Transportation Analysis

Stonewall Tell Data Center
DRI #4342

City of South Fulton, Georgia

February 2025

Prepared for:

RSC Investment Management LLC

Prepared by:

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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *Stonewall Tell Data Center* development located in the City of South Fulton, Georgia. The approximate 93.76-acre site is located along the east side of Stonewall Tell Road and south of South Fulton Parkway (SR 14 Alt/US 29 Alt). The site currently has a daycare facility in the northwest portion of the property. The daycare facility is planned to be terminated before the construction of the proposed development. No credit will be taken for the existing traffic on the development.

The proposed development will consist of the following land use and densities contained in **Table 1**. The project is expected to be completed by 2033 (approximately 8 years).

Table 1: Proposed Land Use and Density	
Data Center	1,902,000 SF (three buildings) (Office Use: approx. 65,270 SF)

The DRI analysis includes an estimate of the overall vehicle trips projected to be generated by the development, also known as gross trips. Based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* for Data Center (Land Use Code 160), the development is projected to generate 1,882 gross trips per day. The project therefore qualifies for GRTA Expedited Review since the total daily trips are fewer than 3,000 trips per day.

Capacity analyses were performed for the study intersections under the Existing 2025 conditions, the Projected 2033 No-Build conditions, and the Projected 2033 Build conditions.

- Existing 2025 conditions represent traffic volumes that were collected by performing AM and PM peak hour turning movement counts. Counts were collected on Tuesday, January 28, 2025.
- Projected 2033 No-Build conditions represent the Existing 2025 traffic volumes grown using a 2.0% per year background traffic growth rate from 2025 to 2033 (8 years).
- Projected 2033 Build conditions represent the Projected 2033 No-Build conditions plus the addition of the project trips that are anticipated to be generated by the *Stonewall Tell Data Center* development.

A brief summary of system (background/No-Build) and development (Build condition) improvements and recommendations are noted below; additional details follow.

Programmed Project Roadway Improvements

The following intersection improvements are programmed to be implemented by GDOT (PI #0018369 and PI #0019668) (not by the development) before the build-out of the proposed *Stonewall Tell Data Center* development, and are included in the Projected 2033 No-Build and Build conditions (shown in green on **Figure 7** and **Figure 8**):

- PI #0019668 - South Fulton Parkway (SR 14 Alt/US 29 Alt) at Stonewall Tell Road (Intersection 1)
    - Construct an additional southbound lane to provide one (1) exclusive right-turn lane along Stonewall Tell Road.
    - Restripe the southbound approach to consist of one (1) exclusive left-turn lane, one (1) shared left-turn/through lane, and one (1) exclusive right-turn lane along Stonewall Tell Road.
    - Restripe the northbound approach to consist of one (1) exclusive left-turn lane, one (1) shared left-turn/through lane, and one (1) exclusive right-turn lane along Stonewall Tell Road.
- PI #0018369 - South Fulton Parkway (SR 14 Alt/US 29 Alt) at Mason Road/Hunter Road (Intersection 2)
    - Restripe the southbound approach along Mason Road to consist of two (2) exclusive left-turn lanes and one (1) shared through/right-turn lane.
    - Widen the northbound approach along Hunter Road to consist of one (1) exclusive left-turn lane, one (1) exclusive through lane, and one (1) exclusive right-turn lane.

Project 2033 No-Build Conditions (System Improvements)

Due to the low level-of-service (LOS) at the following intersection under the Projected 2033 No-Build conditions, the following intersection improvements are recommended (needed to serve background traffic, <u>without</u> the development, shown in red on **Figure 7** and **Figure 8**):

- South Fulton Parkway (SR 14 Alt/US 29 Alt) at Stonewall Tell Road (Intersection 1)
    - Construct one (1) additional southbound left-turn lane along Stonewall Tell Road, in place of the programmed shared left-turn/through lane under GDOT PI #0019668.
- Roosevelt Highway (SR 14/US 29) at Stonewall Tell Road (Intersection 4)
    - Install a traffic signal, if and when warranted and as approved by GDOT
    - Construct one (1) exclusive southbound left-turn lane along Stonewall Tell Road
    - Construct one (1) exclusive northbound left-turn lane along Stonewall Tell Road

Projected 2033 Build Conditions (Site Access Improvements)

In order to serve the *Stonewall Tell Data Center* development, the following site access improvements are recommended (shown in blue on **Figure 7** and **Figure 8**):

- Stonewall Tell Road at Amazon Driveway/Site Driveway A (Intersection 5)
    - On the site, construct a full-movement driveway with a minimum of one (1) ingress lane entering the site and a minimum of one (1) egress lane exiting the site.
    - Construct one (1) exclusive southbound left-turn lane along Stonewall Tell Road.
- Mason Road at Site Driveway B (Intersection 6)
    - On the site, construct a full-movement driveway with a minimum of one (1) ingress lane entering the site and a minimum of one (1) egress lanes exiting the site.

The following tables document the improved level-of-service summary as required by GRTA.

South Fulton Parkway (SR 14 Alt/US 29 Alt) at Stonewall Tell Road (Intersection 1)

Overall LOS Standard: D Approach LOS Standard: D			Stonewall Tell Road			Stonewall Tell Road			South Fulton Parkway (SR 14 Alt/US 23 Alt)			South Fulton Parkway (SR 14 Alt/US 23 Alt)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2033 IMPROVED NO-BUILD (SIGNAL)	AM	Overall LOS	D (41.7)											
		Approach LOS	E (69.3)			E (68.5)			D (35.9)			C (23.8)		
		Storage	100		275	100		125	250		125	250		125
		50th Queue	61	177	122	226	196	0	14	863	0	63	411	92
		95th Queue	104	243	194	276	275	0	39	1110	16	193	520	188
	PM	Overall LOS	D (44.1)											
		Approach LOS	E (71.2)			E (77.6)			C (28.4)			D (37.6)		
		Storage	100		275	100		125	250		125	250		125
		50th Queue	54	284	136	133	225	0	20	495	0	219	941	459
		95th Queue	90	374	221	181	324	14	46	584	2	473	1178	550
2033 IMPROVED BUILD (SIGNAL)	AM	Overall LOS	D (46.1)											
		Approach LOS	E (70.0)			E (68.7)			D (39.9)			C (30.9)		
		Storage	100		275	100		125	250		125	250		125
		50th Queue	71	201	133	227	205	0	14	775	0	72	336	64
		95th Queue	128	346	280	283	292	29	32	950	23	256	412	39
	PM	Overall LOS	D (47.2)											
		Approach LOS	E (72.1)			E (79.1)			C (29.5)			D (42.1)		
		Storage	100		275	100		125	250		125	250		125
		50th Queue	64	284	152	137	237	5	18	413	0	175	806	197
		95th Queue	105	434	231	188	397	49	37	487	6	204	774	132

With the system improvement noted above, the intersection of South Fulton Parkway (SR 14 Alt/US 29 Alt) at Stonewall Tell Road (Intersection 1) is projected to operate with an improved LOS E on the southbound approach.

Roosevelt Highway (SR 14/US 29) at Stonewall Tell Road (Intersection 4)

Overall LOS Standard: D Approach LOS Standard: D*			Stonewall Tell Road			Stonewall Tell Road			Roosevelt Highway (SR 14/US 29)			Roosevelt Highway (SR 14/US 29)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2033 IMPROVED NO-BUILD (SIGNAL)	AM	Overall LOS	B (18.6)											
		Approach LOS	D (52.4)			E (66.5)			B (11.7)			B (13.6)		
		Storage	150			150			150			150		
		50th Queue	1	2		37	137		40	131		0	108	
		95th Queue	7	22		65	212		86	349		2	189	
	PM	Overall LOS	C (28.5)											
		Approach LOS	D (53.8)			E (79.1)			C (22.8)			C (24.5)		
		Storage	150			150			150			150		
		50th Queue	0	0		14	152		165	94		1	661	
		95th Queue	0	0		20	187		277	230		6	942	
2033 IMPROVED BUILD (SIGNAL)	AM	Overall LOS	C (20.5)											
		Approach LOS	D (52.4)			E (79.5)			B (12.1)			B (14.2)		
		Storage	150			150			150			150		
		50th Queue	1	2		36	101		42	134		0	75	
		95th Queue	7	22		54	143		91	357		1	135	
	PM	Overall LOS	C (28.7)											
		Approach LOS	D (54.8)			E (79.2)			C (22.8)			C (24.7)		
		Storage	150			150			150			150		
		50th Queue	0	0		13	128		177	100		1	696	
		95th Queue	0	0		16	139		289	234		6	968	

** For approach failing in Existing 2025 conditions, LOS standard is E in future conditions.*

With the listed improvements above, the intersection of Roosevelt Highway (SR 14/US 29) at Stonewall Tell Road (Intersection 4) is projected to operate at acceptable overall and approach LOS standards under the Projected 2033 No-Build conditions and Projected 2033 Build conditions.

Impacted Queue Lengths Exceeding Storage

Intersection	Movement	Storage Length	Projected Build Queue Length (AM / PM)	Recommendation
1. South Fulton Parkway (SR 14 Alt/US 29 Alt) at Stonewall Tell Road	NBL*	100	71 / 64 (50th) 128 / 105 (95th)	*No-Build (System Improvement):* Consider extending NBL lane storage into center raised median.
	NBR	275	133 / 152 (50th) 280 / 231 (95th)	Consider extending NBR lane storage into center raised median.
4. Roosevelt Highway (SR 14/US 29) at Stonewall Tell Road	EBL	150	42 / 177 (50th) 91 / 289 (95th)	*No-Build (System Improvement):* Consider extending EBL lane storage into two-way left-turn lane.

** Exceeds available storage in Existing 2025 conditions*

Other movements where the projected queuing exceeds the available storage are not impacted by the proposed development traffic.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *Stonewall Tell Data Center* development located in the City of South Fulton, Georgia. The approximate 94.99-acre site is located along the east side of Stonewall Tell Road and south of South Fulton Parkway (SR 14 Alt/US 29 Alt). Approximately 58.9 acres out of the 94.99 acres are associated with the rezoning application by the City of South Fulton, as this is a City-initiated rezoning. The remaining 34.86 acres are located in the City of Union City. The project site primarily sits within the City of South Fulton, with portions of the site located within the City of Union City. The project site is currently zoned as outlined below:

- City of South Fulton:
  - Agricultural District (AG-1) with South Fulton Parkway Overlay
- City of Union City
  - Single Family Residential District (R-1)
  - Neighborhood Commercial District (NC)
  - Town Center Mixed Use (TCMU)
  - Light Industrial (M-1)

A Rezoning application with the City of South Fulton was filed on January 14, 2025. **Figure 1** provides a location map of the project site.

Figure 2 provides an aerial view of the project site and surrounding area.

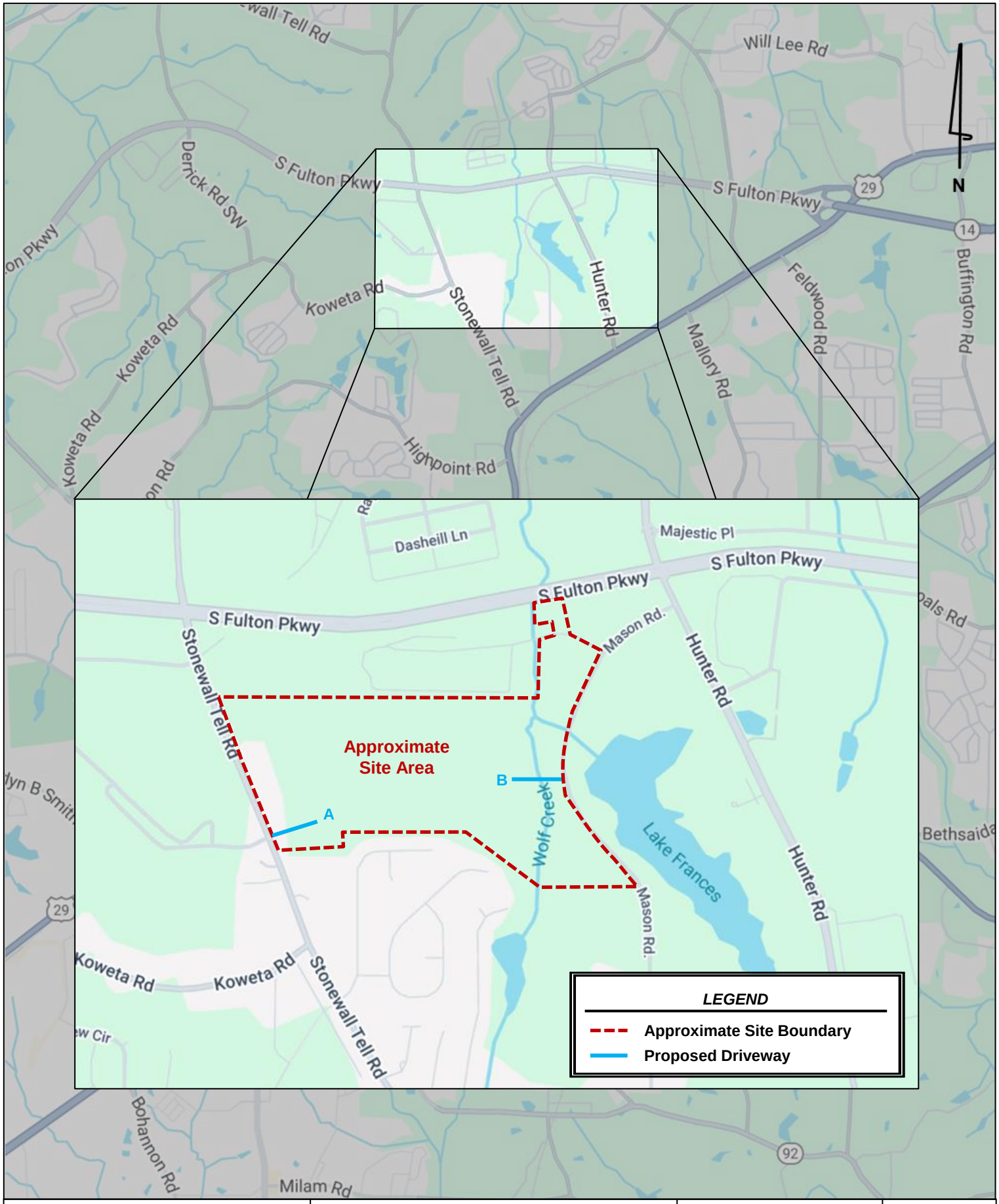
The site currently has a daycare facility on the northwest portion of the development. The daycare facility will be terminated before the construction of the proposed development and no credit for the existing traffic will be included in the analysis. The proposed development will consist of the following land uses and densities contained in **Table 2**. The project is expected to be completed by 2033 (approximately 8 years).

Table 2: Proposed Land Use and Density

Land Use	Proposed
Data Center	1,902,000 SF (three buildings) (Office Use: approx. 65,270 SF)

A reference of the proposed site plan is provided in **Appendix A**. A full-sized site plan consistent with GRTA's Site Plan Guidelines is also included in the review package.

The project is considered a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 500,000 SF in a new industrial development. The DRI was formally triggered with the filing of the rezoning application on January 14, 2025 by the City of South Fulton. This transportation analysis includes all inputs and methodologies discussed at the DRI Methodology Meeting with GRTA, ARC, and other stakeholders held on February 3, 2025. The inputs and methodologies are outlined in the GRTA Letter of Understanding (LOU) dated February 24, 2025.



