	8	8		5	2	6	
Permitted Phases			8	2			6
Detector Phase	8	8	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	2.0	2.0	2.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.0	8.0	8.0	11.0	24.0	24.0	24.0
Total Split (s)	72.0	72.0	72.0	21.0	58.0	37.0	37.0
Total Split (%)	55.4%	55.4%	55.4%	16.2%	44.6%	28.5%	28.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	64.6	64.6	64.6	53.4	53.4	32.9	32.9
Actuated g/C Ratio	0.50	0.50	0.50	0.41	0.41	0.25	0.25
v/c Ratio	0.93	0.93	0.54	0.81	0.35	0.79	0.40
Control Delay (s/veh)	49.0	49.0	11.8	43.7	19.5	54.3	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.0	49.0	11.8	43.7	19.5	54.3	7.3
LOS	D	D	B	D	B	D	A
Approach Delay (s/veh)		41.0			27.3	42.1	
Approach LOS		D			C	D	

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 50 (38%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay (s/veh): 38.5

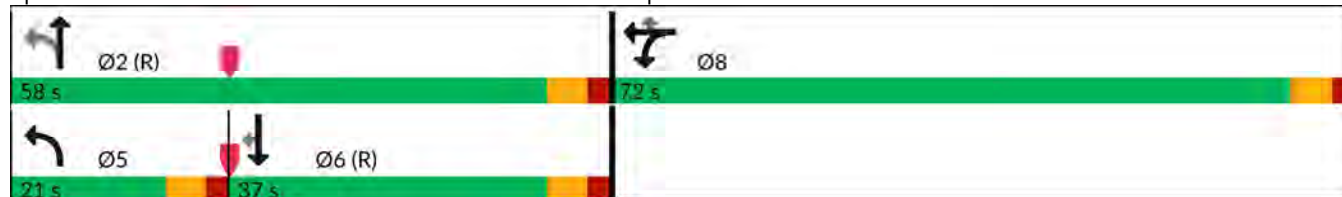
Intersection LOS: D

Intersection Capacity Utilization 122.6%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 6: SR 74/Senoia Rd & I-85 Southbound ramps



DRI 4313 Mapco Industrial Site
6: SR 74/Senoia Rd & I-85 Southbound ramps

2024 Existing PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	1457	0	398	225	468	0	0	608	212
Future Volume (veh/h)	0	0	0	1457	0	398	225	468	0	0	608	212
Initial Q (Qb), veh				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
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1826	1900	1559	1796	1796	0	0	1678	1826
Adj Flow Rate, veh/h				1502	0	410	232	482	0	0	627	219
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				5	0	23	7	7	0	0	15	5
Cap, veh/h				1626	0	618	308	1503	0	0	917	445
Arrive On Green				0.47	0.00	0.47	0.04	0.15	0.00	0.00	0.29	0.29
Sat Flow, veh/h				3478	0	1321	1711	3503	0	0	3272	1547
Grp Volume(v), veh/h				1502	0	410	232	482	0	0	627	219
Grp Sat Flow(s),veh/h/ln				1739	0	1321	1711	1706	0	0	1594	1547
Q Serve(g_s), s				52.6	0.0	31.2	11.8	16.5	0.0	0.0	22.7	15.3
Cycle Q Clear(g_c), s				52.6	0.0	31.2	11.8	16.5	0.0	0.0	22.7	15.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1626	0	618	308	1503	0	0	917	445
V/C Ratio(X)				0.92	0.00	0.66	0.75	0.32	0.00	0.00	0.68	0.49
Avail Cap(c_a), veh/h				1766	0	671	324	1503	0	0	917	445
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.97	0.97	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				32.5	0.0	26.7	32.4	38.1	0.0	0.0	41.1	38.4
Incr Delay (d2), s/veh				8.3	0.0	2.2	8.9	0.5	0.0	0.0	4.1	3.9
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				22.0	0.0	9.4	6.0	7.6	0.0	0.0	9.2	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				40.8	0.0	28.9	41.3	38.7	0.0	0.0	45.2	42.3
LnGrp LOS				D		C	D	D			D	D
Approach Vol, veh/h					1912			714			846	
Approach Delay, s/veh					38.2			39.5			44.4	
Approach LOS					D			D			D	
Timer - Assigned Phs	2			5			6			8		
Phs Duration (G+Y+Rc), s	63.2			19.8			43.4			66.8		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	52.0			15.0			31.0			66.0		
Max Q Clear Time (g_c+l1), s	18.5			13.8			24.7			54.6		
Green Ext Time (p_c), s	3.1			0.1			2.5			6.1		
Intersection Summary												
HCM 7th Control Delay, s/veh				40.0								
HCM 7th LOS				D								
Notes												
User approved volume balancing among the lanes for turning movement.												

	→	↘	↑	↗	↘	↓
Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↗	↕	↗	↘	↕
Traffic Volume (vph)	0	193	568	1308	351	1721
Future Volume (vph)	0	193	568	1308	351	1721
Turn Type	NA	Perm	NA	Perm	Prot	NA
Protected Phases	4		2		1	6
Permitted Phases		4		2		
Detector Phase	4	4	2	2	1	6
Switch Phase						
Minimum Initial (s)	2.0	2.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.0	8.0	24.0	24.0	11.0	24.0
Total Split (s)	14.0	14.0	86.0	86.0	30.0	116.0
Total Split (%)	10.8%	10.8%	66.2%	66.2%	23.1%	89.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effect Green (s)	8.0	8.0	80.0	80.0	24.0	110.0
Actuated g/C Ratio	0.06	0.06	0.62	0.62	0.18	0.85
v/c Ratio	1.28	1.23	0.28	1.23	1.29	0.60
Control Delay (s/veh)	230.6	175.1	5.9	124.5	182.7	3.8
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.8
Total Delay (s/veh)	230.6	175.1	5.9	124.7	182.7	4.5
LOS	F	F	A	F	F	A
Approach Delay (s/veh)	197.4		88.7			34.7
Approach LOS	F		F			C

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 6 (5%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 180

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.29

Intersection Signal Delay (s/veh): 70.7

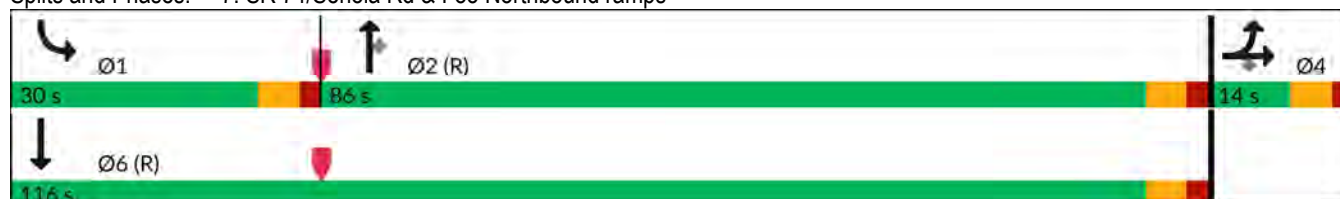
Intersection LOS: E

Intersection Capacity Utilization 122.6%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 7: SR 74/Senoia Rd & I-85 Northbound ramps



DRI 4313 Mapco Industrial Site
7: SR 74/Senoia Rd & I-85 Northbound ramps

2024 Existing PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	0	193	0	0	0	0	568	1308	351	1721	0
Future Volume (veh/h)	130	0	193	0	0	0	0	568	1308	351	1721	0
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1781	1900	1707				0	1796	1826	1589	1826	0
Adj Flow Rate, veh/h	131	0	195				0	574	0	355	1738	0
Peak Hour Factor	0.99	0.99	0.99				0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	8	0	13				0	7	5	21	5	0
Cap, veh/h	111	0	89				0	2100		279	2935	0
Arrive On Green	0.06	0.00	0.06				0.00	0.20	0.00	0.25	1.00	0.00
Sat Flow, veh/h	1810	0	1447				0	3503	1547	1513	3561	0
Grp Volume(v), veh/h	131	0	195				0	574	0	355	1738	0
Grp Sat Flow(s),veh/h/ln	1810	0	1447				0	1706	1547	1513	1735	0
Q Serve(g_s), s	8.0	0.0	8.0				0.0	18.4	0.0	24.0	0.0	0.0
Cycle Q Clear(g_c), s	8.0	0.0	8.0				0.0	18.4	0.0	24.0	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	111	0	89				0	2100		279	2935	0
V/C Ratio(X)	1.18	0.00	2.19				0.00	0.27		1.27	0.59	0.00
Avail Cap(c_a), veh/h	111	0	89				0	2100		279	2935	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	1.33	1.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.55	0.00	0.38	0.38	0.00
Uniform Delay (d), s/veh	61.0	0.0	61.0				0.0	27.3	0.0	49.0	0.0	0.0
Incr Delay (d2), s/veh	140.4	0.0	570.4				0.0	0.2	0.0	132.4	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	0.0	16.9				0.0	8.4	0.0	18.6	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	201.4	0.0	631.4				0.0	27.5	0.0	181.5	0.3	0.0
LnGrp LOS	F		F					C		F	A	
Approach Vol, veh/h	326						574			2093		
Approach Delay, s/veh	458.6						27.5			31.1		
Approach LOS	F						C			C		
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	30.0	86.0		14.0		116.0						
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0						
Max Green Setting (Gmax), s	24.0	80.0		8.0		110.0						
Max Q Clear Time (g_c+l1), s	26.0	20.4		10.0		2.0						
Green Ext Time (p_c), s	0.0	4.0		0.0		23.8						
Intersection Summary												
HCM 7th Control Delay, s/veh				76.9								
HCM 7th LOS				E								
Notes												
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th Signalized Intersection Summary

Synchro 12 Report
NV5

DRI 4313 Mapco Industrial Site
8: SR 74/Senoia Rd & Oakley Industrial Blvd

2024 Existing PM

												
Lane Group	EBL	EBT	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	163	78	189	86	313	27	37	1274	123	220	1469	156
Future Volume (vph)	163	78	189	86	313	27	37	1274	123	220	1469	156
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	3	8		5	5	2		1	6	
Permitted Phases	4		8		8	2	2		2			6
Detector Phase	7	4	3	8	8	5	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	11.0	24.0	24.0	11.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	15.0	25.0	18.0	28.0	28.0	11.0	11.0	66.0	66.0	21.0	76.0	76.0
Total Split (%)	11.5%	19.2%	13.8%	21.5%	21.5%	8.5%	8.5%	50.8%	50.8%	16.2%	58.5%	58.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	22.9	13.9	28.8	16.9	16.9		65.4	65.4	65.4	14.8	77.3	77.3
Actuated g/C Ratio	0.18	0.11	0.22	0.13	0.13		0.50	0.50	0.50	0.11	0.59	0.59
v/c Ratio	0.71	0.56	0.67	0.40	0.85		0.39	0.76	0.15	0.76	0.72	0.19
Control Delay (s/veh)	59.6	60.7	53.4	55.8	40.2		36.7	30.7	3.8	80.3	9.7	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.1	0.0
Total Delay (s/veh)	59.6	60.7	53.4	55.8	40.2		36.7	30.7	3.8	80.3	9.8	1.9
LOS	E	E	D	E	D		D	C	A	F	A	A
Approach Delay (s/veh)		60.0		46.7				28.7			18.4	
Approach LOS		E		D				C			B	

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay (s/veh): 28.6

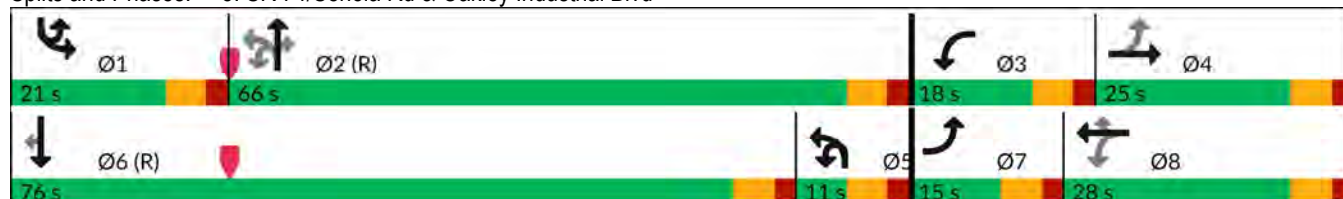
Intersection LOS: C

Intersection Capacity Utilization 90.6%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 8: SR 74/Senoia Rd & Oakley Industrial Blvd



Timings

Synchro 12 Report
NV5

DRI 4313 Mapco Industrial Site
8: SR 74/Senoia Rd & Oakley Industrial Blvd

2024 Existing PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	163	78	21	189	86	313	27	37	1274	123	25	220
Future Volume (veh/h)	163	78	21	189	86	313	27	37	1274	123	25	220
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	1722	1707	1752	1870	1752	1796		1737	1826	1796		1574
Adj Flow Rate, veh/h	168	80	22	195	89	323		38	1313	127		227
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97		0.97
Percent Heavy Veh, %	12	13	10	2	10	7		11	5	7		22
Cap, veh/h	281	188	52	336	296	258		169	1676	736		273
Arrive On Green	0.07	0.15	0.15	0.09	0.17	0.17		0.04	0.48	0.48		0.09
Sat Flow, veh/h	1640	1289	354	1781	1752	1522		1654	3469	1522		2908
Grp Volume(v), veh/h	168	0	102	195	89	323		38	1313	127		227
Grp Sat Flow(s),veh/h/ln	1640	0	1644	1781	1752	1522		1654	1735	1522		1454
Q Serve(g_s), s	9.0	0.0	7.3	12.0	5.8	22.0		0.0	40.9	6.1		10.0
Cycle Q Clear(g_c), s	9.0	0.0	7.3	12.0	5.8	22.0		0.0	40.9	6.1		10.0
Prop In Lane	1.00		0.22	1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	281	0	240	336	296	258		169	1676	736		273
V/C Ratio(X)	0.60	0.00	0.42	0.58	0.30	1.25		0.23	0.78	0.17		0.83
Avail Cap(c_a), veh/h	281	0	240	336	296	258		169	1676	736		336
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		0.70
Uniform Delay (d), s/veh	45.5	0.0	50.5	42.7	47.3	54.0		46.0	27.9	18.9		57.9
Incr Delay (d2), s/veh	3.5	0.0	1.2	2.5	0.6	142.0		0.7	3.7	0.5		10.0
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
%ile BackOfQ(50%),veh/ln	5.1	0.0	3.0	5.5	2.5	18.4		1.1	16.8	2.2		4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.9	0.0	51.7	45.2	47.8	196.0		46.7	31.7	19.5		67.9
LnGrp LOS	D		D	D	D	F		D	C	B		E
Approach Vol, veh/h	270			607			1478					
Approach Delay, s/veh	50.0			125.8			31.0					
Approach LOS	D			F			C					
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.2	68.8	18.0	25.0	11.0	76.0	15.0	28.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	15.0	60.0	12.0	19.0	5.0	70.0	9.0	22.0				
Max Q Clear Time (g_c+I1), s	12.0	42.9	14.0	9.3	2.0	46.5	11.0	24.0				
Green Ext Time (p_c), s	0.2	8.8	0.0	0.3	0.0	12.4	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				45.2								
HCM 7th LOS	D											
Notes												
User approved ignoring U-Turning movement.												

HCM 7th Signalized Intersection Summary

Synchro 12 Report
NV5

DRI 4313 Mapco Industrial Site
8: SR 74/Senoia Rd & Oakley Industrial Blvd

2024 Existing PM



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (veh/h)	1469	156
Future Volume (veh/h)	1469	156
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	1870	1574
Adj Flow Rate, veh/h	1514	161
Peak Hour Factor	0.97	0.97
Percent Heavy Veh, %	2	22
Cap, veh/h	1914	718
Arrive On Green	0.54	0.54
Sat Flow, veh/h	3554	1334
Grp Volume(v), veh/h	1514	161
Grp Sat Flow(s),veh/h/ln	1777	1334
Q Serve(g_s), s	44.5	5.4
Cycle Q Clear(g_c), s	44.5	5.4
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	1914	718
V/C Ratio(X)	0.79	0.22
Avail Cap(c_a), veh/h	1914	718
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	0.70	0.70
Uniform Delay (d), s/veh	24.1	6.7
Incr Delay (d2), s/veh	2.4	0.5
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.9	2.4
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	26.6	7.2
LnGrp LOS	C	A
Approach Vol, veh/h	1902	
Approach Delay, s/veh	29.9	
Approach LOS	C	
Timer - Assigned Phs		

DRI 4313 Mapco Industrial Site
9: SR 92/Spence Rd & Oakley Industrial Blvd

2024 Existing PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	206	116	21	323	122	174	241	19	75	332	211
Future Volume (vph)	87	206	116	21	323	122	174	241	19	75	332	211
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	12.0	25.0	25.0	11.0	24.0	24.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	20.0%	41.7%	41.7%	18.3%	40.0%	40.0%
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)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	15.4	15.4	15.4	15.4	15.4	15.4	27.2	23.7	23.7	23.1	18.0	18.0
Actuated g/C Ratio	0.27	0.27	0.27	0.27	0.27	0.27	0.47	0.41	0.41	0.40	0.31	0.31
v/c Ratio	0.52	0.54	0.26	0.08	0.76	0.25	0.43	0.34	0.03	0.18	0.62	0.36
Control Delay (s/veh)	28.9	23.3	3.4	16.0	31.2	3.5	11.9	15.9	0.1	9.2	23.0	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.9	23.3	3.4	16.0	31.2	3.5	11.9	15.9	0.1	9.2	23.0	4.5
LOS	C	C	A	B	C	A	B	B	A	A	C	A
Approach Delay (s/veh)		18.8			23.3			13.6			15.0	
Approach LOS		B			C			B			B	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 57.5

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.76

Intersection Signal Delay (s/veh): 17.5

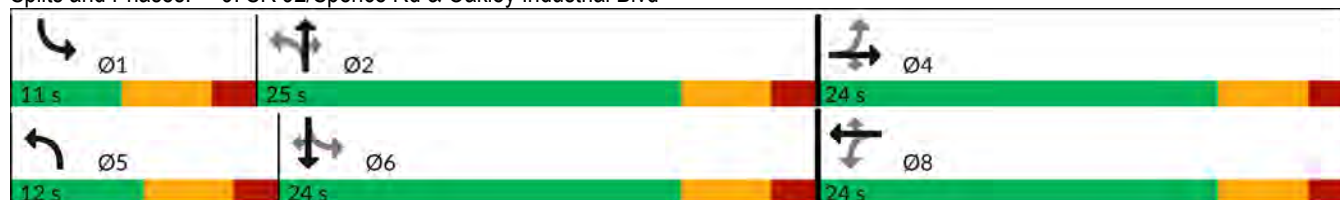
Intersection LOS: B

Intersection Capacity Utilization 68.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 9: SR 92/Spence Rd & Oakley Industrial Blvd



Timings

Synchro 12 Report
NV5

DRI 4313 Mapco Industrial Site
9: SR 92/Spence Rd & Oakley Industrial Blvd

2024 Existing PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	206	116	21	323	122	174	241	19	75	332	211
Future Volume (veh/h)	87	206	116	21	323	122	174	241	19	75	332	211
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1574	1648	1900	1767	1870	1856	1885	1737	1752	1885	1856
Adj Flow Rate, veh/h	96	226	127	23	355	134	191	265	21	82	365	232
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	22	17	0	9	2	3	1	11	10	1	3
Cap, veh/h	232	472	419	311	530	476	404	637	497	459	566	472
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.10	0.34	0.34	0.06	0.30	0.30
Sat Flow, veh/h	907	1574	1397	1044	1767	1585	1767	1885	1472	1668	1885	1572
Grp Volume(v), veh/h	96	226	127	23	355	134	191	265	21	82	365	232
Grp Sat Flow(s),veh/h/ln	907	1574	1397	1044	1767	1585	1767	1885	1472	1668	1885	1572
Q Serve(g_s), s	6.2	7.0	4.2	1.1	10.6	3.9	4.4	6.5	0.6	2.0	10.1	7.3
Cycle Q Clear(g_c), s	16.8	7.0	4.2	8.1	10.6	3.9	4.4	6.5	0.6	2.0	10.1	7.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	232	472	419	311	530	476	404	637	497	459	566	472
V/C Ratio(X)	0.41	0.48	0.30	0.07	0.67	0.28	0.47	0.42	0.04	0.18	0.65	0.49
Avail Cap(c_a), veh/h	232	472	419	311	530	476	404	637	497	494	566	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	17.2	16.2	20.5	18.4	16.1	13.2	15.3	13.3	13.0	18.2	17.2
Incr Delay (d2), s/veh	1.2	0.8	0.4	0.1	3.3	0.3	0.9	2.0	0.2	0.2	5.6	3.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.2	1.2	0.2	4.1	1.2	1.5	2.7	0.2	0.6	4.5	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.9	17.9	16.6	20.6	21.6	16.4	14.1	17.3	13.5	13.2	23.8	20.9
LnGrp LOS	C	B	B	C	C	B	B	B	B	B	C	C
Approach Vol, veh/h	449			512			477			679		
Approach Delay, s/veh	19.5			20.2			15.8			21.5		
Approach LOS	B			C			B			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	26.3		24.0	12.0	24.0		24.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	19.0		18.0	6.0	18.0		18.0				
Max Q Clear Time (g_c+I1), s	4.0	8.5		18.8	6.4	12.1		12.6				
Green Ext Time (p_c), s	0.0	1.0		0.0	0.0	1.5		1.2				
Intersection Summary												
HCM 7th Control Delay, s/veh				19.5								
HCM 7th LOS				B								

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	137	84	590	517	10
Future Vol, veh/h	21	137	84	590	517	10
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	91	91	91	91	91	91
Heavy Vehicles, %	11	10	12	1	1	0
Mvmt Flow	23	151	92	648	568	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1407	574	579	0	-	0
Stage 1	574	-	-	-	-	-
Stage 2	833	-	-	-	-	-
Critical Hdwy	6.51	6.3	4.22	-	-	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.39	2.308	-	-	-
Pot Cap-1 Maneuver	146	504	947	-	-	-
Stage 1	546	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	124	504	947	-	-	-
Mov Cap-2 Maneuver	124	-	-	-	-	-
Stage 1	463	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	24.16	1.15		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	224	-	358	-	-	
HCM Lane V/C Ratio	0.097	-	0.485	-	-	
HCM Ctrl Dly (s/v)	9.2	0	24.2	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.3	-	2.5	-	-	

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	9	9	10	9	33	51	10	334	82	64	91	23
Future Vol, veh/h	9	9	10	9	33	51	10	334	82	64	91	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	13	25	44	0	7	15	56	2	9	12	4	24
Mvmt Flow	11	11	12	11	40	61	12	402	99	77	110	28
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	724	803	123	745	767	452	137	0	0	501	0	0
Stage 1	278	278	-	476	476	-	-	-	-	-	-	-
Stage 2	446	525	-	269	292	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.75	6.64	7.1	6.57	6.35	4.66	-	-	4.22	-	-
Critical Hdwy Stg 1	6.23	5.75	-	6.1	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.75	-	6.1	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4.225	3.696	3.5	4.063	3.435	2.704	-	-	2.308	-	-
Pot Cap-1 Maneuver	327	292	826	333	326	581	1173	-	-	1013	-	-
Stage 1	705	641	-	574	548	-	-	-	-	-	-	-
Stage 2	570	493	-	741	662	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	232	264	826	285	295	581	1173	-	-	1013	-	-
Mov Cap-2 Maneuver	232	264	-	285	295	-	-	-	-	-	-	-
Stage 1	647	588	-	565	540	-	-	-	-	-	-	-
Stage 2	466	486	-	657	608	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	17.17		17.36			0.19			3.18			
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	41	-	-	329	402	622	-	-				
HCM Lane V/C Ratio	0.01	-	-	0.102	0.278	0.076	-	-				
HCM Ctrl Dly (s/v)	8.1	0	-	17.2	17.4	8.8	0	-				
HCM Lane LOS	A	A	-	C	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.3	1.1	0.2	-	-				

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	364	60	0	0	111
Future Vol, veh/h	1	364	60	0	0	111
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	0	4	9	0	0	7
Mvmt Flow	1	449	74	0	0	137
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	10.4	8.8	9.3
HCM LOS	B	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%
Vol Thru, %	100%	0%	100%
Vol Right, %	0%	100%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	60	365	111
LT Vol	0	1	0
Through Vol	60	0	111
RT Vol	0	364	0
Lane Flow Rate	74	451	137
Geometry Grp	1	1	1
Degree of Util (X)	0.106	0.482	0.191
Departure Headway (Hd)	5.149	3.849	5.028
Convergence, Y/N	Yes	Yes	Yes
Cap	693	937	711
Service Time	3.204	1.866	3.081
HCM Lane V/C Ratio	0.107	0.481	0.193
HCM Control Delay, s/veh	8.8	10.4	9.3
HCM Lane LOS	A	B	A
HCM 95th-tile Q	0.4	2.7	0.7

Intersection								
Int Delay, s/veh	13.2							
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Vol, veh/h	10	62	590	3	803	1	107	4
Future Vol, veh/h	10	62	590	3	803	1	107	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	275	-	275	-	-	0	-
Veh in Median Storage, #	-	-	0	-	0	-	0	-
Grade, %	-	-	0	-	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90
Heavy Vehicles, %	11	9	29	33	18	0	7	0
Mvmt Flow	11	69	656	3	892	1	119	4

Major/Minor	Major1		Major2		Minor2			
Conflicting Flow All	893	893	0	656	-	0	1387	447
Stage 1	-	-	-	-	-	-	899	-
Stage 2	-	-	-	-	-	-	488	-
Critical Hdwy	6.62	4.28	-	7.06	-	-	6.94	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.94	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.94	-
Follow-up Hdwy	2.61	2.29	-	2.83	-	-	3.57	3.3
Pot Cap-1 Maneuver	362	712	-	450	-	-	128	565
Stage 1	-	-	-	-	-	-	346	-
Stage 2	-	-	-	-	-	-	569	-
Platoon blocked, %			-		-	-		
Mov Cap-1 Maneuver	627	627	-	450	-	-	~ 111	565
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 111	-
Stage 1	-	-	-	-	-	-	301	-
Stage 2	-	-	-	-	-	-	565	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.26	0.05	179.78
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	627	-	450	-	-	114
HCM Lane V/C Ratio	0.128	-	0.007	-	-	1.08
HCM Ctrl Dly (s/v)	11.6	-	13.1	-	-	179.8
HCM Lane LOS	B	-	B	-	-	F
HCM 95th %tile Q(veh)	0.4	-	0	-	-	7.4

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

Intersection													
Int Delay, s/veh	0.1												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↑↑	↗		↕	↑↑	↗
Traffic Vol, veh/h	2	0	1	0	0	0	0	1180	0	1	1	666	0
Future Vol, veh/h	2	0	1	0	0	0	0	1180	0	1	1	666	0
Conflicting Peds, #/hr	0	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	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	150	-	175	-	250	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	0	13	0	100	0	26	0
Mvmt Flow	2	0	1	0	0	0	0	1326	0	1	1	748	0

Major/Minor	Minor2		Minor1				Major1			Major2			
Conflicting Flow All	1416	2079	374	1704	2079	663	748	0	0	1326	1326	0	0
Stage 1	753	753	-	1326	1326	-	-	-	-	-	-	-	-
Stage 2	663	1326	-	379	753	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	8.4	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	-	-	3.5	2.2	-	-
Pot Cap-1 Maneuver	99	54	629	60	54	409	870	-	-	83	528	-	-
Stage 1	373	421	-	167	227	-	-	-	-	-	-	-	-
Stage 2	422	227	-	621	421	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	98	53	629	59	53	409	870	-	-	143	143	-	-
Mov Cap-2 Maneuver	98	53	-	59	53	-	-	-	-	-	-	-	-
Stage 1	367	414	-	167	227	-	-	-	-	-	-	-	-
Stage 2	422	227	-	610	414	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	32.16	0	0	0.09
HCM LOS	D	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	870	-	-	136	-	143	-
HCM Lane V/C Ratio	-	-	-	0.025	-	0.016	-
HCM Ctrl Dly (s/v)	0	-	-	32.2	0	30.5	-
HCM Lane LOS	A	-	-	D	A	D	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-

	→	↘	←	↙	↑	↓	↗
Lane Group	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Configurations	↗	↗	↗	↗	↑↑	↑↑	↗
Traffic Volume (vph)	0	1214	0	188	547	509	167
Future Volume (vph)	0	1214	0	188	547	509	167
Turn Type	NA	pm+ov	NA	Prot	NA	NA	Perm
Protected Phases	4	5	8	5	2	6	
Permitted Phases		4					6
Detector Phase	4	5	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	2.0	5.0	2.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.0	11.0	8.0	11.0	24.0	24.0	24.0
Total Split (s)	55.0	22.0	55.0	22.0	55.0	33.0	33.0
Total Split (%)	50.0%	20.0%	50.0%	20.0%	50.0%	30.0%	30.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lag		Lag		Lead	Lead
Lead-Lag Optimize?		Yes		Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	46.5	68.5	46.5	16.0	51.5	29.5	29.5
Actuated g/C Ratio	0.42	0.62	0.42	0.15	0.47	0.27	0.27
v/c Ratio	0.78	0.75	0.96	0.42	0.37	0.74	0.36
Control Delay (s/veh)	15.6	19.1	48.7	27.9	9.6	44.6	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.6	19.1	48.7	27.9	9.6	44.6	7.1
LOS	B	B	D	C	A	D	A
Approach Delay (s/veh)	17.4		48.7		14.3	35.3	
Approach LOS	B		D		B	D	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 105 (95%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay (s/veh): 26.5

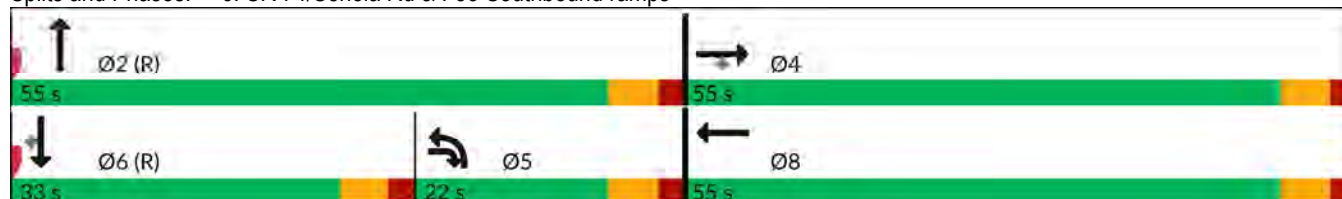
Intersection LOS: C

Intersection Capacity Utilization 74.2%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 6: SR 74/Senoia Rd & I-85 Southbound ramps



DRI 4313 Mapco Industrial Site
6: SR 74/Senoia Rd & I-85 Southbound ramps

2028 No-Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	1214	0	0	628	188	547	0	0	509	167
Future Volume (veh/h)	0	0	1214	0	0	628	188	547	0	0	509	167
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	0	1900	1722	0	1900	1633	1796	1796	0	0	1455	1678
Adj Flow Rate, veh/h	0	0	0	0	0	675	202	588	0	0	547	180
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	12	0	0	18	7	7	0	0	30	15
Cap, veh/h	0	826		0	0	700	519	1557	0	0	679	349
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.43	0.31	0.91	0.00	0.00	0.25	0.25
Sat Flow, veh/h	0	1900	2919	0	0	1610	3319	3503	0	0	2838	1422
Grp Volume(v), veh/h	0	0	0	0	0	675	202	588	0	0	547	180
Grp Sat Flow(s),veh/h/ln	0	1900	1459	0	0	1610	1659	1706	0	0	1383	1422
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	44.9	5.2	2.5	0.0	0.0	20.5	12.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	44.9	5.2	2.5	0.0	0.0	20.5	12.0
Prop In Lane	0.00		1.00	0.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	826		0	0	700	519	1557	0	0	679	349
V/C Ratio(X)	0.00	0.00		0.00	0.00	0.96	0.39	0.38	0.00	0.00	0.81	0.52
Avail Cap(c_a), veh/h	0	846		0	0	717	519	1557	0	0	679	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	0.00	0.00	1.00	0.95	0.95	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	30.3	33.7	2.7	0.0	0.0	39.0	35.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	24.8	0.5	0.7	0.0	0.0	9.9	5.4
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	0.0	0.0	0.0	0.0	0.0	20.2	2.0	0.8	0.0	0.0	7.6	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	0.0	0.0	55.1	34.2	3.4	0.0	0.0	48.9	41.2
LnGrp LOS							E	C	A	D		
Approach Vol, veh/h	0			675			790			727		
Approach Delay, s/veh	0.0			55.1			11.3			47.0		
Approach LOS				E			B			D		
Timer - Assigned Phs	2			4			5			6		
Phs Duration (G+Y+Rc), s	56.2			53.8			23.2			33.0		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	49.0			49.0			16.0			27.0		
Max Q Clear Time (g_c+I1), s	4.5			0.0			7.2			22.5		
Green Ext Time (p_c), s	4.0			0.0			0.4			1.7		
Intersection Summary												
HCM 7th Control Delay, s/veh	36.6											
HCM 7th LOS	D											
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th Signalized Intersection Summary