Kimley»Horn	***Stonewall Tell Data Center*** ***DRI #4342*** **Transportation Impact Study**	**Site Location Map**	**Figure 1**
			Page 6

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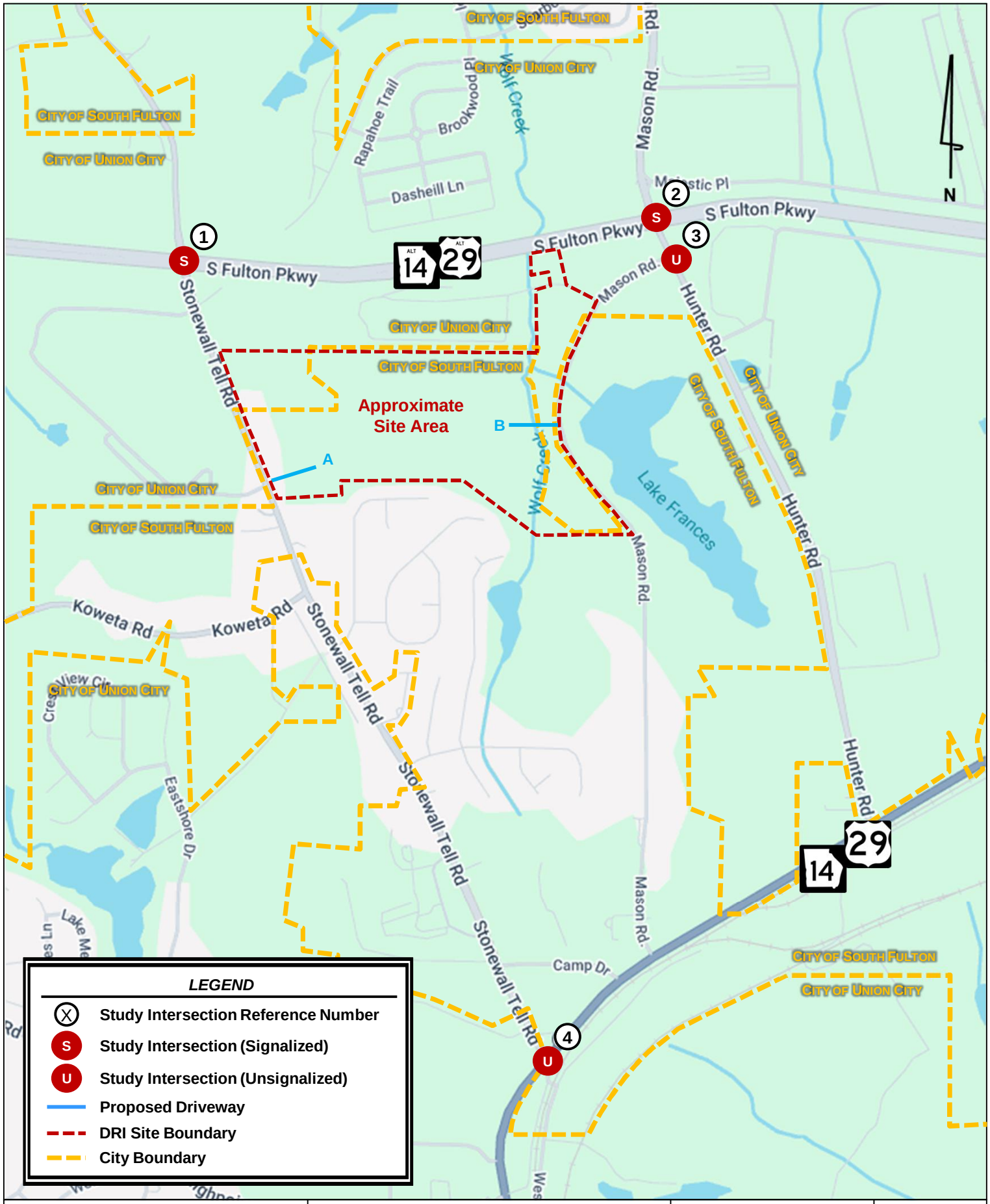
Stonewall Tell Data Center
DRI #4342
Transportation Impact Study

Site Aerial

Figure 2



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Stonewall Tell Data Center
DRI #4342
Transportation Impact Study

Study Intersections

Figure 3

1.2 Site Access

As currently envisioned, the proposed development will be accessible via two (2) new access points:

1. **Site Driveway A** – a proposed full-movement driveway located along Stonewall Tell Road aligned with the existing Amazon Driveway and proposed to operate under side street stop-control.
2. **Site Driveway B** – a proposed full-movement driveway located along Mason Road and proposed to operate under side street stop control. It will be located approximately 1,895 feet south of Hunter Road.

1.3 Internal Circulation Analysis

Internal roadways and pedestrian walkways will be provided throughout the site between all buildings and parking. See referenced site plan in **Appendix A** for a visual representation of vehicular and pedestrian connectivity on the site.

1.4 Parking

The current number of total site parking spaces to be provided based on the proposed office space within the proposed data center are listed below in **Table 3**.

Table 3: Parking Spaces

Land Use	Requirement		Proposed
	Minimum	Maximum	
Office	196 3 spaces per 1,000 SF	N/A	196

Bicycle, car/vanpool, and electric vehicle parking will be provided to meet or exceed City of South Fulton code requirements. Final parking provided will be based on the final density built. Additional parking details are provided on the proposed site plan in **Appendix A**.

1.5 Alternative Transportation Facilities

Bicycle, car/vanpool, and electric vehicle parking facilities will be provided to meet or exceed City of South Fulton code requirements. Currently, discontinuous sidewalks are present along Stonewall Tell Road. A 5-foot sidewalk is proposed to be installed along the project frontage on Stonewall Tell Road, which would connect Site Driveway A to the sidewalks north of the project site and provide a continuous pedestrian facility from Site Driveway A to South Fulton Parkway (SR 14 Alt/US 29 Alt).

MARTA bus route 82 services along South Fulton Parkway (SR 14 Alt/US 29 Alt). A bus stop is located on the southeast corner of the intersection of South Fulton Parkway (SR 14 Alt/US 29 Alt) at Stonewall Tell Road.

1.6 Dense Urban Environments Enhanced Focus Area

Per Section 3.2.4.2 of the GRTA *Development of Regional Impact Review Procedures* the *Stonewall Tell Data Center* development <u>does not</u> qualify for a “Dense Urban Environment Enhanced Focus Area” review, due to its location in the City of South Fulton.

1.7 Heavy Vehicle Enhanced Focus Area

As discussed in Methodology Meeting, the proposed use for *Stonewall Tell Data Center* does not generate significant heavy vehicles and therefore does not require “Heavy Vehicle Enhanced Focus Area” review.

2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 Study Network Determination

The study area was determined at the methodology meeting with input from GRTA, ARC, and other local agency stakeholders. The study includes the following four (4) off-site intersections described in **Table 4** and shown in **Figure 3.**

Table 4: Intersection Control Summary

Intersection	Jurisdiction	Control
1. South Fulton Parkway (SR 14 Alt/US 29 Alt) at Stonewall Tell Road (existing)	GDOT	Signalized
2. South Fulton Parkway (SR 14 Alt/US 29 Alt) at Mason Road/Hunter Road (existing)	GDOT	Signalized
3. Hunter Road at Mason Road (existing)	South Fulton	Unsignalized (Side-Street Stop Control)
4. Roosevelt Highway (SR 14/US 29) at Stonewall Tell Road (existing)	GDOT	Unsignalized (Side-Street Stop Control)

2.2 Existing Roadway Facilities

Roadway classification descriptions and estimated Annual Average Daily Traffic (AADT) for roadway segments within the study network are provided in **Table 5** (**bolded** roadways are adjacent to the site).

Table 5: Roadway Classifications

Roadway	Lanes	Posted Speed Limit	AADT (GDOT, 2023)	GDOT Functional Classification
Stonewall Tell Road	**2**	**35 mph**	**9,510**	**Minor Arterial**
South Fulton Parkway (SR 14 Alt/US 29 Alt)	4	55 mph	41,000	Principal Arterial
Roosevelt Highway (SR 14/US 29)	5	55 mph	21,100	Principal Arterial
Hunter Road	2	45 mph	-	Local
Mason Road	**2**	**35 mph (n/o South Fulton Parkway)/ 45 mph (s/o South Fulton Parkway)**	**-**	**Local**

2.3 Traffic Data Collection and Calibration

Traffic counts were collected at the four (4) existing study intersections on Tuesday, January 28, 2025.

Traffic count peak hours for all the study intersections are shown in **Table 6**.

Table 6: Traffic Count Summary

Intersection	Count Date	AM Peak Hour	PM Peak Hour
1. South Fulton Parkway (SR 14 Alt/US 29 Alt) at Stonewall Tell Road	1/28/2025	7:15 AM – 8:15 AM	5:00 PM – 6:00 PM
2. South Fulton Parkway (SR 14 Alt/US 29 Alt) at Mason Road/Hunter Road	1/28/2025	7:15 AM – 8:15 AM	4:45 PM – 5:45 PM
3. Hunter Road at Mason Road	1/28/2025	7:00 AM – 8:00 AM	5:00 PM – 6:00 PM
4. Roosevelt Highway (SR 14/US 29) at Stonewall Tell Road	1/28/2025	7:15 AM – 8:15 AM	5:00 PM – 6:00 PM

The collected peak hour turning movement traffic counts are provided in **Appendix E**.

2.4 Background Growth

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed *Stonewall Tell Data Center* development. Background traffic includes a base growth rate, which is based on historical count data and population growth data. It can also include trips anticipated from nearby or adjacent other projects.

Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 2.0% per year background traffic growth rate from 2025 to 2033 (8 years) was used for all roadways. No additional nearby development traffic was included, as this traffic was captured within the background traffic growth rate.

The Projected 2033 No-Build conditions represent the Existing 2025 traffic volumes grown for eight (8) years at 2.0% per year throughout the study network.

The Projected 2033 Build conditions represent the project trips generated by the *Stonewall Tell Data Center* development (discussed in Section 3.0 and 4.0) added to the Projected 2033 No-Build Conditions.

2.5 Programmed and Planned Projects

Programmed and planned projects near the project site were researched to account for any improvements or modifications within the study network before or by the build-out year of the development. The programmed and planned projects were discussed in the methodology meeting with GRTA, ARC, and other local stakeholders.

The following projects shown in **Table 7** are programmed to occur near the development.

Table 7: Programmed Projects

Project Name	From / To Points:	Sponsor	GDOT PI #	ARC ID # (TIP)	Design FY	ROW / UTL FY	CST FY
SR 14 Alt/US 29 at Hunter Road/ Mason Road	Intersection of SR 14 Alt/US 29 Alt at Hunter Road/ Mason Road	GDOT	0018369	-	2022	-	2026
SR 14 Alt at CS 1386/ Stonewall Tell Road	Intersection of SR 14 Alt at CS 1386/ Stonewall Tell Road	GDOT	0019668	-	2023	2026/ 2027	2027

Project information was obtained from GeoPI (GDOT) and the Atlanta Region's Plan (ARC).

GDOT PI #0018369 proposes to extend all turn lanes along South Fulton Parkway (SR 14 Alt/US 29 Alt), improve turning radii of the intersection, restripe the southbound approach to consist of two exclusive left-turn lanes and a shared through/right-turn lane, and widen the northbound approach (Hunter Road) to consist of an exclusive left-turn lane, exclusive through lane, and exclusive right-turn lane. The project proposes to add sidewalks to the existing MARTA stops and provide concrete pads at existing MARTA bus stops. These improvements will be considered as a background improvement in the Projected 2033 No-Build conditions.

GDOT PI #0019668 proposes to construct an exclusive right-turn lane along the southbound approach (Stonewall Tell Road) and improve turning radii of the intersection. The construction of the project is anticipated to begin in 2027. These improvements will be considered as a background improvement in the Projected 2033 No-Build conditions.

The following projects shown in **Table 8** are planned to occur near the development.

Table 8: Planned Projects

Project Name	From / To Points:	Potential Sponsor	Project ID #	ARC ID # (TIP)	Design FY
South Fulton Parkway Corridor High-Capacity Premium Transit Service	MARTA College Park rail station to SR 92	MARTA	AR-491A	2050	ARC Fact Sheet

Project information was obtained from GeoPI (GDOT) and the Atlanta Region's Plan (ARC).

Available fact sheets for projects listed in the table above can be found in **Appendix D**.

2.6 Level-of-Service Overview

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. LOS analyses were conducted at all intersections within the study network using *Synchro 12*.

LOS for signalized intersections and all-way stop controlled intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low LOS while the intersection as a whole may operate acceptably.

LOS for unsignalized intersections with stop control on the minor street only is reported for the side street approaches and the major street left-turn movements. Low LOS for side street approaches is not uncommon, as vehicles may experience delays in turning onto a major roadway.

2.7 Level-of-Service Standards

For the purposes of this traffic analysis, a LOS standard of D was assumed for the following study intersections as specified in the LOU:

- South Fulton Parkway (SR 14 Alt/US 29 Alt) at Stonewall Tell Road (intersection 1)
- Roosevelt Highway (SR 14/US 29) at Stonewall Tell Road (Intersection 4)

Due to its location in a Regional Employment Corridor, a LOS standard of E was assumed for the following study intersections as specified in the LOU:

- South Fulton Parkway (SR 14 Alt/US 29 Alt) at Mason Road/Hunter Road (Intersection 2)
- Hunter Road at Mason Road (Intersection 3)

However, per section 3.2.2.1 of the GRTA *Development of Regional Impact Review Procedures*, if an intersection overall or approach LOS is failing under existing conditions, then the LOS standard for future No-Build and Build conditions is considered to be LOS E.

3.0 TRIP GENERATION

Gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition*, using equations where available. Reductions to gross trips including mixed-use reductions and pass-by reductions were not applicable for the site. For a conservative analysis based on an understanding of land use patterns in the area, no alternative mode reduction was taken in this analysis as outlined in the GRTA Letter of Understanding (LOU).

Table 9 summarizes the gross trip generation for the proposed development with no reductions per the GRTA LOU for Data Center (ITE Land Use Code 160).

Table 9: Trip Generation

Land Use	Density	Daily Traffic			AM Peak Hour		PM Peak Hour	
		Total	Enter	Exit	Enter	Exit	Enter	Exit
160 – Data Center	1,902,000 SF	1,882	941	941	133	109	61	143
Mixed-Use Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Pass-by Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Gross Project Trips		***1,882***	***941***	***941***	***133***	***109***	***61***	***143***

A more detailed trip generation analysis summary table is provided in **Appendix B**.

4.0 TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of new project trips was based on the project land use, a review of land use densities and road facilities in the area, engineering judgement, and methodology discussions with GRTA, ARC, City of South Fulton, City of Union City, and other local stakeholders.

The anticipated distribution and assignment of the trips throughout the study roadway network is shown for in the development in **Figure 4**. These trip assignment percentages were applied to the net project trips expected to be generated by the development, and the volumes were assigned to the roadway network. The peak hour project trips are shown by turning movement throughout the study network in **Figure 5.**

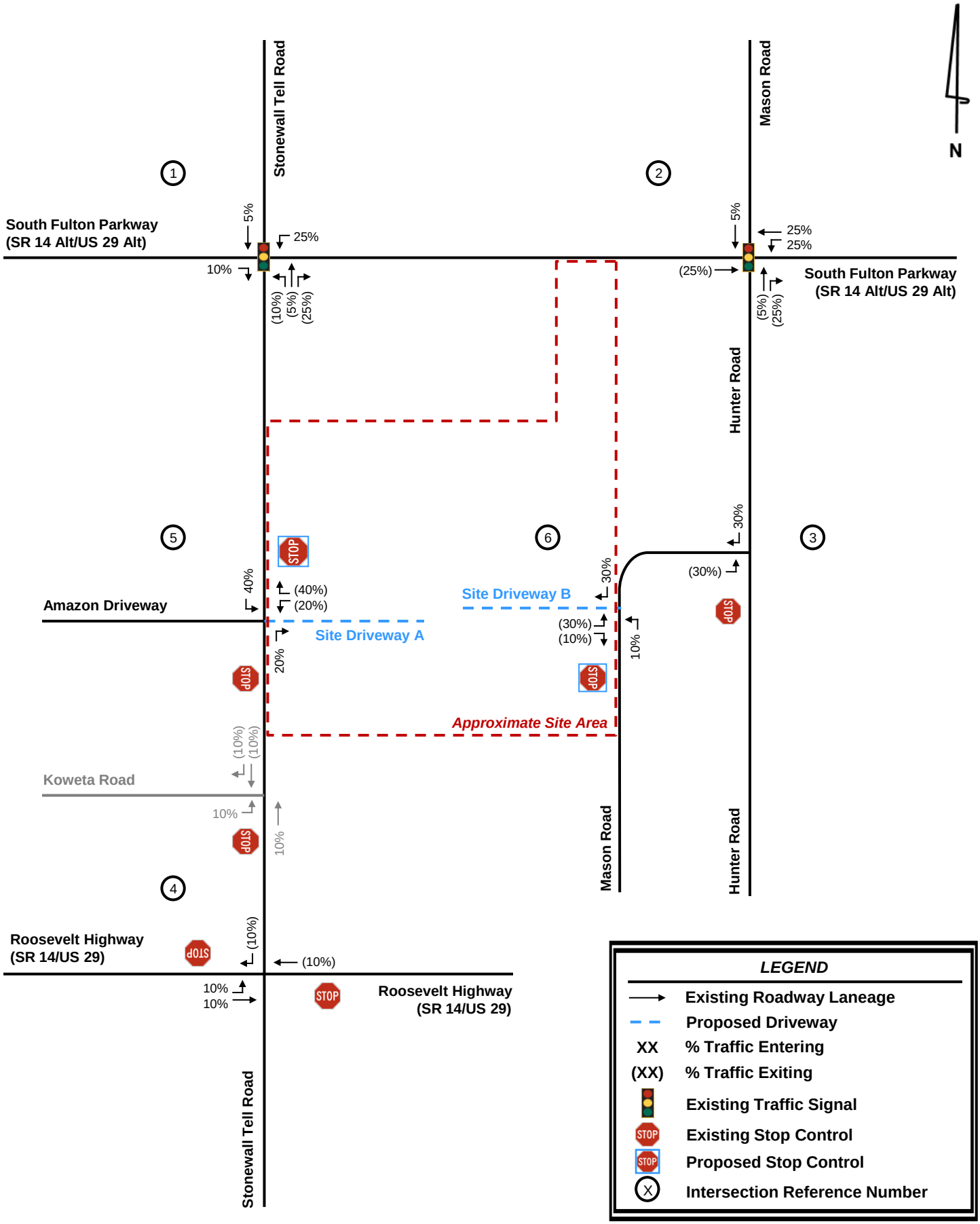
Detailed intersection volume worksheets are provided in **Appendix C**.