Synchro 12 Report
NV5

	→	↗	↑	↖	↘	↓	
Lane Group	EBT	WBR	NBT	NBR	SBL	SBT	Ø8
Lane Configurations	↗	↗	↑↑	↗↗	↖↖	↑↑↑	
Traffic Volume (vph)	0	212	524	1555	321	1402	
Future Volume (vph)	0	212	524	1555	321	1402	
Turn Type	NA	pm+ov	NA	Perm	Prot	NA	
Protected Phases	4	1	2		1	6	8
Permitted Phases		8		2			
Detector Phase	4	1	2	2	1	6	
Switch Phase							
Minimum Initial (s)	2.0	5.0	5.0	5.0	5.0	5.0	2.0
Minimum Split (s)	8.0	11.0	24.0	24.0	11.0	24.0	8.0
Total Split (s)	30.0	24.0	56.0	56.0	24.0	80.0	30.0
Total Split (%)	27.3%	21.8%	50.9%	50.9%	21.8%	72.7%	27%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag		Lag	Lead	Lead	Lag		
Lead-Lag Optimize?		Yes	Yes	Yes	Yes		
Recall Mode	None	None	C-Max	C-Max	None	C-Max	None
Act Effect Green (s)	23.1	47.1	50.9	50.9	18.0	74.9	
Actuated g/C Ratio	0.21	0.43	0.46	0.46	0.16	0.68	
v/c Ratio	0.94	0.29	0.36	0.90	0.73	0.36	
Control Delay (s/veh)	66.2	4.1	10.2	13.7	50.1	7.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	66.2	4.1	10.2	13.7	50.1	7.4	
LOS	E	A	B	B	D	A	
Approach Delay (s/veh)	66.2		12.9			15.3	
Approach LOS	E		B			B	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 107 (97%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay (s/veh): 17.7

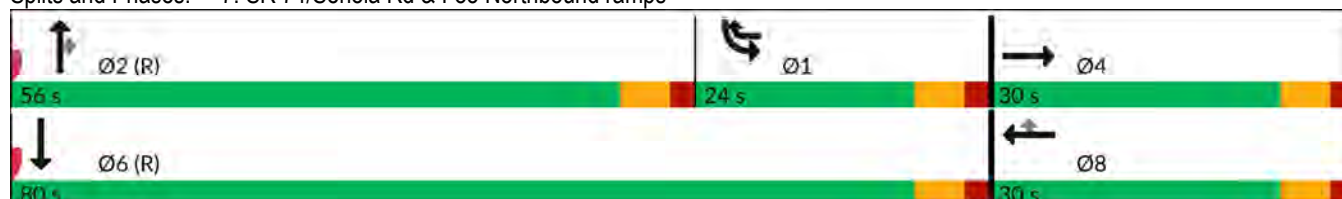
Intersection LOS: B

Intersection Capacity Utilization 100.3%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 7: SR 74/Senoia Rd & I-85 Northbound ramps



DRI 4313 Mapco Industrial Site
7: SR 74/Senoia Rd & I-85 Northbound ramps

2028 No-Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	351	0	0	212	0	524	1555	321	1402	0
Future Volume (veh/h)	0	0	351	0	0	212	0	524	1555	321	1402	0
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	0	1900	1826	0	1900	1811	0	1796	1826	1589	1826	0
Adj Flow Rate, veh/h	0	0	377	0	0	228	0	563	1672	345	1508	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	5	0	0	6	0	7	5	21	5	0
Cap, veh/h	0	0	351	0	415	586	0	1551	1238	480	4225	0
Arrive On Green	0.00	0.00	0.22	0.00	0.00	0.22	0.00	0.76	0.76	0.33	1.00	0.00
Sat Flow, veh/h	0	0	1610	0	1900	1535	0	3503	2723	2935	6537	0
Grp Volume(v), veh/h	0	0	377	0	0	228	0	563	1672	345	1508	0
Grp Sat Flow(s),veh/h/ln	0	0	1610	0	1900	1535	0	1706	1362	1468	1570	0
Q Serve(g_s), s	0.0	0.0	24.0	0.0	0.0	0.0	0.0	6.0	50.0	11.4	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	24.0	0.0	0.0	0.0	0.0	6.0	50.0	11.4	0.0	0.0
Prop In Lane	0.00		1.00	0.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	351	0	415	586	0	1551	1238	480	4225	0
V/C Ratio(X)	0.00	0.00	1.07	0.00	0.00	0.39	0.00	0.36	1.35	0.72	0.36	0.00
Avail Cap(c_a), veh/h	0	0	351	0	415	586	0	1551	1238	480	4225	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	2.00	2.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.62	0.62	0.59	0.59	0.00
Uniform Delay (d), s/veh	0.0	0.0	43.0	0.0	0.0	24.7	0.0	8.0	13.3	34.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	68.8	0.0	0.0	0.4	0.0	0.4	161.2	3.1	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	15.6	0.0	0.0	7.0	0.0	1.8	32.2	3.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	111.8	0.0	0.0	25.1	0.0	8.4	174.5	37.8	0.1	0.0
LnGrp LOS			F			C		A	F	D	A	
Approach Vol, veh/h	377			228			2235			1853		
Approach Delay, s/veh	111.8			25.1			132.6			7.2		
Approach LOS	F			C			F			A		
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	24.0	56.0		30.0		80.0		30.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	18.0	50.0		24.0		74.0		24.0				
Max Q Clear Time (g_c+I1), s	13.4	52.0		26.0		2.0		2.0				
Green Ext Time (p_c), s	0.5	0.0		0.0		15.6		0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh	76.2											
HCM 7th LOS	E											

DRI 4313 Mapco Industrial Site
8: SR 74/Senoia Rd & Oakley Industrial Blvd

2028 No-Build AM

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBU	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	193	82	206	99	446	12	35	1333	289	1139	266
Future Volume (vph)	193	82	206	99	446	12	35	1333	289	1139	266
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	5	2	1	6	
Permitted Phases	4		8		8	2	2				6
Detector Phase	7	4	3	8	8	5	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	11.0	24.0	24.0	11.0	11.0	24.0	11.0	24.0	24.0
Total Split (s)	13.0	30.0	18.0	35.0	35.0	12.0	12.0	41.0	21.0	50.0	50.0
Total Split (%)	11.8%	27.3%	16.4%	31.8%	31.8%	10.9%	10.9%	37.3%	19.1%	45.5%	45.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	24.5	17.5	34.2	22.4	22.4		41.6	41.6	15.0	52.5	52.5
Actuated g/C Ratio	0.22	0.16	0.31	0.20	0.20		0.38	0.38	0.14	0.48	0.48
v/c Ratio	0.75	0.45	0.56	0.31	0.90		0.33	0.67	0.83	0.42	0.37
Control Delay (s/veh)	50.0	40.8	33.6	37.6	38.4		31.3	31.0	53.7	13.5	2.4
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)	50.0	40.8	33.6	37.6	38.4		31.3	31.0	53.7	13.5	2.4
LOS	D	D	C	D	D		C	C	D	B	A
Approach Delay (s/veh)		46.7		37.0				31.0		19.3	
Approach LOS		D		D				C		B	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay (s/veh): 28.4

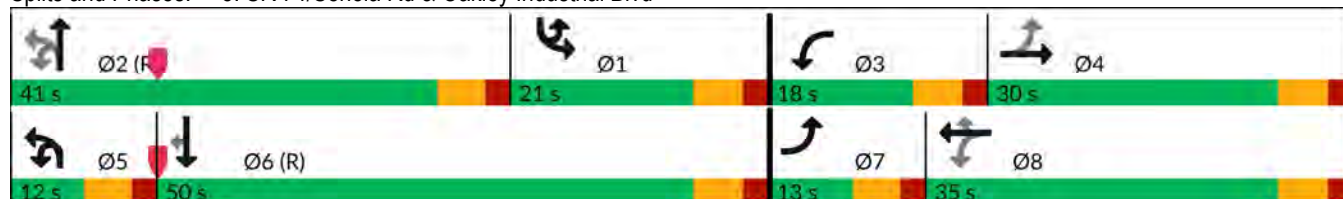
Intersection LOS: C

Intersection Capacity Utilization 88.6%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 8: SR 74/Senoia Rd & Oakley Industrial Blvd



Timings

Synchro 12 Report
NV5

DRI 4313 Mapco Industrial Site
8: SR 74/Senoia Rd & Oakley Industrial Blvd

2028 No-Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	193	82	26	206	99	446	12	35	1333	107	32	289
Future Volume (veh/h)	193	82	26	206	99	446	12	35	1333	107	32	289
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	1633	1648	1470	1870	1693	1767		1530	1811	1633		1633
Adj Flow Rate, veh/h	205	87	28	219	105	474		37	1418	114		307
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		0.94	0.94	0.94		0.94
Percent Heavy Veh, %	18	17	29	2	14	9		25	6	18		18
Cap, veh/h	224	111	36	288	234	207		177	1885	151		789
Arrive On Green	0.06	0.09	0.09	0.11	0.14	0.14		0.03	0.32	0.32		0.52
Sat Flow, veh/h	1555	1194	384	1781	1693	1497		1457	5923	475		3018
Grp Volume(v), veh/h	205	0	115	219	105	474		37	1118	414		307
Grp Sat Flow(s),veh/h/ln	1555	0	1579	1781	1693	1497		1457	1558	1726		1509
Q Serve(g_s), s	7.0	0.0	7.8	12.0	6.3	8.7		2.1	23.6	23.7		6.7
Cycle Q Clear(g_c), s	7.0	0.0	7.8	12.0	6.3	8.7		2.1	23.6	23.7		6.7
Prop In Lane	1.00		0.24	1.00		1.00		1.00		0.28		1.00
Lane Grp Cap(c), veh/h	224	0	147	288	234	207		177	1487	549		789
V/C Ratio(X)	0.92	0.00	0.78	0.76	0.45	2.29		0.21	0.75	0.75		0.39
Avail Cap(c_a), veh/h	224	0	344	288	446	395		212	1487	549		789
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		0.94
Uniform Delay (d), s/veh	47.1	0.0	48.8	39.6	43.5	15.4		29.1	33.6	33.6		21.0
Incr Delay (d2), s/veh	38.0	0.0	8.8	11.3	1.3	594.2		0.6	3.6	9.3		0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	3.4	6.0	2.6	37.0		0.7	8.9	10.8		2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	85.0	0.0	57.6	50.9	44.9	609.6		29.7	37.2	42.9		21.3
LnGrp LOS	F		E	D	D	F		C	D	D		C
Approach Vol, veh/h	320			798				1569				
Approach Delay, s/veh	75.2			381.9				38.5				
Approach LOS	E			F				D				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.8	41.0	18.0	16.2	9.4	66.4	13.0	21.2				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	15.0	35.0	12.0	24.0	6.0	44.0	7.0	29.0				
Max Q Clear Time (g_c+I1), s	8.7	25.7	14.0	9.8	4.1	2.0	9.0	10.7				
Green Ext Time (p_c), s	0.6	6.0	0.0	0.4	0.0	12.0	0.0	2.1				
Intersection Summary												
HCM 7th Control Delay, s/veh				88.3								
HCM 7th LOS				F								
Notes												
User approved ignoring U-Turning movement.												



Movement	SBT	SBR
Lane Configurations	↑↑↑↑	↗
Traffic Volume (veh/h)	1139	266
Future Volume (veh/h)	1139	266
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	1604
Adj Flow Rate, veh/h	1212	283
Peak Hour Factor	0.94	0.94
Percent Heavy Veh, %	8	20
Cap, veh/h	3364	746
Arrive On Green	1.00	1.00
Sat Flow, veh/h	6128	1359
Grp Volume(v), veh/h	1212	283
Grp Sat Flow(s),veh/h/ln	1532	1359
Q Serve(g_s), s	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	3364	746
V/C Ratio(X)	0.36	0.38
Avail Cap(c_a), veh/h	3364	746
HCM Platoon Ratio	2.00	2.00
Upstream Filter(I)	0.94	0.94
Uniform Delay (d), s/veh	0.0	0.0
Incr Delay (d2), s/veh	0.3	1.4
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.3
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	0.3	1.4
LnGrp LOS	A	A
Approach Vol, veh/h	1802	
Approach Delay, s/veh	4.0	
Approach LOS	A	
Timer - Assigned Phs		

DRI 4313 Mapco Industrial Site
9: SR 92/Spence Rd & Oakley Industrial Blvd

2028 No-Build AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	317	178	32	221	92	237	405	76	132	323	210
Future Volume (vph)	141	317	178	32	221	92	237	405	76	132	323	210
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	12.0	25.0	25.0	11.0	24.0	24.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	20.0%	41.7%	41.7%	18.3%	40.0%	40.0%
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)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	15.7	15.7	15.7	15.7	15.7	15.7	26.2	21.5	21.5	23.1	18.1	18.1
Actuated g/C Ratio	0.27	0.27	0.27	0.27	0.27	0.27	0.45	0.37	0.37	0.40	0.31	0.31
v/c Ratio	0.51	0.77	0.38	0.18	0.52	0.19	0.62	0.62	0.13	0.39	0.59	0.35
Control Delay (s/veh)	24.5	32.4	5.5	18.6	22.2	1.9	18.2	22.1	0.7	12.2	22.4	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.5	32.4	5.5	18.6	22.2	1.9	18.2	22.1	0.7	12.2	22.4	4.5
LOS	C	C	A	B	C	A	B	C	A	B	C	A
Approach Delay (s/veh)		23.1			16.4			18.5			14.7	
Approach LOS		C			B			B			B	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 57.8

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.77

Intersection Signal Delay (s/veh): 18.4

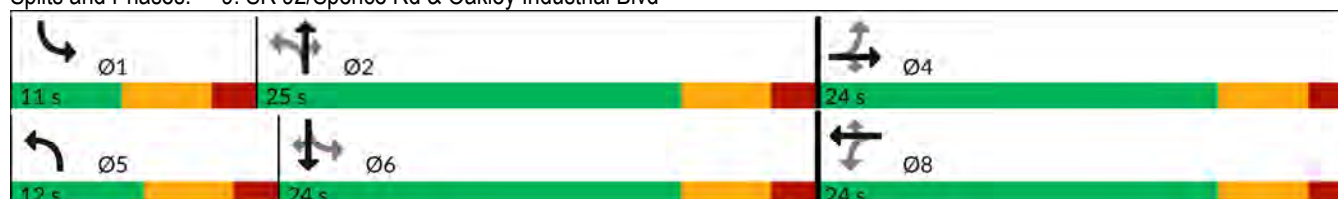
Intersection LOS: B

Intersection Capacity Utilization 71.0%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 9: SR 92/Spence Rd & Oakley Industrial Blvd



Timings

Synchro 12 Report
NV5

DRI 4313 Mapco Industrial Site
9: SR 92/Spence Rd & Oakley Industrial Blvd

2028 No-Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	317	178	32	221	92	237	405	76	132	323	210
Future Volume (veh/h)	141	317	178	32	221	92	237	405	76	132	323	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1663	1618	1693	1722	1752	1737	1900	1737	1752	1885	1856
Adj Flow Rate, veh/h	152	341	191	34	238	99	255	435	82	142	347	226
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	16	19	14	12	10	11	0	11	10	1	3
Cap, veh/h	309	487	402	208	505	435	402	612	474	358	571	476
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.10	0.32	0.32	0.08	0.30	0.30
Sat Flow, veh/h	1043	1663	1372	789	1722	1485	1654	1900	1472	1668	1885	1572
Grp Volume(v), veh/h	152	341	191	34	238	99	255	435	82	142	347	226
Grp Sat Flow(s),veh/h/ln	1043	1663	1372	789	1722	1485	1654	1900	1472	1668	1885	1572
Q Serve(g_s), s	8.3	10.8	6.8	2.4	6.7	3.0	6.0	12.0	2.4	3.4	9.3	6.9
Cycle Q Clear(g_c), s	15.0	10.8	6.8	13.2	6.7	3.0	6.0	12.0	2.4	3.4	9.3	6.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	309	487	402	208	505	435	402	612	474	358	571	476
V/C Ratio(X)	0.49	0.70	0.48	0.16	0.47	0.23	0.63	0.71	0.17	0.40	0.61	0.47
Avail Cap(c_a), veh/h	319	504	416	216	522	450	402	612	474	361	571	476
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	18.7	17.2	24.6	17.2	15.9	14.2	17.7	14.5	13.5	17.7	16.9
Incr Delay (d2), s/veh	1.2	4.1	0.9	0.4	0.7	0.3	3.3	6.9	0.8	0.7	4.7	3.4
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	1.9	4.0	1.9	0.4	2.3	0.9	2.3	5.5	0.8	1.1	4.1	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.6	22.8	18.1	24.9	17.9	16.2	17.4	24.6	15.3	14.2	22.4	20.2
LnGrp LOS	C	C	B	C	B	B	B	C	B	B	C	C
Approach Vol, veh/h	684			371			772			715		
Approach Delay, s/veh	21.9			18.1			21.2			20.1		
Approach LOS	C			B			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	25.1		23.4	12.0	24.0		23.4				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	19.0		18.0	6.0	18.0		18.0				
Max Q Clear Time (g_c+l1), s	5.4	14.0		17.0	8.0	11.3		15.2				
Green Ext Time (p_c), s	0.0	1.2		0.4	0.0	1.5		0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh				20.6								
HCM 7th LOS				C								

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	124	109	392	634	18
Future Vol, veh/h	18	124	109	392	634	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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	4	1	1	0	0
Mvmt Flow	20	136	120	431	697	20
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1377	707	716	0	-	0
Stage 1	707	-	-	-	-	-
Stage 2	670	-	-	-	-	-
Critical Hdwy	6.4	6.24	4.11	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.209	-	-	-
Pot Cap-1 Maneuver	161	432	889	-	-	-
Stage 1	493	-	-	-	-	-
Stage 2	512	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	133	432	889	-	-	-
Mov Cap-2 Maneuver	133	-	-	-	-	-
Stage 1	405	-	-	-	-	-
Stage 2	512	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	24.66	2.11		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	392	-	336	-	-	
HCM Lane V/C Ratio	0.135	-	0.464	-	-	
HCM Ctrl Dly (s/v)	9.7	0	24.7	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.5	-	2.4	-	-	

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	11	11	40	42	38	11	256	65	58	146	24
Future Vol, veh/h	22	11	11	40	42	38	11	256	65	58	146	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	0	10	0	0	3	30	3	2	6	4	5
Mvmt Flow	23	12	12	43	45	40	12	272	69	62	155	26

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	610	656	168	615	635	307	181	0	0	341	0	0
Stage 1	291	291	-	330	330	-	-	-	-	-	-	-
Stage 2	318	365	-	285	304	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.5	6.3	7.1	6.5	6.23	4.4	-	-	4.16	-	-
Critical Hdwy Stg 1	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4	3.39	3.5	4	3.327	2.47	-	-	2.254	-	-
Pot Cap-1 Maneuver	402	388	856	406	399	731	1242	-	-	1196	-	-
Stage 1	710	675	-	687	649	-	-	-	-	-	-	-
Stage 2	687	627	-	727	666	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	314	361	856	362	371	731	1242	-	-	1196	-	-
Mov Cap-2 Maneuver	314	361	-	362	371	-	-	-	-	-	-	-
Stage 1	669	636	-	679	642	-	-	-	-	-	-	-
Stage 2	597	620	-	663	628	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	15.54		16.66		0.26		2.08	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	57	-	-	388	435	445	-
HCM Lane V/C Ratio	0.009	-	-	0.121	0.293	0.052	-
HCM Ctrl Dly (s/v)	7.9	0	-	15.5	16.7	8.2	0
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.4	1.2	0.2	-

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	295	40	0	0	197
Future Vol, veh/h	3	295	40	0	0	197
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	3	8	0	0	3
Mvmt Flow	3	314	43	0	0	210
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	9	8.3	9.4
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	1%	0%
Vol Thru, %	100%	0%	100%
Vol Right, %	0%	99%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	40	298	197
LT Vol	0	3	0
Through Vol	40	0	197
RT Vol	0	295	0
Lane Flow Rate	43	317	210
Geometry Grp	1	1	1
Degree of Util (X)	0.058	0.345	0.271
Departure Headway (Hd)	4.944	3.922	4.655
Convergence, Y/N	Yes	Yes	Yes
Cap	723	919	771
Service Time	2.983	1.937	2.689
HCM Lane V/C Ratio	0.059	0.345	0.272
HCM Control Delay, s/veh	8.3	9	9.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	1.5	1.1

Intersection								
Int Delay, s/veh	25.8							
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Vol, veh/h	15	37	810	3	677	0	191	12
Future Vol, veh/h	15	37	810	3	677	0	191	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	275	-	275	-	-	0	-
Veh in Median Storage, #	-	-	0	-	0	-	0	-
Grade, %	-	-	0	-	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	9	14	0	19	0	2	18
Mvmt Flow	15	38	835	3	698	0	197	12

Major/Minor	Major1		Major2		Minor2			
Conflicting Flow All	698	698	0	835	-	0	1229	349
Stage 1	-	-	-	-	-	-	704	-
Stage 2	-	-	-	-	-	-	525	-
Critical Hdwy	6.4	4.28	-	6.4	-	-	6.84	7.26
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.5	2.29	-	2.5	-	-	3.52	3.48
Pot Cap-1 Maneuver	525	849	-	430	-	-	~ 170	603
Stage 1	-	-	-	-	-	-	451	-
Stage 2	-	-	-	-	-	-	558	-
Platoon blocked, %			-		-	-		
Mov Cap-1 Maneuver	715	715	-	430	-	-	~ 156	603
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 156	-
Stage 1	-	-	-	-	-	-	418	-
Stage 2	-	-	-	-	-	-	554	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.63	0.06	219.31
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	715	-	430	-	-	163
HCM Lane V/C Ratio	0.075	-	0.007	-	-	1.281
HCM Ctrl Dly (s/v)	10.4	-	13.4	-	-	219.3
HCM Lane LOS	B	-	B	-	-	F
HCM 95th %tile Q(veh)	0.2	-	0	-	-	12.2

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

Intersection														
Int Delay, s/veh	0.1													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕			↕			↔	↑↑	↑		↔	↑↑	↑
Traffic Vol, veh/h	0	0	5	0	0	0	2	1	972	0	1	1	1001	3
Future Vol, veh/h	0	0	5	0	0	0	2	1	972	0	1	1	1001	3
Conflicting Peds, #/hr	0	0	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	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	150	-	175	-	250	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	14	0	0	0	12	0
Mvmt Flow	0	0	5	0	0	0	2	1	1023	0	1	1	1054	3

Major/Minor	Minor2		Minor1		Major1		Major2							
Conflicting Flow All	1576	2087	527	1561	2091	512	1054	1057	0	0	1023	1023	0	0
Stage 1	1058	1058	-	1029	1029	-	-	-	-	-	-	-	-	-
Stage 2	518	1029	-	531	1061	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	6.4	4.1	-	-	6.4	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	2.5	2.2	-	-	2.5	2.2	-	-
Pot Cap-1 Maneuver	75	53	501	77	53	513	312	667	-	-	326	686	-	-
Stage 1	244	304	-	254	313	-	-	-	-	-	-	-	-	-
Stage 2	514	313	-	505	303	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	74	53	501	76	52	513	376	376	-	-	442	442	-	-
Mov Cap-2 Maneuver	74	53	-	76	52	-	-	-	-	-	-	-	-	-
Stage 1	243	303	-	252	311	-	-	-	-	-	-	-	-	-
Stage 2	510	311	-	497	302	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	12.26		0		0.05		0.03	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	376	-	-	501	442	-	-
HCM Lane V/C Ratio	0.008	-	-	0.011	0.005	-	-
HCM Ctrl Dly (s/v)	14.7	-	-	12.3	0	13.2	-
HCM Lane LOS	B	-	-	B	A	B	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-

	→	↘	←	↙	↑	↓	↗
Lane Group	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Configurations	↗	↗	↗	↗	↗	↗	↗
Traffic Volume (vph)	0	1644	0	254	522	679	233
Future Volume (vph)	0	1644	0	254	522	679	233
Turn Type	NA	pm+ov	NA	Prot	NA	NA	Perm
Protected Phases	4	5	8	5	2	6	
Permitted Phases		4					6
Detector Phase	4	5	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	2.0	5.0	2.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.0	11.0	8.0	11.0	24.0	24.0	24.0
Total Split (s)	37.0	31.0	37.0	31.0	63.0	32.0	32.0
Total Split (%)	37.0%	31.0%	37.0%	31.0%	63.0%	32.0%	32.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lead		Lead		Lag	Lag
Lead-Lag Optimize?		Yes		Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effect Green (s)	31.0	61.1	31.0	24.1	57.0	26.9	26.9
Actuated g/C Ratio	0.31	0.61	0.31	0.24	0.57	0.27	0.27
v/c Ratio	1.02	0.94	0.71	0.33	0.28	0.83	0.41
Control Delay (s/veh)	50.2	36.3	15.9	15.0	6.7	44.5	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.2	36.3	15.9	15.0	6.7	44.5	6.2
LOS	D	D	B	B	A	D	A
Approach Delay (s/veh)	43.2		15.9		9.4	34.8	
Approach LOS	D		B		A	C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 66 (66%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay (s/veh): 31.1

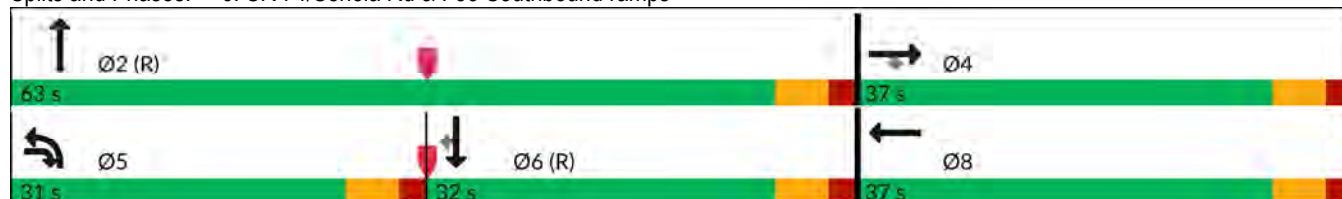
Intersection LOS: C

Intersection Capacity Utilization 96.6%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 6: SR 74/Senoia Rd & I-85 Southbound ramps



DRI 4313 Mapco Industrial Site
6: SR 74/Senoia Rd & I-85 Southbound ramps

2028 No-Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	1644	0	0	438	254	522	0	0	679	233
Future Volume (veh/h)	0	0	1644	0	0	438	254	522	0	0	679	233
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	0	1900	1826	0	1900	1559	1796	1796	0	0	1678	1826
Adj Flow Rate, veh/h	0	0	0	0	0	452	262	538	0	0	700	240
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	0	5	0	0	23	7	7	0	0	15	5
Cap, veh/h	0	567		0	0	480	350	1985	0	0	1327	644
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.30	0.03	0.19	0.00	0.00	0.42	0.42
Sat Flow, veh/h	0	1900	3095	0	0	1610	3319	3503	0	0	3272	1547
Grp Volume(v), veh/h	0	0	0	0	0	452	262	538	0	0	700	240
Grp Sat Flow(s),veh/h/ln	0	1900	1547	0	0	1610	1659	1706	0	0	1594	1547
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	27.4	7.8	13.4	0.0	0.0	16.4	10.7
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	27.4	7.8	13.4	0.0	0.0	16.4	10.7
Prop In Lane	0.00		1.00	0.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	567		0	0	480	350	1985	0	0	1327	644
V/C Ratio(X)	0.00	0.00		0.00	0.00	0.94	0.75	0.27	0.00	0.00	0.53	0.37
Avail Cap(c_a), veh/h	0	589		0	0	499	830	1985	0	0	1327	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	0.00	0.00	1.00	0.95	0.95	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	34.2	46.9	22.3	0.0	0.0	21.8	20.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	25.8	3.1	0.3	0.0	0.0	1.5	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	13.2	3.4	6.1	0.0	0.0	5.9	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	0.0	0.0	60.1	50.0	22.6	0.0	0.0	23.3	21.8
LnGrp LOS							E	D	C			
Approach Vol, veh/h	0			452			800			940		
Approach Delay, s/veh	0.0			60.1			31.6			23.0		
Approach LOS				E			C			C		
Timer - Assigned Phs	2			4			5			6		
Phs Duration (G+Y+Rc), s	64.2			35.8			16.6			47.6		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	57.0			31.0			25.0			26.0		
Max Q Clear Time (g_c+l1), s	15.4			0.0			9.8			18.4		
Green Ext Time (p_c), s	3.6			0.0			0.7			3.1		
Intersection Summary												
HCM 7th Control Delay, s/veh	33.8											
HCM 7th LOS	C											
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th Signalized Intersection Summary

Synchro 12 Report
NV5

	→	↖	↑	↗	↘	↓	
Lane Group	EBT	WBR	NBT	NBR	SBL	SBT	Ø8
Lane Configurations	↖	↖	↑↑	↗↗	↘↘	↓↓↓	
Traffic Volume (vph)	0	143	639	1465	438	1892	
Future Volume (vph)	0	143	639	1465	438	1892	
Turn Type	NA	pm+ov	NA	Perm	Prot	NA	
Protected Phases	4	1	2		1	6	8
Permitted Phases		8		2			
Detector Phase	4	1	2	2	1	6	
Switch Phase							
Minimum Initial (s)	2.0	5.0	5.0	5.0	5.0	5.0	2.0
Minimum Split (s)	8.0	11.0	24.0	24.0	11.0	24.0	8.0
Total Split (s)	24.0	23.0	53.0	53.0	23.0	76.0	24.0
Total Split (%)	24.0%	23.0%	53.0%	53.0%	23.0%	76.0%	24%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag		Lead	Lag	Lag	Lead		
Lead-Lag Optimize?		Yes	Yes	Yes	Yes		
Recall Mode	None	None	C-Max	C-Max	None	C-Max	None
Act Effect Green (s)	13.5	37.6	50.4	50.4	18.1	74.5	
Actuated g/C Ratio	0.14	0.38	0.50	0.50	0.18	0.75	
v/c Ratio	0.80	0.21	0.38	0.79	0.85	0.41	
Control Delay (s/veh)	43.2	2.2	7.4	9.0	44.1	3.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	43.2	2.2	7.4	9.0	44.1	3.9	
LOS	D	A	A	A	D	A	
Approach Delay (s/veh)	43.2		8.5			11.5	
Approach LOS	D		A			B	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 13 (13%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay (s/veh): 11.4

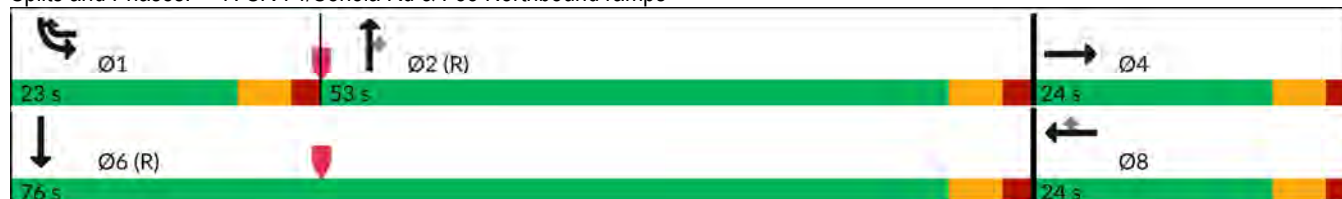
Intersection LOS: B

Intersection Capacity Utilization 92.5%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 7: SR 74/Senoia Rd & I-85 Northbound ramps



DRI 4313 Mapco Industrial Site
7: SR 74/Senoia Rd & I-85 Northbound ramps

2028 No-Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	222	0	0	143	0	639	1465	438	1892	0
Future Volume (veh/h)	0	0	222	0	0	143	0	639	1465	438	1892	0
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	0	1900	1707	0	1900	1781	0	1796	1826	1589	1826	0
Adj Flow Rate, veh/h	0	0	224	0	0	144	0	645	1480	442	1911	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	13	0	0	8	0	7	5	21	5	0
Cap, veh/h	0	0	255	0	301	494	0	1682	1342	496	4532	0
Arrive On Green	0.00	0.00	0.16	0.00	0.00	0.16	0.00	0.16	0.16	0.11	0.48	0.00
Sat Flow, veh/h	0	0	1610	0	1900	1510	0	3503	2723	2935	6537	0
Grp Volume(v), veh/h	0	0	224	0	0	144	0	645	1480	442	1911	0
Grp Sat Flow(s),veh/h/ln	0	0	1610	0	1900	1510	0	1706	1362	1468	1570	0
Q Serve(g_s), s	0.0	0.0	13.6	0.0	0.0	7.1	0.0	16.9	49.3	14.9	19.7	0.0
Cycle Q Clear(g_c), s	0.0	0.0	13.6	0.0	0.0	7.1	0.0	16.9	49.3	14.9	19.7	0.0
Prop In Lane	0.00		1.00	0.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	255	0	301	494	0	1682	1342	496	4532	0
V/C Ratio(X)	0.00	0.00	0.88	0.00	0.00	0.29	0.00	0.38	1.10	0.89	0.42	0.00
Avail Cap(c_a), veh/h	0	0	290	0	342	527	0	1682	1342	499	4532	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.67	0.67	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.59	0.59	0.34	0.34	0.00
Uniform Delay (d), s/veh	0.0	0.0	41.1	0.0	0.0	25.0	0.0	28.3	41.9	43.4	12.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	23.0	0.0	0.0	0.3	0.0	0.4	53.7	7.3	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	6.7	0.0	0.0	6.7	0.0	7.7	27.7	6.0	7.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	64.1	0.0	0.0	25.3	0.0	28.7	95.5	50.7	12.4	0.0
LnGrp LOS	E			C			C			F	D	B
Approach Vol, veh/h	224		144			2125			2353			
Approach Delay, s/veh	64.1		25.3			75.3			19.6			
Approach LOS	E		C			E			B			
Timer - Assigned Phs	1	2	4		6		8					
Phs Duration (G+Y+Rc), s	22.9	55.3	21.8		78.2		21.8					
Change Period (Y+Rc), s	6.0	6.0	6.0		6.0		6.0					
Max Green Setting (Gmax), s	17.0	47.0	18.0		70.0		18.0					
Max Q Clear Time (g_c+I1), s	16.9	51.3	15.6		21.7		9.1					
Green Ext Time (p_c), s	0.0	0.0	0.3		21.7		0.2					
Intersection Summary												
HCM 7th Control Delay, s/veh	46.2											
HCM 7th LOS	D											

DRI 4313 Mapco Industrial Site
8: SR 74/Senoia Rd & Oakley Industrial Blvd

2028 No-Build PM

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBU	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	223	96	221	102	384	30	41	1405	304	1617	191
Future Volume (vph)	223	96	221	102	384	30	41	1405	304	1617	191
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	5	2	1	6	
Permitted Phases	4		8		8	2	2				6
Detector Phase	7	4	3	8	8	5	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	11.0	24.0	24.0	11.0	11.0	24.0	11.0	24.0	24.0
Total Split (s)	14.0	26.0	18.0	30.0	30.0	11.0	11.0	35.0	21.0	45.0	45.0
Total Split (%)	14.0%	26.0%	18.0%	30.0%	30.0%	11.0%	11.0%	35.0%	21.0%	45.0%	45.0%
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)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	20.7	12.7	28.2	16.5	16.5		35.7	35.7	15.8	48.7	48.7
Actuated g/C Ratio	0.21	0.13	0.28	0.17	0.17		0.36	0.36	0.16	0.49	0.49
v/c Ratio	0.83	0.56	0.63	0.37	0.75		0.48	0.73	0.74	0.53	0.27
Control Delay (s/veh)	55.5	46.2	35.1	39.3	17.3		46.2	31.1	59.1	17.2	5.1
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)	55.5	46.2	35.1	39.3	17.3		46.2	31.1	59.1	17.2	5.1
LOS	E	D	D	D	B		D	C	E	B	A
Approach Delay (s/veh)		52.3		26.0				31.7		22.6	
Approach LOS		D		C				C		C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 2 (2%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay (s/veh): 28.3

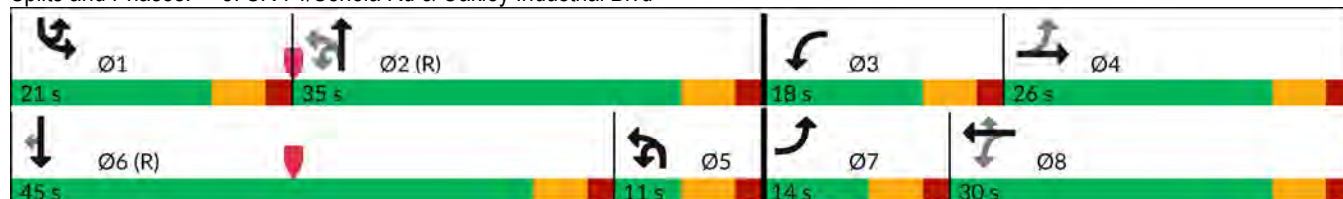
Intersection LOS: C

Intersection Capacity Utilization 88.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 8: SR 74/Senoia Rd & Oakley Industrial Blvd



Timings

Synchro 12 Report
NV5

DRI 4313 Mapco Industrial Site
8: SR 74/Senoia Rd & Oakley Industrial Blvd

2028 No-Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	223	96	23	221	102	384	30	41	1405	156	27	304
Future Volume (veh/h)	223	96	23	221	102	384	30	41	1405	156	27	304
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	1722	1707	1752	1870	1752	1796		1737	1826	1796		1574
Adj Flow Rate, veh/h	230	99	24	228	105	396		42	1448	161		313
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97		0.97
Percent Heavy Veh, %	12	13	10	2	10	7		11	5	7		22
Cap, veh/h	361	266	64	457	420	365		183	1795	199		376
Arrive On Green	0.08	0.20	0.20	0.12	0.24	0.24		0.05	0.31	0.31		0.04
Sat Flow, veh/h	1640	1328	322	1781	1752	1522		1654	5780	642		2908
Grp Volume(v), veh/h	230	0	123	228	105	396		42	1180	429		313
Grp Sat Flow(s),veh/h/ln	1640	0	1649	1781	1752	1522		1654	1570	1710		1454
Q Serve(g_s), s	8.0	0.0	6.4	10.0	4.8	24.0		0.0	23.0	23.1		10.7
Cycle Q Clear(g_c), s	8.0	0.0	6.4	10.0	4.8	24.0		0.0	23.0	23.1		10.7
Prop In Lane	1.00		0.20	1.00		1.00		1.00		0.38		1.00
Lane Grp Cap(c), veh/h	361	0	331	457	420	365		183	1463	531		376
V/C Ratio(X)	0.64	0.00	0.37	0.50	0.25	1.08		0.23	0.81	0.81		0.83
Avail Cap(c_a), veh/h	361	0	331	458	420	365		183	1463	531		436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		0.92
Uniform Delay (d), s/veh	31.0	0.0	34.5	26.8	30.7	38.0		41.0	31.7	31.7		46.8
Incr Delay (d2), s/veh	3.7	0.0	0.7	0.8	0.3	71.4		0.6	4.9	12.5		10.6
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	5.0	0.0	2.5	4.1	2.0	15.7		1.0	8.8	10.8		4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.6	0.0	35.2	27.6	31.0	109.4		41.6	36.6	44.2		57.4
LnGrp LOS	C		D	C	C	F		D	D	D		E
Approach Vol, veh/h	353			729				1651				
Approach Delay, s/veh	34.9			72.5				38.7				
Approach LOS	C			E				D				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.9	37.1	18.0	26.0	11.0	45.0	14.0	30.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	15.0	29.0	12.0	20.0	5.0	39.0	8.0	24.0				
Max Q Clear Time (g_c+I1), s	12.7	25.1	12.0	8.4	2.0	26.7	10.0	26.0				
Green Ext Time (p_c), s	0.3	3.0	0.0	0.4	0.0	8.6	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				43.7								
HCM 7th LOS				D								
Notes												
User approved ignoring U-Turning movement.												



Movement	SBT	SBR
Lane Configurations	↑↑↑↑	↗
Traffic Volume (veh/h)	1617	191
Future Volume (veh/h)	1617	191
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	1870	1574
Adj Flow Rate, veh/h	1667	197
Peak Hour Factor	0.97	0.97
Percent Heavy Veh, %	2	22
Cap, veh/h	2509	520
Arrive On Green	0.13	0.13
Sat Flow, veh/h	6434	1334
Grp Volume(v), veh/h	1667	197
Grp Sat Flow(s),veh/h/ln	1609	1334
Q Serve(g_s), s	24.7	9.1
Cycle Q Clear(g_c), s	24.7	9.1
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2509	520
V/C Ratio(X)	0.66	0.38
Avail Cap(c_a), veh/h	2509	520
HCM Platoon Ratio	0.33	0.33
Upstream Filter(I)	0.92	0.92
Uniform Delay (d), s/veh	37.3	14.7
Incr Delay (d2), s/veh	1.3	1.9
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.7	3.1
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	38.6	16.6
LnGrp LOS	D	B
Approach Vol, veh/h	2177	
Approach Delay, s/veh	39.3	
Approach LOS	D	
Timer - Assigned Phs		

DRI 4313 Mapco Industrial Site
9: SR 92/Spence Rd & Oakley Industrial Blvd

2028 No-Build PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	226	222	65	355	134	251	285	48	82	396	232
Future Volume (vph)	96	226	222	65	355	134	251	285	48	82	396	232
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	12.0	25.0	25.0	11.0	24.0	24.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	20.0%	41.7%	41.7%	18.3%	40.0%	40.0%
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)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	16.2	16.2	16.2	16.2	16.2	16.2	26.2	21.4	21.4	23.1	18.0	18.0
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.28	0.28	0.45	0.37	0.37	0.40	0.31	0.31
v/c Ratio	0.61	0.57	0.44	0.24	0.81	0.26	0.75	0.45	0.08	0.20	0.75	0.41
Control Delay (s/veh)	35.6	23.9	5.5	18.3	34.5	4.1	26.2	18.6	0.3	9.6	28.9	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.6	23.9	5.5	18.3	34.5	4.1	26.2	18.6	0.3	9.6	28.9	7.4
LOS	D	C	A	B	C	A	C	B	A	A	C	A
Approach Delay (s/veh)		18.4			25.2			20.3			19.7	
Approach LOS		B			C			C			B	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 58.3

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.81

Intersection Signal Delay (s/veh): 20.8

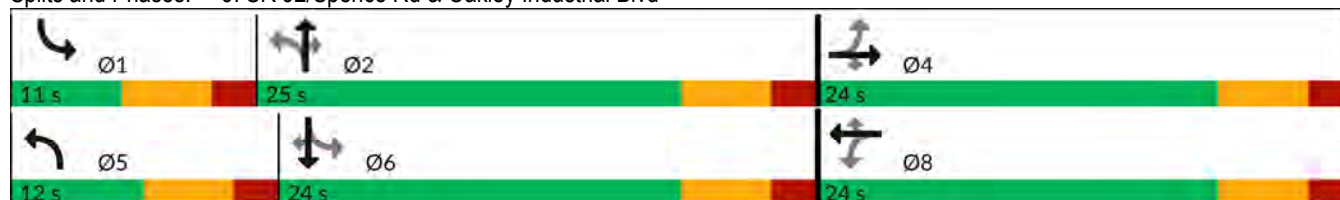
Intersection LOS: C

Intersection Capacity Utilization 78.8%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 9: SR 92/Spence Rd & Oakley Industrial Blvd



Timings

Synchro 12 Report
NV5

DRI 4313 Mapco Industrial Site
9: SR 92/Spence Rd & Oakley Industrial Blvd

2028 No-Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	226	222	65	355	134	251	285	48	82	396	232
Future Volume (veh/h)	96	226	222	65	355	134	251	285	48	82	396	232
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1574	1648	1900	1767	1870	1856	1885	1737	1752	1885	1856
Adj Flow Rate, veh/h	105	248	244	71	390	147	276	313	53	90	435	255
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	22	17	0	9	2	3	1	11	10	1	3
Cap, veh/h	208	472	419	275	530	476	364	632	494	421	566	472
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.10	0.34	0.34	0.06	0.30	0.30
Sat Flow, veh/h	868	1574	1397	919	1767	1585	1767	1885	1472	1668	1885	1572
Grp Volume(v), veh/h	105	248	244	71	390	147	276	313	53	90	435	255
Grp Sat Flow(s),veh/h/ln	868	1574	1397	919	1767	1585	1767	1885	1472	1668	1885	1572
Q Serve(g_s), s	6.1	7.9	8.9	4.2	11.9	4.3	6.0	7.9	1.5	2.2	12.6	8.1
Cycle Q Clear(g_c), s	18.0	7.9	8.9	12.0	11.9	4.3	6.0	7.9	1.5	2.2	12.6	8.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	208	472	419	275	530	476	364	632	494	421	566	472
V/C Ratio(X)	0.50	0.53	0.58	0.26	0.74	0.31	0.76	0.50	0.11	0.21	0.77	0.54
Avail Cap(c_a), veh/h	208	472	419	275	530	476	364	632	494	452	566	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	17.4	17.8	22.4	18.9	16.2	15.9	15.9	13.8	13.1	19.1	17.5
Incr Delay (d2), s/veh	1.9	1.1	2.0	0.5	5.3	0.4	8.9	2.8	0.4	0.3	9.7	4.4
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	1.5	2.5	2.6	0.8	4.8	1.4	3.0	3.3	0.5	0.7	6.1	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.4	18.5	19.9	22.9	24.2	16.6	24.8	18.7	14.2	13.4	28.8	21.9
LnGrp LOS	C	B	B	C	C	B	C	B	B	B	C	C
Approach Vol, veh/h	597			608			642			780		
Approach Delay, s/veh	21.0			22.2			20.9			24.8		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	26.1		24.0	12.0	24.0		24.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	19.0		18.0	6.0	18.0		18.0				
Max Q Clear Time (g_c+l1), s	4.2	9.9		20.0	8.0	14.6		14.0				
Green Ext Time (p_c), s	0.0	1.2		0.0	0.0	1.1		1.2				
Intersection Summary												
HCM 7th Control Delay, s/veh				22.4								
HCM 7th LOS				C								

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	164	90	593	529	10
Future Vol, veh/h	21	164	90	593	529	10
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	91	91	91	91	91	91
Heavy Vehicles, %	11	9	11	1	1	0
Mvmt Flow	23	180	99	652	581	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1436	587	592	0	-	0
Stage 1	587	-	-	-	-	-
Stage 2	849	-	-	-	-	-
Critical Hdwy	6.51	6.29	4.21	-	-	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.381	2.299	-	-	-
Pot Cap-1 Maneuver	140	497	941	-	-	-
Stage 1	539	-	-	-	-	-
Stage 2	404	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	117	497	941	-	-	-
Mov Cap-2 Maneuver	117	-	-	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	404	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	26.79	1.22		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	237	-	363	-	-	
HCM Lane V/C Ratio	0.105	-	0.56	-	-	
HCM Ctrl Dly (s/v)	9.3	0	26.8	-	-	
HCM Lane LOS	A	A	D	-	-	
HCM 95th %tile Q(veh)	0.4	-	3.3	-	-	

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	9	10	14	33	52	10	334	104	69	91	23
Future Vol, veh/h	9	9	10	14	33	52	10	334	104	69	91	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	13	25	44	0	7	15	56	2	7	11	4	24
Mvmt Flow	11	11	12	17	40	63	12	402	125	83	110	28
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	736	842	123	770	793	465	137	0	0	528	0	0
Stage 1	290	290	-	489	489	-	-	-	-	-	-	-
Stage 2	446	552	-	281	304	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.75	6.64	7.1	6.57	6.35	4.66	-	-	4.21	-	-
Critical Hdwy Stg 1	6.23	5.75	-	6.1	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.75	-	6.1	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4.225	3.696	3.5	4.063	3.435	2.704	-	-	2.299	-	-
Pot Cap-1 Maneuver	321	277	826	320	316	571	1173	-	-	995	-	-
Stage 1	695	633	-	564	541	-	-	-	-	-	-	-
Stage 2	570	479	-	730	654	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	223	248	826	271	283	571	1173	-	-	995	-	-
Mov Cap-2 Maneuver	223	248	-	271	283	-	-	-	-	-	-	-
Stage 1	632	575	-	556	533	-	-	-	-	-	-	-
Stage 2	463	472	-	642	595	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	17.77		18.66			0.18			3.37			
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	38	-	-	316	382	652	-	-				
HCM Lane V/C Ratio	0.01	-	-	0.107	0.313	0.084	-	-				
HCM Ctrl Dly (s/v)	8.1	0	-	17.8	18.7	8.9	0	-				
HCM Lane LOS	A	A	-	C	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.4	1.3	0.3	-	-				

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	374	72	0	0	116
Future Vol, veh/h	1	374	72	0	0	116
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	0	4	8	0	0	7
Mvmt Flow	1	462	89	0	0	143
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	10.8	9	9.4
HCM LOS	B	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%
Vol Thru, %	100%	0%	100%
Vol Right, %	0%	100%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	72	375	116
LT Vol	0	1	0
Through Vol	72	0	116
RT Vol	0	374	0
Lane Flow Rate	89	463	143
Geometry Grp	1	1	1
Degree of Util (X)	0.128	0.502	0.202
Departure Headway (Hd)	5.176	3.904	5.084
Convergence, Y/N	Yes	Yes	Yes
Cap	689	926	702
Service Time	3.239	1.926	3.144
HCM Lane V/C Ratio	0.129	0.5	0.204
HCM Control Delay, s/veh	9	10.8	9.4
HCM Lane LOS	A	B	A
HCM 95th-tile Q	0.4	2.9	0.8

Intersection								
Int Delay, s/veh	16.8							
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Vol, veh/h	10	74	601	3	808	1	109	7
Future Vol, veh/h	10	74	601	3	808	1	109	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	275	-	275	-	-	0	-
Veh in Median Storage, #	-	-	0	-	0	-	0	-
Grade, %	-	-	0	-	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90
Heavy Vehicles, %	11	7	29	33	18	0	7	0
Mvmt Flow	11	82	668	3	898	1	121	8

Major/Minor	Major1		Major2		Minor2			
Conflicting Flow All	899	899	0	668	-	0	1426	449
Stage 1	-	-	-	-	-	-	905	-
Stage 2	-	-	-	-	-	-	521	-
Critical Hdwy	6.62	4.24	-	7.06	-	-	6.94	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.94	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.94	-
Follow-up Hdwy	2.61	2.27	-	2.83	-	-	3.57	3.3
Pot Cap-1 Maneuver	359	721	-	441	-	-	~ 121	562
Stage 1	-	-	-	-	-	-	343	-
Stage 2	-	-	-	-	-	-	547	-
Platoon blocked, %			-		-	-		
Mov Cap-1 Maneuver	642	642	-	441	-	-	~ 102	562
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 102	-
Stage 1	-	-	-	-	-	-	293	-
Stage 2	-	-	-	-	-	-	543	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.42	0.05	224.27
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	642	-	441	-	-	108
HCM Lane V/C Ratio	0.145	-	0.008	-	-	1.197
HCM Ctrl Dly (s/v)	11.6	-	13.2	-	-	224.3
HCM Lane LOS	B	-	B	-	-	F
HCM 95th %tile Q(veh)	0.5	-	0	-	-	8.4

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

Intersection													
Int Delay, s/veh	0.6												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↑↑	↗		↕	↑↑	↗
Traffic Vol, veh/h	2	0	1	6	0	5	0	1190	106	1	11	668	0
Future Vol, veh/h	2	0	1	6	0	5	0	1190	106	1	11	668	0
Conflicting Peds, #/hr	0	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	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	150	-	175	-	250	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	33	0	60	0	13	13	100	27	26	0
Mvmt Flow	2	0	1	7	0	6	0	1337	119	1	12	751	0

Major/Minor	Minor2		Minor1				Major1			Major2			
Conflicting Flow All	1446	2234	375	1739	2115	669	751	0	0	1337	1456	0	0
Stage 1	778	778	-	1337	1337	-	-	-	-	-	-	-	-
Stage 2	669	1456	-	402	778	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	8.16	6.5	8.1	4.1	-	-	8.4	4.64	-	-
Critical Hdwy Stg 1	6.5	5.5	-	7.16	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	7.16	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.83	4	3.9	2.2	-	-	3.5	2.47	-	-
Pot Cap-1 Maneuver	94	43	628	40	51	288	868	-	-	81	353	-	-
Stage 1	360	410	-	123	224	-	-	-	-	-	-	-	-
Stage 2	418	196	-	519	410	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	88	41	628	38	49	288	868	-	-	274	274	-	-
Mov Cap-2 Maneuver	88	41	-	38	49	-	-	-	-	-	-	-	-
Stage 1	342	390	-	123	224	-	-	-	-	-	-	-	-
Stage 2	410	196	-	493	390	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	35.07	75.9	0	0.33
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	868	-	-	123 63	274	-	-
HCM Lane V/C Ratio	-	-	-	0.027 0.197	0.049	-	-
HCM Ctrl Dly (s/v)	0	-	-	35.1 75.9	18.8	-	-
HCM Lane LOS	A	-	-	E F	C	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1 0.7	0.2	-	-

	→	↘	←	↙	↑	↓	↗
Lane Group	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Configurations	↗	↗	↗	↗	↑↑	↑↑	↗
Traffic Volume (vph)	0	1214	0	190	603	514	170
Future Volume (vph)	0	1214	0	190	603	514	170
Turn Type	NA	pm+ov	NA	Prot	NA	NA	Perm
Protected Phases	4	5	8	5	2	6	
Permitted Phases		4					6
Detector Phase	4	5	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	2.0	5.0	2.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.0	11.0	8.0	11.0	24.0	24.0	24.0
Total Split (s)	55.0	22.0	55.0	22.0	55.0	33.0	33.0
Total Split (%)	50.0%	20.0%	50.0%	20.0%	50.0%	30.0%	30.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lag		Lag		Lead	Lead
Lead-Lag Optimize?		Yes		Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effect Green (s)	49.0	71.0	49.0	16.0	49.0	27.0	27.0
Actuated g/C Ratio	0.45	0.65	0.45	0.15	0.45	0.25	0.25
v/c Ratio	0.77	0.72	1.04	0.45	0.44	0.81	0.38
Control Delay (s/veh)	14.7	17.5	70.6	28.8	10.9	49.4	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.7	17.5	70.6	28.8	10.9	49.4	7.4
LOS	B	B	E	C	B	D	A
Approach Delay (s/veh)	16.1		70.6		15.2	39.0	
Approach LOS	B		E		B	D	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 105 (95%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.04

Intersection Signal Delay (s/veh): 31.6

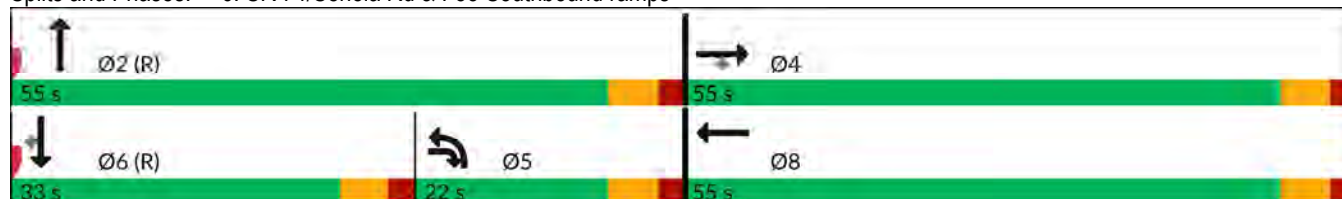
Intersection LOS: C

Intersection Capacity Utilization 77.2%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 6: SR 74/Senoia Rd & I-85 Southbound ramps



DRI 4313 Mapco Industrial Site
6: SR 74/Senoia Rd & I-85 Southbound ramps

2028 Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	1214	0	0	688	190	603	0	0	514	170
Future Volume (veh/h)	0	0	1214	0	0	688	190	603	0	0	514	170
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	0	1900	1722	0	1900	1633	1737	1767	0	0	1470	1663
Adj Flow Rate, veh/h	0	0	0	0	0	740	204	648	0	0	553	183
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	12	0	0	18	11	9	0	0	29	16
Cap, veh/h	0	846		0	0	717	467	1495	0	0	686	346
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.45	0.29	0.89	0.00	0.00	0.25	0.25
Sat Flow, veh/h	0	1900	2919	0	0	1610	3209	3445	0	0	2867	1409
Grp Volume(v), veh/h	0	0	0	0	0	740	204	648	0	0	553	183
Grp Sat Flow(s),veh/h/ln	0	1900	1459	0	0	1610	1605	1678	0	0	1397	1409
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	49.0	5.7	3.8	0.0	0.0	20.5	12.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	49.0	5.7	3.8	0.0	0.0	20.5	12.4
Prop In Lane	0.00		1.00	0.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	846		0	0	717	467	1495	0	0	686	346
V/C Ratio(X)	0.00	0.00		0.00	0.00	1.03	0.44	0.43	0.00	0.00	0.81	0.53
Avail Cap(c_a), veh/h	0	846		0	0	717	467	1495	0	0	686	346
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	0.00	0.00	1.00	0.93	0.93	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	30.5	35.3	3.5	0.0	0.0	39.0	36.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	42.0	0.6	0.9	0.0	0.0	9.8	5.7
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	0.0	0.0	0.0	0.0	0.0	25.1	2.1	1.1	0.0	0.0	7.6	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	0.0	0.0	72.5	35.9	4.4	0.0	0.0	48.9	41.7
LnGrp LOS							F	D	A	D		
Approach Vol, veh/h	0				740				852			
Approach Delay, s/veh	0.0				72.5				11.9			
Approach LOS					E				B			
Timer - Assigned Phs	2			4		5	6	8				
Phs Duration (G+Y+Rc), s	55.0			55.0		22.0	33.0	55.0				
Change Period (Y+Rc), s	6.0			6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	49.0			49.0		16.0	27.0	49.0				
Max Q Clear Time (g_c+l1), s	5.8			0.0		7.7	22.5	51.0				
Green Ext Time (p_c), s	4.5			0.0		0.4	1.7	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	42.3											
HCM 7th LOS	D											
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th Signalized Intersection Summary

Synchro 12 Report
NV5

	→	↗	↑	↖	↘	↓	
Lane Group	EBT	WBR	NBT	NBR	SBL	SBT	Ø8
Lane Configurations	↗	↗	↑↑	↗↗	↖↖	↑↑↑	
Traffic Volume (vph)	0	226	568	1571	324	1404	
Future Volume (vph)	0	226	568	1571	324	1404	
Turn Type	NA	pm+ov	NA	Perm	Prot	NA	
Protected Phases	4	1	2		1	6	8
Permitted Phases		8		2			
Detector Phase	4	1	2	2	1	6	
Switch Phase							
Minimum Initial (s)	2.0	5.0	5.0	5.0	5.0	5.0	2.0
Minimum Split (s)	8.0	11.0	24.0	24.0	11.0	24.0	8.0
Total Split (s)	30.0	24.0	56.0	56.0	24.0	80.0	30.0
Total Split (%)	27.3%	21.8%	50.9%	50.9%	21.8%	72.7%	27%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag		Lag	Lead	Lead	Lag		
Lead-Lag Optimize?		Yes	Yes	Yes	Yes		
Recall Mode	None	None	C-Max	C-Max	None	C-Max	None
Act Effect Green (s)	23.1	47.1	50.9	50.9	18.0	74.9	
Actuated g/C Ratio	0.21	0.43	0.46	0.46	0.16	0.68	
v/c Ratio	0.94	0.32	0.40	0.91	0.84	0.38	
Control Delay (s/veh)	66.2	6.5	10.1	14.5	57.3	7.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	66.2	6.5	10.1	14.5	57.3	7.5	
LOS	E	A	B	B	E	A	
Approach Delay (s/veh)	66.2		13.3			16.9	
Approach LOS	E		B			B	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 107 (97%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay (s/veh): 18.5

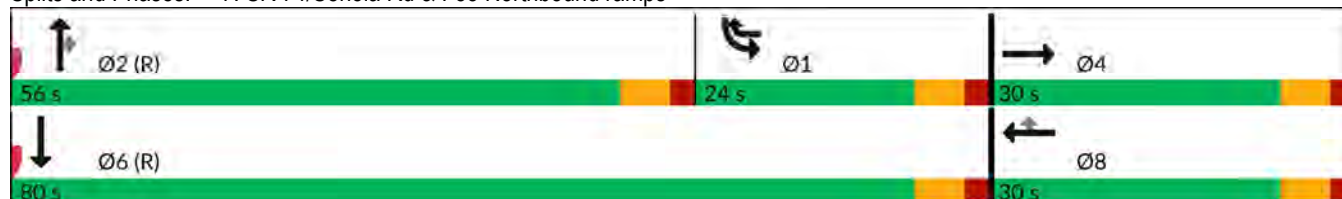
Intersection LOS: B

Intersection Capacity Utilization 100.9%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 7: SR 74/Senoia Rd & I-85 Northbound ramps



DRI 4313 Mapco Industrial Site
7: SR 74/Senoia Rd & I-85 Northbound ramps

2028 Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	351	0	0	226	0	568	1571	324	1404	0
Future Volume (veh/h)	0	0	351	0	0	226	0	568	1571	324	1404	0
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	0	1900	1826	0	1900	1811	0	1752	1811	1322	1707	0
Adj Flow Rate, veh/h	0	0	377	0	0	243	0	611	1689	348	1510	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	5	0	0	6	0	10	6	39	13	0
Cap, veh/h	0	0	351	0	415	586	0	1513	1228	400	3951	0
Arrive On Green	0.00	0.00	0.22	0.00	0.00	0.22	0.00	0.76	0.76	0.33	1.00	0.00
Sat Flow, veh/h	0	0	1610	0	1900	1535	0	3416	2701	2443	6112	0
Grp Volume(v), veh/h	0	0	377	0	0	243	0	611	1689	348	1510	0
Grp Sat Flow(s),veh/h/ln	0	0	1610	0	1900	1535	0	1664	1351	1221	1468	0
Q Serve(g_s), s	0.0	0.0	24.0	0.0	0.0	0.0	0.0	7.0	50.0	14.7	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	24.0	0.0	0.0	0.0	0.0	7.0	50.0	14.7	0.0	0.0
Prop In Lane	0.00		1.00	0.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	351	0	415	586	0	1513	1228	400	3951	0
V/C Ratio(X)	0.00	0.00	1.07	0.00	0.00	0.41	0.00	0.40	1.38	0.87	0.38	0.00
Avail Cap(c_a), veh/h	0	0	351	0	415	586	0	1513	1228	400	3951	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	2.00	2.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.57	0.57	0.56	0.56	0.00
Uniform Delay (d), s/veh	0.0	0.0	43.0	0.0	0.0	25.0	0.0	8.1	13.3	35.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	68.8	0.0	0.0	0.5	0.0	0.5	172.0	11.3	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	15.6	0.0	0.0	7.5	0.0	2.0	33.8	4.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	111.8	0.0	0.0	25.4	0.0	8.5	185.3	47.2	0.2	0.0
LnGrp LOS	F			C			A			F	D	A
Approach Vol, veh/h	377				243				2300		1858	
Approach Delay, s/veh	111.8				25.4				138.3		9.0	
Approach LOS	F				C				F		A	
Timer - Assigned Phs	1	2	4		6		8					
Phs Duration (G+Y+Rc), s	24.0	56.0	30.0		80.0		30.0					
Change Period (Y+Rc), s	6.0	6.0	6.0		6.0		6.0					
Max Green Setting (Gmax), s	18.0	50.0	24.0		74.0		24.0					
Max Q Clear Time (g_c+I1), s	16.7	52.0	26.0		2.0		2.0					
Green Ext Time (p_c), s	0.2	0.0	0.0		15.9		0.7					
Intersection Summary												
HCM 7th Control Delay, s/veh			80.2									
HCM 7th LOS			F									

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBU	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	193	82	217	99	464	12	35	1375	289	1141	266
Future Volume (vph)	193	82	217	99	464	12	35	1375	289	1141	266
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	5	2	1	6	
Permitted Phases	4		8		8	2	2				6
Detector Phase	7	4	3	8	8	5	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	11.0	24.0	24.0	11.0	11.0	24.0	11.0	24.0	24.0
Total Split (s)	13.0	30.0	18.0	35.0	35.0	12.0	12.0	41.0	21.0	50.0	50.0
Total Split (%)	11.8%	27.3%	16.4%	31.8%	31.8%	10.9%	10.9%	37.3%	19.1%	45.5%	45.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	25.5	18.5	35.5	23.5	23.5		40.5	40.5	15.0	51.4	51.4
Actuated g/C Ratio	0.23	0.17	0.32	0.21	0.21		0.37	0.37	0.14	0.47	0.47
v/c Ratio	0.72	0.43	0.59	0.29	0.93		0.34	0.70	0.83	0.43	0.38
Control Delay (s/veh)	46.9	39.4	34.0	36.6	42.2		32.1	32.5	52.9	13.9	2.4
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)	46.9	39.4	34.0	36.6	42.2		32.1	32.5	52.9	13.9	2.4
LOS	D	D	C	D	D		C	C	D	B	A
Approach Delay (s/veh)		44.2		39.2				32.5		19.4	
Approach LOS		D		D				C		B	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay (s/veh): 29.3

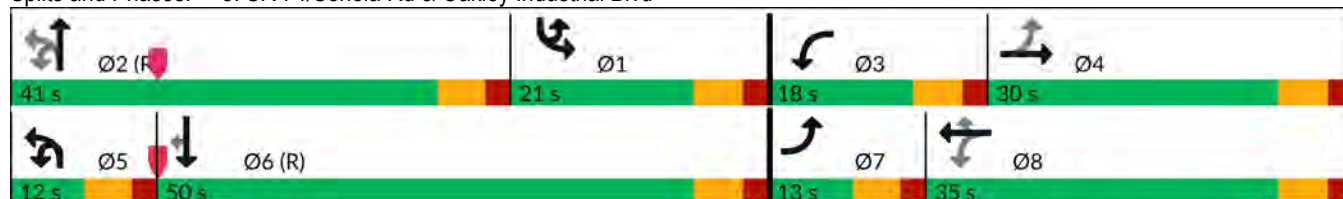
Intersection LOS: C

Intersection Capacity Utilization 90.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 8: SR 74/Senoia Rd & Oakley Industrial Blvd



DRI 4313 Mapco Industrial Site
8: SR 74/Senoia Rd & Oakley Industrial Blvd

2028 Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	193	82	26	217	99	464	12	35	1375	107	32	289
Future Volume (veh/h)	193	82	26	217	99	464	12	35	1375	107	32	289
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	1633	1648	1470	1826	1693	1752		1530	1811	1633		1633
Adj Flow Rate, veh/h	205	87	28	231	105	494		37	1463	114		307
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		0.94	0.94	0.94		0.94
Percent Heavy Veh, %	18	17	29	5	14	10		25	6	18		18
Cap, veh/h	223	111	36	282	234	206		177	1889	147		789
Arrive On Green	0.06	0.09	0.09	0.11	0.14	0.14		0.03	0.32	0.32		0.52
Sat Flow, veh/h	1555	1194	384	1739	1693	1485		1457	5938	462		3018
Grp Volume(v), veh/h	205	0	115	231	105	494		37	1151	426		307
Grp Sat Flow(s),veh/h/ln	1555	0	1579	1739	1693	1485		1457	1558	1728		1509
Q Serve(g_s), s	7.0	0.0	7.8	12.0	6.3	8.7		2.1	24.5	24.6		6.7
Cycle Q Clear(g_c), s	7.0	0.0	7.8	12.0	6.3	8.7		2.1	24.5	24.6		6.7
Prop In Lane	1.00		0.24	1.00		1.00		1.00		0.27		1.00
Lane Grp Cap(c), veh/h	223	0	147	282	234	206		177	1487	550		789
V/C Ratio(X)	0.92	0.00	0.78	0.82	0.45	2.40		0.21	0.77	0.78		0.39
Avail Cap(c_a), veh/h	223	0	344	282	446	391		212	1487	550		789
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		0.93
Uniform Delay (d), s/veh	47.1	0.0	48.8	40.7	43.5	15.4		29.1	33.9	33.9		21.0
Incr Delay (d2), s/veh	39.1	0.0	8.8	17.0	1.3	646.3		0.6	4.0	10.3		0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	3.4	6.8	2.6	39.6		0.7	9.3	11.3		2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	86.2	0.0	57.6	57.7	44.9	661.7		29.7	37.9	44.2		21.3
LnGrp LOS	F		E	E	D	F		C	D	D		C
Approach Vol, veh/h	320			830				1614				
Approach Delay, s/veh	75.9			415.6				39.4				
Approach LOS	E			F				D				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.8	41.0	18.0	16.2	9.4	66.4	13.0	21.2				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	15.0	35.0	12.0	24.0	6.0	44.0	7.0	29.0				
Max Q Clear Time (g_c+I1), s	8.7	26.6	14.0	9.8	4.1	2.0	9.0	10.7				
Green Ext Time (p_c), s	0.6	5.7	0.0	0.4	0.0	12.0	0.0	2.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			96.3									
HCM 7th LOS			F									
Notes												
User approved ignoring U-Turning movement.												