5.0 TRAFFIC ANALYSIS

Capacity analyses were performed using *Synchro 12* for the AM and PM peak hours under the Existing 2025 conditions, Projected 2033 No-Build conditions, and Projected 2033 Build conditions. The capacity analyses were performed using methodologies from the *Highway Capacity Manual (HCM), 7th Edition* unless otherwise noted.

These analyses included existing roadway lane configurations for each of the scenarios. The traffic volumes and roadway lane configurations used for each scenario are shown in **Figure 6** for Existing 2025 conditions, **Figure 7** for Projected 2033 No-Build conditions, and **Figure 8** for Projected 2033 Build conditions.

Sections 5.1 – 5.6 provide the results of the capacity analyses are presented for each study intersection and include projected LOS, delay, and queue lengths. Synchro 12 capacity analyses reports are provided in **Appendix F**.



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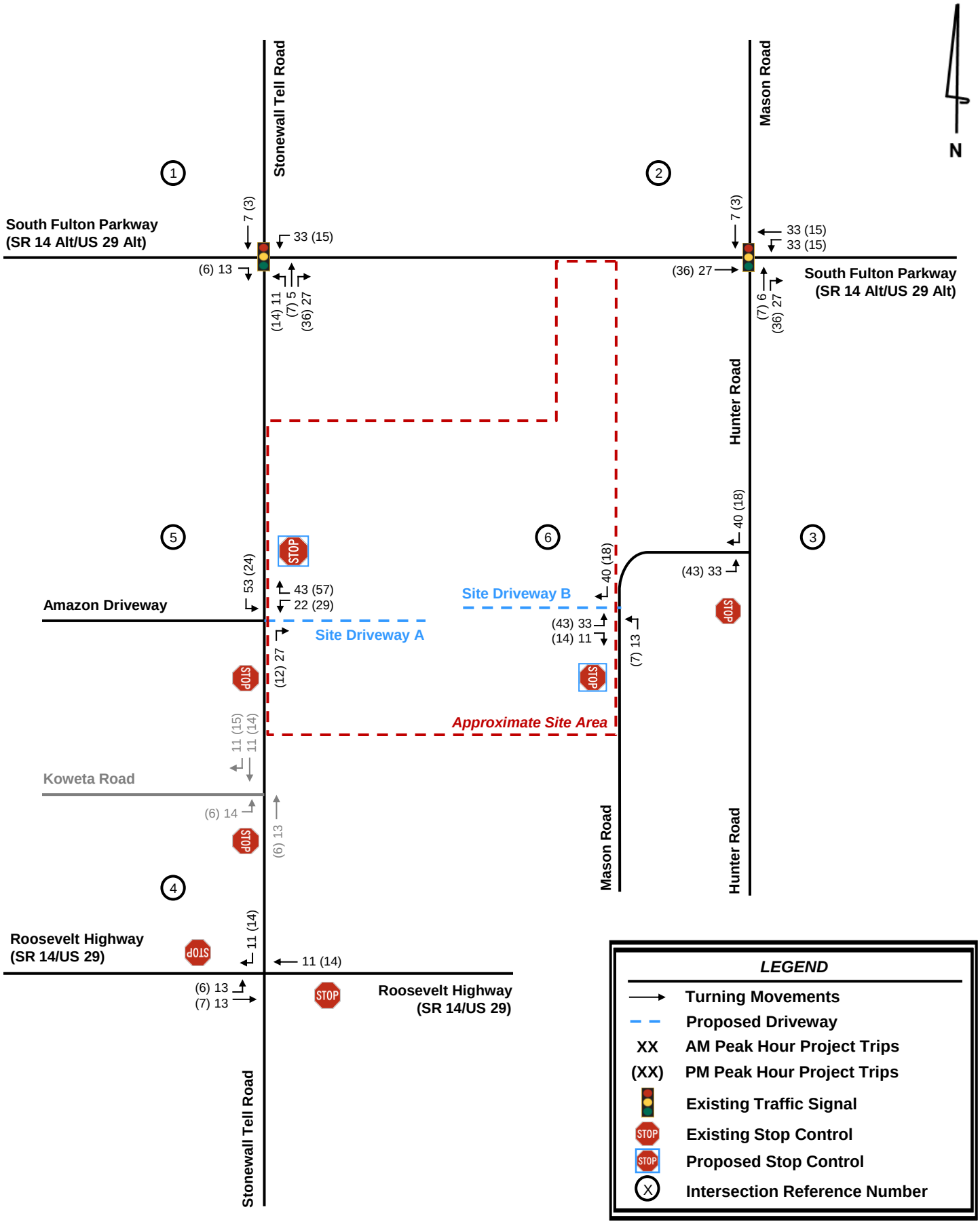
Trip Distribution & Assignment

Figure 4



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Project Trips

Figure 5

5.1 South Fulton Parkway (SR 14 Alt/US 29 Alt) at Stonewall Tell Road (Intersection 1)

Overall LOS Standard: D Approach LOS Standard: D*			Stonewall Tell Road			Stonewall Tell Road			South Fulton Parkway (SR 14 Alt/US 23 Alt)			South Fulton Parkway (SR 14 Alt/US 23 Alt)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2025 EXISTING (SIGNAL)	AM	Overall LOS	D (53.3)											
		Approach LOS	E (64.9)			F (172.2)			C (25.5)			B (13.8)		
		Storage	100		275	100			250		125	250		125
		50th Queue	59	148	3	439	184		12	462	0	44	240	63
		95th Queue	105	217	77	724	254		35	649	5	78	321	124
	PM	Overall LOS	D (38.4)											
		Approach LOS	E (73.4)			F (153.0)			B (18.9)			B (12.7)		
		Storage	100		275	100			250		125	250		125
		50th Queue	47	213	0	271	220		17	279	0	131	635	252
		95th Queue	88	291	70	422	295		51	418	0	139	773	292
2033 NO-BUILD (SIGNAL)	AM	Overall LOS	E (65.1)											
		Approach LOS	E (62.2)			F (106.0)			E (68.0)			D (35.3)		
		Storage	100		275	100		125	250		125	250		125
		50th Queue	62	189	102	334	343	0	16	885	0	50	367	70
		95th Queue	110	274	193	575	585	29	36	1024	14	169	440	87
	PM	Overall LOS	D (47.4)											
		Approach LOS	E (73.4)			F (84.3)			C (30.1)			D (41.0)		
		Storage	100		275	100		125	250		125	250		125
		50th Queue	49	269	81	255	270	5	20	467	0	190	942	287
		95th Queue	91	375	154	395	414	47	43	552	2	283	1078	247
2033 BUILD (SIGNAL)	AM	Overall LOS	E (73.1)											
		Approach LOS	E (62.4)			F (107.8)			E (78.6)			D (47.8)		
		Storage	100		275	100		125	250		125	250		125
		50th Queue	70	197	132	343	348	0	16	885	0	110	367	71
		95th Queue	121	285	233	586	587	29	36	1024	25	249	440	76
	PM	Overall LOS	D (51.9)											
		Approach LOS	E (74.8)			F (84.3)			C (31.9)			D (48.0)		
		Storage	100		275	100		125	250		125	250		125
		50th Queue	63	283	109	258	271	5	20	440	0	228	855	241
		95th Queue	114	464	210	404	416	47	40	520	6	256	1015	186

** For approach failing in Existing 2025 conditions, LOS standard is E in future conditions.*

The signalized intersection of South Fulton Parkway (SR 14 Alt/US 29 Alt) at Stonewall Tell Road (Intersection 1) is projected to operate at an acceptable overall LOS under the Existing 2025 AM and PM peak hour conditions. However, the intersection is not projected to meet GRTA's LOS standards for the overall intersection under the Projected 2033 No-Build AM peak hour and under the 2033 Build AM peak hour. Under both the AM and PM peak hours for the 2025 Existing, Projected 2033 No-Build, and Projected 2033 Build conditions, the northbound approach is projected to operate at LOS E and the southbound approach is projected to operate at LOS F. Additionally, during the AM peak hour of the Projected 2033 No-Build and Build conditions, the eastbound approach LOS is projected to operate at LOS E. Per GRTA guidance, if an intersection overall or approach LOS is failing under existing conditions, then the LOS standard for future No-Build and Build conditions is considered to be LOS E. Therefore, the LOS standard for future No-Build and Build conditions for the southbound approach during both the AM and PM peak hour is LOS E.

It is notable that there is a programmed project expected to be constructed in 2027, prior to the build-out of the site. GDOT has programmed the following roadway improvements at the intersection as part of PI #0019668 (shown in green on **Figure 7** and **Figure 8**):

- Construct one (1) additional southbound lane to provide one (1) exclusive right-turn lane along Stonewall Tell Road.
- Restripe the southbound approach to consist of one (1) exclusive left-turn lane, one (1) shared left-turn/through lane, and one (1) exclusive right-turn lane along Stonewall Tell Road.

With the programmed improvements under GDOT PI #0019668, the Projected 2033 No-Build and Build conditions are not expected to meet GRTA's LOS standards for the overall intersection in the AM peak hour and the northbound and southbound approaches under both peak hours. Additionally, the eastbound approach is projected to fail in the Projected 2033 No-Build and Build conditions during the AM peak hour.

In order to improve the overall and approach LOS under the Projected 2033 No-Build and Build conditions, Kimley-Horn recommends the following system improvement (shown in red on **Figure 7** and **Figure 8**):

- Construct one (1) additional southbound left-turn lane along Stonewall Tell Road, in place of the programmed shared left-through lane under GDOT PI #0019668.

Signal timing adjustments were included in the improved conditions to consider changes in travel patterns in future conditions at the intersection. The analysis results for the improved conditions at Intersection 1 are shown in the table below.

Overall LOS Standard: D Approach LOS Standard: D*			Stonewall Tell Road			Stonewall Tell Road			South Fulton Parkway (SR 14 Alt/US 23 Alt)			South Fulton Parkway (SR 14 Alt/US 23 Alt)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2033 IMPROVED NO-BUILD (SIGNAL)	AM	Overall LOS	D (41.7)											
		Approach LOS	E (69.3)			E (68.5)			D (35.9)			C (23.8)		
		Storage	100		275	100		125	250		125	250		125
		50th Queue	61	177	122	226	196	0	14	863	0	63	411	92
		95th Queue	104	243	194	276	275	0	39	1110	16	193	520	188
	PM	Overall LOS	D (44.1)											
		Approach LOS	E (71.2)			E (77.6)			C (28.4)			D (37.6)		
		Storage	100		275	100		125	250		125	250		125
		50th Queue	54	284	136	133	225	0	20	495	0	219	941	459
		95th Queue	90	374	221	181	324	14	46	584	2	473	1178	550
2033 IMPROVED BUILD (SIGNAL)	AM	Overall LOS	D (46.1)											
		Approach LOS	E (70.0)			E (68.7)			D (39.9)			C (30.9)		
		Storage	100		275	100		125	250		125	250		125
		50th Queue	71	201	133	227	205	0	14	775	0	72	336	64
		95th Queue	128	346	280	283	292	29	32	950	23	256	412	39
	PM	Overall LOS	D (47.2)											
		Approach LOS	E (72.1)			E (79.1)			C (29.5)			D (42.1)		
		Storage	100		275	100		125	250		125	250		125
		50th Queue	64	284	152	137	237	5	18	413	0	175	806	197
		95th Queue	105	434	231	188	397	49	37	487	6	204	774	132

** For approach failing in Existing 2025 conditions, LOS standard is E in future conditions.*

With the system improvement noted above, the intersection of South Fulton Parkway (SR 14 Alt/US 29 Alt) at Stonewall Tell Road (Intersection 1) is projected to operate with an improved LOS E on the southbound approach.

5.2 South Fulton Parkway (SR 14 Alt/US 29 Alt) at Mason Road/Hunter Road (Intersection 2)

Overall LOS Standard: E Approach LOS Standard: E			Hunter Road			Mason Road			South Fulton Parkway (SR 14 Alt/US 23 Alt)			South Fulton Parkway (SR 14 Alt/US 23 Alt)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2025 EXISTING (SIGNAL)	AM	Overall LOS	C (28.4)											
		Approach LOS	D (47.0)			E (65.8)			C (26.8)			B (18.7)		
		Storage			25	150			250		125	550		125
		50th Queue		50	0	173	99		13	904	0	47	220	13
		95th Queue		90	24	255	162		21	655	0	166	310	42
	PM	Overall LOS	C (25.6)											
		Approach LOS	D (54.1)			E (64.2)			B (16.9)			C (24.3)		
		Storage			25	150			250		125	550		125
		50th Queue		79	6	123	98		12	167	0	15	632	26
		95th Queue		130	51	189	165		43	206	0	35	961	65
2033 NO-BUILD (SIGNAL)	AM	Overall LOS	C (24.3)											
		Approach LOS	E (60.7)			E (65.6)			B (19.6)			B (16.9)		
		Storage	125		125	75			550		275	550		300
		50th Queue	18	46	0	104	133		8	1054	0	59	223	0
		95th Queue	45	85	36	143	207		12	1142	0	147	328	24
	PM	Overall LOS	C (24.8)											
		Approach LOS	E (64.9)			E (69.5)			B (14.0)			C (23.4)		
		Storage	125		125	75			550		275	550		300
		50th Queue	27	67	0	72	127		25	661	0	15	876	21
		95th Queue	61	113	50	105	203		59	826	1	36	1407	59
2033 BUILD (SIGNAL)	AM	Overall LOS	C (29.5)											
		Approach LOS	E (62.0)			E (66.0)			C (20.9)			C (29.5)		
		Storage	125		125	75			550		275	550		300
		50th Queue	18	51	0	104	145		10	1075	0	95	234	0
		95th Queue	45	91	51	142	218		11	1082	0	277	351	24
	PM	Overall LOS	C (26.0)											
		Approach LOS	E (65.8)			E (69.5)			B (14.5)			C (24.5)		
		Storage	125		125	75			550		275	550		300
		50th Queue	27	75	0	72	132		26	674	0	19	905	22
		95th Queue	61	124	60	105	209		55	815	1	50	1432	60

The intersection of South Fulton Parkway (SR 14 Alt/US 23 Alt) at Mason Road/Hunter Road (Intersection 2) is projected to operate at an acceptable overall and approach LOS during the AM and PM peak hours under Existing 2025 conditions. It is notable that there is a programmed project expected to be constructed in 2026, prior to the build-out of the site. GDOT has programmed the following roadway improvements at the intersection as part of PI #0018369 (shown in green on **Figure 7** and **Figure 8**):

- Restripe the southbound approach along Mason Road to consist of two (2) exclusive left-turn lanes and one (1) shared through/right-turn lane.
- Widen the northbound approach along Hunter Road to consist of one (1) exclusive left-turn lane, one (1) exclusive through lane, and one (1) exclusive right-turn lane.

With the programmed improvements under GDOT PI #0018369, the Projected 2033 No-Build and Build conditions are expected to meet GRTA's LOS standards for the overall intersection and each approach in the AM and PM peak hours.

5.3 Hunter Road at Mason Road (Intersection 3)

Overall LOS Standard: E Approach LOS Standard: E			Hunter Road			Hunter Road			Mason Road					
			Northbound			Southbound			Eastbound (STOP)			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2025 EXISTING (TWSC)	AM	Overall LOS	(1.2)											
		Approach LOS	A (7.9)			A (0.0)			B (10.5)					
		Storage												
		50th Queue												
		95th Queue	0							5				
	PM	Overall LOS	(2.6)											
		Approach LOS	A (7.5)			A (0.0)			B (10.1)					
		Storage												
		50th Queue												
		95th Queue	0							10				
2033 NO-BUILD (TWSC)	AM	Overall LOS	(1.3)											
		Approach LOS	A (8.0)			A (0.0)			B (10.9)					
		Storage												
		50th Queue												
		95th Queue	0							5				
	PM	Overall LOS	(2.7)											
		Approach LOS	A (7.6)			A (0.0)			B (10.6)					
		Storage												
		50th Queue												
		95th Queue	0							13				
2033 BUILD (TWSC)	AM	Overall LOS	(2.1)											
		Approach LOS	A (8.2)			A (0.0)			B (11.8)					
		Storage												
		50th Queue												
		95th Queue	0							13				
	PM	Overall LOS	(3.6)											
		Approach LOS	A (7.7)			A (0.0)			B (11.2)					
		Storage												
		50th Queue												
		95th Queue	0							20				

The intersection of Hunter Road at Mason Road (Intersection 3) currently operates and is projected to operate at acceptable overall and approach LOS standards under Existing 2025 conditions, Projected 2033 No-Build conditions, and Projected 2033 Build conditions. No improvements are recommended to be conditioned.