Movement	SBT	SBR
Lane Configurations	↑↑↑↑	↗
Traffic Volume (veh/h)	1141	266
Future Volume (veh/h)	1141	266
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	1604
Adj Flow Rate, veh/h	1214	283
Peak Hour Factor	0.94	0.94
Percent Heavy Veh, %	8	20
Cap, veh/h	3364	746
Arrive On Green	1.00	1.00
Sat Flow, veh/h	6128	1359
Grp Volume(v), veh/h	1214	283
Grp Sat Flow(s),veh/h/ln	1532	1359
Q Serve(g_s), s	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	3364	746
V/C Ratio(X)	0.36	0.38
Avail Cap(c_a), veh/h	3364	746
HCM Platoon Ratio	2.00	2.00
Upstream Filter(I)	0.93	0.93
Uniform Delay (d), s/veh	0.0	0.0
Incr Delay (d2), s/veh	0.3	1.4
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.3
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	0.3	1.4
LnGrp LOS	A	A
Approach Vol, veh/h	1804	
Approach Delay, s/veh	4.0	
Approach LOS	A	
Timer - Assigned Phs		

DRI 4313 Mapco Industrial Site
9: SR 92/Spence Rd & Oakley Industrial Blvd

2028 Build AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	317	178	32	221	109	237	415	76	136	326	239
Future Volume (vph)	141	317	178	32	221	109	237	415	76	136	326	239
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	12.0	25.0	25.0	11.0	24.0	24.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	20.0%	41.7%	41.7%	18.3%	40.0%	40.0%
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)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	15.7	15.7	15.7	15.7	15.7	15.7	26.2	21.5	21.5	23.1	18.1	18.1
Actuated g/C Ratio	0.27	0.27	0.27	0.27	0.27	0.27	0.45	0.37	0.37	0.40	0.31	0.31
v/c Ratio	0.51	0.77	0.38	0.18	0.52	0.23	0.62	0.63	0.13	0.41	0.60	0.40
Control Delay (s/veh)	24.5	32.4	5.5	18.6	22.2	2.6	18.4	22.7	0.7	12.7	22.6	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.5	32.4	5.5	18.6	22.2	2.6	18.4	22.7	0.7	12.7	22.6	4.7
LOS	C	C	A	B	C	A	B	C	A	B	C	A
Approach Delay (s/veh)		23.1			16.0			19.0			14.6	
Approach LOS		C			B			B			B	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 57.8

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.77

Intersection Signal Delay (s/veh): 18.4

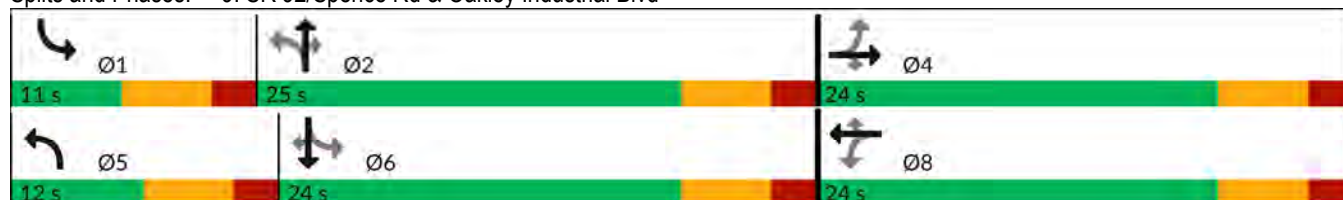
Intersection LOS: B

Intersection Capacity Utilization 71.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 9: SR 92/Spence Rd & Oakley Industrial Blvd



Timings

Synchro 12 Report
NV5

DRI 4313 Mapco Industrial Site
9: SR 92/Spence Rd & Oakley Industrial Blvd

2028 Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	317	178	32	221	109	237	415	76	136	326	239
Future Volume (veh/h)	141	317	178	32	221	109	237	415	76	136	326	239
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1663	1618	1693	1722	1752	1737	1900	1737	1752	1885	1781
Adj Flow Rate, veh/h	152	341	191	34	238	117	255	446	82	146	351	257
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	16	19	14	12	10	11	0	11	10	1	8
Cap, veh/h	307	489	404	210	507	437	396	607	470	352	570	457
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.10	0.32	0.32	0.08	0.30	0.30
Sat Flow, veh/h	1026	1663	1372	789	1722	1485	1654	1900	1472	1668	1885	1510
Grp Volume(v), veh/h	152	341	191	34	238	117	255	446	82	146	351	257
Grp Sat Flow(s),veh/h/ln	1026	1663	1372	789	1722	1485	1654	1900	1472	1668	1885	1510
Q Serve(g_s), s	8.5	10.8	6.8	2.4	6.7	3.6	6.0	12.4	2.4	3.5	9.5	8.5
Cycle Q Clear(g_c), s	15.2	10.8	6.8	13.2	6.7	3.6	6.0	12.4	2.4	3.5	9.5	8.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	307	489	404	210	507	437	396	607	470	352	570	457
V/C Ratio(X)	0.50	0.70	0.47	0.16	0.47	0.27	0.64	0.74	0.17	0.42	0.62	0.56
Avail Cap(c_a), veh/h	315	503	415	216	521	449	396	607	470	352	570	457
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	18.6	17.2	24.5	17.2	16.1	14.3	18.0	14.6	13.6	17.8	17.4
Incr Delay (d2), s/veh	1.2	4.1	0.9	0.4	0.7	0.3	3.6	7.7	0.8	0.8	4.9	5.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	4.0	1.9	0.4	2.3	1.1	2.3	5.8	0.8	1.1	4.2	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.7	22.7	18.1	24.9	17.9	16.4	17.9	25.8	15.4	14.4	22.7	22.4
LnGrp LOS	C	C	B	C	B	B	B	C	B	B	C	C
Approach Vol, veh/h	684			389			783			754		
Approach Delay, s/veh	21.9			18.0			22.1			21.0		
Approach LOS	C			B			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	25.0		23.5	12.0	24.0		23.5				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	19.0		18.0	6.0	18.0		18.0				
Max Q Clear Time (g_c+l1), s	5.5	14.4		17.2	8.0	11.5		15.2				
Green Ext Time (p_c), s	0.0	1.2		0.3	0.0	1.6		0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh				21.1								
HCM 7th LOS				C								

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	0	0	117	0	0
Future Vol, veh/h	11	0	0	117	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	45	0	0	15	0	0
Mvmt Flow	12	0	0	130	0	0

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	66	65	0	0	130
Stage 1	65	-	-	-	-
Stage 2	1	-	-	-	-
Critical Hdwy	6.85	6.2	-	-	4.1
Critical Hdwy Stg 1	5.85	-	-	-	-
Critical Hdwy Stg 2	5.85	-	-	-	-
Follow-up Hdwy	3.905	3.3	-	-	2.2
Pot Cap-1 Maneuver	842	1005	-	-	1468
Stage 1	859	-	-	-	-
Stage 2	921	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	842	1005	-	-	1468
Mov Cap-2 Maneuver	842	-	-	-	-
Stage 1	859	-	-	-	-
Stage 2	921	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.34	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	842	1468
HCM Lane V/C Ratio	-	-	0.015	-
HCM Ctrl Dly (s/v)	-	-	9.3	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	14.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	
Traffic Vol, veh/h	4	69	18	18	0	5	11	673	16	32	654	7
Future Vol, veh/h	4	69	18	18	0	5	11	673	16	32	654	7
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	-	-	-	-	-	-	235	-	175	235	-	-
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, %	0	14	33	39	0	0	9	2	6	0	3	0
Mvmt Flow	4	75	20	20	0	5	12	732	17	35	711	8

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1540	1557	715	1573	1543	732	718	0	0	749	0	0
Stage 1	784	784	-	755	755	-	-	-	-	-	-	-
Stage 2	755	773	-	818	788	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.64	6.53	7.49	6.5	6.2	4.19	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.64	-	6.49	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.64	-	6.49	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.126	3.597	3.851	4	3.3	2.281	-	-	2.2	-	-
Pot Cap-1 Maneuver	95	106	383	73	116	425	851	-	-	869	-	-
Stage 1	389	387	-	349	419	-	-	-	-	-	-	-
Stage 2	404	392	-	321	405	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	89	100	383	~ 17	110	425	851	-	-	869	-	-
Mov Cap-2 Maneuver	89	100	-	~ 17	110	-	-	-	-	-	-	-
Stage 1	374	372	-	344	413	-	-	-	-	-	-	-
Stage 2	393	386	-	233	389	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	115.53	\$ 497.77	0.15	0.43
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	851	-	-	117 22	869	-	-
HCM Lane V/C Ratio	0.014	-	-	0.848 1.148	0.04	-	-
HCM Ctrl Dly (s/v)	9.3	-	-	115.5\$ 497.8	9.3	-	-
HCM Lane LOS	A	-	-	F F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	5.1 3.3	0.1	-	-

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

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	118	2	2	125	0	0
Future Vol, veh/h	118	2	2	125	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	4	0	0	4	0	0
Mvmt Flow	157	3	3	167	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	160	0	331	159
Stage 1	-	-	-	-	159	-
Stage 2	-	-	-	-	172	-
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	-	-	1432	-	668	892
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	863	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1432	-	667	892
Mov Cap-2 Maneuver	-	-	-	-	667	-
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	861	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.12		0	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	28	-	
HCM Lane V/C Ratio	-	-	-	0.002	-	
HCM Ctrl Dly (s/v)	0	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	130	133	403	638	18
Future Vol, veh/h	18	130	133	403	638	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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	4	1	1	0	0
Mvmt Flow	20	143	146	443	701	20
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1446	711	721	0	-	0
Stage 1	711	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Critical Hdwy	6.4	6.24	4.11	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.209	-	-	-
Pot Cap-1 Maneuver	146	430	886	-	-	-
Stage 1	490	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	114	430	886	-	-	-
Mov Cap-2 Maneuver	114	-	-	-	-	-
Stage 1	383	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	27.08	2.45		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	447	-	322	-	-	
HCM Lane V/C Ratio	0.165	-	0.505	-	-	
HCM Ctrl Dly (s/v)	9.9	0	27.1	-	-	
HCM Lane LOS	A	A	D	-	-	
HCM 95th %tile Q(veh)	0.6	-	2.7	-	-	

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	11	11	60	42	42	11	256	70	59	146	24
Future Vol, veh/h	22	11	11	60	42	42	11	256	70	59	146	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	0	10	0	0	3	30	3	2	6	4	5
Mvmt Flow	23	12	12	64	45	45	12	272	74	63	155	26
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	612	664	168	620	639	310	181	0	0	347	0	0
Stage 1	294	294	-	333	333	-	-	-	-	-	-	-
Stage 2	318	370	-	287	306	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.5	6.3	7.1	6.5	6.23	4.4	-	-	4.16	-	-
Critical Hdwy Stg 1	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4	3.39	3.5	4	3.327	2.47	-	-	2.254	-	-
Pot Cap-1 Maneuver	401	384	856	403	396	728	1242	-	-	1190	-	-
Stage 1	708	674	-	685	647	-	-	-	-	-	-	-
Stage 2	687	624	-	725	665	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	310	357	856	359	369	728	1242	-	-	1190	-	-
Mov Cap-2 Maneuver	310	357	-	359	369	-	-	-	-	-	-	-
Stage 1	666	634	-	677	640	-	-	-	-	-	-	-
Stage 2	593	616	-	661	626	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	15.67		18.17			0.26			2.11			
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	56	-	-	384	425	451	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.122	0.36	0.053	-	-				
HCM Ctrl Dly (s/v)	7.9	0	-	15.7	18.2	8.2	0	-				
HCM Lane LOS	A	A	-	C	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.4	1.6	0.2	-	-				

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	297	43	0	0	217
Future Vol, veh/h	3	297	43	0	0	217
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	3	8	0	0	3
Mvmt Flow	3	316	46	0	0	231
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	9.2	8.4	9.7
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	1%	0%
Vol Thru, %	100%	0%	100%
Vol Right, %	0%	99%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	43	300	217
LT Vol	0	3	0
Through Vol	43	0	217
RT Vol	0	297	0
Lane Flow Rate	46	319	231
Geometry Grp	1	1	1
Degree of Util (X)	0.063	0.353	0.3
Departure Headway (Hd)	4.983	3.982	4.672
Convergence, Y/N	Yes	Yes	Yes
Cap	717	903	769
Service Time	3.028	2.001	2.71
HCM Lane V/C Ratio	0.064	0.353	0.3
HCM Control Delay, s/veh	8.4	9.2	9.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	1.6	1.3

Intersection								
Int Delay, s/veh	33.9							
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Vol, veh/h	15	40	816	3	689	0	200	23
Future Vol, veh/h	15	40	816	3	689	0	200	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	275	-	275	-	-	0	-
Veh in Median Storage, #	-	-	0	-	0	-	0	-
Grade, %	-	-	0	-	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	8	14	0	20	0	2	9
Mvmt Flow	15	41	841	3	710	0	206	24
Major/Minor	Major1		Major2		Minor2			
Conflicting Flow All	710	710	0	841	-	0	1251	355
Stage 1	-	-	-	-	-	-	716	-
Stage 2	-	-	-	-	-	-	534	-
Critical Hdwy	6.4	4.26	-	6.4	-	-	6.84	7.08
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.5	2.28	-	2.5	-	-	3.52	3.39
Pot Cap-1 Maneuver	516	846	-	426	-	-	~ 165	621
Stage 1	-	-	-	-	-	-	445	-
Stage 2	-	-	-	-	-	-	552	-
Platoon blocked, %			-		-	-		
Mov Cap-1 Maneuver	710	710	-	426	-	-	~ 150	621
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 150	-
Stage 1	-	-	-	-	-	-	409	-
Stage 2	-	-	-	-	-	-	548	-
Approach	EB		WB		SB			
HCM Ctrl Dly, s/v	0.66		0.06		268.85			
HCM LOS	F							
Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1		
Capacity (veh/h)	710	-	426	-	-	163		
HCM Lane V/C Ratio	0.08	-	0.007	-	-	1.409		
HCM Ctrl Dly (s/v)	10.5	-	13.5	-	-	268.8		
HCM Lane LOS	B	-	B	-	-	F		
HCM 95th %tile Q(veh)	0.3	-	0	-	-	14.3		
Notes								
~: Volume exceeds capacity		\$: Delay exceeds 300s						
+: Computation Not Defined		*: All major volume in platoon						

Intersection														
Int Delay, s/veh	1													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕			↕			↔	↕	↕		↔	↕	↕
Traffic Vol, veh/h	0	0	5	18	0	12	2	1	974	44	1	7	1010	3
Future Vol, veh/h	0	0	5	18	0	12	2	1	974	44	1	7	1010	3
Conflicting Peds, #/hr	0	0	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	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	150	-	175	-	250	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	17	0	33	0	0	14	50	0	57	12	0
Mvmt Flow	0	0	5	19	0	13	2	1	1025	46	1	7	1063	3

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	1599	2158	532	1580	2115	513	1063	1066	0	0	1025	1072	0	0
Stage 1	1080	1080	-	1032	1032	-	-	-	-	-	-	-	-	-
Stage 2	519	1078	-	548	1083	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.84	6.5	7.56	6.4	4.1	-	-	6.4	5.24	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.84	5.5	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.84	5.5	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.67	4	3.63	2.5	2.2	-	-	2.5	2.77	-	-
Pot Cap-1 Maneuver	72	48	498	63	51	433	308	661	-	-	325	401	-	-
Stage 1	236	297	-	223	313	-	-	-	-	-	-	-	-	-
Stage 2	513	297	-	452	296	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	68	47	498	61	50	433	371	371	-	-	388	388	-	-
Mov Cap-2 Maneuver	68	47	-	61	50	-	-	-	-	-	-	-	-	-
Stage 1	231	290	-	221	310	-	-	-	-	-	-	-	-	-
Stage 2	494	295	-	437	289	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	12.31		62.86		0.04		0.11	
HCM LOS	B		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	371	-	-	498	93	388	-
HCM Lane V/C Ratio	0.009	-	-	0.011	0.341	0.022	-
HCM Ctrl Dly (s/v)	14.8	-	-	12.3	62.9	14.5	-
HCM Lane LOS	B	-	-	B	F	B	-
HCM 95th %tile Q(veh)	0	-	-	0	1.3	0.1	-

	→	↘	←	↙	↑	↓	↗
Lane Group	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Configurations	↗	↗	↗	↘↗	↗↗	↗↗	↗
Traffic Volume (vph)	0	1644	0	262	543	700	239
Future Volume (vph)	0	1644	0	262	543	700	239
Turn Type	NA	pm+ov	NA	Prot	NA	NA	Perm
Protected Phases	4	5	8	5	2	6	
Permitted Phases		4					6
Detector Phase	4	5	8	5	2	6	6
Switch Phase							
Minimum Initial (s)	2.0	5.0	2.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.0	11.0	8.0	11.0	24.0	24.0	24.0
Total Split (s)	37.0	31.0	37.0	31.0	63.0	32.0	32.0
Total Split (%)	37.0%	31.0%	37.0%	31.0%	63.0%	32.0%	32.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lead		Lead		Lag	Lag
Lead-Lag Optimize?		Yes		Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max
Act Effect Green (s)	31.0	61.1	31.0	24.1	57.0	26.9	26.9
Actuated g/C Ratio	0.31	0.61	0.31	0.24	0.57	0.27	0.27
v/c Ratio	1.02	0.94	0.77	0.34	0.29	0.85	0.42
Control Delay (s/veh)	50.3	36.3	20.4	15.0	6.6	46.5	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.3	36.3	20.4	15.0	6.6	46.5	6.3
LOS	D	D	C	B	A	D	A
Approach Delay (s/veh)	43.3		20.4		9.4	36.2	
Approach LOS	D		C		A	D	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 66 (66%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay (s/veh): 31.7

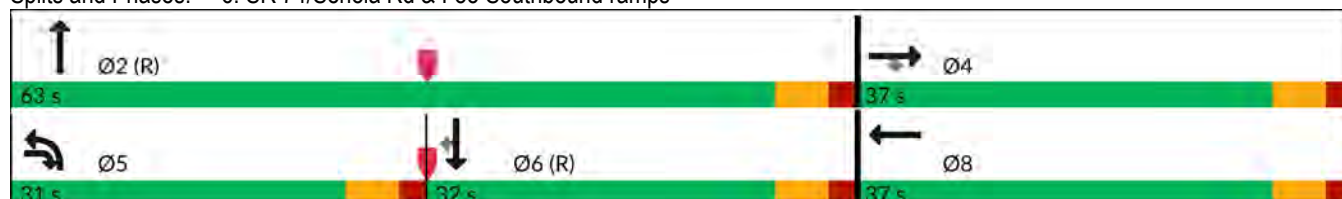
Intersection LOS: C

Intersection Capacity Utilization 97.2%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 6: SR 74/Senoia Rd & I-85 Southbound ramps



DRI 4313 Mapco Industrial Site
6: SR 74/Senoia Rd & I-85 Southbound ramps

2028 Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	1644	0	0	463	262	543	0	0	700	239
Future Volume (veh/h)	0	0	1644	0	0	463	262	543	0	0	700	239
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	0	1900	1826	0	1900	1544	1796	1781	0	0	1678	1811
Adj Flow Rate, veh/h	0	0	0	0	0	477	270	560	0	0	722	246
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	0	5	0	0	24	7	8	0	0	15	6
Cap, veh/h	0	589		0	0	499	359	1929	0	0	1281	617
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.31	0.04	0.19	0.00	0.00	0.40	0.40
Sat Flow, veh/h	0	1900	3095	0	0	1610	3319	3474	0	0	3272	1535
Grp Volume(v), veh/h	0	0	0	0	0	477	270	560	0	0	722	246
Grp Sat Flow(s),veh/h/ln	0	1900	1547	0	0	1610	1659	1692	0	0	1594	1535
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	29.0	8.1	14.2	0.0	0.0	17.5	11.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	29.0	8.1	14.2	0.0	0.0	17.5	11.4
Prop In Lane	0.00		1.00	0.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	589		0	0	499	359	1929	0	0	1281	617
V/C Ratio(X)	0.00	0.00		0.00	0.00	0.96	0.75	0.29	0.00	0.00	0.56	0.40
Avail Cap(c_a), veh/h	0	589		0	0	499	830	1929	0	0	1281	617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	0.00	0.00	1.00	0.94	0.94	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	33.8	46.9	23.2	0.0	0.0	23.1	21.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	29.3	3.0	0.4	0.0	0.0	1.8	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	14.3	3.5	6.4	0.0	0.0	6.4	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	0.0	0.0	63.1	49.9	23.6	0.0	0.0	24.9	23.2
LnGrp LOS						E	D	C			C	C
Approach Vol, veh/h	0			477			830			968		
Approach Delay, s/veh	0.0			63.1			32.1			24.5		
Approach LOS				E			C			C		
Timer - Assigned Phs	2			4		5	6	8				
Phs Duration (G+Y+Rc), s	63.0			37.0		16.8	46.2	37.0				
Change Period (Y+Rc), s	6.0			6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	57.0			31.0		25.0	26.0	31.0				
Max Q Clear Time (g_c+l1), s	16.2			0.0		10.1	19.5	31.0				
Green Ext Time (p_c), s	3.8			0.0		0.8	2.9	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			35.4									
HCM 7th LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th Signalized Intersection Summary

Synchro 12 Report
NV5

	→	↖	↑	↗	↘	↓	
Lane Group	EBT	WBR	NBT	NBR	SBL	SBT	Ø8
Lane Configurations	↖	↖	↑↑	↗↗	↘↘	↓↓↓	
Traffic Volume (vph)	0	149	662	1511	450	1901	
Future Volume (vph)	0	149	662	1511	450	1901	
Turn Type	NA	pm+ov	NA	Perm	Prot	NA	
Protected Phases	4	1	2		1	6	8
Permitted Phases		8		2			
Detector Phase	4	1	2	2	1	6	
Switch Phase							
Minimum Initial (s)	2.0	5.0	5.0	5.0	5.0	5.0	2.0
Minimum Split (s)	8.0	11.0	24.0	24.0	11.0	24.0	8.0
Total Split (s)	24.0	23.0	53.0	53.0	23.0	76.0	24.0
Total Split (%)	24.0%	23.0%	53.0%	53.0%	23.0%	76.0%	24%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag		Lead	Lag	Lag	Lead		
Lead-Lag Optimize?		Yes	Yes	Yes	Yes		
Recall Mode	None	None	C-Max	C-Max	None	C-Max	None
Act Effect Green (s)	13.5	37.9	50.1	50.1	18.4	74.5	
Actuated g/C Ratio	0.14	0.38	0.50	0.50	0.18	0.75	
v/c Ratio	0.80	0.23	0.40	0.82	0.85	0.41	
Control Delay (s/veh)	43.2	3.2	8.2	9.6	43.7	3.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	43.2	3.2	8.2	9.6	43.7	3.9	
LOS	D	A	A	A	D	A	
Approach Delay (s/veh)	43.2		9.2			11.5	
Approach LOS	D		A			B	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 13 (13%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay (s/veh): 11.7

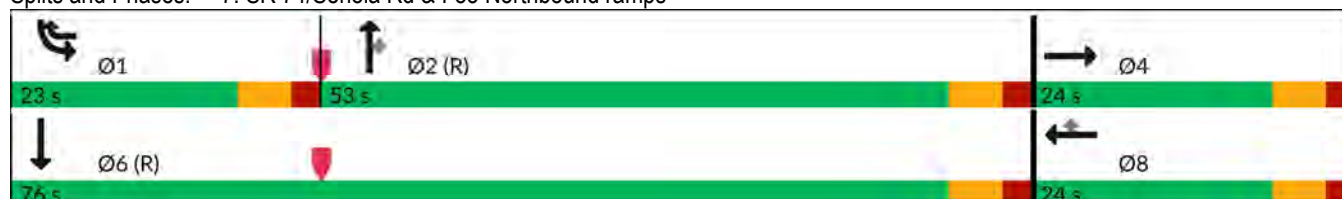
Intersection LOS: B

Intersection Capacity Utilization 94.4%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 7: SR 74/Senoia Rd & I-85 Northbound ramps



DRI 4313 Mapco Industrial Site
7: SR 74/Senoia Rd & I-85 Northbound ramps

2028 Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	222	0	0	149	0	662	1511	450	1901	0
Future Volume (veh/h)	0	0	222	0	0	149	0	662	1511	450	1901	0
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	0	1900	1707	0	1900	1752	0	1781	1826	1604	1826	0
Adj Flow Rate, veh/h	0	0	224	0	0	151	0	669	1526	455	1920	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	13	0	0	10	0	8	5	20	5	0
Cap, veh/h	0	0	255	0	301	488	0	1664	1339	504	4532	0
Arrive On Green	0.00	0.00	0.16	0.00	0.00	0.16	0.00	0.16	0.16	0.11	0.48	0.00
Sat Flow, veh/h	0	0	1610	0	1900	1485	0	3474	2723	2963	6537	0
Grp Volume(v), veh/h	0	0	224	0	0	151	0	669	1526	455	1920	0
Grp Sat Flow(s),veh/h/ln	0	0	1610	0	1900	1485	0	1692	1362	1481	1570	0
Q Serve(g_s), s	0.0	0.0	13.6	0.0	0.0	7.6	0.0	17.7	49.2	15.2	19.9	0.0
Cycle Q Clear(g_c), s	0.0	0.0	13.6	0.0	0.0	7.6	0.0	17.7	49.2	15.2	19.9	0.0
Prop In Lane	0.00		1.00	0.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	255	0	301	488	0	1664	1339	504	4532	0
V/C Ratio(X)	0.00	0.00	0.88	0.00	0.00	0.31	0.00	0.40	1.14	0.90	0.42	0.00
Avail Cap(c_a), veh/h	0	0	290	0	342	520	0	1664	1339	504	4532	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.67	0.67	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.54	0.54	0.32	0.32	0.00
Uniform Delay (d), s/veh	0.0	0.0	41.1	0.0	0.0	25.1	0.0	28.7	41.9	43.5	12.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	23.0	0.0	0.0	0.4	0.0	0.4	68.4	7.7	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	6.7	0.0	0.0	7.1	0.0	8.0	30.4	6.2	7.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	64.1	0.0	0.0	25.5	0.0	29.1	110.3	51.2	12.4	0.0
LnGrp LOS	E			C			C			F	D	B
Approach Vol, veh/h	224		151			2195			2375			
Approach Delay, s/veh	64.1		25.5			85.6			19.8			
Approach LOS	E		C			F			B			
Timer - Assigned Phs	1	2	4		6		8					
Phs Duration (G+Y+Rc), s	23.0	55.2	21.8		78.2		21.8					
Change Period (Y+Rc), s	6.0	6.0	6.0		6.0		6.0					
Max Green Setting (Gmax), s	17.0	47.0	18.0		70.0		18.0					
Max Q Clear Time (g_c+I1), s	17.2	51.2	15.6		21.9		9.6					
Green Ext Time (p_c), s	0.0	0.0	0.3		21.9		0.2					
Intersection Summary												
HCM 7th Control Delay, s/veh	51.2											
HCM 7th LOS	D											

DRI 4313 Mapco Industrial Site
8: SR 74/Senoia Rd & Oakley Industrial Blvd

2028 Build PM

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBU	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	223	96	252	102	438	30	41	1420	304	1626	191
Future Volume (vph)	223	96	252	102	438	30	41	1420	304	1626	191
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	5	2	1	6	
Permitted Phases	4		8		8	2	2				6
Detector Phase	7	4	3	8	8	5	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	11.0	24.0	24.0	11.0	11.0	24.0	11.0	24.0	24.0
Total Split (s)	14.0	26.0	18.0	30.0	30.0	11.0	11.0	35.0	21.0	45.0	45.0
Total Split (%)	14.0%	26.0%	18.0%	30.0%	30.0%	11.0%	11.0%	35.0%	21.0%	45.0%	45.0%
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)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	21.7	13.7	29.7	17.7	17.7		35.0	35.0	15.3	47.5	47.5
Actuated g/C Ratio	0.22	0.14	0.30	0.18	0.18		0.35	0.35	0.15	0.48	0.48
v/c Ratio	0.80	0.53	0.70	0.34	0.85		0.47	0.75	0.76	0.55	0.28
Control Delay (s/veh)	50.5	43.3	37.6	37.6	26.1		46.4	32.1	61.8	17.8	5.2
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)	50.5	43.3	37.6	37.6	26.1		46.4	32.1	61.8	17.8	5.2
LOS	D	D	D	D	C		D	C	E	B	A
Approach Delay (s/veh)		48.0		31.2				32.7		23.5	
Approach LOS		D		C				C		C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 2 (2%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay (s/veh): 29.5

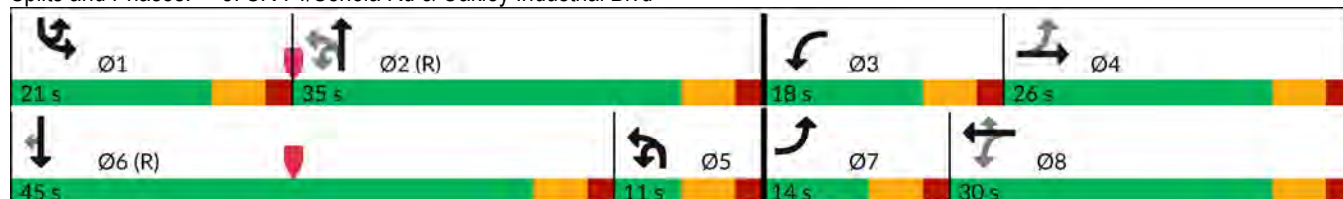
Intersection LOS: C

Intersection Capacity Utilization 92.1%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 8: SR 74/Senoia Rd & Oakley Industrial Blvd



Timings

Synchro 12 Report
NV5

DRI 4313 Mapco Industrial Site
8: SR 74/Senoia Rd & Oakley Industrial Blvd

2028 Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	223	96	23	252	102	438	30	41	1420	156	27	304
Future Volume (veh/h)	223	96	23	252	102	438	30	41	1420	156	27	304
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	1722	1707	1752	1841	1752	1767		1737	1826	1796		1574
Adj Flow Rate, veh/h	230	99	24	260	105	452		42	1464	161		313
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97		0.97
Percent Heavy Veh, %	12	13	10	4	10	9		11	5	7		22
Cap, veh/h	353	266	64	452	420	359		182	1797	197		376
Arrive On Green	0.08	0.20	0.20	0.12	0.24	0.24		0.05	0.31	0.31		0.04
Sat Flow, veh/h	1640	1328	322	1753	1752	1497		1654	5787	636		2908
Grp Volume(v), veh/h	230	0	123	260	105	452		42	1191	434		313
Grp Sat Flow(s),veh/h/ln	1640	0	1649	1753	1752	1497		1654	1570	1712		1454
Q Serve(g_s), s	8.0	0.0	6.4	11.8	4.8	24.0		0.0	23.3	23.4		10.7
Cycle Q Clear(g_c), s	8.0	0.0	6.4	11.8	4.8	24.0		0.0	23.3	23.4		10.7
Prop In Lane	1.00		0.20	1.00		1.00		1.00		0.37		1.00
Lane Grp Cap(c), veh/h	353	0	330	452	420	359		182	1463	531		376
V/C Ratio(X)	0.65	0.00	0.37	0.58	0.25	1.26		0.23	0.81	0.82		0.83
Avail Cap(c_a), veh/h	353	0	330	452	420	359		182	1463	531		436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		0.91
Uniform Delay (d), s/veh	31.1	0.0	34.6	27.4	30.7	38.0		41.1	31.8	31.8		46.8
Incr Delay (d2), s/veh	4.2	0.0	0.7	1.8	0.3	136.8		0.6	5.1	13.0		10.5
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	5.0	0.0	2.5	4.9	2.0	21.9		1.0	9.0	11.0		4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.3	0.0	35.3	29.2	31.0	174.8		41.8	36.9	44.8		57.3
LnGrp LOS	D		D	C	C	F		D	D	D		E
Approach Vol, veh/h	353			817			1667					
Approach Delay, s/veh	35.3			110.0			39.1					
Approach LOS	D			F			D					
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.9	37.1	18.0	26.0	11.0	45.0	14.0	30.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	15.0	29.0	12.0	20.0	5.0	39.0	8.0	24.0				
Max Q Clear Time (g_c+I1), s	12.7	25.4	13.8	8.4	2.0	26.8	10.0	26.0				
Green Ext Time (p_c), s	0.3	2.8	0.0	0.4	0.0	8.6	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			50.5									
HCM 7th LOS			D									
Notes												
User approved ignoring U-Turning movement.												



Movement	SBT	SBR
Lane Configurations	↑↑↑↑	↗
Traffic Volume (veh/h)	1626	191
Future Volume (veh/h)	1626	191
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	1870	1574
Adj Flow Rate, veh/h	1676	197
Peak Hour Factor	0.97	0.97
Percent Heavy Veh, %	2	22
Cap, veh/h	2509	520
Arrive On Green	0.13	0.13
Sat Flow, veh/h	6434	1334
Grp Volume(v), veh/h	1676	197
Grp Sat Flow(s),veh/h/ln	1609	1334
Q Serve(g_s), s	24.8	9.1
Cycle Q Clear(g_c), s	24.8	9.1
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2509	520
V/C Ratio(X)	0.67	0.38
Avail Cap(c_a), veh/h	2509	520
HCM Platoon Ratio	0.33	0.33
Upstream Filter(I)	0.91	0.91
Uniform Delay (d), s/veh	37.4	14.7
Incr Delay (d2), s/veh	1.3	1.9
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.8	3.1
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	38.7	16.6
LnGrp LOS	D	B
Approach Vol, veh/h	2186	
Approach Delay, s/veh	39.4	
Approach LOS	D	
Timer - Assigned Phs		

DRI 4313 Mapco Industrial Site
9: SR 92/Spence Rd & Oakley Industrial Blvd

2028 Build PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	226	222	65	355	141	251	287	48	97	404	317
Future Volume (vph)	96	226	222	65	355	141	251	287	48	97	404	317
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0
Total Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	12.0	25.0	25.0	11.0	24.0	24.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	20.0%	41.7%	41.7%	18.3%	40.0%	40.0%
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)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	16.2	16.2	16.2	16.2	16.2	16.2	26.2	21.4	21.4	23.1	18.0	18.0
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.28	0.28	0.45	0.37	0.37	0.40	0.31	0.31
v/c Ratio	0.61	0.57	0.44	0.24	0.81	0.28	0.76	0.46	0.08	0.23	0.76	0.58
Control Delay (s/veh)	35.6	23.9	5.5	18.3	34.5	4.5	27.6	18.6	0.3	9.8	29.8	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.6	23.9	5.5	18.3	34.5	4.5	27.6	18.6	0.3	9.8	29.8	12.4
LOS	D	C	A	B	C	A	C	B	A	A	C	B
Approach Delay (s/veh)		18.4			25.1			21.0			20.7	
Approach LOS		B			C			C			C	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 58.3

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.81

Intersection Signal Delay (s/veh): 21.2

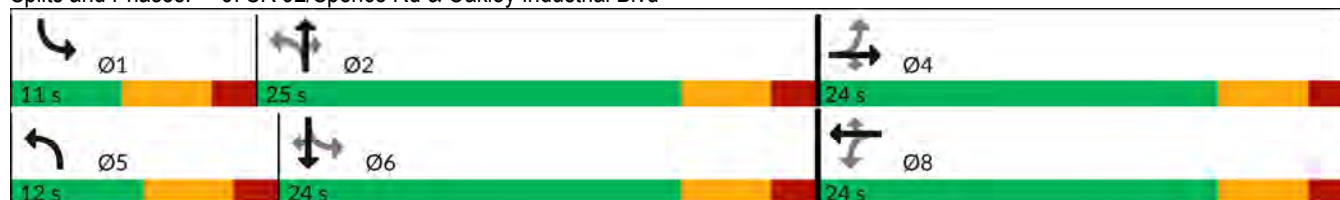
Intersection LOS: C

Intersection Capacity Utilization 79.2%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 9: SR 92/Spence Rd & Oakley Industrial Blvd



Timings

Synchro 12 Report
NV5

DRI 4313 Mapco Industrial Site
9: SR 92/Spence Rd & Oakley Industrial Blvd

2028 Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	226	222	65	355	141	251	287	48	97	404	317
Future Volume (veh/h)	96	226	222	65	355	141	251	287	48	97	404	317
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1574	1648	1900	1767	1841	1856	1885	1737	1826	1885	1811
Adj Flow Rate, veh/h	105	248	244	71	390	155	276	315	53	107	444	348
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	22	17	0	9	4	3	1	11	5	1	6
Cap, veh/h	208	472	419	275	530	468	354	623	487	435	566	460
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.10	0.33	0.33	0.07	0.30	0.30
Sat Flow, veh/h	862	1574	1397	919	1767	1560	1767	1885	1472	1739	1885	1535
Grp Volume(v), veh/h	105	248	244	71	390	155	276	315	53	107	444	348
Grp Sat Flow(s),veh/h/ln	862	1574	1397	919	1767	1560	1767	1885	1472	1739	1885	1535
Q Serve(g_s), s	6.1	7.9	8.9	4.2	11.9	4.6	6.0	8.1	1.5	2.5	12.9	12.3
Cycle Q Clear(g_c), s	18.0	7.9	8.9	12.0	11.9	4.6	6.0	8.1	1.5	2.5	12.9	12.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	208	472	419	275	530	468	354	623	487	435	566	460
V/C Ratio(X)	0.51	0.53	0.58	0.26	0.74	0.33	0.78	0.51	0.11	0.25	0.79	0.76
Avail Cap(c_a), veh/h	208	472	419	275	530	468	354	623	487	459	566	460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	17.4	17.8	22.4	18.9	16.3	16.0	16.1	13.9	13.1	19.2	19.0
Incr Delay (d2), s/veh	2.0	1.1	2.0	0.5	5.3	0.4	10.6	2.9	0.5	0.3	10.5	11.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.5	2.6	0.8	4.8	1.4	3.1	3.4	0.5	0.8	6.3	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.4	18.5	19.9	22.9	24.2	16.7	26.7	19.0	14.4	13.4	29.7	30.0
LnGrp LOS	C	B	B	C	C	B	C	B	B	B	C	C
Approach Vol, veh/h	597			616			644			899		
Approach Delay, s/veh	21.0			22.2			21.9			27.9		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.2	25.8		24.0	12.0	24.0		24.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	19.0		18.0	6.0	18.0		18.0				
Max Q Clear Time (g_c+l1), s	4.5	10.1		20.0	8.0	14.9		14.0				
Green Ext Time (p_c), s	0.0	1.2		0.0	0.0	1.2		1.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	23.7											
HCM 7th LOS	C											

Intersection						
Int Delay, s/veh	3.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	0	0	50	0	0
Future Vol, veh/h	30	0	0	50	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	23	0	0	52	0	0
Mvmt Flow	33	0	0	56	0	0
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	29	28	0	0	56	0
Stage 1	28	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.63	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.63	-	-	-	-	-
Critical Hdwy Stg 2	5.63	-	-	-	-	-
Follow-up Hdwy	3.707	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	935	1053	-	-	1562	-
Stage 1	943	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	935	1053	-	-	1562	-
Mov Cap-2 Maneuver	935	-	-	-	-	-
Stage 1	943	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	8.99	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-		935	1562	
HCM Lane V/C Ratio	-	-		0.036	-	
HCM Ctrl Dly (s/v)	-	-		9	0	
HCM Lane LOS	-	-		A	A	
HCM 95th %tile Q(veh)	-	-		0.1	0	

Intersection												
Int Delay, s/veh	15.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	
Traffic Vol, veh/h	15	29	54	54	0	20	3	500	6	8	758	2
Future Vol, veh/h	15	29	54	54	0	20	3	500	6	8	758	2
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	-	-	-	-	-	-	235	-	175	235	-	-
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	52	17	19	0	0	33	1	33	0	1	0
Mvmt Flow	17	32	60	60	0	22	3	556	7	9	842	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1423	1430	843	1438	1424	556	844	0	0	562	0	0
Stage 1	861	861	-	562	562	-	-	-	-	-	-	-
Stage 2	562	569	-	876	862	-	-	-	-	-	-	-
Critical Hdwy	7.1	7.02	6.37	7.29	6.5	6.2	4.43	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	6.02	-	6.29	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	6.02	-	6.29	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.468	3.453	3.671	4	3.3	2.497	-	-	2.2	-	-
Pot Cap-1 Maneuver	115	106	342	102	137	535	674	-	-	1019	-	-
Stage 1	353	311	-	482	513	-	-	-	-	-	-	-
Stage 2	515	434	-	321	375	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	108	104	342	~ 57	135	535	674	-	-	1019	-	-
Mov Cap-2 Maneuver	108	104	-	~ 57	135	-	-	-	-	-	-	-
Stage 1	350	308	-	480	510	-	-	-	-	-	-	-
Stage 2	491	432	-	235	371	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	57.23	226.12	0.06	0.09
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	674	-	-	171 76	1019	-	-
HCM Lane V/C Ratio	0.005	-	-	0.638 1.087	0.009	-	-
HCM Ctrl Dly (s/v)	10.4	-	-	57.2 226.1	8.6	-	-
HCM Lane LOS	B	-	-	F F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	3.6 6	0	-	-

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

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	129	0	0	103	2	2
Future Vol, veh/h	129	0	0	103	2	2
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	79	79	79	79	79	79
Heavy Vehicles, %	12	0	0	1	0	0
Mvmt Flow	163	0	0	130	3	3
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	163	0	294	163
Stage 1	-	-	-	-	163	-
Stage 2	-	-	-	-	130	-
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	-	-	1428	-	701	887
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	901	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1428	-	701	887
Mov Cap-2 Maneuver	-	-	-	-	701	-
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	901	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	0		9.63		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	783	-	-	1428	-	
HCM Lane V/C Ratio	0.006	-	-	-	-	
HCM Ctrl Dly (s/v)	9.6	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection: 4: SR 74/Fairburn Industrial Blvd/SR 74/Senoia Rd & Senoia Rd

Movement	EB	WB	SB
Directions Served	UL	U	LR
Maximum Queue (ft)	76	29	179
Average Queue (ft)	25	2	107
95th Queue (ft)	57	14	197
Link Distance (ft)			149
Upstream Blk Time (%)			25
Queuing Penalty (veh)			25
Storage Bay Dist (ft)	275	275	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: SR 74/Senoia Rd & I-85 Southbound ramps

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	T	T	T	T	R
Maximum Queue (ft)	878	814	561	125	319	306	413	404	116
Average Queue (ft)	478	421	176	93	155	137	218	214	47
95th Queue (ft)	987	949	665	150	275	249	357	346	88
Link Distance (ft)	1146	1146			804	804	658	658	658
Upstream Blk Time (%)	5	5					0		
Queuing Penalty (veh)	0	0					1		
Storage Bay Dist (ft)			675	75					
Storage Blk Time (%)		10		27	30				
Queuing Penalty (veh)		58		65	47				

Intersection: 7: SR 74/Senoia Rd & I-85 Northbound ramps

Movement	EB	EB	NB	NB	SB	SB	SB
Directions Served	LT	R	T	T	L	T	T
Maximum Queue (ft)	365	958	123	276	650	817	832
Average Queue (ft)	268	439	43	49	524	486	353
95th Queue (ft)	416	1089	97	212	765	1005	865
Link Distance (ft)		1294	765	765		804	804
Upstream Blk Time (%)		2		0		8	1
Queuing Penalty (veh)		0		0		59	7
Storage Bay Dist (ft)	265				500		
Storage Blk Time (%)	18	28			37	15	
Queuing Penalty (veh)	58	55			238	40	

Intersection: 8: SR 74/Senoia Rd & Oakley Industrial Blvd

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	UL	T	T	R	UL	L	T
Maximum Queue (ft)	264	421	222	410	487	350	1168	1188	225	436	473	609
Average Queue (ft)	151	120	128	124	309	112	985	1144	142	256	243	326
95th Queue (ft)	266	328	213	372	516	340	1388	1291	319	480	531	725
Link Distance (ft)		1659		650			1133	1133				765
Upstream Blk Time (%)				0			6	77				6
Queuing Penalty (veh)				1			0	0				51
Storage Bay Dist (ft)	215		190		475	250			175	425	425	
Storage Blk Time (%)	11	1	4	0	3	0	51	68	0	15	17	3
Queuing Penalty (veh)	10	2	15	2	8	0	22	60	0	78	88	7

Intersection: 8: SR 74/Senoia Rd & Oakley Industrial Blvd

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	582	290
Average Queue (ft)	305	34
95th Queue (ft)	705	179
Link Distance (ft)	765	
Upstream Blk Time (%)	6	
Queuing Penalty (veh)	49	
Storage Bay Dist (ft)		265
Storage Blk Time (%)	3	0
Queuing Penalty (veh)	6	0

Zone Summary

Zone wide Queuing Penalty: 1052

Intersection: 4: SR 74/Fairburn Industrial Blvd/SR 74/Senoia Rd & Senoia Rd

Movement	EB	WB	SB
Directions Served	UL	U	LR
Maximum Queue (ft)	60	21	181
Average Queue (ft)	18	2	167
95th Queue (ft)	47	12	216
Link Distance (ft)			149
Upstream Blk Time (%)			80
Queuing Penalty (veh)			146
Storage Bay Dist (ft)	275	275	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: SR 74/Senoia Rd & I-85 Southbound ramps

Movement	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	T	T	T	T	R
Maximum Queue (ft)	1202	1204	900	124	304	193	586	542	125
Average Queue (ft)	1014	1009	655	92	109	72	328	284	55
95th Queue (ft)	1469	1505	1305	141	249	140	573	507	94
Link Distance (ft)	1146	1146			804	804	658	658	658
Upstream Blk Time (%)	48	45					0	0	
Queuing Penalty (veh)	0	0					1	0	
Storage Bay Dist (ft)			675	75					
Storage Blk Time (%)		63		32	4				
Queuing Penalty (veh)		251		75	10				

Intersection: 7: SR 74/Senoia Rd & I-85 Northbound ramps

Movement	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	T	T	R	L	T	T
Maximum Queue (ft)	365	1103	130	127	38	650	830	853
Average Queue (ft)	313	486	60	49	1	600	660	474
95th Queue (ft)	435	1124	110	100	27	765	1078	1033
Link Distance (ft)		1294	765	765			804	804
Upstream Blk Time (%)		3					11	1
Queuing Penalty (veh)		0					115	10
Storage Bay Dist (ft)	265				700	500		
Storage Blk Time (%)	70	1				66	4	
Queuing Penalty (veh)	136	2				566	15	

Intersection: 8: SR 74/Senoia Rd & Oakley Industrial Blvd

Movement	EB	EB	WB	WB	WB	B32	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	T	R	T	UL	T	T	R	UL	L
Maximum Queue (ft)	248	271	226	446	428	1277	350	1177	1196	225	347	366
Average Queue (ft)	131	87	129	116	231	43	123	1055	1122	154	186	160
95th Queue (ft)	226	187	208	346	426	642	345	1380	1320	321	340	358
Link Distance (ft)		1659		650		3111		1133	1133			
Upstream Blk Time (%)				0		0		18	66			
Queuing Penalty (veh)				2		1		0	0			
Storage Bay Dist (ft)	215		190		475		250			175	425	425
Storage Blk Time (%)	3	0	3	0	2		0	40	62	0	0	0
Queuing Penalty (veh)	3	1	12	1	5		0	26	76	0	0	1

Intersection: 8: SR 74/Senoia Rd & Oakley Industrial Blvd

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	432	414	232
Average Queue (ft)	202	190	13
95th Queue (ft)	376	335	105
Link Distance (ft)	765	765	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			265
Storage Blk Time (%)	1	1	0
Queuing Penalty (veh)	2	2	0

Zone Summary

Zone wide Queuing Penalty: 1458

Intersection: 4: SR 74/Fairburn Industrial Blvd/SR 74/Senoia Rd & Senoia Rd

Movement	EB	EB	WB	SB
Directions Served	UL	T	U	LR
Maximum Queue (ft)	83	9	23	180
Average Queue (ft)	32	0	2	156
95th Queue (ft)	67	7	13	220
Link Distance (ft)	2113		149	
Upstream Blk Time (%)				78
Queuing Penalty (veh)				87
Storage Bay Dist (ft)	275	275		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: SR 74/Senoia Rd & I-85 Southbound ramps

Movement	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	TR	L	L	T	T	T	T	R
Maximum Queue (ft)	481	114	146	150	123	306	296	116
Average Queue (ft)	132	47	70	68	43	169	156	50
95th Queue (ft)	393	92	121	125	99	267	253	93
Link Distance (ft)	1158			945	945	514	514	514
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		800	800					
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 7: SR 74/Senoia Rd & I-85 Northbound ramps

Movement	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	TR	T	R	T	T	R	R	L	L	T	T	T
Maximum Queue (ft)	205	74	91	126	141	324	437	230	241	685	744	534
Average Queue (ft)	65	3	21	48	46	162	179	116	136	130	106	59
95th Queue (ft)	160	31	76	105	105	285	334	198	218	454	441	242
Link Distance (ft)	1276	1274		757	757	757	757			945	945	945
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			50					500	500			
Storage Blk Time (%)		0	0									
Queuing Penalty (veh)		0	0									

Intersection: 7: SR 74/Senoia Rd & I-85 Northbound ramps

Movement	SB
Directions Served	T
Maximum Queue (ft)	315
Average Queue (ft)	61
95th Queue (ft)	190
Link Distance (ft)	945
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: SR 74/Senoia Rd & Oakley Industrial Blvd

Movement	EB	EB	WB	WB	WB	B32	NB	NB	NB	NB	NB	SB
Directions Served	L	TR	L	T	R	T	UL	T	T	T	TR	UL
Maximum Queue (ft)	265	527	216	244	366	643	135	261	346	402	346	475
Average Queue (ft)	160	138	118	81	186	64	39	137	201	263	216	378
95th Queue (ft)	276	376	194	181	321	801	98	227	334	368	312	566
Link Distance (ft)		1634		626		3111		1133	1133	1133	1133	
Upstream Blk Time (%)						0						
Queuing Penalty (veh)						1						
Storage Bay Dist (ft)	215		190		475		250					425
Storage Blk Time (%)	13	1	2	0				0				33
Queuing Penalty (veh)	14	1	11	1				0				93

Intersection: 8: SR 74/Senoia Rd & Oakley Industrial Blvd

Movement	SB	SB	SB	SB	SB	SB
Directions Served	L	T	T	T	T	R
Maximum Queue (ft)	525	750	751	675	617	150
Average Queue (ft)	389	415	334	233	228	67
95th Queue (ft)	631	865	790	629	601	185
Link Distance (ft)		757	757	757	757	
Upstream Blk Time (%)		11	3	3	3	
Queuing Penalty (veh)		48	14	13	13	
Storage Bay Dist (ft)	425					100
Storage Blk Time (%)	33	6			18	1
Queuing Penalty (veh)	93	18			48	4

Zone Summary

Zone wide Queuing Penalty: 457

Intersection: 4: SR 74/Fairburn Industrial Blvd/SR 74/Senoia Rd & Senoia Rd

Movement	EB	EB	EB	WB	SB
Directions Served	UL	T	T	U	LR
Maximum Queue (ft)	60	3	10	21	181
Average Queue (ft)	21	0	0	2	174
95th Queue (ft)	51	2	7	14	189
Link Distance (ft)		2113	2113		149
Upstream Blk Time (%)					90
Queuing Penalty (veh)					180
Storage Bay Dist (ft)	275			275	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: SR 74/Senoia Rd & I-85 Southbound ramps

Movement	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	TR	L	L	T	T	T	T	R
Maximum Queue (ft)	276	165	176	119	106	294	237	107
Average Queue (ft)	34	79	97	37	22	149	115	47
95th Queue (ft)	167	141	156	97	67	261	206	86
Link Distance (ft)	1158			945	945	514	514	514
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		800	800					
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 7: SR 74/Senoia Rd & I-85 Northbound ramps

Movement	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	TR	T	R	T	T	R	R	L	L	T	T	T
Maximum Queue (ft)	168	31	93	171	117	499	502	277	357	747	767	813
Average Queue (ft)	41	1	21	59	47	180	192	139	151	110	127	96
95th Queue (ft)	123	16	78	118	96	329	335	237	261	474	536	444
Link Distance (ft)	1276	1274		757	757	757	757			945	945	945
Upstream Blk Time (%)												0
Queuing Penalty (veh)												0
Storage Bay Dist (ft)			50					500	500			
Storage Blk Time (%)		0	0						0	0		
Queuing Penalty (veh)		0	0						0	0		

Intersection: 7: SR 74/Senoia Rd & I-85 Northbound ramps

Movement	SB
Directions Served	T
Maximum Queue (ft)	378
Average Queue (ft)	56
95th Queue (ft)	248
Link Distance (ft)	945
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: SR 74/Senoia Rd & Oakley Industrial Blvd

Movement	EB	EB	WB	WB	WB	B32	NB	NB	NB	NB	NB	SB
Directions Served	L	TR	L	T	R	T	UL	T	T	T	TR	UL
Maximum Queue (ft)	256	389	223	198	310	1272	159	353	524	569	512	357
Average Queue (ft)	155	121	116	70	134	63	49	195	315	362	309	216
95th Queue (ft)	260	300	193	146	244	796	109	322	512	555	496	351
Link Distance (ft)		1634		626		3111		1133	1133	1133	1133	
Upstream Blk Time (%)						0						
Queuing Penalty (veh)						2						
Storage Bay Dist (ft)	215		190		475		250					425
Storage Blk Time (%)	9	0	1	0				3				1
Queuing Penalty (veh)	10	1	7	0				2				2

Intersection: 8: SR 74/Senoia Rd & Oakley Industrial Blvd

Movement	SB	SB	SB	SB	SB	SB
Directions Served	L	T	T	T	T	R
Maximum Queue (ft)	388	428	285	264	292	150
Average Queue (ft)	189	134	136	166	193	88
95th Queue (ft)	361	318	223	237	272	208
Link Distance (ft)		757	757	757	757	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	425					100
Storage Blk Time (%)	1	0			31	0
Queuing Penalty (veh)	3	1			59	2

Zone Summary

Zone wide Queuing Penalty: 271

Intersection: 4: SR 74/Fairburn Industrial Blvd/SR 74/Senoia Rd & Senoia Rd

Movement	EB	EB	WB	WB	SB
Directions Served	UL	T	U	TR	LR
Maximum Queue (ft)	91	4	33	12	181
Average Queue (ft)	34	0	3	0	164
95th Queue (ft)	68	2	19	7	214
Link Distance (ft)	2113		1485		149
Upstream Blk Time (%)					84
Queuing Penalty (veh)					98
Storage Bay Dist (ft)	275		275		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: SR 74/Senoia Rd & I-85 Southbound ramps

Movement	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	TR	L	L	T	T	T	T	R
Maximum Queue (ft)	859	125	155	170	165	388	330	118
Average Queue (ft)	392	52	77	86	60	206	155	53
95th Queue (ft)	815	107	131	151	124	329	267	96
Link Distance (ft)	1158			945	945	514	514	514
Upstream Blk Time (%)	0							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)		800	800					
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 7: SR 74/Senoia Rd & I-85 Northbound ramps

Movement	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	TR	T	R	T	T	R	R	L	L	T	T	T
Maximum Queue (ft)	193	120	99	162	294	471	614	256	282	352	629	275
Average Queue (ft)	72	8	35	61	62	192	213	131	154	37	57	52
95th Queue (ft)	162	55	99	123	181	350	398	222	240	177	337	192
Link Distance (ft)	1276	1274		757	757	757	757			945	945	945
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			50					500	500			
Storage Blk Time (%)		0	1									
Queuing Penalty (veh)		0	0									

Intersection: 7: SR 74/Senoia Rd & I-85 Northbound ramps

Movement	SB
Directions Served	T
Maximum Queue (ft)	184
Average Queue (ft)	56
95th Queue (ft)	137
Link Distance (ft)	945
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: SR 74/Senoia Rd & Oakley Industrial Blvd

Movement	EB	EB	WB	WB	WB	B32	NB	NB	NB	NB	NB	SB
Directions Served	L	TR	L	T	R	T	UL	T	T	T	TR	UL
Maximum Queue (ft)	245	315	237	259	446	1272	97	284	422	442	426	437
Average Queue (ft)	140	105	125	76	237	64	36	154	239	305	253	267
95th Queue (ft)	241	265	202	179	417	797	83	252	398	433	375	453
Link Distance (ft)		1634		626		3111		1133	1133	1133	1133	
Upstream Blk Time (%)						0						
Queuing Penalty (veh)						1						
Storage Bay Dist (ft)	215		190		475		250					425
Storage Blk Time (%)	6	0	2	0	1			0				4
Queuing Penalty (veh)	6	0	10	0	2			0				13

Intersection: 8: SR 74/Senoia Rd & Oakley Industrial Blvd

Movement	SB	SB	SB	SB	SB	SB
Directions Served	L	T	T	T	T	R
Maximum Queue (ft)	476	498	378	334	378	150
Average Queue (ft)	254	145	125	147	167	76
95th Queue (ft)	479	426	297	251	287	196
Link Distance (ft)		757	757	757	757	
Upstream Blk Time (%)		0	0	0	0	
Queuing Penalty (veh)		2	1	1	0	
Storage Bay Dist (ft)	425					100
Storage Blk Time (%)	4	1			24	1
Queuing Penalty (veh)	11	3			63	3

Zone Summary

Zone wide Queuing Penalty: 214

Intersection: 4: SR 74/Fairburn Industrial Blvd/SR 74/Senoia Rd & Senoia Rd

Movement	EB	WB	SB
Directions Served	UL	U	LR
Maximum Queue (ft)	82	25	181
Average Queue (ft)	25	2	175
95th Queue (ft)	61	14	187
Link Distance (ft)			149
Upstream Blk Time (%)			97
Queuing Penalty (veh)			214
Storage Bay Dist (ft)	275	275	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: SR 74/Senoia Rd & I-85 Southbound ramps

Movement	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	TR	L	L	T	T	T	T	R
Maximum Queue (ft)	358	163	173	108	111	310	255	124
Average Queue (ft)	71	81	97	39	24	159	126	52
95th Queue (ft)	261	143	156	94	72	269	225	94
Link Distance (ft)	1158			945	945	514	514	514
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		800	800					
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 7: SR 74/Senoia Rd & I-85 Northbound ramps

Movement	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	TR	T	R	T	T	R	R	L	L	T	T	T
Maximum Queue (ft)	145	53	92	141	127	424	383	254	355	608	718	854
Average Queue (ft)	35	3	24	70	64	182	192	140	165	74	112	106
95th Queue (ft)	111	27	83	124	121	326	316	233	273	335	482	460
Link Distance (ft)	1276	1274		757	757	757	757			945	945	945
Upstream Blk Time (%)												0
Queuing Penalty (veh)												1
Storage Bay Dist (ft)			50					500	500			
Storage Blk Time (%)		0	0							0		
Queuing Penalty (veh)		0	0							0		

Intersection: 7: SR 74/Senoia Rd & I-85 Northbound ramps

Movement	SB
Directions Served	T
Maximum Queue (ft)	202
Average Queue (ft)	48
95th Queue (ft)	133
Link Distance (ft)	945
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: SR 74/Senoia Rd & Oakley Industrial Blvd

Movement	EB	EB	WB	WB	WB	B32	NB	NB	NB	NB	NB	SB
Directions Served	L	TR	L	T	R	T	UL	T	T	T	TR	UL
Maximum Queue (ft)	264	547	218	319	401	1944	150	379	460	502	441	367
Average Queue (ft)	163	142	125	92	213	234	62	193	300	344	294	240
95th Queue (ft)	271	444	197	296	405	1605	124	315	438	473	422	405
Link Distance (ft)		1634		626		3111		1133	1133	1133	1133	
Upstream Blk Time (%)				0		3						
Queuing Penalty (veh)				3		24						
Storage Bay Dist (ft)	215		190		475		250					425
Storage Blk Time (%)	14	0	1	0	3			2				4
Queuing Penalty (veh)	17	0	7	1	10			2				16

Intersection: 8: SR 74/Senoia Rd & Oakley Industrial Blvd

Movement	SB	SB	SB	SB	SB	SB
Directions Served	L	T	T	T	T	R
Maximum Queue (ft)	381	459	411	379	394	150
Average Queue (ft)	221	175	154	188	217	93
95th Queue (ft)	427	431	285	293	330	211
Link Distance (ft)		757	757	757	757	
Upstream Blk Time (%)		0			0	
Queuing Penalty (veh)		0			0	
Storage Bay Dist (ft)	425					100
Storage Blk Time (%)	4	1			35	1
Queuing Penalty (veh)	14	2			67	3

Zone Summary

Zone wide Queuing Penalty: 380

4: SR 74/Fairburn Industrial Blvd/SR 74/Senoia Rd & Senoia Rd



Lane Group	EBU	EBL	EBT	WBU	WBT	SBL
Lane Configurations		↔	↔↔	↔	↔↔	↔
Traffic Volume (vph)	10	62	590	3	803	107
Future Volume (vph)	10	62	590	3	803	107
Turn Type	pm+pt	pm+pt	NA	Perm	NA	Prot
Protected Phases	5	5	2		6	4
Permitted Phases	2	2		6		
Detector Phase	5	5	2	6	6	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	24.0	24.0	24.0	24.0
Total Split (s)	15.0	15.0	81.0	66.0	66.0	29.0
Total Split (%)	13.6%	13.6%	73.6%	60.0%	60.0%	26.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	C-Max	Max
Act Effect Green (s)		75.0	75.0	64.1	64.1	23.0
Actuated g/C Ratio		0.68	0.68	0.58	0.58	0.21
v/c Ratio		0.22	0.34	0.01	0.50	0.35
Control Delay (s/veh)		7.3	7.9	12.3	14.4	40.1
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		7.3	7.9	12.3	14.4	40.1
LOS		A	A	B	B	D
Approach Delay (s/veh)			7.8		14.4	40.1
Approach LOS			A		B	D

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTU, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay (s/veh): 13.4

Intersection LOS: B

Intersection Capacity Utilization 47.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 4: SR 74/Fairburn Industrial Blvd/SR 74/Senoia Rd & Senoia Rd



4: SR 74/Fairburn Industrial Blvd/SR 74/Senoia Rd & Senoia Rd

								
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Volume (veh/h)	10	62	590	3	803	1	107	4
Future Volume (veh/h)	10	62	590	3	803	1	107	4
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	1470		1633	1900	1796	1900
Adj Flow Rate, veh/h		69	656		892	1	119	4
Peak Hour Factor		0.90	0.90		0.90	0.90	0.90	0.90
Percent Heavy Veh, %		9	29		18	0	7	0
Cap, veh/h		384	1905		1868	2	342	11
Arrive On Green		0.04	0.68		0.59	0.59	0.21	0.21
Sat Flow, veh/h		1682	2867		3262	4	1636	55
Grp Volume(v), veh/h		69	656		435	458	124	0
Grp Sat Flow(s), veh/h/ln		1682	1397		1552	1633	1705	0
Q Serve(g_s), s		1.7	10.7		17.7	17.7	6.8	0.0
Cycle Q Clear(g_c), s		1.7	10.7		17.7	17.7	6.8	0.0
Prop In Lane		1.00				0.00	0.96	0.03
Lane Grp Cap(c), veh/h		384	1905		911	959	356	0
V/C Ratio(X)		0.18	0.34		0.48	0.48	0.35	0.00
Avail Cap(c_a), veh/h		454	1905		911	959	356	0
HCM Platoon Ratio		1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00		1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		9.2	7.3		13.0	13.0	37.1	0.0
Incr Delay (d2), s/veh		0.2	0.5		1.8	1.7	2.7	0.0
Initial Q Delay(d3), s/veh		0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.5	2.8		5.9	6.2	3.1	0.0
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh		9.4	7.8		14.8	14.7	39.8	0.0
LnGrp LOS		A	A		B	B	D	
Approach Vol, veh/h			725		893		124	
Approach Delay, s/veh			7.9		14.8		39.8	
Approach LOS			A		B		D	
Timer - Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		81.0		29.0	10.4	70.6		
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		
Max Green Setting (Gmax), s		75.0		23.0	9.0	60.0		
Max Q Clear Time (g_c+l1), s		12.7		8.8	3.7	19.7		
Green Ext Time (p_c), s		4.9		0.2	0.0	6.0		
Intersection Summary								
HCM 7th Control Delay, s/veh			13.7					
HCM 7th LOS			B					
Notes								
User approved ignoring U-Turning movement.								