5.4 Roosevelt Highway (SR 14/US 29) at Stonewall Tell Road (Intersection 4)

Overall LOS Standard: D Approach LOS Standard: D*			Stonewall Tell Road			Stonewall Tell Road			Roosevelt Highway (SR 14/US 29)			Roosevelt Highway (SR 14/US 29)		
			Northbound (STOP)			Southbound (STOP)			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2025 EXISTING (TWSC)	AM	Overall LOS	(11.5)											
		Approach LOS	F (57.6)			F (89.1)			A (9.4)			B (11.2)		
		Storage												
		50th Queue												
		95th Queue		10			225		25			0		
	PM	Overall LOS	(19.7)											
		Approach LOS	B (10.7)			F (218.2)			C (18.3)			A (9.7)		
		Storage												
		50th Queue												
		95th Queue		0			308		58			0		
2033 NO-BUILD (TWSC)	AM	Overall LOS	(52.3)											
		Approach LOS	F (116.2)			F ($)			B (10.2)			B (12.4)		
		Storage												
		50th Queue												
		95th Queue		23			535		33			0		
	PM	Overall LOS	(104.9)											
		Approach LOS	B (11.3)			F ($)			D (29.7)			B (10.4)		
		Storage												
		50th Queue												
		95th Queue		0			645		110			0		
2033 BUILD (TWSC)	AM	Overall LOS	(63.8)											
		Approach LOS	F (135.2)			F ($)			B (10.4)			B (12.5)		
		Storage												
		50th Queue												
		95th Queue		25			595		35			0		
	PM	Overall LOS	(126.5)											
		Approach LOS	B (11.4)			F ($)			D (31.5)			B (10.4)		
		Storage												
		50th Queue												
		95th Queue		0			700		118			0		

$ - Delay exceeds 300 seconds.
** For approach failing in Existing 2025 conditions, LOS standard is E in future conditions.*

The existing side-street stop-controlled intersection of Roosevelt Highway (SR 14/US 29) at Stonewall Tell Road currently operates at failing approach LOS along the northbound and southbound approaches during the AM peak hour and along the southbound approach during the PM peak hour. Under the Projected 2033 No-Build and Build conditions, the intersection of Roosevelt Highway (SR 14/US 29) at Stonewall Tell Road is projected to operate at a failing approach LOS along the northbound and southbound approaches during the AM peak hour and along the southbound approach during the PM peak hour. Per GRTA guidance, if an intersection overall or approach LOS is failing under existing conditions, then the LOS standard for future No-Build and Build conditions is considered to be LOS E. Therefore, the LOS standard for future No-Build and Build conditions is LOS E for the northbound and southbound approaches during the AM peak hour and southbound approach during the PM peak hour.

In order to improve the approach LOS under the Projected 2033 No-Build and Build conditions, Kimley-Horn recommends the following system improvement (shown in red on **Figure 7** and **Figure 8**):

- Install a traffic signal, if and when warranted and as approved by GDOT
- Construct one (1) exclusive southbound left-turn lane along Stonewall Tell Road
- Construct one (1) exclusive northbound left-turn lane along Stonewall Tell Road

The analysis results for the improved conditions at Intersection 4 are shown in the table below.

Overall LOS Standard: D Approach LOS Standard: D*			Stonewall Tell Road			Stonewall Tell Road			Roosevelt Highway (SR 14/US 29)			Roosevelt Highway (SR 14/US 29)		
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2033 IMPROVED NO-BUILD (SIGNAL)	AM	Overall LOS	B (18.6)											
		Approach LOS	D (52.4)			E (66.5)			B (11.7)			B (13.6)		
		Storage	150			150			150			150		
		50th Queue	1	2		37	137		40	131		0	108	
		95th Queue	7	22		65	212		86	349		2	189	
	PM	Overall LOS	C (28.5)											
		Approach LOS	D (53.8)			E (79.1)			C (22.8)			C (24.5)		
		Storage	150			150			150			150		
		50th Queue	0	0		14	152		165	94		1	661	
		95th Queue	0	0		20	187		277	230		6	942	
2033 IMPROVED BUILD (SIGNAL)	AM	Overall LOS	C (20.5)											
		Approach LOS	D (52.4)			E (79.5)			B (12.1)			B (14.2)		
		Storage	150			150			150			150		
		50th Queue	1	2		36	101		42	134		0	75	
		95th Queue	7	22		54	143		91	357		1	135	
	PM	Overall LOS	C (28.7)											
		Approach LOS	D (54.8)			E (79.2)			C (22.8)			C (24.7)		
		Storage	150			150			150			150		
		50th Queue	0	0		13	128		177	100		1	696	
		95th Queue	0	0		16	139		289	234		6	968	

** For approach failing in Existing 2025 conditions, LOS standard is E in future conditions.*

With the listed improvements above, the intersection of Roosevelt Highway (SR 14/US 29) at Stonewall Tell Road (Intersection 4) is projected to operate at acceptable overall and approach LOS standards under the Projected 2033 No-Build conditions and Projected 2033 Build conditions.

Note: The above intersection improvements are listed in the *Notice of Decision, Attachment A* for *Union City Commerce Center DRI #3266*.

5.5 Stonewall Tell Road at Amazon Driveway/Site Driveway A (Intersection 5)

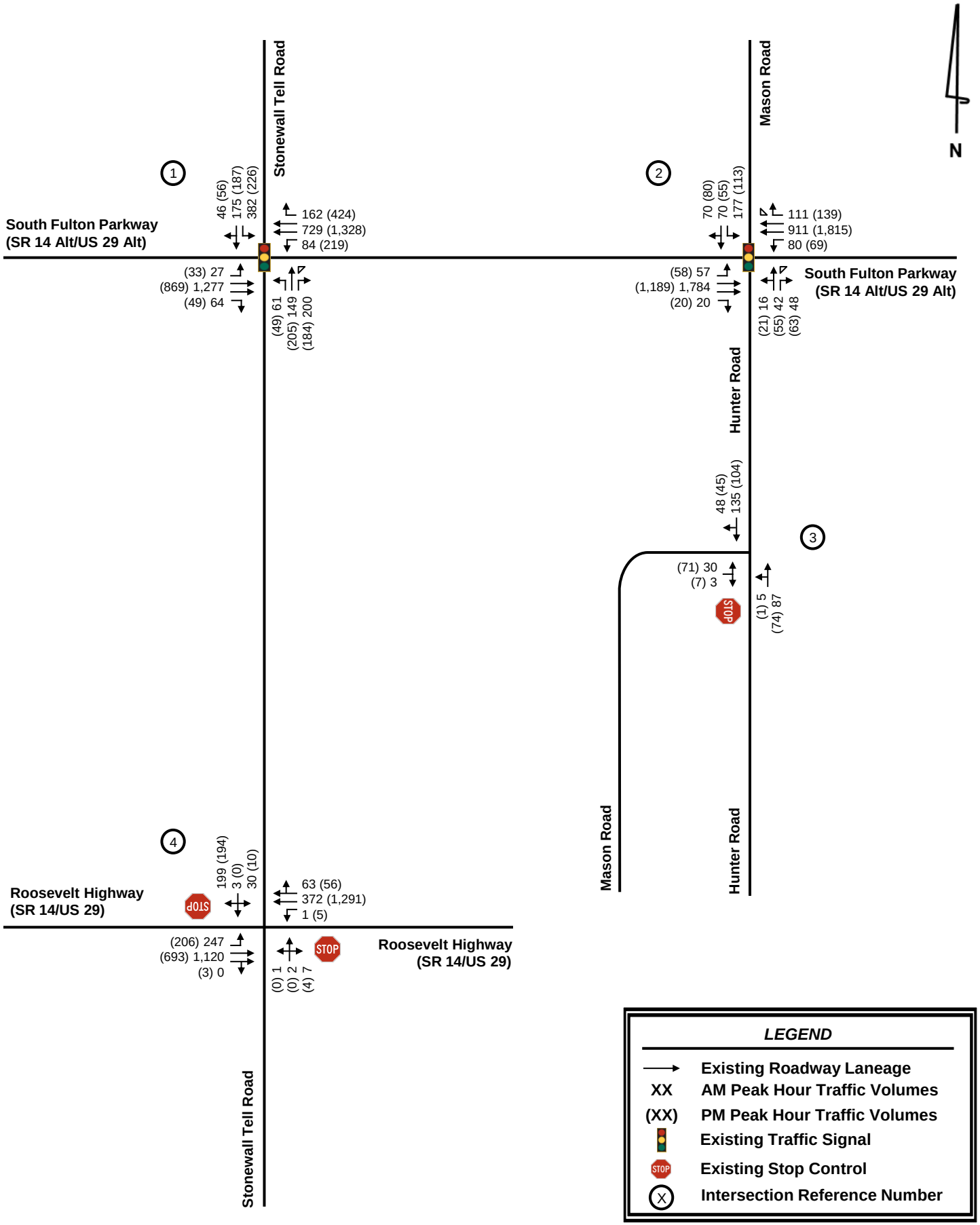
Overall LOS Standard: D Approach LOS Standard: D			Stonewall Tell Road			Stonewall Tell Road			Amazon Driveway			Site Driveway A		
			Northbound			Southbound			Eastbound (STOP)			Westbound (STOP)		
			L	T	R	L	T	R	L	T	R	L	T	R
2025 EXISTING (TWSC)	AM	Overall LOS	(0.2)											
		Approach LOS	A (7.9)			A (0.0)			C (17.0)					
		Storage												
		50th Queue												
		95th Queue	0			0			3					
	PM	Overall LOS	(0.4)											
		Approach LOS	A (0.0)			A (0.0)			C (18.7)					
		Storage												
		50th Queue												
		95th Queue	0			0			5					
2033 NO-BUILD (TWSC)	AM	Overall LOS	(0.2)											
		Approach LOS	A (8.0)			A (0.0)			C (20.2)					
		Storage												
		50th Queue												
		95th Queue	0			0			3					
	PM	Overall LOS	(0.5)											
		Approach LOS	A (0.0)			A (0.0)			C (23.1)					
		Storage												
		50th Queue												
		95th Queue	0			0			8					
2033 BUILD (TWSC)	AM	Overall LOS	(1.9)											
		Approach LOS	A (8.0)			A (8.6)			D (30.5)			C (17.7)		
		Storage												
		50th Queue												
		95th Queue	0			5			3				18	
	PM	Overall LOS	(2.4)											
		Approach LOS	A (0.0)			A (8.4)			D (33.9)			C (17.4)		
		Storage												
		50th Queue												
		95th Queue	0			3			13				23	

The intersection of Stonewall Tell Road at Amazon Driveway/Site Driveway A currently operates at an acceptable overall and approach LOS under the Existing 2025 conditions. Intersection 5 is projected to operate at an acceptable overall and approach LOS under the Projected 2033 No-Build and Build conditions. The recommended configuration for Site Driveway A is a minimum of one (1) lane entering the site and a minimum of one (1) lane exiting the site.

5.6 Mason Road at Site Driveway B (Intersection 6)

Overall LOS Standard: D Approach LOS Standard: D			Mason Road			Mason Road			Site Driveway B					
			Northbound			Southbound			Eastbound (STOP)			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
2033 BUILD (TWSC)	AM	Overall LOS	(1.7)											
		Approach LOS	A (7.8)			A (0.0)			B (11.0)					
		Storage												
		50th Queue												
		95th Queue	0			0				8				
	PM	Overall LOS	(2.1)											
		Approach LOS	A (7.6)			A (0.0)			B (10.3)					
		Storage												
		50th Queue												
		95th Queue	0			0				8				

The proposed side-street stop-controlled driveway at the intersection of Stonewall Tell Road at Driveway B is projected to operate at an acceptable approach LOS under the Build 2033 conditions. The recommended configuration for Site Driveway B is a minimum of one (1) lane entering the site and a minimum of one (1) lane exiting the site.



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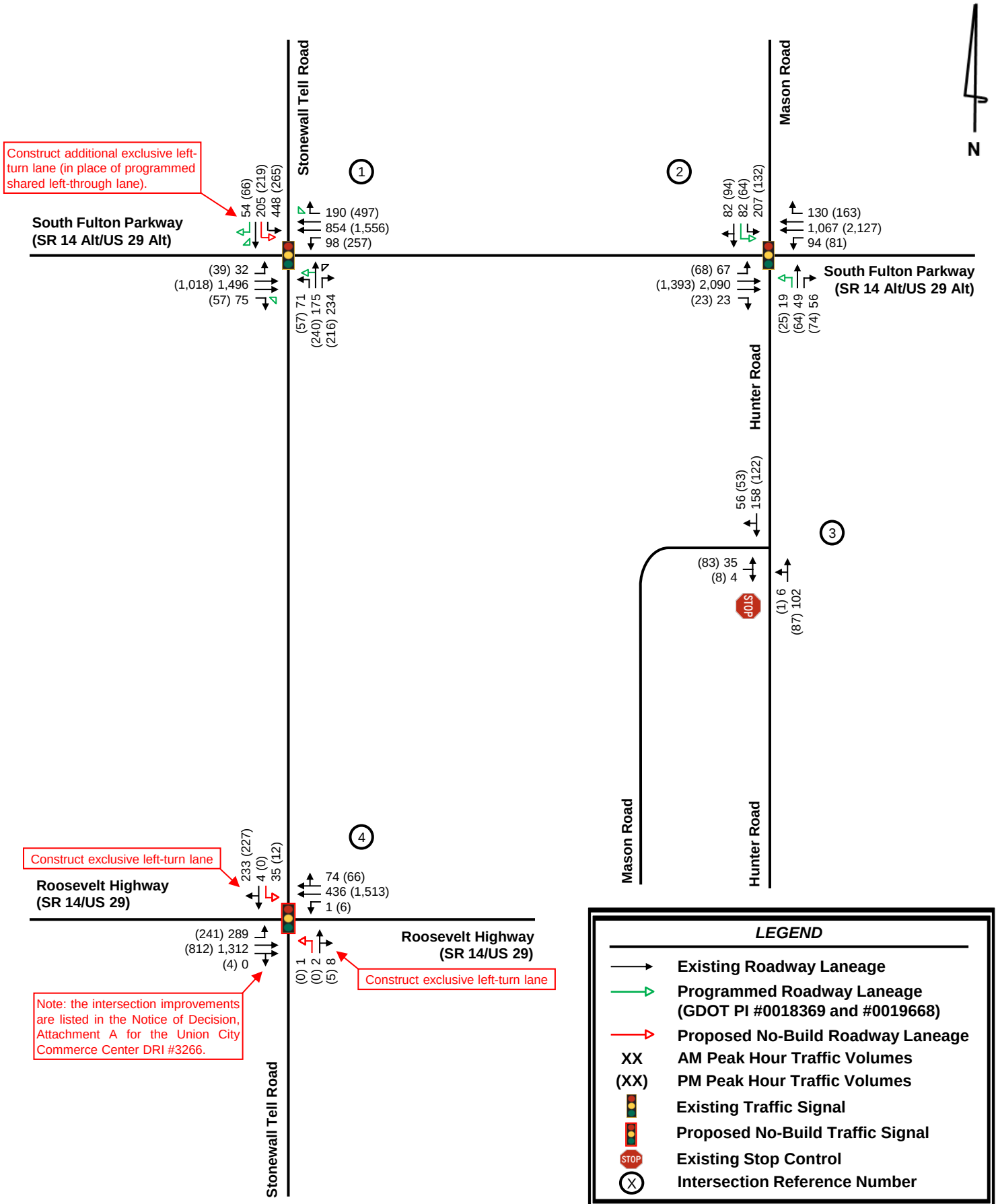
DRI #4342
Transportation Impact Study