	→	↘	←	↖	↙	↑	↓	↗
Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations	↗	↗	↗	↗	↖↗	↗↗	↗↗	↗
Traffic Volume (vph)	0	1214	0	628	188	547	509	167
Future Volume (vph)	0	1214	0	628	188	547	509	167
Turn Type	NA	pm+ov	NA	Perm	Prot	NA	NA	Perm
Protected Phases	4	5	8		5	2	6	
Permitted Phases		4		8				6
Detector Phase	4	5	8	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	2.0	5.0	2.0	2.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.0	11.0	8.0	8.0	11.0	24.0	24.0	24.0
Total Split (s)	55.0	22.0	55.0	55.0	22.0	55.0	33.0	33.0
Total Split (%)	50.0%	20.0%	50.0%	50.0%	20.0%	50.0%	30.0%	30.0%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lag			Lag		Lead	Lead
Lead-Lag Optimize?		Yes			Yes		Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	30.7	52.7	30.7	30.7	16.0	67.3	45.3	45.3
Actuated g/C Ratio	0.28	0.48	0.28	0.28	0.15	0.61	0.41	0.41
v/c Ratio	0.93	0.95	0.67	0.67	0.42	0.28	0.48	0.26
Control Delay (s/veh)	32.2	48.2	18.9	18.8	31.6	6.7	33.9	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.2	48.2	18.9	18.8	31.6	6.7	33.9	15.3
LOS	C	D	B	B	C	A	C	B
Approach Delay (s/veh)	40.2		18.9			13.1	29.3	
Approach LOS	D		B			B	C	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 105 (95%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay (s/veh): 27.7

Intersection LOS: C

Intersection Capacity Utilization 74.2%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 6: SR 74/Senoia Rd & I-85 Southbound ramps



DRI 4313 Mapco Industrial Site
6: SR 74/Senoia Rd & I-85 Southbound ramps

2028 No-Build AM - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	1214	0	0	628	188	547	0	0	509	167
Future Volume (veh/h)	0	0	1214	0	0	628	188	547	0	0	509	167
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	0	1900	1722	0	1900	1633	1796	1796	0	0	1455	1678
Adj Flow Rate, veh/h	0	0	0	0	0	675	202	588	0	0	547	180
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	12	0	0	18	7	7	0	0	30	15
Cap, veh/h	0	525		0	525	765	1044	2097	0	0	679	349
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.28	0.63	1.00	0.00	0.00	0.25	0.25
Sat Flow, veh/h	0	1900	2919	0	1900	2768	3319	3503	0	0	2838	1422
Grp Volume(v), veh/h	0	0	0	0	0	675	202	588	0	0	547	180
Grp Sat Flow(s),veh/h/ln	0	1900	1459	0	1900	1384	1659	1706	0	0	1383	1422
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	25.7	2.8	0.0	0.0	0.0	20.5	12.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	25.7	2.8	0.0	0.0	0.0	20.5	12.0
Prop In Lane	0.00		1.00	0.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	525		0	525	765	1044	2097	0	0	679	349
V/C Ratio(X)	0.00	0.00		0.00	0.00	0.88	0.19	0.28	0.00	0.00	0.81	0.52
Avail Cap(c_a), veh/h	0	846		0	846	1233	1044	2097	0	0	679	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	0.00	0.00	1.00	0.96	0.96	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	38.1	14.5	0.0	0.0	0.0	39.0	35.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	4.7	0.1	0.3	0.0	0.0	9.9	5.4
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	0.0	0.0	0.0	0.0	0.0	8.6	1.0	0.1	0.0	0.0	7.6	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	0.0	0.0	42.8	14.6	0.3	0.0	0.0	48.9	41.2
LnGrp LOS							D	B	A	D		
Approach Vol, veh/h	0				675				790			
Approach Delay, s/veh	0.0				42.8				4.0			
Approach LOS					D				A			
Timer - Assigned Phs	2			4		5	6	8				
Phs Duration (G+Y+Rc), s	73.6			36.4		40.6	33.0	36.4				
Change Period (Y+Rc), s	6.0			6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	49.0			49.0		16.0	27.0	49.0				
Max Q Clear Time (g_c+l1), s	2.0			0.0		4.8	22.5	27.7				
Green Ext Time (p_c), s	4.1			0.0		0.5	1.7	2.7				
Intersection Summary												
HCM 7th Control Delay, s/veh				30.2								
HCM 7th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th Signalized Intersection Summary

Synchro 12 Report
NV5

DRI 4313 Mapco Industrial Site
7: SR 74/Senoia Rd & I-85 Northbound ramps

2028 No-Build AM - Mitigated

	→	↘	↖	↑	↗	↙	↓	
Lane Group	EBT	EBR	WBR	NBT	NBR	SBL	SBT	Ø8
Lane Configurations	↗	↗	↗	↑↑	↗↗↗	↙↙	↑↑↑	
Traffic Volume (vph)	0	351	212	524	1555	321	1402	
Future Volume (vph)	0	351	212	524	1555	321	1402	
Turn Type	NA	Perm	pm+ov	NA	Perm	Prot	NA	
Protected Phases	4		1	2		1	6	8
Permitted Phases		4	8		2			
Detector Phase	4	4	1	2	2	1	6	
Switch Phase								
Minimum Initial (s)	2.0	2.0	5.0	5.0	5.0	5.0	5.0	2.0
Minimum Split (s)	8.0	8.0	11.0	24.0	24.0	11.0	24.0	8.0
Total Split (s)	30.0	30.0	24.0	56.0	56.0	24.0	80.0	30.0
Total Split (%)	27.3%	27.3%	21.8%	50.9%	50.9%	21.8%	72.7%	27%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag			Lag	Lead	Lead	Lag		
Lead-Lag Optimize?			Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max	None
Act Effct Green (s)	13.3	13.3	37.3	60.7	60.7	18.0	84.7	
Actuated g/C Ratio	0.12	0.12	0.34	0.55	0.55	0.16	0.77	
v/c Ratio	0.74	0.74	0.35	0.30	0.64	0.73	0.31	
Control Delay (s/veh)	41.1	40.7	5.1	6.9	3.5	53.4	5.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	41.1	40.7	5.1	6.9	3.5	53.4	5.7	
LOS	D	D	A	A	A	D	A	
Approach Delay (s/veh)	40.9			4.3			14.6	
Approach LOS	D			A			B	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 107 (97%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay (s/veh): 11.4

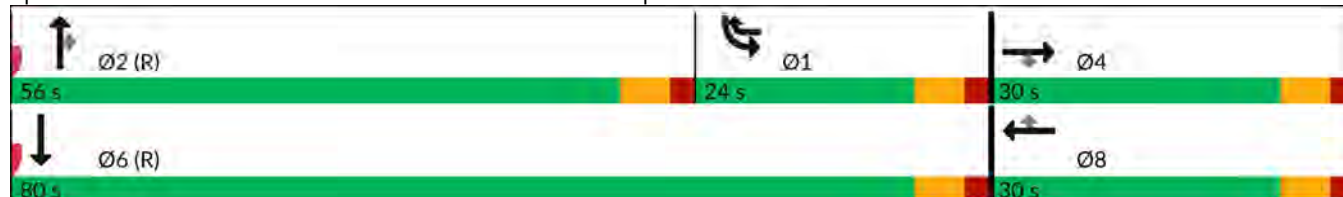
Intersection LOS: B

Intersection Capacity Utilization 67.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 7: SR 74/Senoia Rd & I-85 Northbound ramps



Timings

Synchro 12 Report
NV5

DRI 4313 Mapco Industrial Site
7: SR 74/Senoia Rd & I-85 Northbound ramps

2028 No-Build AM - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	351	0	0	212	0	524	1555	321	1402	0
Future Volume (veh/h)	0	0	351	0	0	212	0	524	1555	321	1402	0
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	0	1900	1826	0	1900	1811	0	1796	1826	1589	1826	0
Adj Flow Rate, veh/h	0	0	377	0	0	228	0	563	1672	345	1508	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	5	0	0	6	0	7	5	21	5	0
Cap, veh/h	0	277	450	0	277	586	0	1551	1604	694	4682	0
Arrive On Green	0.00	0.00	0.15	0.00	0.00	0.15	0.00	0.76	0.76	0.47	1.00	0.00
Sat Flow, veh/h	0	1900	3095	0	1900	1535	0	3503	3528	2935	6537	0
Grp Volume(v), veh/h	0	0	377	0	0	228	0	563	1672	345	1508	0
Grp Sat Flow(s),veh/h/ln	0	1900	1547	0	1900	1535	0	1706	1176	1468	1570	0
Q Serve(g_s), s	0.0	0.0	13.0	0.0	0.0	0.0	0.0	6.0	50.0	8.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	13.0	0.0	0.0	0.0	0.0	6.0	50.0	8.9	0.0	0.0
Prop In Lane	0.00		1.00	0.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	277	450	0	277	586	0	1551	1604	694	4682	0
V/C Ratio(X)	0.00	0.00	0.84	0.00	0.00	0.39	0.00	0.36	1.04	0.50	0.32	0.00
Avail Cap(c_a), veh/h	0	415	675	0	415	697	0	1551	1604	694	4682	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	2.00	2.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.71	0.71	0.60	0.60	0.00
Uniform Delay (d), s/veh	0.0	0.0	45.7	0.0	0.0	24.7	0.0	8.0	13.3	24.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	5.8	0.0	0.0	0.4	0.0	0.5	31.2	0.3	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	5.1	0.0	0.0	7.0	0.0	1.9	8.5	2.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	51.6	0.0	0.0	25.1	0.0	8.4	44.4	24.8	0.1	0.0
LnGrp LOS	D			C			A			F		
Approach Vol, veh/h	377			228			2235			1853		
Approach Delay, s/veh	51.6			25.1			35.4			4.7		
Approach LOS	D			C			D			A		
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	32.0	56.0		22.0		88.0		22.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	18.0	50.0		24.0		74.0		24.0				
Max Q Clear Time (g_c+I1), s	10.9	52.0		15.0		2.0		2.0				
Green Ext Time (p_c), s	0.7	0.0		1.0		15.6		0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh				24.1								
HCM 7th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

DRI 4313 Mapco Industrial Site
8: SR 74/Senoia Rd & Oakley Industrial Blvd

2028 No-Build AM - Mitigated

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBU	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	193	82	206	99	446	12	35	1333	289	1139	266
Future Volume (vph)	193	82	206	99	446	12	35	1333	289	1139	266
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	pm+pt	NA	Prot	NA	Perm
Protected Phases		4		8		5	5	2	1	6	
Permitted Phases	4		8		8	2	2				6
Detector Phase	4	4	8	8	8	5	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	11.0	11.0	24.0	11.0	24.0	24.0
Total Split (s)	42.0	42.0	42.0	42.0	42.0	13.0	13.0	43.0	25.0	55.0	55.0
Total Split (%)	38.2%	38.2%	38.2%	38.2%	38.2%	11.8%	11.8%	39.1%	22.7%	50.0%	50.0%
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)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	25.8	25.8	25.8	25.8	25.8		47.2	47.2	19.0	61.4	61.4
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.23		0.43	0.43	0.17	0.56	0.56
v/c Ratio	0.79	0.31	0.73	0.27	0.80		0.28	0.59	0.66	0.36	0.33
Control Delay (s/veh)	59.4	29.8	52.4	33.8	21.8		25.9	26.1	45.0	10.6	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.4	29.8	52.4	33.8	21.8		25.9	26.1	45.0	10.6	1.8
LOS	E	C	D	C	C		C	C	D	B	A
Approach Delay (s/veh)		48.7		31.8				26.1		15.6	
Approach LOS		D		C				C		B	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay (s/veh): 24.4

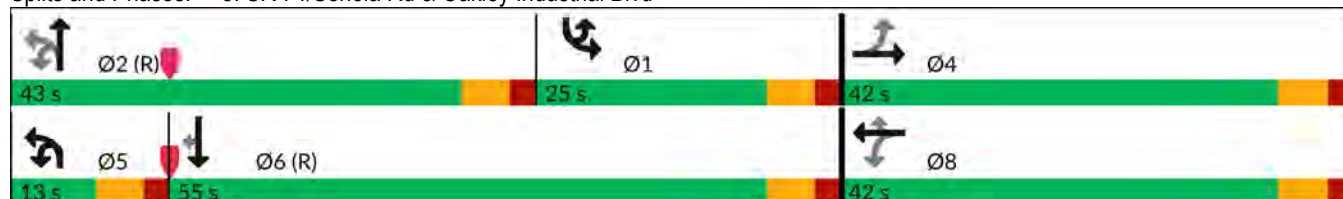
Intersection LOS: C

Intersection Capacity Utilization 88.6%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 8: SR 74/Senoia Rd & Oakley Industrial Blvd



Timings

Synchro 12 Report
NV5

DRI 4313 Mapco Industrial Site
8: SR 74/Senoia Rd & Oakley Industrial Blvd

2028 No-Build AM - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	193	82	26	206	99	446	12	35	1333	107	32	289
Future Volume (veh/h)	193	82	26	206	99	446	12	35	1333	107	32	289
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	1633	1648	1470	1870	1693	1767		1530	1811	1633		1633
Adj Flow Rate, veh/h	205	87	28	219	105	474		37	1418	114		307
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		0.94	0.94	0.94		0.94
Percent Heavy Veh, %	18	17	29	2	14	9		25	6	18		18
Cap, veh/h	272	391	126	416	554	490		178	1992	160		521
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33		0.03	0.34	0.34		0.35
Sat Flow, veh/h	729	1194	384	1277	1693	1497		1457	5923	475		3018
Grp Volume(v), veh/h	205	0	115	219	105	474		37	1118	414		307
Grp Sat Flow(s),veh/h/ln	729	0	1579	1277	1693	1497		1457	1558	1726		1509
Q Serve(g_s), s	30.9	0.0	5.8	16.5	4.9	34.3		2.0	23.0	23.0		9.2
Cycle Q Clear(g_c), s	35.8	0.0	5.8	22.3	4.9	34.3		2.0	23.0	23.0		9.2
Prop In Lane	1.00		0.24	1.00		1.00		1.00		0.28		1.00
Lane Grp Cap(c), veh/h	272	0	517	416	554	490		178	1572	580		521
V/C Ratio(X)	0.75	0.00	0.22	0.53	0.19	0.97		0.21	0.71	0.71		0.59
Avail Cap(c_a), veh/h	272	0	517	416	554	490		226	1572	580		521
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		0.94
Uniform Delay (d), s/veh	39.4	0.0	26.8	34.9	26.5	36.4		27.7	31.8	31.9		32.8
Incr Delay (d2), s/veh	11.4	0.0	0.2	1.2	0.2	32.3		0.6	2.8	7.3		1.6
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	6.1	0.0	2.1	5.1	1.9	16.2		0.7	8.6	10.3		3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.7	0.0	27.1	36.2	26.7	68.7		28.3	34.6	39.2		34.4
LnGrp LOS	D		C	D	C	E		C	C	D		C
Approach Vol, veh/h	320			798				1569				
Approach Delay, s/veh	42.2			54.3				35.7				
Approach LOS	D			D				D				
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.0	43.0		42.0	9.4	58.6		42.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	19.0	37.0		36.0	7.0	49.0		36.0				
Max Q Clear Time (g_c+I1), s	11.2	25.0		37.8	4.0	3.7		36.3				
Green Ext Time (p_c), s	0.7	7.2		0.0	0.0	12.2		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				28.1								
HCM 7th LOS				C								
Notes												
User approved ignoring U-Turning movement.												



Movement	SBT	SBR
Lane Configurations	↑↑↑↑	↗
Traffic Volume (veh/h)	1139	266
Future Volume (veh/h)	1139	266
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	1604
Adj Flow Rate, veh/h	1212	283
Peak Hour Factor	0.94	0.94
Percent Heavy Veh, %	8	20
Cap, veh/h	2931	650
Arrive On Green	0.96	0.96
Sat Flow, veh/h	6128	1359
Grp Volume(v), veh/h	1212	283
Grp Sat Flow(s),veh/h/ln	1532	1359
Q Serve(g_s), s	1.6	1.7
Cycle Q Clear(g_c), s	1.6	1.7
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2931	650
V/C Ratio(X)	0.41	0.44
Avail Cap(c_a), veh/h	2931	650
HCM Platoon Ratio	2.00	2.00
Upstream Filter(I)	0.94	0.94
Uniform Delay (d), s/veh	1.3	1.3
Incr Delay (d2), s/veh	0.4	2.0
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.7
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	1.7	3.3
LnGrp LOS	A	A
Approach Vol, veh/h	1802	
Approach Delay, s/veh	7.5	
Approach LOS	A	
Timer - Assigned Phs		

4: SR 74/Fairburn Industrial Blvd/SR 74/Senoia Rd & Senoia Rd



Lane Group	EBU	EBL	EBT	WBU	WBT	SBL
Lane Configurations		↩	↩↩	↩	↩↩	↩
Traffic Volume (vph)	15	37	810	3	677	191
Future Volume (vph)	15	37	810	3	677	191
Turn Type	Perm	Perm	NA	Perm	NA	Prot
Protected Phases			2		6	4
Permitted Phases	2	2		6		
Detector Phase	2	2	2	6	6	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	63.0	63.0	63.0	63.0	63.0	37.0
Total Split (%)	63.0%	63.0%	63.0%	63.0%	63.0%	37.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	Max
Act Effect Green (s)		57.0	57.0	57.0	57.0	31.0
Actuated g/C Ratio		0.57	0.57	0.57	0.57	0.31
v/c Ratio		0.15	0.46	0.01	0.40	0.38
Control Delay (s/veh)		11.5	13.6	15.7	22.9	29.2
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		11.5	13.6	15.7	22.9	29.2
LOS		B	B	B	C	C
Approach Delay (s/veh)			13.5		22.8	29.2
Approach LOS			B		C	C

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTU, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.46

Intersection Signal Delay (s/veh): 19.0

Intersection LOS: B

Intersection Capacity Utilization 52.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 4: SR 74/Fairburn Industrial Blvd/SR 74/Senoia Rd & Senoia Rd



4: SR 74/Fairburn Industrial Blvd/SR 74/Senoia Rd & Senoia Rd

								
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Volume (veh/h)	15	37	810	3	677	0	191	12
Future Volume (veh/h)	15	37	810	3	677	0	191	12
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	1693		1618	1900	1870	1633
Adj Flow Rate, veh/h		38	835		698	0	197	12
Peak Hour Factor		0.97	0.97		0.97	0.97	0.97	0.97
Percent Heavy Veh, %		9	14		19	0	2	18
Cap, veh/h		385	1833		1753	0	514	31
Arrive On Green		0.57	0.57		0.57	0.00	0.31	0.31
Sat Flow, veh/h		706	3300		3237	0	1660	101
Grp Volume(v), veh/h		38	835		698	0	210	0
Grp Sat Flow(s),veh/h/ln		706	1608		1537	0	1769	0
Q Serve(g_s), s		3.2	15.1		12.6	0.0	9.3	0.0
Cycle Q Clear(g_c), s		15.8	15.1		12.6	0.0	9.3	0.0
Prop In Lane		1.00				0.00	0.94	0.06
Lane Grp Cap(c), veh/h		385	1833		1753	0	548	0
V/C Ratio(X)		0.10	0.46		0.40	0.00	0.38	0.00
Avail Cap(c_a), veh/h		385	1833		1753	0	548	0
HCM Platoon Ratio		1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00		1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh		16.4	12.5		12.0	0.0	27.0	0.0
Incr Delay (d2), s/veh		0.5	0.8		0.7	0.0	2.0	0.0
Initial Q Delay(d3), s/veh		0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.5	4.9		3.9	0.0	4.1	0.0
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh		16.9	13.3		12.6	0.0	29.0	0.0
LnGrp LOS		B	B		B		C	
Approach Vol, veh/h			873		698		210	
Approach Delay, s/veh			13.5		12.6		29.0	
Approach LOS			B		B		C	
Timer - Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		63.0		37.0		63.0		
Change Period (Y+Rc), s		6.0		6.0		6.0		
Max Green Setting (Gmax), s		57.0		31.0		57.0		
Max Q Clear Time (g_c+I1), s		17.8		11.3		14.6		
Green Ext Time (p_c), s		6.7		0.5		5.1		
Intersection Summary								
HCM 7th Control Delay, s/veh			15.0					
HCM 7th LOS			B					
Notes								
User approved ignoring U-Turning movement.								

	→	↘	←	↖	↙	↑	↓	↗
Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations	↗	↗	↗	↗	↖↗	↗↗	↗↗	↗
Traffic Volume (vph)	0	1644	0	438	254	522	679	233
Future Volume (vph)	0	1644	0	438	254	522	679	233
Turn Type	NA	pm+ov	NA	Perm	Prot	NA	NA	Perm
Protected Phases	4	5	8		5	2	6	
Permitted Phases		4		8				6
Detector Phase	4	5	8	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	2.0	5.0	2.0	2.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.0	11.0	8.0	8.0	11.0	24.0	24.0	24.0
Total Split (s)	37.0	31.0	37.0	37.0	31.0	63.0	32.0	32.0
Total Split (%)	37.0%	31.0%	37.0%	37.0%	31.0%	63.0%	32.0%	32.0%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lead			Lead		Lag	Lag
Lead-Lag Optimize?		Yes			Yes		Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effect Green (s)	31.0	61.1	31.0	31.0	24.1	57.0	26.9	26.9
Actuated g/C Ratio	0.31	0.61	0.31	0.31	0.24	0.57	0.27	0.27
v/c Ratio	1.02	0.94	0.37	0.37	0.33	0.28	0.83	0.41
Control Delay (s/veh)	50.2	36.3	2.2	2.2	17.4	8.3	37.6	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.2	36.3	2.2	2.2	17.4	8.3	37.6	5.5
LOS	D	D	A	A	B	A	D	A
Approach Delay (s/veh)	43.2		2.2			11.3	29.4	
Approach LOS	D		A			B	C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 66 (66%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay (s/veh): 28.5

Intersection LOS: C

Intersection Capacity Utilization 96.6%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 6: SR 74/Senoia Rd & I-85 Southbound ramps



DRI 4313 Mapco Industrial Site
6: SR 74/Senoia Rd & I-85 Southbound ramps

2028 No-Build PM - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	1644	0	0	438	254	522	0	0	679	233
Future Volume (veh/h)	0	0	1644	0	0	438	254	522	0	0	679	233
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	0	1900	1826	0	1900	1559	1796	1796	0	0	1678	1826
Adj Flow Rate, veh/h	0	0	0	0	0	452	262	538	0	0	700	240
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	0	5	0	0	23	7	7	0	0	15	5
Cap, veh/h	0	380		0	380	528	350	2321	0	0	1641	796
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.20	0.03	0.22	0.00	0.00	0.51	0.51
Sat Flow, veh/h	0	1900	3095	0	1900	2643	3319	3503	0	0	3272	1547
Grp Volume(v), veh/h	0	0	0	0	0	452	262	538	0	0	700	240
Grp Sat Flow(s),veh/h/ln	0	1900	1547	0	1900	1321	1659	1706	0	0	1594	1547
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	16.5	7.8	12.9	0.0	0.0	13.7	8.9
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	16.5	7.8	12.9	0.0	0.0	13.7	8.9
Prop In Lane	0.00		1.00	0.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	380		0	380	528	350	2321	0	0	1641	796
V/C Ratio(X)	0.00	0.00		0.00	0.00	0.86	0.75	0.23	0.00	0.00	0.43	0.30
Avail Cap(c_a), veh/h	0	589		0	589	819	830	2321	0	0	1641	796
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	0.00	0.00	1.00	0.95	0.95	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	38.6	46.9	17.4	0.0	0.0	15.1	13.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	5.6	3.1	0.2	0.0	0.0	0.8	1.0
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	0.0	0.0	0.0	0.0	0.0	5.4	3.4	5.7	0.0	0.0	4.6	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	0.0	0.0	44.2	50.0	17.6	0.0	0.0	15.9	14.9
LnGrp LOS							D	D	B	B		
Approach Vol, veh/h	0				452		800				940	
Approach Delay, s/veh	0.0				44.2		28.2				15.7	
Approach LOS					D		C				B	
Timer - Assigned Phs	2			4		5	6	8				
Phs Duration (G+Y+Rc), s	74.0			26.0		16.6	57.5	26.0				
Change Period (Y+Rc), s	6.0			6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	57.0			31.0		25.0	26.0	31.0				
Max Q Clear Time (g_c+l1), s	14.9			0.0		9.8	15.7	18.5				
Green Ext Time (p_c), s	3.6			0.0		0.7	3.8	1.5				
Intersection Summary												
HCM 7th Control Delay, s/veh				26.1								
HCM 7th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th Signalized Intersection Summary

Synchro 12 Report
NV5

	→	↘	↙	↑	↗	↖	↓	
Lane Group	EBT	EBR	WBR	NBT	NBR	SBL	SBT	Ø8
Lane Configurations	↗	↗	↗	↑↑	↗↗↗	↖↖	↓↓↓	
Traffic Volume (vph)	0	222	143	639	1465	438	1892	
Future Volume (vph)	0	222	143	639	1465	438	1892	
Turn Type	NA	Perm	pm+ov	NA	Perm	Prot	NA	
Protected Phases	4		1	2		1	6	8
Permitted Phases		4	8		2			
Detector Phase	4	4	1	2	2	1	6	
Switch Phase								
Minimum Initial (s)	2.0	2.0	5.0	5.0	5.0	5.0	5.0	2.0
Minimum Split (s)	8.0	8.0	11.0	24.0	24.0	11.0	24.0	8.0
Total Split (s)	24.0	24.0	23.0	53.0	53.0	23.0	76.0	24.0
Total Split (%)	24.0%	24.0%	23.0%	53.0%	53.0%	23.0%	76.0%	24%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag			Lead	Lag	Lag	Lead		
Lead-Lag Optimize?			Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max	None
Act Effct Green (s)	7.9	7.9	34.4	53.6	53.6	20.6	80.1	
Actuated g/C Ratio	0.08	0.08	0.34	0.54	0.54	0.21	0.80	
v/c Ratio	0.57	0.57	0.23	0.36	0.59	0.74	0.38	
Control Delay (s/veh)	23.1	23.1	2.3	6.7	2.9	37.3	2.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	23.1	23.1	2.3	6.7	2.9	37.3	2.1	
LOS	C	C	A	A	A	D	A	
Approach Delay (s/veh)	23.1			4.1			8.7	
Approach LOS	C			A			A	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 13 (13%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay (s/veh): 7.1

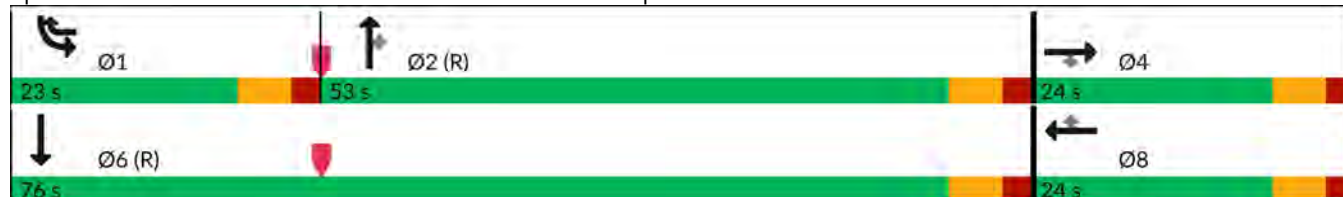
Intersection LOS: A

Intersection Capacity Utilization 66.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 7: SR 74/Senoia Rd & I-85 Northbound ramps



DRI 4313 Mapco Industrial Site
7: SR 74/Senoia Rd & I-85 Northbound ramps

2028 No-Build PM - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	222	0	0	143	0	639	1465	438	1892	0
Future Volume (veh/h)	0	0	222	0	0	143	0	639	1465	438	1892	0
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	0	1900	1707	0	1900	1781	0	1796	1826	1589	1826	0
Adj Flow Rate, veh/h	0	0	224	0	0	144	0	645	1480	442	1911	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	13	0	0	8	0	7	5	21	5	0
Cap, veh/h	0	191	291	0	191	405	0	1883	1946	493	4897	0
Arrive On Green	0.00	0.00	0.10	0.00	0.00	0.10	0.00	0.18	0.18	0.17	0.78	0.00
Sat Flow, veh/h	0	1900	2894	0	1900	1510	0	3503	3528	2935	6537	0
Grp Volume(v), veh/h	0	0	224	0	0	144	0	645	1480	442	1911	0
Grp Sat Flow(s),veh/h/ln	0	1900	1447	0	1900	1510	0	1706	1176	1468	1570	0
Q Serve(g_s), s	0.0	0.0	7.5	0.0	0.0	7.7	0.0	16.5	39.8	14.7	9.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	7.5	0.0	0.0	7.7	0.0	16.5	39.8	14.7	9.6	0.0
Prop In Lane	0.00		1.00	0.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	191	291	0	191	405	0	1883	1946	493	4897	0
V/C Ratio(X)	0.00	0.00	0.77	0.00	0.00	0.36	0.00	0.34	0.76	0.90	0.39	0.00
Avail Cap(c_a), veh/h	0	342	521	0	342	525	0	1883	1946	499	4897	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.72	0.72	0.34	0.34	0.00
Uniform Delay (d), s/veh	0.0	0.0	43.9	0.0	0.0	29.6	0.0	25.1	34.6	40.7	3.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	4.3	0.0	0.0	0.5	0.0	0.4	2.1	7.6	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.7	0.0	0.0	7.0	0.0	7.5	12.7	5.6	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	48.2	0.0	0.0	30.1	0.0	25.4	36.7	48.3	3.6	0.0
LnGrp LOS			D			C		C	D	D	A	
Approach Vol, veh/h	224			144			2125			2353		
Approach Delay, s/veh	48.2			30.1			33.3			12.0		
Approach LOS	D			C			C			B		
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	22.8	61.2		16.0		84.0		16.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	17.0	47.0		18.0		70.0		18.0				
Max Q Clear Time (g_c+I1), s	16.7	41.8		9.5		11.6		9.7				
Green Ext Time (p_c), s	0.1	4.1		0.5		23.3		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	23.5											
HCM 7th LOS	C											
Notes												
User approved volume balancing among the lanes for turning movement.												

DRI 4313 Mapco Industrial Site
8: SR 74/Senoia Rd & Oakley Industrial Blvd

2028 No-Build PM - Mitigated

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBU	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	223	96	221	102	384	30	41	1405	304	1617	191
Future Volume (vph)	223	96	221	102	384	30	41	1405	304	1617	191
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	pm+pt	NA	Prot	NA	Perm
Protected Phases		4		8		5	5	2	1	6	
Permitted Phases	4		8		8	2	2				6
Detector Phase	4	4	8	8	8	5	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	11.0	11.0	24.0	11.0	24.0	24.0
Total Split (s)	38.0	38.0	38.0	38.0	38.0	13.0	13.0	38.0	24.0	49.0	49.0
Total Split (%)	38.0%	38.0%	38.0%	38.0%	38.0%	13.0%	13.0%	38.0%	24.0%	49.0%	49.0%
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)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	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		41.5	41.5	16.1	53.2	53.2
Actuated g/C Ratio	0.24	0.24	0.24	0.24	0.24		0.42	0.42	0.16	0.53	0.53
v/c Ratio	0.81	0.30	0.74	0.25	0.61		0.39	0.63	0.73	0.49	0.26
Control Delay (s/veh)	56.1	27.6	48.9	30.0	8.6		38.5	25.6	57.5	15.3	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.1	27.6	48.9	30.0	8.6		38.5	25.6	57.5	15.3	6.7
LOS	E	C	D	C	A		D	C	E	B	A
Approach Delay (s/veh)		46.2		24.3				26.2		21.1	
Approach LOS		D		C				C		C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay (s/veh): 25.0

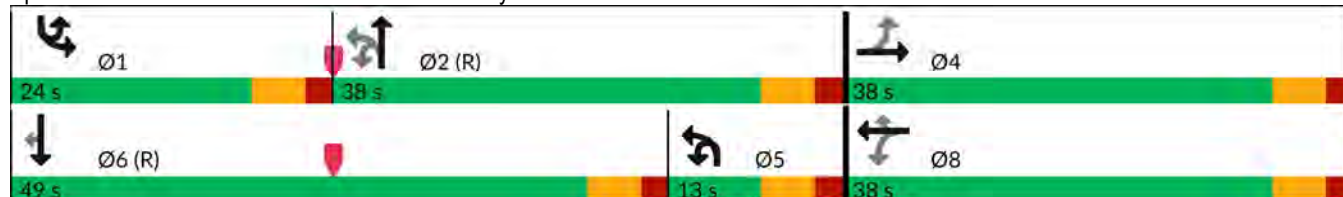
Intersection LOS: C

Intersection Capacity Utilization 88.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 8: SR 74/Senoia Rd & Oakley Industrial Blvd



DRI 4313 Mapco Industrial Site
8: SR 74/Senoia Rd & Oakley Industrial Blvd

2028 No-Build PM - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	223	96	23	221	102	384	30	41	1405	156	27	304
Future Volume (veh/h)	223	96	23	221	102	384	30	41	1405	156	27	304
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	1722	1707	1752	1870	1752	1796		1737	1826	1796		1574
Adj Flow Rate, veh/h	230	99	24	228	105	396		42	1448	161		313
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97		0.97
Percent Heavy Veh, %	12	13	10	2	10	7		11	5	7		22
Cap, veh/h	301	425	103	408	561	487		226	2127	236		384
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32		0.07	0.37	0.37		0.04
Sat Flow, veh/h	826	1328	322	1268	1752	1522		1654	5780	642		2908
Grp Volume(v), veh/h	230	0	123	228	105	396		42	1180	429		313
Grp Sat Flow(s),veh/h/ln	826	0	1649	1268	1752	1522		1654	1570	1710		1454
Q Serve(g_s), s	27.7	0.0	5.5	16.1	4.3	23.9		0.0	21.1	21.2		10.7
Cycle Q Clear(g_c), s	32.0	0.0	5.5	21.6	4.3	23.9		0.0	21.1	21.2		10.7
Prop In Lane	1.00		0.20	1.00		1.00		1.00		0.38		1.00
Lane Grp Cap(c), veh/h	301	0	528	408	561	487		226	1734	630		384
V/C Ratio(X)	0.77	0.00	0.23	0.56	0.19	0.81		0.19	0.68	0.68		0.82
Avail Cap(c_a), veh/h	301	0	528	408	561	487		226	1734	630		523
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		0.93
Uniform Delay (d), s/veh	36.3	0.0	25.0	32.9	24.6	31.2		35.7	26.6	26.7		46.6
Incr Delay (d2), s/veh	11.2	0.0	0.2	1.7	0.2	10.1		0.4	2.2	5.9		6.6
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	6.2	0.0	2.1	4.9	1.7	9.6		0.9	7.7	9.0		4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.4	0.0	25.2	34.6	24.8	41.4		36.1	28.8	32.5		53.2
LnGrp LOS	D		C	C	C	D		D	C	C		D
Approach Vol, veh/h	353			729				1651				
Approach Delay, s/veh	39.7			36.9				30.0				
Approach LOS	D			D				C				
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.2	42.8		38.0	13.0	49.0		38.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	18.0	32.0		32.0	7.0	43.0		32.0				
Max Q Clear Time (g_c+I1), s	12.7	23.2		34.0	2.0	26.3		25.9				
Green Ext Time (p_c), s	0.5	6.0		0.0	0.0	10.8		1.6				
Intersection Summary												
HCM 7th Control Delay, s/veh				35.2								
HCM 7th LOS				D								
Notes												
User approved ignoring U-Turning movement.												