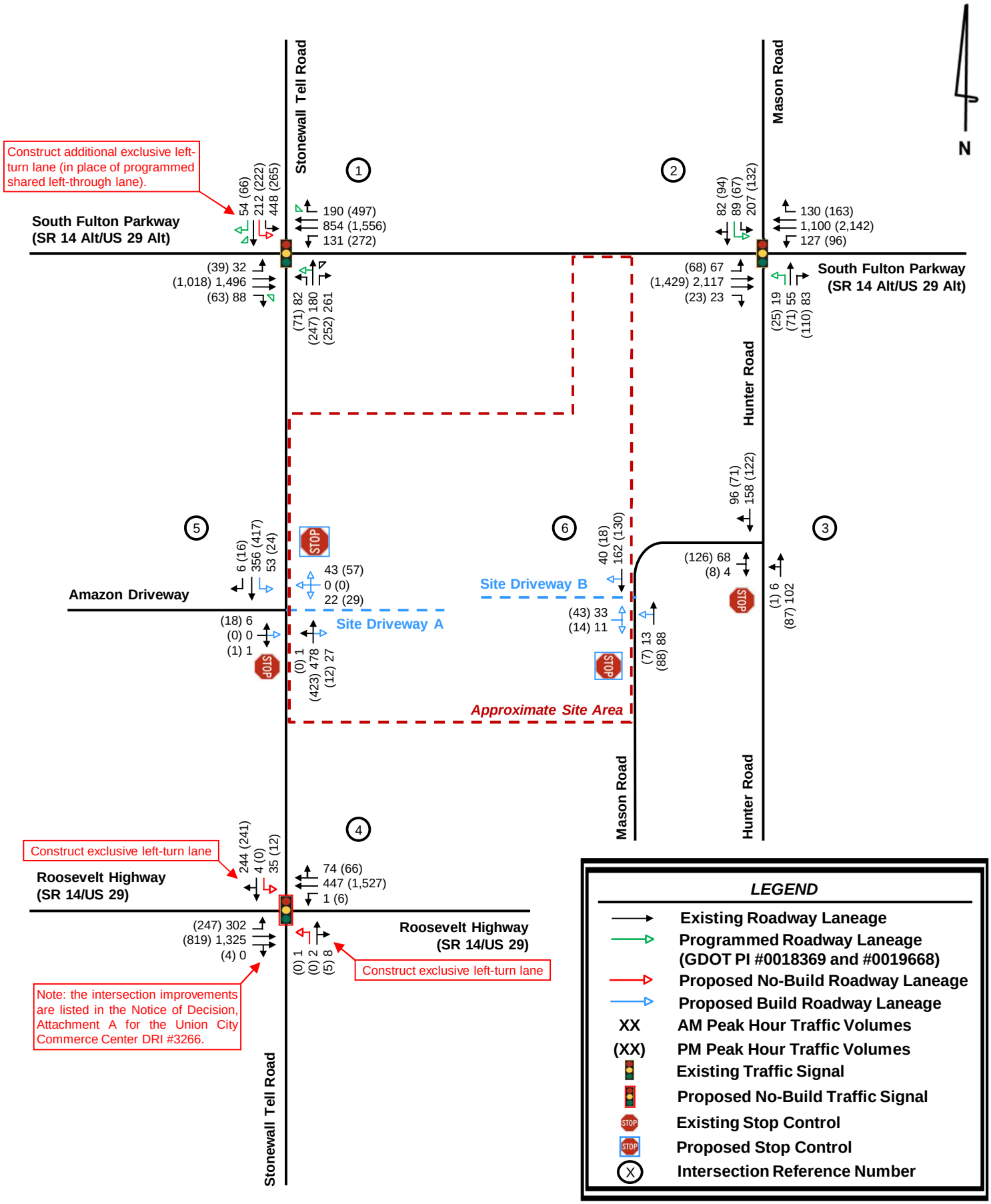
Existing 2025 Conditions

Figure 6



*Existing 2025 conditions increase by 2% per year for 8 years.

Kimley»Horn	***Stonewall Tell Data Center DRI #4342*** **Transportation Impact Study**	**Projected 2033 No-Build Conditions**	**Figure 7**
			Page 26



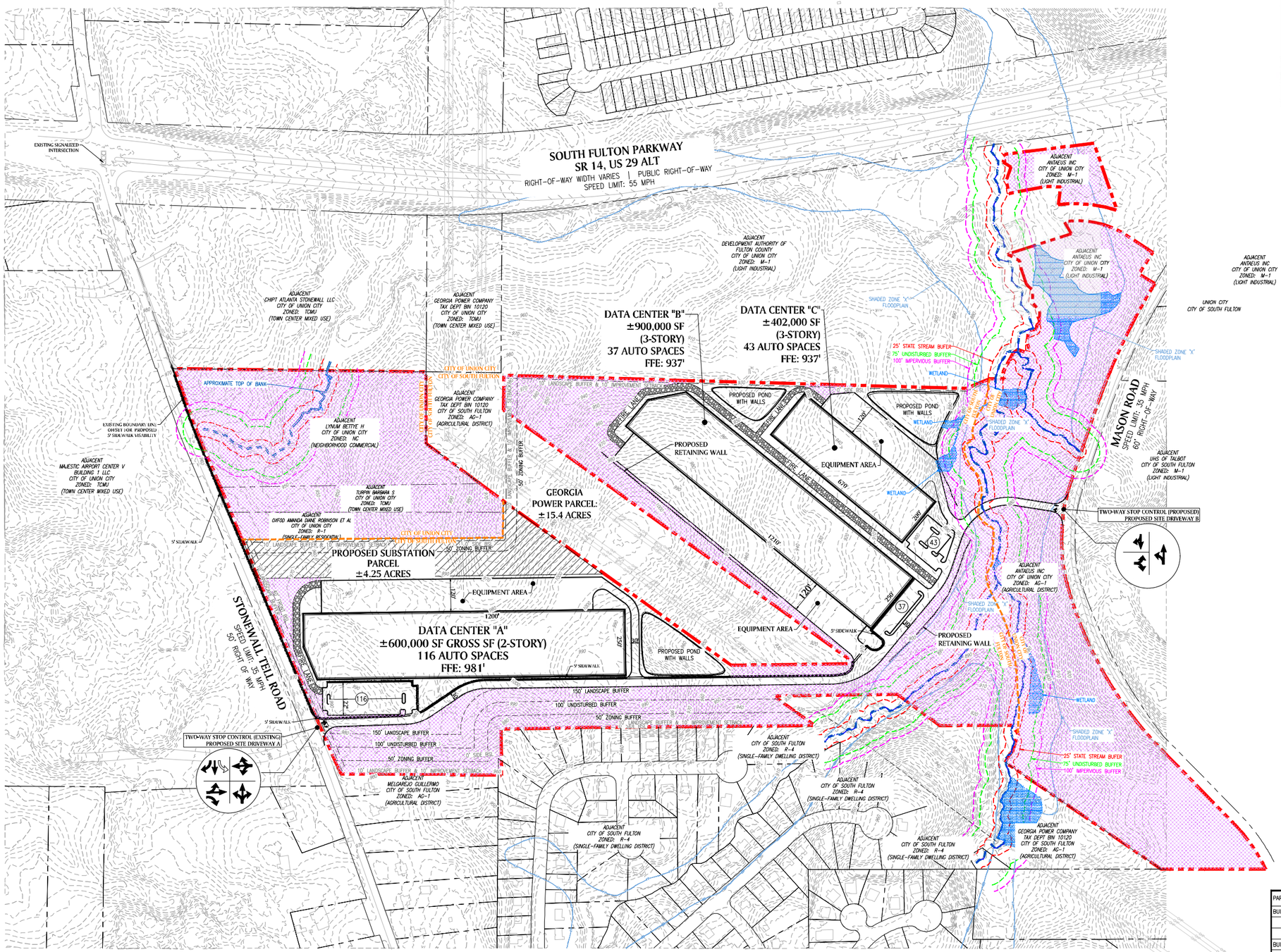
Kimley»Horn

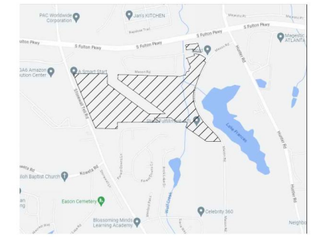
Stonewall Tell Data Center
DRI #4342
Transportation Impact Study

Projected 2033 Build Conditions

Figure 8

Proposed Site Plan





VICINITY MAP

SCALE: NTS

CONTACTS:

APPLICANT
DAVIS CONWAY/STAN CONWAY
3490 PIEDMONT ROAD, SUITE 600
ATLANTA, GA 30305
RSC INVESTMENT MANAGEMENT LLC
(404) 276-9471

SITE PLANNER
JOHN WISE
PAULSON MITCHELL, INC.
85-A MILL STREET, SUITE 200
ROSWELL, GA 30075
(770) 650-7685

TRAFFIC CONSULTANT
LANI NEGRELLO, P.E.
KIMLEY-HORN AND ASSOCIATES, INC.
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GA 30009
(770) 619-4280

PARKING DATA

PARKING REQUIRED:	3 SPACES PER 1,000 SF OF OFFICE
BUILDING A:	±38,670 SF OF OFFICE
AUTO SPACES REQUIRED:	116 SPACES
AUTO SPACES PROVIDED:	116 SPACES
BUILDING B:	±12,300 SF OF OFFICE
AUTO SPACES REQUIRED:	37 SPACES
AUTO SPACES PROVIDED:	37 SPACES
BUILDING C:	±14,300 SF OF OFFICE
AUTO SPACES REQUIRED:	43 SPACES
AUTO SPACES PROVIDED:	43 SPACES

SITE ANALYSIS

BUILDING A:	±600,000 S.F.
AUTO SPACES:	116 SPACES
BUILDING B:	±900,000 S.F.
AUTO SPACES:	37 SPACES
BUILDING C:	±402,000 S.F.
AUTO SPACES:	43 SPACES
TOTAL BUILDING AREA:	±1,902,000 S.F.
OPEN SPACE ACREAGE PROVIDED	±52.6 ACRES
OPEN SPACE SITE % PROVIDED	±56.1 %
FAR	0.47
TOTAL SITE AREA:	±94.99 ACRES

LEGEND

- WETLANDS
- STREAMS
- STREAM BUFFERS
- PROPERTY BOUNDARY
- FLOODPLAIN – SHADED ZONE "X"
- CITY BOUNDARY
- OPEN SPACE

PRELIMINARY SITE PLAN DISCLAIMER:

SITE PLAN IS BASED ON CLIENT PROVIDED INFORMATION POSSIBLY INCLUDING BUT NOT LIMITED TO THE FOLLOWING: TAX MAPS, USGS MAPS, GIS INFORMATION, SCANNED/DIGITAL BOUNDARY SURVEY, SCANNED/DIGITAL TOPOGRAPHICAL SURVEY, SCANNED/DIGITAL AS-BUILT PLAN, SCANNED/DIGITAL ALTA SURVEY, AND/OR PREVIOUS CONSTRUCTION PLANS BY PM/OTHERS. ALL ZONING INFORMATION SHOWN IN THE TITLEBLOCK TO THE RIGHT HAS BEEN RESEARCHED BUT NOT VERIFIED WITH THE JURISDICTION.

SITE PLAN BOUNDARY AND EXISTING CONDITIONS ARE ONLY AS ACCURATE AS THE INFORMATION PROVIDED.

CONCEPTUAL OPEN SPACE PLAN

0 75 150 300 600

SCALE: 1 = 150

LAND PLANNERS
ENGINEERS • SURVEYORS
TRANSPORTATION
LANDSCAPE ARCHITECTS

85-A MILL STREET
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www.paulsonmitchell.com

PAULSON MITCHELL INCORPORATED

CONTACT: JOHN WISE
JWISE@PAULSONMITCHELL.COM
(770) 650-7685 EXT. 160

PROJECT:

STONEWALL TELL DATA CENTER DRI #4342

STONEWALL TELL ROAD
CITY OF SOUTH FULTON,
GEORGIA

FOR:

RSC INVESTMENT MANAGEMENT, LLC

3490 PIEDMONT ROAD
SUITE 600
ATLANTA, GA 30305

CONTACT:

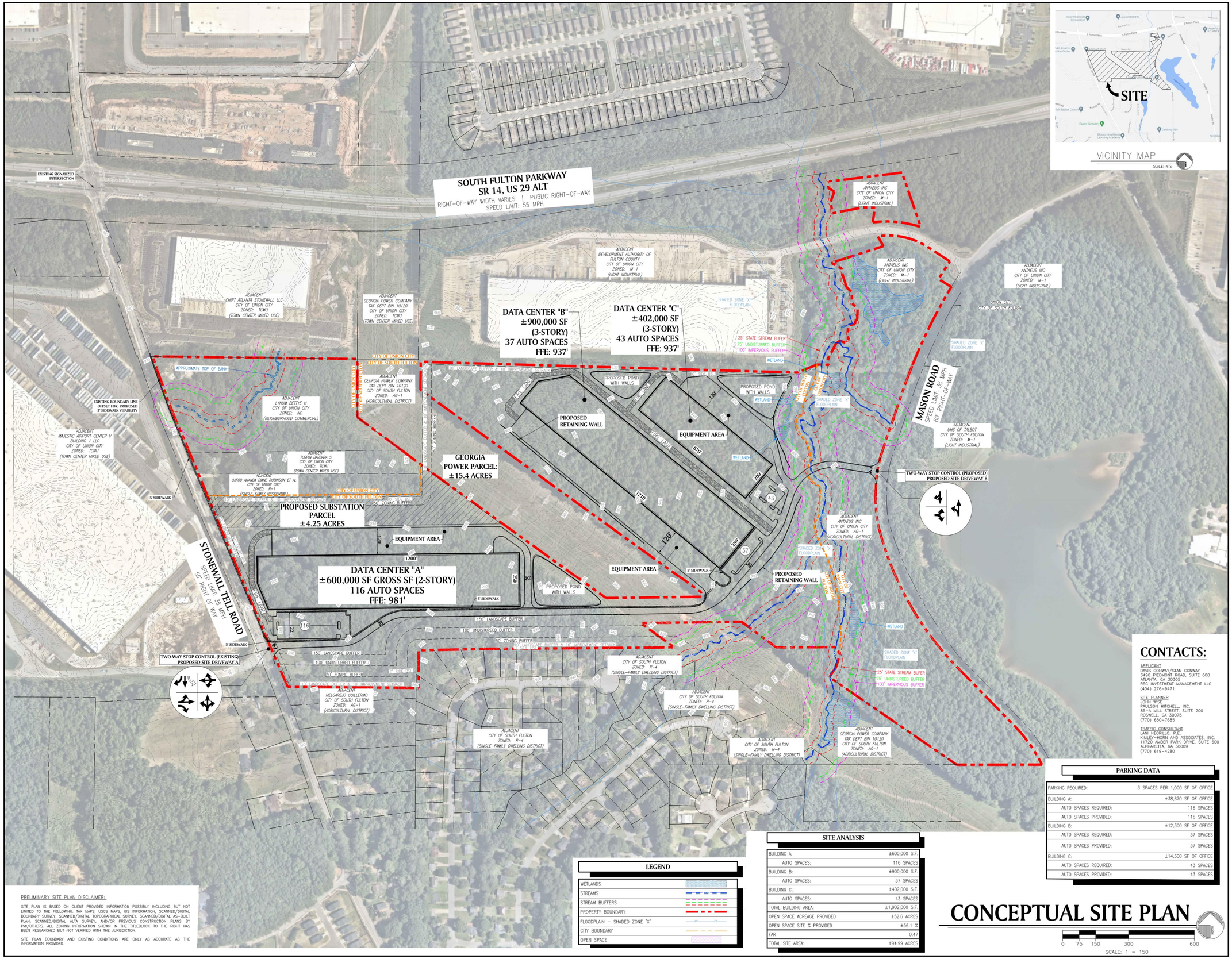
DAVIS CONWAY
(404) 276-9471
Dconway@rscinv.com

REVISIONS

2024239cp5 DRI.dwg 02.19.25

CONCEPTUAL OPEN SPACE PLAN

SHEET CP-5



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- WETLANDS
- STREAMS
- STREAM BUFFERS
- PROPERTY BOUNDARY
- FLOODPLAIN - SHADED ZONE "X"
- CITY BOUNDARY
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CONCEPTUAL SITE PLAN

0 75 150 300 600
SCALE: 1 = 150

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STONEWALL TELL DATA CENTER DRI #4342

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CITY OF SOUTH FULTON, GEORGIA

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3490 PIEDMONT ROAD
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Dconway@rscinv.com

REVISIONS

2024239cp5 DRI.dwg 02.27.25

CONCEPTUAL SITE PLAN

SHEET CP-5

Trip Generation Analysis

Trip Generation Analysis (11th Ed. with *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
Stonewall Tell Data Center DRI #4342
South Fulton, GA

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
160 Data Center	1,902,000 gross s.f.	1,882	242	133	109	204	61	143
Gross Trips		**1,882**	**242**	**133**	**109**	**204**	**61**	**143**
Other Non-Residential Trips		1,882	242	133	109	204	61	143
Mixed-Use Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Adjusted Other Non-Residential Trips		1,882	242	133	109	204	61	143
Mixed-Use Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Alternative Mode Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
Pass-By Reductions - TOTAL		*0*	*0*	*0*	*0*	*0*	*0*	*0*
New Trips		**1,882**	**242**	**133**	**109**	**204**	**61**	**143**
Driveway Volumes		**1,882**	**242**	**133**	**109**	**204**	**61**	**143**

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Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: South Fulton Parkway (SR 14 Alt/US 29 Alt) @ Stonewall Tell Road
AM PEAK HOUR

Description	Stonewall Tell Road Northbound			Stonewall Tell Road Southbound			ulton Parkway (SR 14 Alt/US Eastbound			ulton Parkway (SR 14 Alt/US Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes	61	149	200	382	175	46	27	1,277	64	84	729	162
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	1	9	5	11	5	6	2	47	3	6	49	12
Heavy Vehicle %	2%	6%	3%	3%	3%	13%	7%	4%	5%	7%	7%	7%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2025 Volumes	61	149	200	382	175	46	27	1277	64	84	729	162
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172
New Road Adjustment												
Other Proposed Developments												
2033 Background Traffic	71	175	234	448	205	54	32	1,496	75	98	854	190
Project Trips												
Trip Distribution IN					5%				10%	25%		
Trip Distribution OUT	10%	5%	25%									
Other Non-Residential Trips	11	5	27	0	7	0	0	0	13	33	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balance												
Total Project Trips	11	5	27	0	7	0	0	0	13	33	0	0
2033 Buildout Total	82	180	261	448	212	54	32	1,496	88	131	854	190

PM PEAK HOUR

Description	Stonewall Tell Road Northbound			Stonewall Tell Road Southbound			ulton Parkway (SR 14 Alt/US Eastbound			ulton Parkway (SR 14 Alt/US Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes	49	205	184	226	187	56	33	869	49	219	1,328	424
Pedestrians		1			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		1	1		0
Heavy Vehicles	3	13	6	13	13	3	2	44	3	4	40	13
Heavy Vehicle %	6%	6%	3%	6%	7%	5%	6%	5%	6%	2%	3%	3%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2025 Volumes	49	205	184	226	187	56	33	869	49	219	1328	424
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172
New Road Adjustment												
Other Proposed Developments												
2033 Background Traffic	57	240	216	265	219	66	39	1,018	57	257	1,556	497
Project Trips												
Trip Distribution IN					5%				10%	25%		
Trip Distribution OUT	10%	5%	25%									
Non-Residential Trips	14	7	36	0	3	0	0	0	6	15	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balance												
Total Project Trips	14	7	36	0	3	0	0	0	6	15	0	0
2033 Buildout Total	71	247	252	265	222	66	39	1,018	63	272	1,556	497

INTERSECTION VOLUME DEVELOPMENT

Intersection #2: South Fulton Parkway (SR 14 Alt/US 29 Alt) @ Hunter Road / Mason Road

AM PEAK HOUR

Description	Hunter Road Northbound Left	Hunter Road Northbound Through	Hunter Road Northbound Right	Mason Road Southbound Left	Mason Road Southbound Through	Mason Road Southbound Right	ulton Parkway (SR 14 Alt/US Eastbound Left	ulton Parkway (SR 14 Alt/US Eastbound Through	ulton Parkway (SR 14 Alt/US Eastbound Right	ulton Parkway (SR 14 Alt/US Westbound Left	ulton Parkway (SR 14 Alt/US Westbound Through	ulton Parkway (SR 14 Alt/US Westbound Right
Observed 2025 Traffic Volumes	16	42	48	177	70	70	57	1,784	20	80	911	111
Pedestrians		2			0			1			0	
Conflicting Pedestrians	1		0	0		1	0		2	2		0
Heavy Vehicles	5	1	22	21	1	5	4	56	4	59	58	11
Heavy Vehicle %	31%	2%	46%	12%	2%	7%	7%	3%	20%	74%	6%	10%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2025 Volumes	16	42	48	177	70	70	57	1784	20	80	911	111
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172
New Road Adjustment												
Other Proposed Developments												
2033 Background Traffic	19	49	56	207	82	82	67	2,090	23	94	1,067	130
Project Trips												
Trip Distribution IN					5%					25%	25%	
Trip Distribution OUT		5%	25%					25%				
Other Non-Residential Trips	0	5	27	0	7	0	0	27	0	33	33	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balance		1										
Total Project Trips	0	6	27	0	7	0	0	27	0	33	33	0
2033 Buildout Total	19	55	83	207	89	82	67	2,117	23	127	1,100	130

PM PEAK HOUR

Description	Hunter Road Northbound Left	Hunter Road Northbound Through	Hunter Road Northbound Right	Mason Road Southbound Left	Mason Road Southbound Through	Mason Road Southbound Right	ulton Parkway (SR 14 Alt/US Eastbound Left	ulton Parkway (SR 14 Alt/US Eastbound Through	ulton Parkway (SR 14 Alt/US Eastbound Right	ulton Parkway (SR 14 Alt/US Westbound Left	ulton Parkway (SR 14 Alt/US Westbound Through	ulton Parkway (SR 14 Alt/US Westbound Right
Observed 2025 Traffic Volumes	21	55	63	113	55	80	58	1,189	20	69	1,815	139
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	4	1	9	12	5	4	2	73	3	30	56	7
Heavy Vehicle %	19%	2%	14%	11%	9%	5%	3%	6%	15%	43%	3%	5%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2025 Volumes	21	55	63	113	55	80	58	1189	20	69	1815	139
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172
New Road Adjustment												
Other Proposed Developments												
2033 Background Traffic	25	64	74	132	64	94	68	1,393	23	81	2,127	163
Project Trips												
Trip Distribution IN					5%					25%	25%	
Trip Distribution OUT		5%	25%					25%				
Non-Residential Trips	0	7	36	0	3	0	0	36	0	15	15	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balance												
Total Project Trips	0	7	36	0	3	0	0	36	0	15	15	0
2033 Buildout Total	25	71	110	132	67	94	68	1,429	23	96	2,142	163

INTERSECTION VOLUME DEVELOPMENT

Intersection #3: Hunter Road @ Mason Road
AM PEAK HOUR

Description	Hunter Road Northbound Left	Hunter Road Northbound Through	Hunter Road Northbound Right	Hunter Road Southbound Left	Hunter Road Southbound Through	Hunter Road Southbound Right	Mason Road Eastbound Left	Mason Road Eastbound Through	Mason Road Eastbound Right	Westbound Left	Westbound Through	Westbound Right
Observed 2025 Traffic Volumes	5	87	0	0	135	48	30	0	3	0	0	0
Pedestrians		0			1			0				
Conflicting Pedestrians	0		0	0		0	1		0	0		1
Heavy Vehicles	1	29	0	0	62	1	1	0	0	0	0	0
Heavy Vehicle %	20%	33%	0%	0%	46%	2%	3%	0%	2%	0%	0%	0%
Peak Hour Factor		0.78			0.78			0.78			0.78	
Adjustment												
Adjusted 2025 Volumes	5	87	0	0	135	48	30	0	3	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172
New Road Adjustment												
Other Proposed Developments												
2033 Background Traffic	6	102	0	0	158	56	35	0	4	0	0	0
Project Trips												
Trip Distribution IN						30%						
Trip Distribution OUT							30%					
Other Non-Residential Trips	0	0	0	0	0	40	33	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balance												
Total Project Trips	0	0	0	0	0	40	33	0	0	0	0	0
2033 Buildout Total	6	102	0	0	158	96	68	0	4	0	0	0

PM PEAK HOUR

Description	Hunter Road Northbound Left	Hunter Road Northbound Through	Hunter Road Northbound Right	Hunter Road Southbound Left	Hunter Road Southbound Through	Hunter Road Southbound Right	Mason Road Eastbound Left	Mason Road Eastbound Through	Mason Road Eastbound Right	Westbound Left	Westbound Through	Westbound Right
Observed 2025 Traffic Volumes	1	74	0	0	104	45	71	0	7	0	0	0
Pedestrians		0			1			0				
Conflicting Pedestrians	0		0	0		0	1		0	0		1
Heavy Vehicles	0	11	0	0	31	1	0	0	1	0	0	0
Heavy Vehicle %	2%	15%	0%	0%	30%	2%	2%	0%	14%	0%	0%	0%
Peak Hour Factor		0.87			0.87			0.87			0.87	
Adjustment												
Adjusted 2025 Volumes	1	74	0	0	104	45	71	0	7	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172
New Road Adjustment												
Other Proposed Developments												
2033 Background Traffic	1	87	0	0	122	53	83	0	8	0	0	0
Project Trips												
Trip Distribution IN						30%						
Trip Distribution OUT							30%					
Non-Residential Trips	0	0	0	0	0	18	43	0	0	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balance												
Total Project Trips	0	0	0	0	0	18	43	0	0	0	0	0
2033 Buildout Total	1	87	0	0	122	71	126	0	8	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #4: Roosevelt Highway (SR 14/US 29) @ Stonewall Tell Road
AM PEAK HOUR

Description	Stonewall Tell Road Northbound Left	Through	Right	Stonewall Tell Road Southbound Left	Through	Right	osevelt Highway (SR 14/US 2 Eastbound Left	Through	Right	osevelt Highway (SR 14/US 2 Westbound Left	Through	Right
Observed 2025 Traffic Volumes	1	2	7	30	3	199	247	1,120	0	1	372	63
Pedestrians		0			1			0			2	
Conflicting Pedestrians	0		2	2		0	1		0	0		1
Heavy Vehicles	0	0	3	0	0	8	12	40	0	0	32	2
Heavy Vehicle %	2%	2%	43%	2%	2%	4%	5%	4%	0%	2%	9%	3%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2025 Volumes	1	2	7	30	3	199	247	1120	0	1	372	63
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172
New Road Adjustment												
Other Proposed Developments												
2033 Background Traffic	1	2	8	35	4	233	289	1,312	0	1	436	74
Project Trips												
Trip Distribution IN							10%	10%				
Trip Distribution OUT						10%					10%	
Other Non-Residential Trips	0	0	0	0	0	11	13	13	0	0	11	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balance												
Total Project Trips	0	0	0	0	0	11	13	13	0	0	11	0
2033 Buildout Total	1	2	8	35	4	244	302	1,325	0	1	447	74

PM PEAK HOUR

Description	Stonewall Tell Road Northbound Left	Through	Right	Stonewall Tell Road Southbound Left	Through	Right	osevelt Highway (SR 14/US 2 Eastbound Left	Through	Right	osevelt Highway (SR 14/US 2 Westbound Left	Through	Right
Observed 2025 Traffic Volumes	0	0	4	10	0	194	206	693	3	5	1,291	56
Pedestrians		0			1			0			2	
Conflicting Pedestrians	0		2	2		0	1		0	0		1
Heavy Vehicles	0	0	0	0	0	9	4	35	0	1	61	1
Heavy Vehicle %	0%	0%	2%	2%	0%	5%	2%	5%	2%	20%	5%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2025 Volumes	0	0	4	10	0	194	206	693	3	5	1291	56
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172
New Road Adjustment												
Other Proposed Developments												
2033 Background Traffic	0	0	5	12	0	227	241	812	4	6	1,513	66
Project Trips												
Trip Distribution IN							10%	10%				
Trip Distribution OUT						10%					10%	
Non-Residential Trips	0	0	0	0	0	14	6	6	0	0	14	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balance								1				
Total Project Trips	0	0	0	0	0	14	6	7	0	0	14	0
2033 Buildout Total	0	0	5	12	0	241	247	819	4	6	1,527	66

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INTERSECTION VOLUME DEVELOPMENT

Intersection #5: Stonewall Tell Road @ Amazon Center Driveway / Site Driveway A

AM PEAK HOUR

Description	Stonewall Tell Road Northbound			Stonewall Tell Road Southbound			Amazon Center Driveway Eastbound			Site Driveway A Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes	1	408	0	0	304	5	5	0	1	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	9	0	0	9	5	5	0	1	0	0	0
Heavy Vehicle %	2%	2%	0%	0%	3%	100%	100%	0%	100%	0%	0%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2025 Volumes	1	408	0	0	304	5	5	0	1	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172
New Road Adjustment												
Other Proposed Developments												
2033 Background Traffic	1	478	0	0	356	6	6	0	1	0	0	0
Project Trips												
Trip Distribution IN			20%	40%								
Trip Distribution OUT										20%		40%
Other Non-Residential Trips	0	0	27	53	0	0	0	0	0	22	0	44
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balance												-1
Total Project Trips	0	0	27	53	0	0	0	0	0	22	0	43
2033 Buildout Total	1	478	27	53	356	6	6	0	1	22	0	43

PM PEAK HOUR

Description	Stonewall Tell Road Northbound			Stonewall Tell Road Southbound			Amazon Center Driveway Eastbound			Site Driveway A Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2025 Traffic Volumes	0	361			356	14	15		1			
Pedestrians		0			0			2				
Conflicting Pedestrians	2		0	0		2	0		0	0		0
Heavy Vehicles	0	6			10	13	14		1			
Heavy Vehicle %	0%	2%	0%	0%	3%	93%	93%	0%	100%	0%	0%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2025 Volumes	0	361	0	0	356	14	15	0	1	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172
New Road Adjustment												
Other Proposed Developments												
2033 Background Traffic	0	423	0	0	417	16	18	0	1	0	0	0
Project Trips												
Trip Distribution IN			20%	40%								
Trip Distribution OUT										20%		40%
Non-Residential Trips	0	0	12	24	0	0	0	0	0	29	0	57
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balance												
Total Project Trips	0	0	12	24	0	0	0	0	0	29	0	57
2033 Buildout Total	0	423	12	24	417	16	18	0	1	29	0	57

INTERSECTION VOLUME DEVELOPMENT

Intersection #6: Mason Road @ Site Driveway B
AM PEAK HOUR

Description	Mason Road Northbound Left	Through	Right	Mason Road Southbound Left	Through	Right	Site Driveway B Eastbound Left	Through	Right	Westbound Left	Through	Right
Observed 2025 Traffic Volumes	0	75	0	0	138	0	0	0	0	0	0	0
Pedestrians		0			0							
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	11	0	0	32	0	0	0	0	0	0	0
Heavy Vehicle %	0%	15%	0%	0%	23%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.78			0.78			0.78			0.78	
Adjustment												
Adjusted 2025 Volumes	0	75	0	0	138	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172
New Road Adjustment												
Other Proposed Developments												
2033 Background Traffic	0	88	0	0	162	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	10%					30%						
Trip Distribution OUT							30%		10%			
Other Non-Residential Trips	13	0	0	0	0	40	33	0	11	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balance												
Total Project Trips	13	0	0	0	0	40	33	0	11	0	0	0
2033 Buildout Total	13	88	0	0	162	40	33	0	11	0	0	0

PM PEAK HOUR

Description	Mason Road Northbound Left	Through	Right	Mason Road Southbound Left	Through	Right	Site Driveway B Eastbound Left	Through	Right	Westbound Left	Through	Right
Observed 2025 Traffic Volumes	0	75	0	0	111	0	0	0	0	0	0	0
Pedestrians		0			0							
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	11	0	0	32	0	0	0	0	0	0	0
Heavy Vehicle %	0%	15%	0%	0%	29%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.87			0.87			0.87			0.87	
Adjustment												
Adjusted 2025 Volumes	0	75	0	0	111	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172	1.172
New Road Adjustment												
Other Proposed Developments												
2033 Background Traffic	0	88	0	0	130	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN	10%					30%						
Trip Distribution OUT							30%		10%			
Non-Residential Trips	6	0	0	0	0	18	43	0	14	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Project Trip Balance	1											
Total Project Trips	7	0	0	0	0	18	43	0	14	0	0	0
2033 Buildout Total	7	88	0	0	130	18	43	0	14	0	0	0

Programmed Project Fact Sheets

SR 14 ALT/US 29 @ HUNTER ROAD/MASON ROAD

Project ID:	**0018369**	Notice to Proceed Date:	
Project Manager:	William O Bailey	Construction Percent Complete:	%
Office:	Program Delivery	Current Completion Date:	
County:	Fulton	Work Completion Date:	
Congressional District:	006	Construction Contract Amount:	
State Senate District.:	038	Construction Contractor:	
State House District:	068	**Preconstruction Status Report**	
Project Type:	Reconstruction/Rehabilitation	**Construction Status Report**	
Project Status:	Construction Work Program		
Right of Way Authorization:	7/11/2025	Contact Us	

Project Description:

This project proposes to extend all dedicated turn lanes on SR 14 ALT / South Fulton Parkway to improve storage length while improving radii on all four corners at the intersection of SR 14 ALT and Hunter Road / Mason Road to accommodate truck turning movements and widen Hunter Road to add dedicated left-turn, right-turn, and through lanes. The project also proposes to add sidewalk to the existing MARTA Bus Stops and provide bus stop concrete pads. SR 14 ALT, Hunter Road, and Mason Road, within the project limits, will also be resurfaced and restriped.