DRI 4313 Mapco Industrial Site
8: SR 74/Senoia Rd & Oakley Industrial Blvd

2028 No-Build PM - Mitigated



Movement	SBT	SBR
Lane Configurations	↑↑↑↑	↗
Traffic Volume (veh/h)	1617	191
Future Volume (veh/h)	1617	191
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	1870	1574
Adj Flow Rate, veh/h	1667	197
Peak Hour Factor	0.97	0.97
Percent Heavy Veh, %	2	22
Cap, veh/h	2767	574
Arrive On Green	0.14	0.14
Sat Flow, veh/h	6434	1334
Grp Volume(v), veh/h	1667	197
Grp Sat Flow(s),veh/h/ln	1609	1334
Q Serve(g _s), s	24.3	13.3
Cycle Q Clear(g _c), s	24.3	13.3
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2767	574
V/C Ratio(X)	0.60	0.34
Avail Cap(c _a), veh/h	2767	574
HCM Platoon Ratio	0.33	0.33
Upstream Filter(I)	0.93	0.93
Uniform Delay (d), s/veh	34.9	30.2
Incr Delay (d2), s/veh	0.9	1.5
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.5	4.9
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	35.8	31.7
LnGrp LOS	D	C
Approach Vol, veh/h	2177	
Approach Delay, s/veh	37.9	
Approach LOS	D	
Timer - Assigned Phs		

4: SR 74/Fairburn Industrial Blvd/SR 74/Senoia Rd & Senoia Rd



Lane Group	EBU	EBL	EBT	WBU	WBT	SBL
Lane Configurations		↔	↔↔	↔	↔↔	↔
Traffic Volume (vph)	10	74	601	3	808	109
Future Volume (vph)	10	74	601	3	808	109
Turn Type	pm+pt	pm+pt	NA	Perm	NA	Prot
Protected Phases	5	5	2		6	4
Permitted Phases	2	2		6		
Detector Phase	5	5	2	6	6	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	24.0	24.0	24.0	24.0
Total Split (s)	14.0	14.0	77.0	63.0	63.0	33.0
Total Split (%)	12.7%	12.7%	70.0%	57.3%	57.3%	30.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	C-Max	Max
Act Effect Green (s)		71.0	71.0	60.1	60.1	27.0
Actuated g/C Ratio		0.65	0.65	0.55	0.55	0.25
v/c Ratio		0.27	0.37	0.01	0.54	0.31
Control Delay (s/veh)		9.4	9.8	11.0	14.7	35.6
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		9.4	9.8	11.0	14.7	35.6
LOS		A	A	B	B	D
Approach Delay (s/veh)			9.7		14.7	35.6
Approach LOS			A		B	D

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 47 (43%), Referenced to phase 2:EBTL and 6:WBTU, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay (s/veh): 14.1

Intersection LOS: B

Intersection Capacity Utilization 48.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 4: SR 74/Fairburn Industrial Blvd/SR 74/Senoia Rd & Senoia Rd



4: SR 74/Fairburn Industrial Blvd/SR 74/Senoia Rd & Senoia Rd

								
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Volume (veh/h)	10	74	601	3	808	1	109	7
Future Volume (veh/h)	10	74	601	3	808	1	109	7
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		1796	1470		1633	1900	1796	1900
Adj Flow Rate, veh/h		82	668		898	1	121	8
Peak Hour Factor		0.90	0.90		0.90	0.90	0.90	0.90
Percent Heavy Veh, %		7	29		18	0	7	0
Cap, veh/h		358	1803		1747	2	388	26
Arrive On Green		0.04	0.65		0.55	0.55	0.25	0.25
Sat Flow, veh/h		1711	2867		3262	4	1581	105
Grp Volume(v), veh/h		82	668		438	461	130	0
Grp Sat Flow(s),veh/h/ln		1711	1397		1552	1633	1698	0
Q Serve(g_s), s		2.2	12.3		19.5	19.5	6.9	0.0
Cycle Q Clear(g_c), s		2.2	12.3		19.5	19.5	6.9	0.0
Prop In Lane		1.00				0.00	0.93	0.06
Lane Grp Cap(c), veh/h		358	1803		852	897	417	0
V/C Ratio(X)		0.23	0.37		0.51	0.51	0.31	0.00
Avail Cap(c_a), veh/h		411	1803		852	897	417	0
HCM Platoon Ratio		1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00		1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		11.3	9.1		15.6	15.6	33.9	0.0
Incr Delay (d2), s/veh		0.3	0.6		2.2	2.1	1.9	0.0
Initial Q Delay(d3), s/veh		0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.8	3.3		6.7	7.1	3.0	0.0
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh		11.6	9.7		17.8	17.7	35.9	0.0
LnGrp LOS		B	A		B	B	D	
Approach Vol, veh/h			750		899		130	
Approach Delay, s/veh			9.9		17.7		35.9	
Approach LOS			A		B		D	
Timer - Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		77.0		33.0	10.6	66.4		
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		
Max Green Setting (Gmax), s		71.0		27.0	8.0	57.0		
Max Q Clear Time (g_c+l1), s		14.3		8.9	4.2	21.5		
Green Ext Time (p_c), s		5.0		0.3	0.0	6.0		
Intersection Summary								
HCM 7th Control Delay, s/veh			15.7					
HCM 7th LOS			B					
Notes								
User approved ignoring U-Turning movement.								

	→	↘	←	↖	↙	↑	↓	↗
Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations	↗	↗	↗	↗	↖↗	↗↗	↗↗	↗
Traffic Volume (vph)	0	1214	0	688	190	603	514	170
Future Volume (vph)	0	1214	0	688	190	603	514	170
Turn Type	NA	pm+ov	NA	Perm	Prot	NA	NA	Perm
Protected Phases	4	5	8		5	2	6	
Permitted Phases		4		8				6
Detector Phase	4	5	8	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	2.0	5.0	2.0	2.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.0	11.0	8.0	8.0	11.0	24.0	24.0	24.0
Total Split (s)	55.0	22.0	55.0	55.0	22.0	55.0	33.0	33.0
Total Split (%)	50.0%	20.0%	50.0%	50.0%	20.0%	50.0%	30.0%	30.0%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lag			Lag		Lead	Lead
Lead-Lag Optimize?		Yes			Yes		Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effect Green (s)	31.4	53.4	31.4	31.4	16.0	66.6	44.6	44.6
Actuated g/C Ratio	0.29	0.49	0.29	0.29	0.15	0.61	0.41	0.41
v/c Ratio	0.93	0.94	0.76	0.76	0.45	0.32	0.49	0.27
Control Delay (s/veh)	31.0	45.8	28.2	28.2	32.6	7.2	20.6	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.0	45.8	28.2	28.2	32.6	7.2	20.6	4.2
LOS	C	D	C	C	C	A	C	A
Approach Delay (s/veh)	38.4		28.2			13.3	16.5	
Approach LOS	D		C			B	B	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 105 (95%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay (s/veh): 26.0

Intersection LOS: C

Intersection Capacity Utilization 74.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 6: SR 74/Senoia Rd & I-85 Southbound ramps



DRI 4313 Mapco Industrial Site
6: SR 74/Senoia Rd & I-85 Southbound ramps

2028 Build AM - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	1214	0	0	688	190	603	0	0	514	170
Future Volume (veh/h)	0	0	1214	0	0	688	190	603	0	0	514	170
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	0	1900	1722	0	1900	1633	1737	1767	0	0	1470	1663
Adj Flow Rate, veh/h	0	0	0	0	0	740	204	648	0	0	553	183
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	12	0	0	18	11	9	0	0	29	16
Cap, veh/h	0	571		0	571	832	932	1982	0	0	686	346
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.30	0.58	1.00	0.00	0.00	0.25	0.25
Sat Flow, veh/h	0	1900	2919	0	1900	2768	3209	3445	0	0	2867	1409
Grp Volume(v), veh/h	0	0	0	0	0	740	204	648	0	0	553	183
Grp Sat Flow(s),veh/h/ln	0	1900	1459	0	1900	1384	1605	1678	0	0	1397	1409
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	28.1	3.4	0.0	0.0	0.0	20.5	12.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	28.1	3.4	0.0	0.0	0.0	20.5	12.4
Prop In Lane	0.00		1.00	0.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	571		0	571	832	932	1982	0	0	686	346
V/C Ratio(X)	0.00	0.00		0.00	0.00	0.89	0.22	0.33	0.00	0.00	0.81	0.53
Avail Cap(c_a), veh/h	0	846		0	846	1233	932	1982	0	0	686	346
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	0.00	0.00	1.00	0.95	0.95	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	36.7	17.1	0.0	0.0	0.0	39.0	36.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	5.8	0.1	0.4	0.0	0.0	9.8	5.7
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	0.0	0.0	0.0	0.0	0.0	9.4	1.1	0.1	0.0	0.0	7.6	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	0.0	0.0	42.6	17.2	0.4	0.0	0.0	48.9	41.7
LnGrp LOS							D	B	A	D		
Approach Vol, veh/h	0			740			852			736		
Approach Delay, s/veh	0.0			42.6			4.4			47.1		
Approach LOS				D			A			D		
Timer - Assigned Phs	2			4			5			6		
Phs Duration (G+Y+Rc), s	70.9			39.1			37.9			33.0		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	49.0			49.0			16.0			27.0		
Max Q Clear Time (g_c+l1), s	2.0			0.0			5.4			22.5		
Green Ext Time (p_c), s	4.6			0.0			0.5			1.7		
Intersection Summary												
HCM 7th Control Delay, s/veh				30.0								
HCM 7th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th Signalized Intersection Summary

Synchro 12 Report
NV5

	→	↘	↙	↑	↗	↖	↓	
Lane Group	EBT	EBR	WBR	NBT	NBR	SBL	SBT	Ø8
Lane Configurations	↗	↗	↗	↑↑	↗↗↗	↖↖	↑↑↑	
Traffic Volume (vph)	0	351	226	568	1571	324	1404	
Future Volume (vph)	0	351	226	568	1571	324	1404	
Turn Type	NA	Perm	pm+ov	NA	Perm	Prot	NA	
Protected Phases	4		1	2		1	6	8
Permitted Phases		4	8		2			
Detector Phase	4	4	1	2	2	1	6	
Switch Phase								
Minimum Initial (s)	2.0	2.0	5.0	5.0	5.0	5.0	5.0	2.0
Minimum Split (s)	8.0	8.0	11.0	24.0	24.0	11.0	24.0	8.0
Total Split (s)	30.0	30.0	24.0	56.0	56.0	24.0	80.0	30.0
Total Split (%)	27.3%	27.3%	21.8%	50.9%	50.9%	21.8%	72.7%	27%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag			Lag	Lead	Lead	Lag		
Lead-Lag Optimize?			Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max	None
Act Effct Green (s)	13.3	13.3	37.3	60.7	60.7	18.0	84.7	
Actuated g/C Ratio	0.12	0.12	0.34	0.55	0.55	0.16	0.77	
v/c Ratio	0.74	0.74	0.38	0.34	0.65	0.84	0.34	
Control Delay (s/veh)	41.1	40.7	8.1	7.2	3.6	60.8	5.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	41.1	40.7	8.1	7.2	3.6	60.8	5.7	
LOS	D	D	A	A	A	E	A	
Approach Delay (s/veh)	40.9			4.5			16.0	
Approach LOS	D			A			B	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 107 (97%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay (s/veh): 12.1

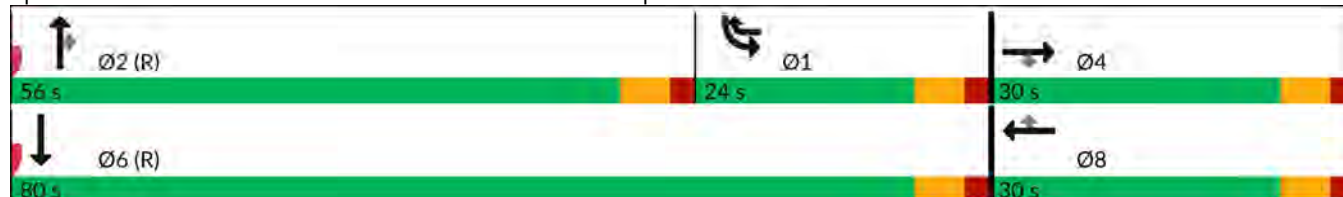
Intersection LOS: B

Intersection Capacity Utilization 68.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 7: SR 74/Senoia Rd & I-85 Northbound ramps



DRI 4313 Mapco Industrial Site
7: SR 74/Senoia Rd & I-85 Northbound ramps

2028 Build AM - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	351	0	0	226	0	568	1571	324	1404	0
Future Volume (veh/h)	0	0	351	0	0	226	0	568	1571	324	1404	0
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	0	1900	1826	0	1900	1811	0	1752	1811	1322	1707	0
Adj Flow Rate, veh/h	0	0	377	0	0	243	0	611	1689	348	1510	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	5	0	0	6	0	10	6	39	13	0
Cap, veh/h	0	277	450	0	277	586	0	1513	1591	577	4378	0
Arrive On Green	0.00	0.00	0.15	0.00	0.00	0.15	0.00	0.76	0.76	0.47	1.00	0.00
Sat Flow, veh/h	0	1900	3095	0	1900	1535	0	3416	3499	2443	6112	0
Grp Volume(v), veh/h	0	0	377	0	0	243	0	611	1689	348	1510	0
Grp Sat Flow(s),veh/h/ln	0	1900	1547	0	1900	1535	0	1664	1166	1221	1468	0
Q Serve(g_s), s	0.0	0.0	13.0	0.0	0.0	0.0	0.0	7.0	50.0	11.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	13.0	0.0	0.0	0.0	0.0	7.0	50.0	11.6	0.0	0.0
Prop In Lane	0.00		1.00	0.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	277	450	0	277	586	0	1513	1591	577	4378	0
V/C Ratio(X)	0.00	0.00	0.84	0.00	0.00	0.41	0.00	0.40	1.06	0.60	0.34	0.00
Avail Cap(c_a), veh/h	0	415	675	0	415	697	0	1513	1591	577	4378	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	2.00	2.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.69	0.69	0.60	0.60	0.00
Uniform Delay (d), s/veh	0.0	0.0	45.7	0.0	0.0	25.0	0.0	8.1	13.3	25.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	5.8	0.0	0.0	0.5	0.0	0.6	37.7	1.1	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	5.1	0.0	0.0	7.5	0.0	2.0	9.4	2.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	51.6	0.0	0.0	25.4	0.0	8.6	51.0	26.3	0.1	0.0
LnGrp LOS			D			C		A	F	C	A	
Approach Vol, veh/h	377			243			2300			1858		
Approach Delay, s/veh	51.6			25.4			39.7			5.0		
Approach LOS	D			C			D			A		
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	32.0	56.0		22.0		88.0		22.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	18.0	50.0		24.0		74.0		24.0				
Max Q Clear Time (g_c+I1), s	13.6	52.0		15.0		2.0		2.0				
Green Ext Time (p_c), s	0.5	0.0		1.0		15.9		0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh				26.4								
HCM 7th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

DRI 4313 Mapco Industrial Site
8: SR 74/Senoia Rd & Oakley Industrial Blvd

2028 Build AM - Mitigated

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBU	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	193	82	217	99	464	12	35	1375	289	1141	266
Future Volume (vph)	193	82	217	99	464	12	35	1375	289	1141	266
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	pm+pt	NA	Prot	NA	Perm
Protected Phases		4		8		5	5	2	1	6	
Permitted Phases	4		8		8	2	2				6
Detector Phase	4	4	8	8	8	5	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	11.0	11.0	24.0	11.0	24.0	24.0
Total Split (s)	43.0	43.0	43.0	43.0	43.0	13.0	13.0	43.0	24.0	54.0	54.0
Total Split (%)	39.1%	39.1%	39.1%	39.1%	39.1%	11.8%	11.8%	39.1%	21.8%	49.1%	49.1%
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)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	27.1	27.1	27.1	27.1	27.1		46.9	46.9	18.0	60.1	60.1
Actuated g/C Ratio	0.25	0.25	0.25	0.25	0.25		0.43	0.43	0.16	0.55	0.55
v/c Ratio	0.75	0.30	0.76	0.26	0.83		0.28	0.61	0.69	0.37	0.34
Control Delay (s/veh)	54.2	28.6	53.3	32.6	26.2		26.2	26.7	46.5	11.1	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.2	28.6	53.3	32.6	26.2		26.2	26.7	46.5	11.1	1.9
LOS	D	C	D	C	C		C	C	D	B	A
Approach Delay (s/veh)		45.0		34.5				26.7		16.3	
Approach LOS		D		C				C		B	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay (s/veh): 25.2

Intersection LOS: C

Intersection Capacity Utilization 90.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 8: SR 74/Senoia Rd & Oakley Industrial Blvd



DRI 4313 Mapco Industrial Site
8: SR 74/Senoia Rd & Oakley Industrial Blvd

2028 Build AM - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	193	82	26	217	99	464	12	35	1375	107	32	289
Future Volume (veh/h)	193	82	26	217	99	464	12	35	1375	107	32	289
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	1633	1648	1470	1826	1693	1752		1530	1811	1633		1633
Adj Flow Rate, veh/h	205	87	28	231	105	494		37	1463	114		307
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		0.94	0.94	0.94		0.94
Percent Heavy Veh, %	18	17	29	5	14	10		25	6	18		18
Cap, veh/h	275	402	129	420	569	499		177	1997	155		494
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34		0.03	0.34	0.34		0.33
Sat Flow, veh/h	716	1194	384	1247	1693	1485		1457	5938	462		3018
Grp Volume(v), veh/h	205	0	115	231	105	494		37	1151	426		307
Grp Sat Flow(s),veh/h/ln	716	0	1579	1247	1693	1485		1457	1558	1728		1509
Q Serve(g_s), s	31.2	0.0	5.7	17.9	4.8	36.4		2.0	23.9	23.9		9.5
Cycle Q Clear(g_c), s	36.1	0.0	5.7	23.6	4.8	36.4		2.0	23.9	23.9		9.5
Prop In Lane	1.00		0.24	1.00		1.00		1.00		0.27		1.00
Lane Grp Cap(c), veh/h	275	0	531	420	569	499		177	1572	581		494
V/C Ratio(X)	0.75	0.00	0.22	0.55	0.18	0.99		0.21	0.73	0.73		0.62
Avail Cap(c_a), veh/h	275	0	531	420	569	499		224	1572	581		494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		0.93
Uniform Delay (d), s/veh	38.6	0.0	26.1	34.6	25.8	36.3		27.7	32.1	32.2		34.1
Incr Delay (d2), s/veh	10.6	0.0	0.2	1.5	0.2	37.4		0.6	3.1	8.0		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
%ile BackOfQ(50%),veh/ln	6.0	0.0	2.1	5.4	1.9	17.6		0.7	8.9	10.7		3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.2	0.0	26.3	36.1	26.0	73.7		28.3	35.2	40.1		36.4
LnGrp LOS	D		C	D	C	E		C	D	D		D
Approach Vol, veh/h	320			830				1614				
Approach Delay, s/veh	41.0			57.2				36.3				
Approach LOS	D			E				D				
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.0	43.0		43.0	9.4	57.6		43.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	18.0	37.0		37.0	7.0	48.0		37.0				
Max Q Clear Time (g_c+I1), s	11.5	25.9		38.1	4.0	4.4		38.4				
Green Ext Time (p_c), s	0.6	7.0		0.0	0.0	12.1		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				29.4								
HCM 7th LOS				C								
Notes												
User approved ignoring U-Turning movement.												



Movement	SBT	SBR
Lane Configurations	↑↑↑↑	↗
Traffic Volume (veh/h)	1141	266
Future Volume (veh/h)	1141	266
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	1604
Adj Flow Rate, veh/h	1214	283
Peak Hour Factor	0.94	0.94
Percent Heavy Veh, %	8	20
Cap, veh/h	2875	638
Arrive On Green	0.94	0.94
Sat Flow, veh/h	6128	1359
Grp Volume(v), veh/h	1214	283
Grp Sat Flow(s),veh/h/ln	1532	1359
Q Serve(g_s), s	2.2	2.4
Cycle Q Clear(g_c), s	2.2	2.4
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2875	638
V/C Ratio(X)	0.42	0.44
Avail Cap(c_a), veh/h	2875	638
HCM Platoon Ratio	2.00	2.00
Upstream Filter(I)	0.93	0.93
Uniform Delay (d), s/veh	1.9	1.9
Incr Delay (d2), s/veh	0.4	2.1
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.8
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	2.3	3.9
LnGrp LOS	A	A
Approach Vol, veh/h	1804	
Approach Delay, s/veh	8.3	
Approach LOS	A	
Timer - Assigned Phs		

DRI 4313 Mapco Industrial Site
4: SR 74/Fairburn Industrial Blvd/SR 74/Senoia Rd & Senoia Rd

2028 Build PM - Mitigated



Lane Group	EBU	EBL	EBT	WBU	WBT	SBL
Lane Configurations		↩	↩↩	↩	↩↩	↩
Traffic Volume (vph)	15	40	816	3	689	200
Future Volume (vph)	15	40	816	3	689	200
Turn Type	Perm	Perm	NA	Perm	NA	Prot
Protected Phases			2		6	4
Permitted Phases	2	2		6		
Detector Phase	2	2	2	6	6	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	61.0	61.0	61.0	61.0	61.0	39.0
Total Split (%)	61.0%	61.0%	61.0%	61.0%	61.0%	39.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	Max
Act Effect Green (s)		55.0	55.0	55.0	55.0	33.0
Actuated g/C Ratio		0.55	0.55	0.55	0.55	0.33
v/c Ratio		0.17	0.48	0.01	0.43	0.40
Control Delay (s/veh)		12.8	15.0	16.0	23.2	27.7
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		12.8	15.0	16.0	23.2	27.7
LOS		B	B	B	C	C
Approach Delay (s/veh)			14.8		23.1	27.7
Approach LOS			B		C	C

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTU, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay (s/veh): 19.7

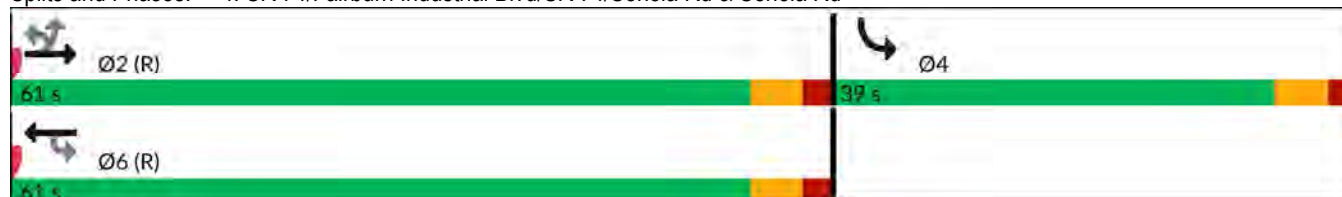
Intersection LOS: B

Intersection Capacity Utilization 54.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 4: SR 74/Fairburn Industrial Blvd/SR 74/Senoia Rd & Senoia Rd



4: SR 74/Fairburn Industrial Blvd/SR 74/Senoia Rd & Senoia Rd

								
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Volume (veh/h)	15	40	816	3	689	0	200	23
Future Volume (veh/h)	15	40	816	3	689	0	200	23
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		1781	1693		1604	1900	1870	1767
Adj Flow Rate, veh/h		41	841		710	0	206	24
Peak Hour Factor		0.97	0.97		0.97	0.97	0.97	0.97
Percent Heavy Veh, %		8	14		20	0	2	9
Cap, veh/h		363	1769		1676	0	518	60
Arrive On Green		0.55	0.55		0.55	0.00	0.33	0.33
Sat Flow, veh/h		704	3300		3207	0	1569	183
Grp Volume(v), veh/h		41	841		710	0	231	0
Grp Sat Flow(s),veh/h/ln		704	1608		1523	0	1759	0
Q Serve(g_s), s		3.6	15.9		13.7	0.0	10.1	0.0
Cycle Q Clear(g_c), s		17.3	15.9		13.7	0.0	10.1	0.0
Prop In Lane		1.00				0.00	0.89	0.10
Lane Grp Cap(c), veh/h		363	1769		1676	0	580	0
V/C Ratio(X)		0.11	0.48		0.42	0.00	0.40	0.00
Avail Cap(c_a), veh/h		363	1769		1676	0	580	0
HCM Platoon Ratio		1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00		1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh		18.3	13.7		13.2	0.0	25.8	0.0
Incr Delay (d2), s/veh		0.6	0.9		0.8	0.0	2.0	0.0
Initial Q Delay(d3), s/veh		0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.6	5.3		4.3	0.0	4.4	0.0
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh		18.9	14.6		14.0	0.0	27.9	0.0
LnGrp LOS		B	B		B		C	
Approach Vol, veh/h			882		710		231	
Approach Delay, s/veh			14.8		14.0		27.9	
Approach LOS			B		B		C	
Timer - Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		61.0		39.0		61.0		
Change Period (Y+Rc), s		6.0		6.0		6.0		
Max Green Setting (Gmax), s		55.0		33.0		55.0		
Max Q Clear Time (g_c+I1), s		19.3		12.1		15.7		
Green Ext Time (p_c), s		6.7		0.6		5.2		
Intersection Summary								
HCM 7th Control Delay, s/veh			16.2					
HCM 7th LOS			B					
Notes								
User approved ignoring U-Turning movement.								

	→	↘	←	↖	↙	↑	↓	↗
Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBT	SBR
Lane Configurations	↗	↗	↗	↗	↖↗	↗↗	↗↗	↗
Traffic Volume (vph)	0	1644	0	463	262	543	700	239
Future Volume (vph)	0	1644	0	463	262	543	700	239
Turn Type	NA	pm+ov	NA	Perm	Prot	NA	NA	Perm
Protected Phases	4	5	8		5	2	6	
Permitted Phases		4		8				6
Detector Phase	4	5	8	8	5	2	6	6
Switch Phase								
Minimum Initial (s)	2.0	5.0	2.0	2.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.0	11.0	8.0	8.0	11.0	24.0	24.0	24.0
Total Split (s)	37.0	31.0	37.0	37.0	31.0	63.0	32.0	32.0
Total Split (%)	37.0%	31.0%	37.0%	37.0%	31.0%	63.0%	32.0%	32.0%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lead			Lead		Lag	Lag
Lead-Lag Optimize?		Yes			Yes		Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	31.0	61.1	31.0	31.0	24.1	57.0	26.9	26.9
Actuated g/C Ratio	0.31	0.61	0.31	0.31	0.24	0.57	0.27	0.27
v/c Ratio	1.02	0.94	0.40	0.40	0.34	0.29	0.85	0.42
Control Delay (s/veh)	50.3	36.3	3.2	3.1	17.5	7.8	38.9	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.3	36.3	3.2	3.1	17.5	7.8	38.9	5.5
LOS	D	D	A	A	B	A	D	A
Approach Delay (s/veh)	43.3		3.1			10.9	30.4	
Approach LOS	D		A			B	C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 66 (66%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay (s/veh): 28.6

Intersection LOS: C

Intersection Capacity Utilization 97.2%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 6: SR 74/Senoia Rd & I-85 Southbound ramps



DRI 4313 Mapco Industrial Site
6: SR 74/Senoia Rd & I-85 Southbound ramps

2028 Build PM - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	1644	0	0	463	262	543	0	0	700	239
Future Volume (veh/h)	0	0	1644	0	0	463	262	543	0	0	700	239
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	0	1900	1826	0	1900	1544	1796	1781	0	0	1678	1811
Adj Flow Rate, veh/h	0	0	0	0	0	477	270	560	0	0	722	246
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	0	5	0	0	24	7	8	0	0	15	6
Cap, veh/h	0	401		0	401	552	359	2265	0	0	1597	769
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.21	0.04	0.22	0.00	0.00	0.50	0.50
Sat Flow, veh/h	0	1900	3095	0	1900	2617	3319	3474	0	0	3272	1535
Grp Volume(v), veh/h	0	0	0	0	0	477	270	560	0	0	722	246
Grp Sat Flow(s),veh/h/ln	0	1900	1547	0	1900	1309	1659	1692	0	0	1594	1535
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	17.6	8.1	13.6	0.0	0.0	14.6	9.5
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	17.6	8.1	13.6	0.0	0.0	14.6	9.5
Prop In Lane	0.00		1.00	0.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	401		0	401	552	359	2265	0	0	1597	769
V/C Ratio(X)	0.00	0.00		0.00	0.00	0.86	0.75	0.25	0.00	0.00	0.45	0.32
Avail Cap(c_a), veh/h	0	589		0	589	811	830	2265	0	0	1597	769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	0.00	0.00	1.00	0.94	0.94	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	38.1	46.9	18.2	0.0	0.0	16.1	14.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	6.6	3.0	0.2	0.0	0.0	0.9	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	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	5.7	3.5	6.1	0.0	0.0	5.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	0.0	0.0	44.7	49.9	18.4	0.0	0.0	17.0	15.9
LnGrp LOS							D	D	B	B		
Approach Vol, veh/h	0				477				830			
Approach Delay, s/veh	0.0				44.7				28.7			
Approach LOS					D				C			
Timer - Assigned Phs	2			4		5	6	8				
Phs Duration (G+Y+Rc), s	72.9			27.1		16.8	56.1	27.1				
Change Period (Y+Rc), s	6.0			6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s	57.0			31.0		25.0	26.0	31.0				
Max Q Clear Time (g_c+I1), s	15.6			0.0		10.1	16.6	19.6				
Green Ext Time (p_c), s	3.8			0.0		0.8	3.7	1.5				
Intersection Summary												
HCM 7th Control Delay, s/veh				27.0								
HCM 7th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th Signalized Intersection Summary

Synchro 12 Report
NV5

	→	↘	↖	↑	↗	↙	↓	
Lane Group	EBT	EBR	WBR	NBT	NBR	SBL	SBT	Ø8
Lane Configurations	↗	↗	↗	↑↑	↗↗↗	↙↙	↑↑↑	
Traffic Volume (vph)	0	222	149	662	1511	450	1901	
Future Volume (vph)	0	222	149	662	1511	450	1901	
Turn Type	NA	Perm	pm+ov	NA	Perm	Prot	NA	
Protected Phases	4		1	2		1	6	8
Permitted Phases		4	8		2			
Detector Phase	4	4	1	2	2	1	6	
Switch Phase								
Minimum Initial (s)	2.0	2.0	5.0	5.0	5.0	5.0	5.0	2.0
Minimum Split (s)	8.0	8.0	11.0	24.0	24.0	11.0	24.0	8.0
Total Split (s)	24.0	24.0	23.0	53.0	53.0	23.0	76.0	24.0
Total Split (%)	24.0%	24.0%	23.0%	53.0%	53.0%	23.0%	76.0%	24%
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag			Lead	Lag	Lag	Lead		
Lead-Lag Optimize?			Yes	Yes	Yes	Yes		
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max	None
Act Effct Green (s)	7.9	7.9	34.9	53.1	53.1	21.0	80.1	
Actuated g/C Ratio	0.08	0.08	0.35	0.53	0.53	0.21	0.80	
v/c Ratio	0.57	0.57	0.24	0.38	0.62	0.74	0.39	
Control Delay (s/veh)	23.1	23.1	3.4	7.6	2.6	37.0	2.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	23.1	23.1	3.4	7.6	2.6	37.0	2.0	
LOS	C	C	A	A	A	D	A	
Approach Delay (s/veh)	23.1			4.1			8.7	
Approach LOS	C			A			A	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 13 (13%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay (s/veh): 7.2

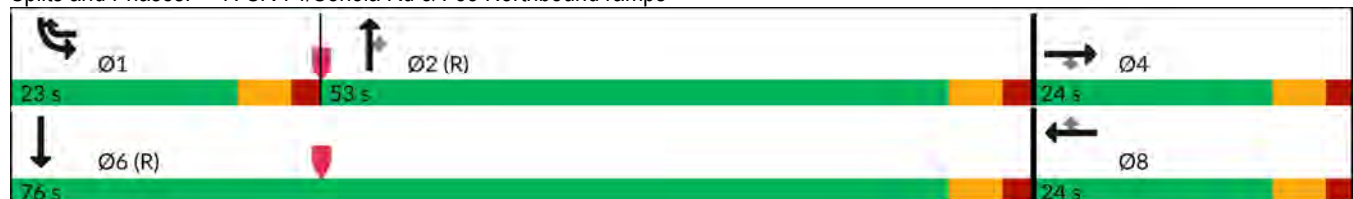
Intersection LOS: A

Intersection Capacity Utilization 67.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 7: SR 74/Senoia Rd & I-85 Northbound ramps



DRI 4313 Mapco Industrial Site
7: SR 74/Senoia Rd & I-85 Northbound ramps

2028 Build PM - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	222	0	0	149	0	662	1511	450	1901	0
Future Volume (veh/h)	0	0	222	0	0	149	0	662	1511	450	1901	0
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	0	1900	1707	0	1900	1752	0	1781	1826	1604	1826	0
Adj Flow Rate, veh/h	0	0	224	0	0	151	0	669	1526	455	1920	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	13	0	0	10	0	8	5	20	5	0
Cap, veh/h	0	199	302	0	199	407	0	1846	1925	504	4871	0
Arrive On Green	0.00	0.00	0.10	0.00	0.00	0.10	0.00	0.18	0.18	0.17	0.78	0.00
Sat Flow, veh/h	0	1900	2894	0	1900	1485	0	3474	3528	2963	6537	0
Grp Volume(v), veh/h	0	0	224	0	0	151	0	669	1526	455	1920	0
Grp Sat Flow(s),veh/h/ln	0	1900	1447	0	1900	1485	0	1692	1176	1481	1570	0
Q Serve(g_s), s	0.0	0.0	7.5	0.0	0.0	8.2	0.0	17.3	41.4	15.1	9.9	0.0
Cycle Q Clear(g_c), s	0.0	0.0	7.5	0.0	0.0	8.2	0.0	17.3	41.4	15.1	9.9	0.0
Prop In Lane	0.00		1.00	0.00		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	199	302	0	199	407	0	1846	1925	504	4871	0
V/C Ratio(X)	0.00	0.00	0.74	0.00	0.00	0.37	0.00	0.36	0.79	0.90	0.39	0.00
Avail Cap(c_a), veh/h	0	342	521	0	342	520	0	1846	1925	504	4871	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.68	0.68	0.32	0.32	0.00
Uniform Delay (d), s/veh	0.0	0.0	43.5	0.0	0.0	29.3	0.0	25.7	35.6	40.7	3.6	0.0
Incr Delay (d2), s/veh	0.0	0.0	3.6	0.0	0.0	0.6	0.0	0.4	2.4	7.7	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.7	0.0	0.0	7.3	0.0	7.8	13.3	5.8	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	47.0	0.0	0.0	29.9	0.0	26.1	38.0	48.4	3.7	0.0
LnGrp LOS			D			C		C	D	D	A	
Approach Vol, veh/h	224				151				2195		2375	
Approach Delay, s/veh	47.0				29.9				34.4		12.3	
Approach LOS	D				C				C		B	
Timer - Assigned Phs	1	2	4		6		8					
Phs Duration (G+Y+Rc), s	23.0	60.6	16.4		83.6		16.4					
Change Period (Y+Rc), s	6.0	6.0	6.0		6.0		6.0					
Max Green Setting (Gmax), s	17.0	47.0	18.0		70.0		18.0					
Max Q Clear Time (g_c+I1), s	17.1	43.4	9.5		11.9		10.2					
Green Ext Time (p_c), s	0.0	3.0	0.5		23.5		0.2					
Intersection Summary												
HCM 7th Control Delay, s/veh	24.2											
HCM 7th LOS	C											
Notes												
User approved volume balancing among the lanes for turning movement.												