Activity	Program Year	Cost Estimate	Date of Last Estimate
UTL (Utilities)		$585,000.00	9/20/2024
ROW (Right of Way)		$89,000.00	9/20/2024
CST (Construction)		$3,361,791.33	12/31/2024
PE (Preliminary Engineering)	2022	$160,000.00	

Project Documents
Approved Concept Reports
0018369_CR_JUN2024.pdf

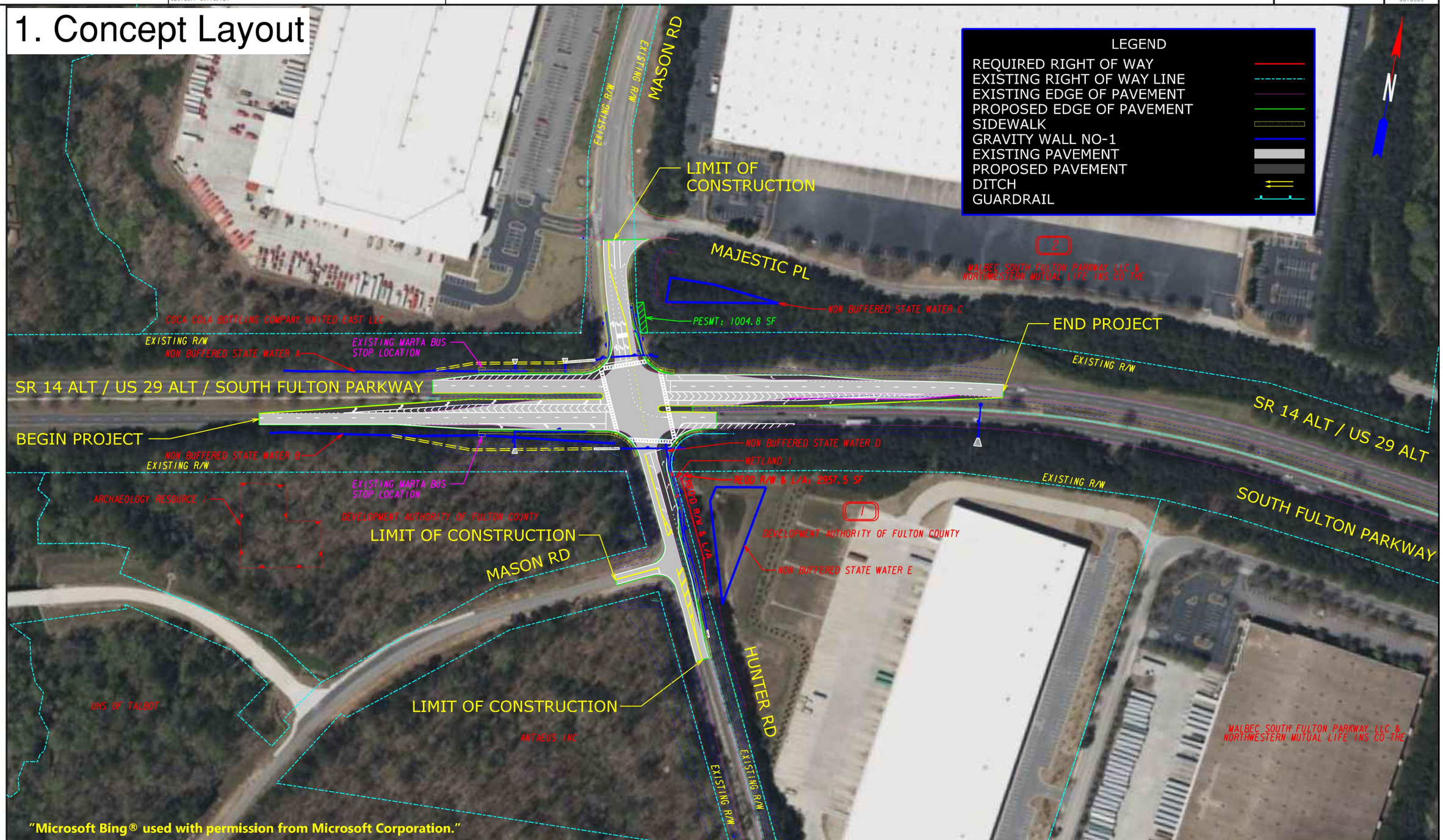
Georgia Department of Transportation

Georgia Department of Transportation
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

Contact Us

Employment

1. Concept Layout



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GDOT Georgia Department of Transportation

SCALE IN FEET 0 100 200 400

REVISION DATES

PROJECT LAYOUT

F.O.R.D.: SR 14 ALT / SOUTH FULTON PARKWAY @ HUNTER RD / MASON RD

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		
VERIFIED:		DATE:		

SR 14 ALT @ CS 1386/STONEWALL TELL ROAD

Project ID:	**0019668**	Notice to Proceed Date:	
Project Manager:	Haley Adams	Construction Percent Complete:	%
Office:	Program Delivery	Current Completion Date:	
County:	Fulton	Work Completion Date:	
Congressional District:	006	Construction Contract Amount:	
State Senate District.:	038	Construction Contractor:	
State House District:	065, 067, 068	**Preconstruction Status Report**	
Project Type:	Reconstruction/Rehabilitation	**Construction Status Report**	
Project Status:	Construction Work Program		
Right of Way Authorization:	4/17/2026	Contact Us	

Project Description:
This project proposes the addition of a right turn lane on southbound Stonewall Tell Road at SR 14 Alt / South Fulton Pkwy. Radius improvements are also proposed at the return curves at the intersection.

Activity	Program Year	Cost Estimate	Date of Last Estimate
PE (Preliminary Engineering)	2023	$662,547.00	1/6/2023
ROW (Right of Way)	2026	$160,000.00	12/3/2024
UTL (Utilities)	2027	$559,000.00	12/3/2024
CST (Construction)	2027	$2,000,000.00	12/3/2024

Project Documents
Approved Concept Reports
0019668_CR_JUN2024.pdf

Georgia Department of Transportation

Georgia Department of Transportation
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

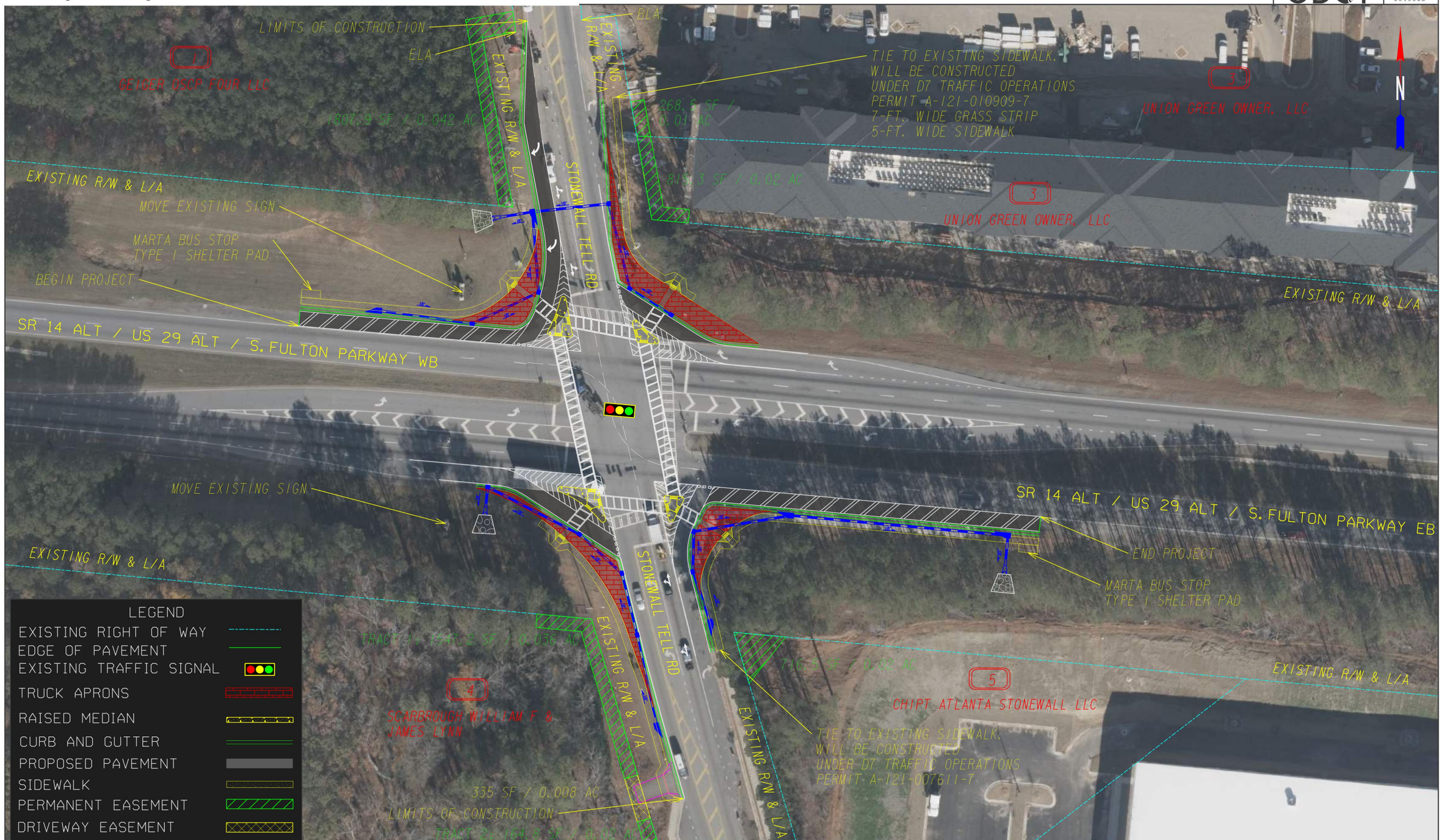
Contact Us

Employment

1A: Concept Layout - Preferred Alternative

red Alternative.dgn

GDOT P.I. No. 0019668



GDOT
Georgia Department of Transportation

SCALE IN FEET
0 30 60 120

REVISION DATES

CONCEPT LAYOUT - PREFERRED ALTERNATIVE
F.O.R.D. - SR 14 ALT @
CS 1386/STONEWALL TELL ROAD

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		00-0000
CORRECTED:		DATE:		
VERIFIED:		DATE:		

GPLN-CE
11/05/2020

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AR-491A

2050 MTP PROJECT FACT SHEET

Short Title: SOUTH FULTON PARKWAY CORRIDOR BUS RAPID TRANSIT FROM MARTA COLLEGE PARK RAIL STATION TO SR 92

GDOT Project No.: N/A

Federal ID No.: N/A

Status: Long Range

Service Type: Transit / BRT Capital

Sponsor: MARTA

Jurisdiction: Fulton County (South)

Analysis Level: In the Region's Air Quality Conformity Analysis

Existing Thru Lane: N/A

Planned Thru Lane: N/A

LCI:

Flex:

Network Year: 2050

Corridor Length: TBD miles

Detailed Description and Justification

This project will provide high capacity premium transit service along the South Fulton Parkway corridor between MARTA's College Park heavy rail station and SR 92.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	New Starts		LR 2041-2050	**$165,000,000**	$74,250,000	$0,000	$0,000	$90,750,000
				$165,000,000	**$74,250,000**	**$0,000**	**$0,000**	**$90,750,000**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

Report Generated: 6/7/2024

Raw Traffic Count Data

Peak Hour Turning Movement Count

South Fulton, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, January 28, 2025		
	Partly Cloudy	45°F
Period	0700 - 0900	APPLY
Peak Hour	0715 - 0815	APPLY
Global PH	0715 - 0815	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Stonewall Tell Rd (North)

Southbound

40	170	371	0	581	314	(1-3)
5	5	10	0	20	17	(4-7)
1	0	1	0	2	6	(8-13)
46	175	382	0	603	337	Total

0

0

GA-14 ALT S Fulton Pkwy (West)

Eastbound

(1-3)	(4-7)	(8-13)	Total
781	35	21	837
1316	29	23	1368
1	0	0	1
24	2	0	26
1230	25	22	1277
61	2	1	64

0

0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	3200	100	56	3356
PHF				0.9611
ADT (Calc)			10	33560

GA-14 ALT S Fulton Pkwy (East)

Westbound

162	6	6	150
729	20	29	680
84	2	4	78
0	0	0	0
975	28	39	908
1859	26	37	1796
Total	(8-13)	(4-7)	(1-3)

0

0

0

0

Northbound

Total	323	410	0	61	149	200
(8-13)	3	3	0	0	0	3
(4-7)	11	12	0	1	9	2
(1-3)	309	395	0	60	140	195

Stonewall Tell Rd (South)

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Stonewall Tell Rd (South)						Stonewall Tell Rd (North)						GA-14 ALT S Fulton Pkwy (West)						GA-14 ALT S Fulton Pkwy (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0715 - 0730	17	27	47	-	0	91	92	37	19	-	0	148	6	323	12	-	1	342	25	182	46	-	0	253	834
0730 - 0745	16	46	49	-	0	111	80	49	16	-	0	145	6	340	13	-	0	359	17	196	45	-	0	258	873
0745 - 0800	10	37	57	-	0	104	117	46	6	-	0	169	7	315	15	-	0	337	17	172	36	-	0	225	835
0800 - 0815	18	39	47	-	0	104	93	43	5	-	0	141	7	299	24	-	0	330	25	179	35	-	0	239	814
Total	61	149	200	0	0	410	382	175	46	0	0	603	26	1277	64	0	1	1368	84	729	162	0	0	975	3356
Approach %	14.88	36.34	48.78	0.00	0.00	-	63.35	29.02	7.63	0.00	0.00	-	1.90	93.35	4.68	0.00	0.07	-	8.62	74.77	16.62	0.00	0.00	-	
PHF	0.85	0.81	0.88	0.00	0.00	**0.92**	0.82	0.89	0.61	0.00	0.00	**0.89**	0.93	0.94	0.67	0.00	0.25	**0.95**	0.84	0.93	0.88	0.00	0.00	**0.94**	**0.96**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Stonewall Tell Rd (South)						Stonewall Tell Rd (North)						GA-14 ALT S Fulton Pkwy (West)						GA-14 ALT S Fulton Pkwy (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
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**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Stonewall Tell Rd (South)						Stonewall Tell Rd (North)						GA-14 ALT S Fulton Pkwy (West)						GA-14 ALT S Fulton Pkwy (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0715 - 0730	16	24	47	-	0	87	88	36	16	-	0	140	6	312	12	-	1	331	24	177	40	-	0	241	799
0730 - 0745	16	44	48	-	0	108	78	48	15	-	0	141	5	332	13	-	0	350	16	181	45	-	0	242	841
0745 - 0800	10	35	55	-	0	100	114	44	4	-	0	162	6	302	14	-	0	322	14	154	32	-	0	200	784
0800 - 0815	18	37	45	-	0	100	91	42	5	-	0	138	7	284	22	-	0	313	24	168	33	-	0	225	776
Total	60	140	195	0	0	395	371	170	40	0	0	581	24	1230	61	0	1	1316	78	680	150	0	0	908	3200
Approach %	15.19	35.44	49.37	0.00	0.00	-	63.86	29.26	6.88	0.00	0.00	-	1.82	93.47	4.64	0.00	0.08	-	8.59	74.89	16.52	0.00	0.00	-	
PHF	0.83	0.80	0.89	0.00	0.00	**0.91**	0.81	0.89	0.63	0.00	0.00	**0.90**	0.86	0.93	0.69	0.00	0.25	**0.94**	0.81	0.94	0.83	0.00	0.00	**0.94**	**0.95**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Stonewall Tell Rd (South)						Stonewall Tell Rd (North)						GA-14 ALT S Fulton Pkwy (West)						GA-14 ALT S Fulton Pkwy (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0715 - 0730	1	3	0	-	0	4	4	1	2	-	0	7	0	8	0	-	0	8	1	2	3	-	0	6	25
0730 - 0745	0	2	1	-	0	3	2	1	1	-	0	4	1	6	0	-	0	7	1	12	0	-	0	13	27
0745 - 0800	0	2	1	-	0	3	3	2	2	-	0	7	1	6	0	-	0	7	2	11	1	-	0	14	31
0800 - 0815	0	2	0	-	0	2	1	1	0	-	0	2	0	5	2	-	0	7	0	4	2	-	0	6	17
Total	1	9	2	0	0	12	10	5	5	0	0	20	2	25	2	0	0	29	4	29	6	0	0	39	100
Approach %	8.33	75.00	16.67	0.00	0.00	-	50.00	25.00	25.00	0.00	0.00	-	6.90	86.21	6.90	0.00	0.00	-	10.26	74.36	15.38	0.00	0.00	-	
PHF	0.25	0.75	0.50	0.00	0.00	**0.75**	0.63	0.63	0.63	0.00	0.00	**0.71**	0.50	0.78	0.25	0.00	0.00	**0.91**	0.50	0.60	0.50	0.00	0.00	**0.70**	**0.81**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Stonewall Tell Rd (South)						Stonewall Tell Rd (North)						GA-14 ALT S Fulton Pkwy (West)						GA-14 ALT S Fulton Pkwy (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
0715 - 0730	0	0	0	-	0	0	0	0	1	-	0	1	0	3	0	-	0	3	0	3	3	-	0	6	10
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	3	0	-	0	3	5
0745 - 0800	0	0	1	-	0	1	0	0	0	-	0	0	0	7	1	-	0	8	1	7	3	-	0	11	20
0800 - 0815	0	0	2	-	0	2	1	0	0	-	0	1	0	10	0	-	0	10	1	7	0	-	0	8	21
Total	0	0	3	0	0	3	1	0	1	0	0	2	0	22	1	0	0	23	2	20	6	0	0	28	56
Approach %	0.00	0.00	100.00	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	0.00	95.65	4.35	0.00	0.00	-	7.14	71.43	21.43	0.00	0.00	-	
PHF	0.00	0.00	0.38	0.00	0.00	**0.38**	0.25	0.00	0.25	0.00	0.00	**0.50**	0.00	0.55	0.25	0.00	0.00	**0.58**	0.50	0.71	0.50	0.00	0.00	**0.64**	**0.67**