DRI 4313 Mapco Industrial Site
8: SR 74/Senoia Rd & Oakley Industrial Blvd

2028 Build PM - Mitigated

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBU	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	223	96	252	102	438	30	41	1420	304	1626	191
Future Volume (vph)	223	96	252	102	438	30	41	1420	304	1626	191
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	pm+pt	NA	Prot	NA	Perm
Protected Phases		4		8		5	5	2	1	6	
Permitted Phases	4		8		8	2	2				6
Detector Phase	4	4	8	8	8	5	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	11.0	11.0	24.0	11.0	24.0	24.0
Total Split (s)	38.0	38.0	38.0	38.0	38.0	13.0	13.0	40.0	22.0	49.0	49.0
Total Split (%)	38.0%	38.0%	38.0%	38.0%	38.0%	13.0%	13.0%	40.0%	22.0%	49.0%	49.0%
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)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag						Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	26.2	26.2	26.2	26.2	26.2		40.6	40.6	15.2	51.4	51.4
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.26		0.41	0.41	0.15	0.51	0.51
v/c Ratio	0.75	0.28	0.80	0.23	0.73		0.39	0.65	0.77	0.51	0.27
Control Delay (s/veh)	48.8	26.1	52.4	28.4	16.4		39.2	26.3	63.3	16.5	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.8	26.1	52.4	28.4	16.4		39.2	26.3	63.3	16.5	7.3
LOS	D	C	D	C	B		D	C	E	B	A
Approach Delay (s/veh)		40.9		29.4				26.9		22.9	
Approach LOS		D		C				C		C	

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay (s/veh): 26.5

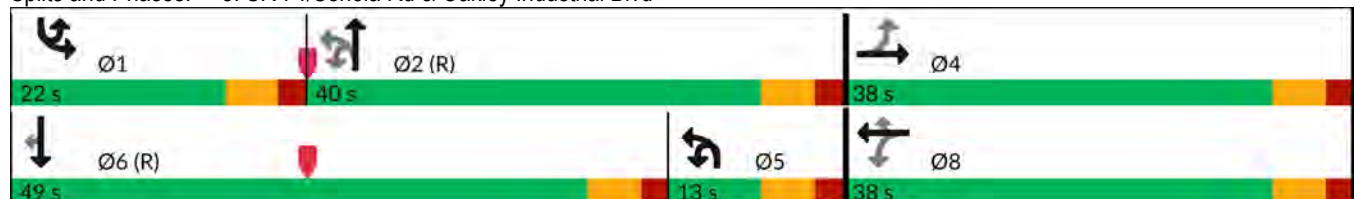
Intersection LOS: C

Intersection Capacity Utilization 92.1%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 8: SR 74/Senoia Rd & Oakley Industrial Blvd



Timings

Synchro 12 Report
NV5

DRI 4313 Mapco Industrial Site
8: SR 74/Senoia Rd & Oakley Industrial Blvd

2028 Build PM - Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	223	96	23	252	102	438	30	41	1420	156	27	304
Future Volume (veh/h)	223	96	23	252	102	438	30	41	1420	156	27	304
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	1722	1707	1752	1841	1752	1767		1737	1826	1796		1574
Adj Flow Rate, veh/h	230	99	24	260	105	452		42	1464	161		313
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97		0.97
Percent Heavy Veh, %	12	13	10	4	10	9		11	5	7		22
Cap, veh/h	289	425	103	403	561	479		225	2139	235		379
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32		0.07	0.37	0.37		0.04
Sat Flow, veh/h	785	1328	322	1248	1752	1497		1654	5787	636		2908
Grp Volume(v), veh/h	230	0	123	260	105	452		42	1191	434		313
Grp Sat Flow(s),veh/h/ln	785	0	1649	1248	1752	1497		1654	1570	1712		1454
Q Serve(g_s), s	27.7	0.0	5.5	19.3	4.3	29.4		0.0	21.3	21.4		10.7
Cycle Q Clear(g_c), s	32.0	0.0	5.5	24.8	4.3	29.4		0.0	21.3	21.4		10.7
Prop In Lane	1.00		0.20	1.00		1.00		1.00		0.37		1.00
Lane Grp Cap(c), veh/h	289	0	528	403	561	479		225	1741	633		379
V/C Ratio(X)	0.80	0.00	0.23	0.65	0.19	0.94		0.19	0.68	0.69		0.83
Avail Cap(c_a), veh/h	289	0	528	403	561	479		225	1741	633		465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		0.92
Uniform Delay (d), s/veh	36.9	0.0	25.0	34.1	24.6	33.1		35.9	26.6	26.6		46.7
Incr Delay (d2), s/veh	14.3	0.0	0.2	3.5	0.2	27.5		0.4	2.2	5.9		9.0
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
%ile BackOfQ(50%),veh/ln	6.5	0.0	2.1	5.9	1.7	13.6		0.9	7.8	9.1		4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.2	0.0	25.2	37.6	24.8	60.6		36.3	28.8	32.6		55.7
LnGrp LOS	D		C	D	C	E		D	C	C		E
Approach Vol, veh/h	353			817				1667				
Approach Delay, s/veh	42.2			48.7				30.0				
Approach LOS	D			D				C				
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	43.0		38.0	13.0	49.0		38.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	16.0	34.0		32.0	7.0	43.0		32.0				
Max Q Clear Time (g_c+I1), s	12.7	23.4		34.0	2.0	26.5		31.4				
Green Ext Time (p_c), s	0.4	6.9		0.0	0.0	10.8		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh				37.5								
HCM 7th LOS	D											
Notes												
User approved ignoring U-Turning movement.												

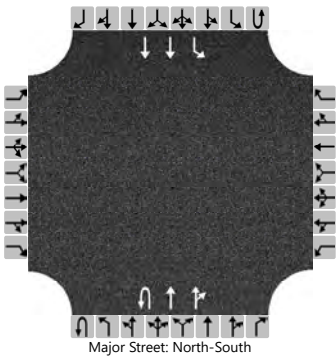


Movement	SBT	SBR
Lane Configurations	↑↑↑↑	↗
Traffic Volume (veh/h)	1626	191
Future Volume (veh/h)	1626	191
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A _{pbT})		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1870	1574
Adj Flow Rate, veh/h	1676	197
Peak Hour Factor	0.97	0.97
Percent Heavy Veh, %	2	22
Cap, veh/h	2767	574
Arrive On Green	0.14	0.14
Sat Flow, veh/h	6434	1334
Grp Volume(v), veh/h	1676	197
Grp Sat Flow(s),veh/h/ln	1609	1334
Q Serve(g_s), s	24.5	13.3
Cycle Q Clear(g_c), s	24.5	13.3
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2767	574
V/C Ratio(X)	0.61	0.34
Avail Cap(c_a), veh/h	2767	574
HCM Platoon Ratio	0.33	0.33
Upstream Filter(I)	0.92	0.92
Uniform Delay (d), s/veh	34.9	30.2
Incr Delay (d2), s/veh	0.9	1.5
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.5	4.9
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	35.9	31.7
LnGrp LOS	D	C
Approach Vol, veh/h	2186	
Approach Delay, s/veh	38.3	
Approach LOS	D	
Timer - Assigned Phs		

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JP	Intersection	SR 74 & Senoia Rd
Agency/Co.	NV5	Jurisdiction	GDOT D7
Date Performed	1/23/2025	East/West Street	Senoia Rd
Analysis Year	2028	North/South Street	SR 74
Time Analyzed	Build AM - Mitigated	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	DRI 4313 - MAPCO Industrial Site		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	1	0	2	0	0	1	2	0
Configuration									U		T	TR		L	T	
Volume (veh/h)									9		808	1	10	74	601	
Percent Heavy Vehicles (%)									33				11	7		
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)									4.3				4.3	4.1		
Critical Headway (sec)									5.00				4.56	4.24		
Base Follow-Up Headway (sec)									2.6				2.6	2.2		
Follow-Up Headway (sec)									2.90				2.68	2.27		

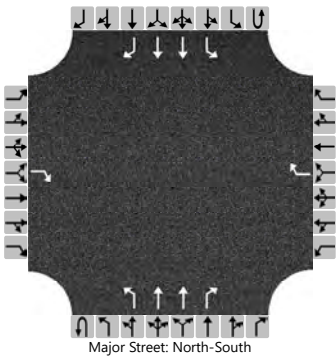
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)									10					93		
Capacity, c (veh/h)									635					702		
v/c Ratio									0.02					0.13		
95% Queue Length, Q ₉₅ (veh)									0.0					0.5		
Control Delay (s/veh)									10.8					10.9		
Level of Service (LOS)									B					B		
Approach Delay (s/veh)									0.1				1.3			
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JP	Intersection	SR 74 & Old Senoia Rd
Agency/Co.	NV5	Jurisdiction	GDOT D7
Date Performed	1/23/2025	East/West Street	Old Senoia Rd
Analysis Year	2028	North/South Street	SR 74
Time Analyzed	Build AM - Mitigated	Peak Hour Factor	0.89
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	DRI 4313 - MAPCO Industrial Site		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	2	1	0	1	2	1
Configuration				R				R		L	T	R		L	T	R
Volume (veh/h)				3				11	0	0	1192	106	1	11	674	0
Percent Heavy Vehicles (%)				0				45	0	0			100	27		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9				6.9		4.1			6.4	4.1		
Critical Headway (sec)				6.90				7.80		4.10			8.40	4.64		
Base Follow-Up Headway (sec)				3.3				3.3		2.2			2.5	2.2		
Follow-Up Headway (sec)				3.30				3.75		2.20			3.50	2.47		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				3				12		0				13		
Capacity, c (veh/h)				625				312		863				272		
v/c Ratio				0.01				0.04		0.00				0.05		
95% Queue Length, Q ₉₅ (veh)				0.0				0.1		0.0				0.2		
Control Delay (s/veh)				10.8				17.0		9.2				18.9		
Level of Service (LOS)				B				C		A				C		
Approach Delay (s/veh)	10.8				17.0				0.0				0.3			
Approach LOS	B				C											

HCS7 Alternative Intersections Results Summary

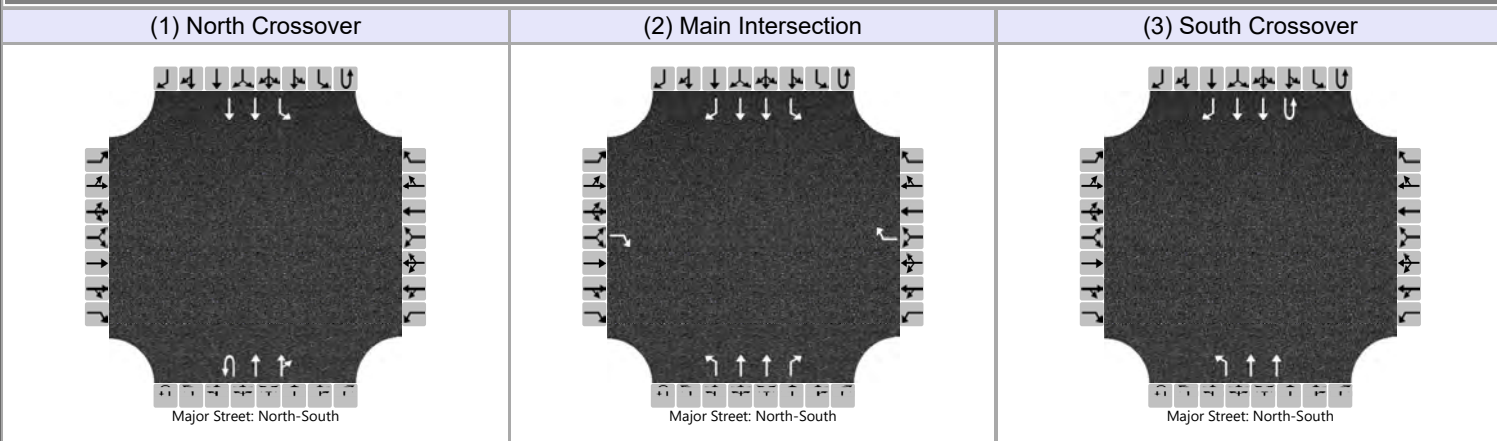
General Information

Agency	NV5		
Analyst	JP	Analysis Date	1/23/2025
Jurisdiction	GDOT D7	Duration, h	0.25
Intersection	SR 74 & Old Senoia Rd	PHF	0.89
Main Intersection File	05_2028 yBuild AM_RCUT Main.xtw		
North Crossover File	05_2028 yBuild AM_North U-Turn.xtw		
South Crossover File	05_2028 yBuild AM_South U-Turn.xtw		
Project Description	DRI 4313 - MAPCO Industrial Site		

Alternative Intersection Information

Intersection Type	RCUT with TWSC
Segment One Distance, ft	1500
Segment Two Distance, ft	300
Arterial Direction	North-South

Demand	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Intersection One Demand (v), veh/h									9		808			74	601	
Intersection Two Demand (v), veh/h				3				11	0	0	1192	106	1	11	674	0
Intersection Three Demand (v), veh/h										0	1296		2		675	0



Queue-to-Storage Ratio	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Intersection One (R _Q)									0.01							
Intersection Two (R _Q)										0.00				0.02		
Intersection Three (R _Q)													0.00			

Alternative Intesection Results

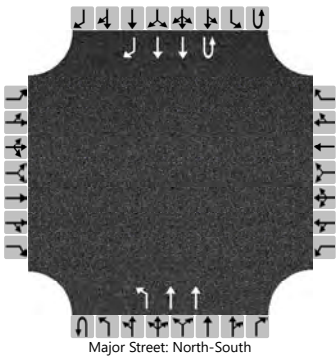
O-D	O-D Movements	Flow Rate (veh/h)	Control Delay (s/veh)	EDTT (s/veh)	ETT (s/veh)	v/c>1?	R _Q >1?	LOS
EBL	EBR(2) + SBU(3) + NBT(2)	2	25.1	9.1	34.2	No	No	C
EBT	EBR(2) + SBU(3) + NBR(2)	0				No	No	
EBR	EBR(2)	1	10.8	--	10.8	No	No	B
WBL	WBR(2) + NBU(1) + SBT(2)	7	27.8	45.4	73.2	No	No	E
WBT	WBR(2) + NBU(1) + SBR(2)	0				No	No	
WBR	WBR(2)	6	17.0	--	17.0	No	No	B
NBL	NBL(2)	0				No	No	
NBT	NBT(2)	1337	0.0	--	0.0	--	--	A
NBR	NBR(2)	119	0.0	--	0.0	--	--	A
SBL	SBL(2)	12	18.9	--	18.9	No	No	B
SBT	SBT(2)	751	0.0	--	0.0	--	--	A
SBR	SBR(2)	0				--	--	

Overall Results	EB		WB		NB		SB	
Approach ETT, s/veh LOS	26.4	C	47.3	D	0.0	A	0.3	A
Intersection ETT, s/veh LOS	0.4				A			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JP	Intersection	SR 74 & City Lake Rd
Agency/Co.	NV5	Jurisdiction	GDOT D7
Date Performed	1/23/2025	East/West Street	City Lake Rd
Analysis Year	2028	North/South Street	SR 74
Time Analyzed	Build AM - Mitigated	Peak Hour Factor	0.89
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	DRI 4313 - MAPCO Industrial Site		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	1	2	0	1	0	2	1
Configuration										L	T		U		T	R
Volume (veh/h)									0	0	1296		2		675	0
Percent Heavy Vehicles (%)									0	0			0			
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized													No			
Median Type Storage	Left Only								7							

Critical and Follow-up Headways

Base Critical Headway (sec)										4.1				4.3			
Critical Headway (sec)										4.10				4.34			
Base Follow-Up Headway (sec)										2.2				2.6			
Follow-Up Headway (sec)										2.20				2.57			

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)									0			2				
Capacity, c (veh/h)									862			389				
v/c Ratio									0.00			0.01				
95% Queue Length, Q ₉₅ (veh)									0.0			0.0				
Control Delay (s/veh)									9.2			14.3				
Level of Service (LOS)									A			B				
Approach Delay (s/veh)									0.0				0.0			
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information

Analyst

JP

Agency/Co.

NV5

Date Performed

1/24/2025

Analysis Year

2028

Time Analyzed

Build PM - Mitigated

Intersection Orientation

North-South

Project Description

DRI 4313 - MAPCO Industrial Site

Site Information

Intersection

SR 74 & Senoia Rd

Jurisdiction

GDOT D7

East/West Street

Senoia Rd

North/South Street

SR 74

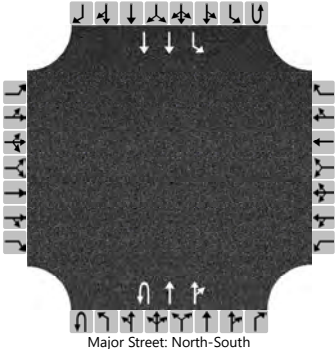
Peak Hour Factor

0.97

Analysis Time Period (hrs)

0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	1	0	2	0	0	1	2	0
Configuration									U		T	TR		L	T	
Volume (veh/h)									21		689	0	15	40	816	
Percent Heavy Vehicles (%)									14				0	8		
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type Storage	Left Only								9							

Critical and Follow-up Headways																
Base Critical Headway (sec)									4.3				4.3	4.1		
Critical Headway (sec)									4.62				4.34	4.26		
Base Follow-Up Headway (sec)									2.6				2.6	2.2		
Follow-Up Headway (sec)									2.71				2.57	2.28		

Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)									22					57		
Capacity, c (veh/h)									609					820		
v/c Ratio									0.04					0.07		
95% Queue Length, Q ₉₅ (veh)									0.1					0.2		
Control Delay (s/veh)									11.1					9.7		
Level of Service (LOS)									B					A		
Approach Delay (s/veh)									0.3				0.6			
Approach LOS																

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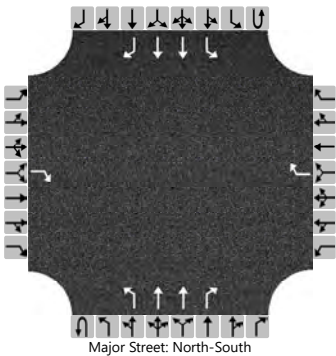
HCS  TWSC Version 7.9.5
05_2028 yBuild PM_North U-Turn.xtw

Generated: 1/24/2025 5:18:19 PM

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JP	Intersection	SR 74 & Old Senoia Rd
Agency/Co.	NV5	Jurisdiction	GDOT D7
Date Performed	1/24/2025	East/West Street	Old Senoia Rd
Analysis Year	2028	North/South Street	SR 74
Time Analyzed	Build PM - Mitigated	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	DRI 4313 - MAPCO Industrial Site		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	1	0	1	2	1	0	1	2	1
Configuration				R				R		L	T	R		L	T	R
Volume (veh/h)				5				30	2	1	974	44	1	7	1010	3
Percent Heavy Vehicles (%)				0				23	0	0			0	57		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized	No				No				No				No			
Median Type Storage	Left Only								9							

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9				6.9	6.4	4.1			6.4	4.1		
Critical Headway (sec)				6.90				7.36	6.40	4.10			6.40	5.24		
Base Follow-Up Headway (sec)				3.3				3.3	2.5	2.2			2.5	2.2		
Follow-Up Headway (sec)				3.30				3.53	2.50	2.20			2.50	2.77		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				5				32		3				8		
Capacity, c (veh/h)				498				455		371				385		
v/c Ratio				0.01				0.07		0.01				0.02		
95% Queue Length, Q ₉₅ (veh)				0.0				0.2		0.0				0.1		
Control Delay (s/veh)				12.3				13.5		14.8				14.5		
Level of Service (LOS)				B				B		B				B		
Approach Delay (s/veh)	12.3				13.5				0.0				0.1			
Approach LOS	B				B											

HCS7 Alternative Intersections Results Summary

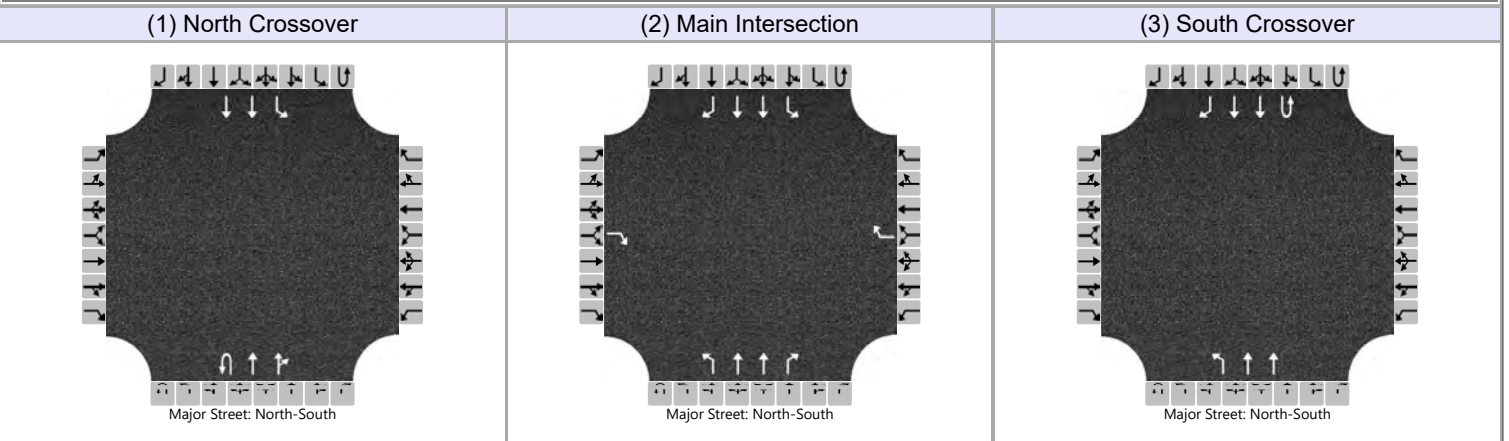
General Information

Agency	NV5		
Analyst	JP	Analysis Date	1/24/2025
Jurisdiction	GDOT D7	Duration, h	0.25
Intersection	SR 74 & Old Senoia Rd	PHF	0.95
Main Intersection File	05_2028 yBuild PM_RCUT Main.xtw		
North Crossover File	05_2028 yBuild PM_North U-Turn.xtw		
South Crossover File	05_2028 yBuild PM_South U-Turn.xtw		
Project Description	DRI 4313 - MAPCO Industrial Site		

Alternative Intersection Information

Intersection Type	RCUT with TWSC
Segment One Distance, ft	1500
Segment Two Distance, ft	300
Arterial Direction	North-South

Demand	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Intersection One Demand (v), veh/h									21		689			40	816	
Intersection Two Demand (v), veh/h				5				30	2	1	974	44	1	7	1010	3
Intersection Three Demand (v), veh/h										0	1021		0		1033	0



Queue-to-Storage Ratio	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Intersection One (R _Q)									0.02							
Intersection Two (R _Q)										0.00				0.01		
Intersection Three (R _Q)													0.00			

Alternative Intesection Results

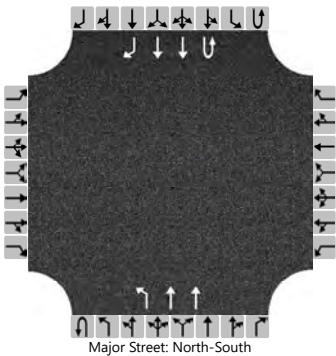
O-D	O-D Movements	Flow Rate (veh/h)	Control Delay (s/veh)	EDTT (s/veh)	ETT (s/veh)	v/c>1?	R _Q >1?	LOS
EBL	EBR(2) + SBU(3) + NBT(2)	0				No	No	
EBT	EBR(2) + SBU(3) + NBR(2)	0				No	No	
EBR	EBR(2)	5	12.3	--	12.3	No	No	B
WBL	WBR(2) + NBU(1) + SBT(2)	19	24.6	45.4	70.0	No	No	E
WBT	WBR(2) + NBU(1) + SBR(2)	0				No	No	
WBR	WBR(2)	13	13.5	--	13.5	No	No	B
NBL	NBL(2)	3	14.8	--	14.8	No	No	B
NBT	NBT(2)	1025	0.0	--	0.0	--	--	A
NBR	NBR(2)	46	0.0	--	0.0	--	--	A
SBL	SBL(2)	8	14.5	--	14.5	No	No	B
SBT	SBT(2)	1063	0.0	--	0.0	--	--	A
SBR	SBR(2)	3	0.0	--	0.0	--	--	A

Overall Results	EB		WB		NB		SB	
Approach ETT, s/veh LOS	12.3	B	47.0	D	0.0	A	0.1	A
Intersection ETT, s/veh LOS	0.8				A			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JP	Intersection	SR 74 & City Lake Rd
Agency/Co.	NV5	Jurisdiction	GDOT D7
Date Performed	1/24/2025	East/West Street	City Lake Rd
Analysis Year	2028	North/South Street	SR 74
Time Analyzed	Build PM - Mitigated	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	DRI 4313 - MAPCO Industrial Site		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	1	2	0	1	0	2	1
Configuration										L	T		U		T	R
Volume (veh/h)									0	0	1021		0		1033	0
Percent Heavy Vehicles (%)									0	0			0			
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized													No			
Median Type Storage	Left Only								7							

Critical and Follow-up Headways

Base Critical Headway (sec)										4.1			4.3			
Critical Headway (sec)										4.10			4.34			
Base Follow-Up Headway (sec)										2.2			2.6			
Follow-Up Headway (sec)										2.20			2.57			

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)										0			0			
Capacity, c (veh/h)										649			549			
v/c Ratio										0.00			0.00			
95% Queue Length, Q ₉₅ (veh)										0.0			0.0			
Control Delay (s/veh)										10.5			11.6			
Level of Service (LOS)										B			B			
Approach Delay (s/veh)									0.0				0.0			
Approach LOS																

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

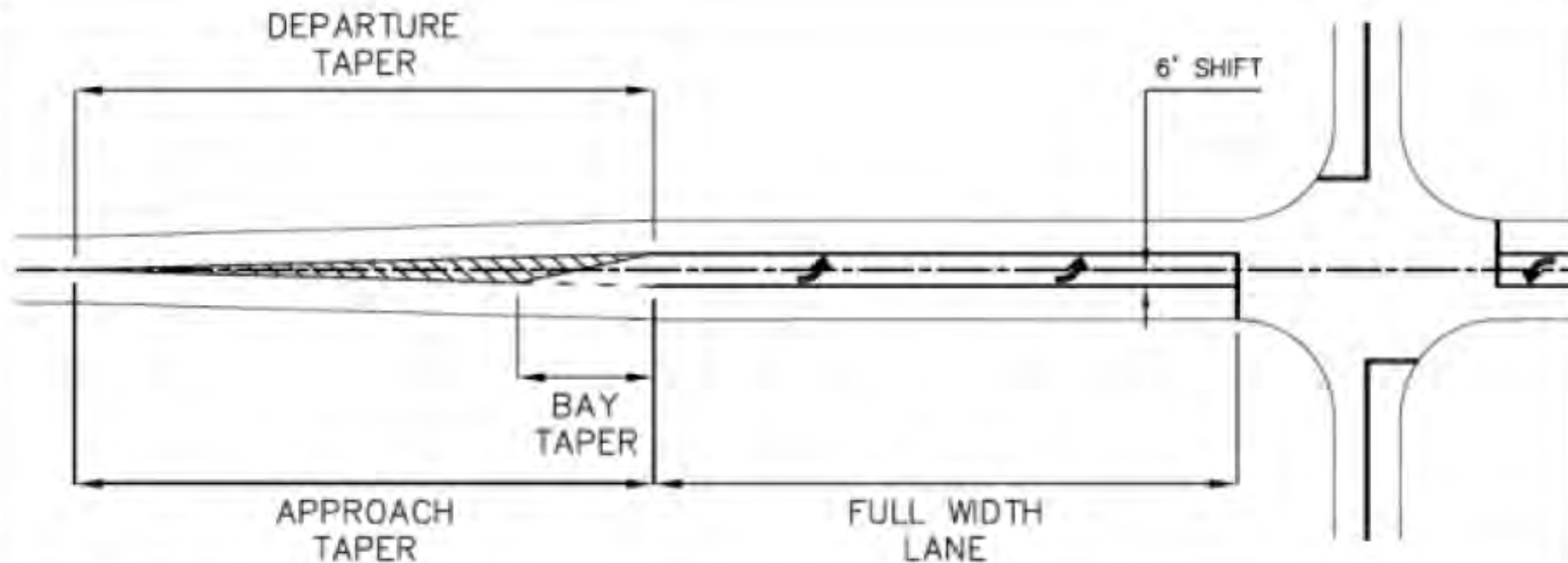
Table 4-7a Minimum Volumes Requiring Left Turn Lanes

965 Daily Autos IN * 5% Autos LTV on SR 74 = 48 LTV a day +
 497 Daily Trucks IN * 15% Trucks LTV on SR 74 = 75 LTV a day
 123 TOTAL LTV a day – **NOT WARRANTED** on Old Senoia Rd (Site Driveway 1) (250 LTV a day)

965 Daily Autos IN * 6% Autos LTV on SR 92 = 58 LTV a day +
 497 Daily Trucks IN * 5% Trucks LTV on SR 92 = 25 LTV a day
 83 TOTAL LTV a day – **NOT WARRANTED** on Site Driveway 2 (175 LTV a day)

965 Daily Autos IN * 19% Autos LTV on SR 92 = 183 LTV a day +
 497 Daily Trucks IN * 0% Trucks LTV on SR 92 = 0 LTV a day
 183 TOTAL LTV a day – **WARRANTED** on Site Driveway 3 (175 LTV a day)

965 Daily Autos IN * 1% Autos LTV on Fayetteville Rd = 10 LTV a day +
 497 Daily Trucks IN * 0% Trucks LTV on Fayetteville Rd = 0 LTV a day
 10 TOTAL LTV a day – **NOT WARRANTED** on Site Driveway 4 (300 LTV a day)



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

965 Daily Autos IN * 60% Autos RTV on SR 74 = 579 RTV a day +
 497 Daily Trucks IN * 75% Trucks RTV on SR 74 = 373 RTV a day
 952 TOTAL RTV a day – **WARRANTED** on Old Senoia Rd (Site Driveway 1) (75 RTV a day)

965 Daily Autos IN * 4% Autos RTV on SR 92 = 39 RTV a day +
 497 Daily Trucks IN * 0% Trucks RTV on SR 92 = 0 RTV a day
 39 TOTAL RTV a day – **NOT WARRANTED** on Site Driveway 2 (75 RTV a day)

965 Daily Autos IN * 19% Autos RTV on SR 92 = 87 RTV a day +
 497 Daily Trucks IN * 5% Trucks RTV on SR 92 = 25 RTV a day
 112 TOTAL RTV a day – **WARRANTED** on Site Driveway 3 (75 RTV a day)

965 Daily Autos IN * 1% Autos RTV on Fayetteville Rd = 10 RTV a day +
 497 Daily Trucks IN * 0% Trucks RTV on Fayetteville Rd = 0 RTV a day
 10 TOTAL RTV a day – **NOT WARRANTED** on Site Driveway 4 (200 RTV a day)

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 4313 MAPCO Industrial Site
SR 74 at Senoia Road
(Right Turns Excluded)**

2024 Existing Condition			SR 74		Senoia Rd				
HOUR OF DAY	yes MAIN STREET VOLUME	no MINOR STREET VOLUME	WARRANT 1A	WARRANT 1B	Combo 80%		WARRANT 2	WARRANT	
					A	B		3A	3B
6:00	0	0							
7:00	1298	99	MAIN	BOTH	MAIN	BOTH	YES		
8:00	1083	85	MAIN	BOTH	MAIN	BOTH			
9:00	0	0							
10:00	0	0							
11:00	0	0							
12:00	0	0							
13:00	0	0							
14:00	0	0							
15:00	0	0							
16:00	1329	141	MAIN	BOTH	BOTH	BOTH	YES	YES	
17:00	1430	159	BOTH	BOTH	BOTH	BOTH	YES	YES	YES
18:00	0	0							

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	1	4	2	4	3	2	1

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