Peak Hour Turning Movement Count

South Fulton, GA

Click here for Map

Marr Traffic DATA COLLECTION

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Tuesday, January 28, 2025		
	Partly Cloudy	45°F
Period	1600 - 1800	APPLY
Peak Hour	1700 - 1800	APPLY
Global PH	1700 - 1800	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Stonewall Tell Rd (North)

Southbound

53	174	213	0	440	633	(1-3)
3	12	9	0	24	22	(4-7)
0	1	4	0	5	6	(8-13)
56	187	226	0	469	661	Total

0

0

GA-14 ALT S Fulton Pkwy (West)

Eastbound

(1-3)	(4-7)	(8-13)	Total
1388	23	23	1434
902	23	26	951
1	0	0	1
30	1	1	32
825	22	22	869
46	0	3	49

0

0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	3672	91	66	3829
PHF				0.9788
ADT (Calc)			10	38290

GA-14 ALT S Fulton Pkwy (East)

Westbound

424	2	11	411
1328	20	20	1288
218	3	1	214
1	0	0	1
1971	25	32	1914
1280	30	33	1217
Total	(8-13)	(4-7)	(1-3)

0

0

1

0

Northbound

Total	454	438	0	49	205	184
(8-13)	7	10	0	3	3	4
(4-7)	13	12	0	0	10	2
(1-3)	434	416	0	46	192	178

Stonewall Tell Rd (South)

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Stonewall Tell Rd (South)						Stonewall Tell Rd (North)						GA-14 ALT S Fulton Pkwy (West)						GA-14 ALT S Fulton Pkwy (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1700 - 1715	11	38	34	-	0	83	63	41	16	-	0	120	9	245	8	-	0	262	36	346	131	-	0	513	978
1715 - 1730	14	49	30	-	0	93	41	56	9	-	0	106	5	206	13	-	0	224	51	311	116	-	1	479	902
1730 - 1745	11	75	71	-	0	157	49	49	24	-	0	122	8	222	19	-	1	250	49	316	81	-	0	446	975
1745 - 1800	13	43	49	-	0	105	73	41	7	-	0	121	10	196	9	-	0	215	82	355	96	-	0	533	974
Total	49	205	184	0	0	438	226	187	56	0	0	469	32	869	49	0	1	951	218	1328	424	0	1	1971	3829
Approach %	11.19	46.80	42.01	0.00	0.00	-	48.19	39.87	11.94	0.00	0.00	-	3.36	91.38	5.15	0.00	0.11	-	11.06	67.38	21.51	0.00	0.05	-	
PHF	0.88	0.68	0.65	0.00	0.00	**0.70**	0.77	0.83	0.58	0.00	0.00	**0.96**	0.80	0.89	0.64	0.00	0.25	**0.91**	0.66	0.94	0.81	0.00	0.25	**0.92**	**0.98**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Stonewall Tell Rd (South)						Stonewall Tell Rd (North)						GA-14 ALT S Fulton Pkwy (West)						GA-14 ALT S Fulton Pkwy (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Stonewall Tell Rd (South)						Stonewall Tell Rd (North)						GA-14 ALT S Fulton Pkwy (West)						GA-14 ALT S Fulton Pkwy (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1700 - 1715	10	36	34	-	0	80	58	39	13	-	0	110	9	228	8	-	0	245	34	335	129	-	0	498	933
1715 - 1730	12	45	25	-	0	82	37	52	9	-	0	98	4	194	12	-	0	210	50	298	111	-	1	460	850
1730 - 1745	11	70	70	-	0	151	45	45	24	-	0	114	7	214	17	-	1	239	48	308	78	-	0	434	938
1745 - 1800	13	41	49	-	0	103	73	38	7	-	0	118	10	189	9	-	0	208	82	347	93	-	0	522	951
Total	46	192	178	0	0	416	213	174	53	0	0	440	30	825	46	0	1	902	214	1288	411	0	1	1914	3672
Approach %	11.06	46.15	42.79	0.00	0.00	-	48.41	39.55	12.05	0.00	0.00	-	3.33	91.46	5.10	0.00	0.11	-	11.18	67.29	21.47	0.00	0.05	-	
PHF	0.88	0.69	0.64	0.00	0.00	**0.69**	0.73	0.84	0.55	0.00	0.00	**0.93**	0.75	0.90	0.68	0.00	0.25	**0.92**	0.65	0.93	0.80	0.00	0.25	**0.92**	**0.97**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Stonewall Tell Rd (South)						Stonewall Tell Rd (North)						GA-14 ALT S Fulton Pkwy (West)						GA-14 ALT S Fulton Pkwy (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1700 - 1715	0	2	0	-	0	2	4	2	3	-	0	9	0	15	0	-	0	15	1	7	2	-	0	10	36
1715 - 1730	0	3	2	-	0	5	3	3	0	-	0	6	0	4	0	-	0	4	0	6	4	-	0	10	25
1730 - 1745	0	3	0	-	0	3	2	4	0	-	0	6	1	1	0	-	0	2	0	3	3	-	0	6	17
1745 - 1800	0	2	0	-	0	2	0	3	0	-	0	3	0	2	0	-	0	2	0	4	2	-	0	6	13
Total	0	10	2	0	0	12	9	12	3	0	0	24	1	22	0	0	0	23	1	20	11	0	0	32	91
Approach %	0.00	83.33	16.67	0.00	0.00	-	37.50	50.00	12.50	0.00	0.00	-	4.35	95.65	0.00	0.00	0.00	-	3.13	62.50	34.38	0.00	0.00	-	
PHF	0.00	0.83	0.25	0.00	0.00	**0.60**	0.56	0.75	0.25	0.00	0.00	**0.67**	0.25	0.37	0.00	0.00	0.00	**0.38**	0.25	0.71	0.69	0.00	0.00	**0.80**	**0.63**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Stonewall Tell Rd (South)						Stonewall Tell Rd (North)						GA-14 ALT S Fulton Pkwy (West)						GA-14 ALT S Fulton Pkwy (East)						
Time	Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1700 - 1715	1	0	0	-	0	1	1	0	0	-	0	1	0	2	0	-	0	2	1	4	0	-	0	5	9
1715 - 1730	2	1	3	-	0	6	1	1	0	-	0	2	1	8	1	-	0	10	1	7	1	-	0	9	27
1730 - 1745	0	2	1	-	0	3	2	0	0	-	0	2	0	7	2	-	0	9	1	5	0	-	0	6	20
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	5	0	-	0	5	0	4	1	-	0	5	10
Total	3	3	4	0	0	10	4	1	0	0	0	5	1	22	3	0	0	26	3	20	2	0	0	25	66
Approach %	30.00	30.00	40.00	0.00	0.00	-	80.00	20.00	0.00	0.00	0.00	-	3.85	84.62	11.54	0.00	0.00	-	12.00	80.00	8.00	0.00	0.00	-	
PHF	0.38	0.38	0.33	0.00	0.00	**0.42**	0.50	0.25	0.00	0.00	0.00	**0.63**	0.25	0.69	0.38	0.00	0.00	**0.65**	0.75	0.71	0.50	0.00	0.00	**0.69**	**0.61**

Classified Turn Movement Count || All vehicles

South Fulton, GA

Marr Traffic DATA COLLECTION
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Site 1
Stonewall Tell Rd (South)
Stonewall Tell Rd (North)
GA-14 ALT S Fulton Pkwy (West)
GA-14 ALT S Fulton Pkwy (East)

Date
Tuesday, January 28, 2025

Lat/Long
33.618751°, -84.559763°
Click here for Map

Weather
Partly Cloudy
45°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-28-2025)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Stonewall Tell Rd (South)					Stonewall Tell Rd (North)					GA-14 ALT S Fulton Pkwy (West)					GA-14 ALT S Fulton Pkwy (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	10	24	55	0	89	66	42	6	0	114	3	327	12	0	342	35	144	44	0	223	768
0715 - 0730	17	27	47	0	91	92	37	19	0	148	6	323	12	1	342	25	182	46	0	253	834
0730 - 0745	16	46	49	0	111	80	49	16	0	145	6	340	13	0	359	17	196	45	0	258	873
0745 - 0800	10	37	57	0	104	117	46	6	0	169	7	315	15	0	337	17	172	36	0	225	835
Hourly Total	53	134	208	0	**395**	355	174	47	0	**576**	22	1305	52	1	**1380**	94	694	171	0	**959**	**3310**
0800 - 0815	18	39	47	0	104	93	43	5	0	141	7	299	24	0	330	25	179	35	0	239	814
0815 - 0830	12	40	30	0	82	91	55	12	0	158	7	304	17	0	328	31	187	43	0	261	829
0830 - 0845	14	32	29	0	75	81	37	8	0	126	22	334	18	1	375	20	163	48	0	231	807
0845 - 0900	16	40	34	0	90	59	38	11	0	108	13	267	11	0	291	20	141	45	0	206	695
Hourly Total	60	151	140	0	**351**	324	173	36	0	**533**	49	1204	70	1	**1324**	96	670	171	0	**937**	**3145**
Grand Total	113	285	348	0	**746**	679	347	83	0	**1109**	71	2509	122	2	**2704**	190	1364	342	0	**1896**	**6455**
Approach %	15.15	38.20	46.65	0.00	-	61.23	31.29	7.48	0.00	-	2.63	92.79	4.51	0.07	-	10.02	71.94	18.04	0.00	-	
Intersection %	1.75	4.42	5.39	0.00	11.56	10.52	5.38	1.29	0.00	17.18	1.10	38.87	1.89	0.03	41.89	2.94	21.13	5.30	0.00	29.37	
Heavy Vehicle %	1	5	3	-	**3**	3	6	8	-	**4**	6	4	5	0	**4**	4	6	8	-	**6**	**5**
PHF	0.85	0.81	0.88	0.00	**0.92**	0.82	0.89	0.61	0.00	**0.89**	0.93	0.94	0.67	0.25	**0.95**	0.84	0.93	0.88	0.00	**0.94**	**0.96**

1600 - 1800 (Weekday 2h Session) (01-28-2025)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Stonewall Tell Rd (South)					Stonewall Tell Rd (North)					GA-14 ALT S Fulton Pkwy (West)					GA-14 ALT S Fulton Pkwy (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	20	65	26	0	111	48	59	24	0	131	11	169	16	0	196	33	291	102	0	426	864
1615 - 1630	17	52	19	0	88	60	50	13	0	123	7	246	25	0	278	24	337	92	0	453	942
1630 - 1645	21	43	30	0	94	53	47	18	0	118	10	218	18	0	246	30	352	90	0	472	930
1645 - 1700	20	58	25	0	103	70	58	15	0	143	8	173	13	0	194	22	318	91	0	431	871
Hourly Total	78	218	100	0	**396**	231	214	70	0	**515**	36	806	72	0	**914**	109	1298	375	0	**1782**	**3607**
1700 - 1715	11	38	34	0	83	63	41	16	0	120	9	245	8	0	262	36	346	131	0	513	978
1715 - 1730	14	49	30	0	93	41	56	9	0	106	5	206	13	0	224	51	311	116	1	479	902
1730 - 1745	11	75	71	0	157	49	49	24	0	122	8	222	19	1	250	49	316	81	0	446	975
1745 - 1800	13	43	49	0	105	73	41	7	0	121	10	196	9	0	215	82	355	96	0	533	974
Hourly Total	49	205	184	0	**438**	226	187	56	0	**469**	32	869	49	1	**951**	218	1328	424	1	**1971**	**3829**
Grand Total	127	423	284	0	**834**	457	401	126	0	**984**	68	1675	121	1	**1865**	327	2626	799	1	**3753**	**7436**
Approach %	15.23	50.72	34.05	0.00	-	46.44	40.75	12.80	0.00	-	3.65	89.81	6.49	0.05	-	8.71	69.97	21.29	0.03	-	
Intersection %	1.71	5.69	3.82	0.00	11.22	6.15	5.39	1.69	0.00	13.23	0.91	22.53	1.63	0.01	25.08	4.40	35.31	10.75	0.01	50.47	
Heavy Vehicle %	6	5	4	-	**5**	5	5	9	-	**6**	9	6	9	0	**6**	3	4	4	0	**4**	**5**
PHF	0.88	0.68	0.65	0.00	**0.70**	0.77	0.83	0.58	0.00	**0.96**	0.80	0.89	0.64	0.25	**0.91**	0.66	0.94	0.81	0.25	**0.92**	**0.98**

Classified Turn Movement Count || Bicycles

South Fulton, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Stonewall Tell Rd (South)
Stonewall Tell Rd (North)
GA-14 ALT S Fulton Pkwy (West)
GA-14 ALT S Fulton Pkwy (East)

Date
Tuesday, January 28, 2025

Lat/Long
33.618751°, -84.559763°
Click here for Map

Weather
Partly Cloudy
45°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-28-2025)
Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Stonewall Tell Rd (South)					Stonewall Tell Rd (North)					GA-14 ALT S Fulton Pkwy (West)					GA-14 ALT S Fulton Pkwy (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
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) (01-28-2025)
Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Stonewall Tell Rd (South)					Stonewall Tell Rd (North)					GA-14 ALT S Fulton Pkwy (West)					GA-14 ALT S Fulton Pkwy (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	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 || Passenger Vehicles (1-3)

Marr Traffic DATA COLLECTION

South Fulton, GA

www.marrtraffic.com

Site 1
Stonewall Tell Rd (South)
Stonewall Tell Rd (North)
GA-14 ALT S Fulton Pkwy (West)
GA-14 ALT S Fulton Pkwy (East)

Date
Tuesday, January 28, 2025

Lat/Long
33.618751°, -84.559763°
Click here for Map

Weather
Partly Cloudy
45°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-28-2025)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Stonewall Tell Rd (South)					Stonewall Tell Rd (North)					GA-14 ALT S Fulton Pkwy (West)					GA-14 ALT S Fulton Pkwy (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	10	24	52	0	86	62	36	6	0	104	3	318	12	0	333	35	137	42	0	214	737
0715 - 0730	16	24	47	0	87	88	36	16	0	140	6	312	12	1	331	24	177	40	0	241	799
0730 - 0745	16	44	48	0	108	78	48	15	0	141	5	332	13	0	350	16	181	45	0	242	841
0745 - 0800	10	35	55	0	100	114	44	4	0	162	6	302	14	0	322	14	154	32	0	200	784
Hourly Total	52	127	202	0	**381**	342	164	41	0	**547**	20	1264	51	1	**1336**	89	649	159	0	**897**	**3161**
0800 - 0815	18	37	45	0	100	91	42	5	0	138	7	284	22	0	313	24	168	33	0	225	776
0815 - 0830	12	38	29	0	79	89	54	11	0	154	7	289	16	0	312	30	179	37	0	246	791
0830 - 0845	14	32	29	0	75	79	34	8	0	121	21	316	17	1	355	19	152	47	0	218	769
0845 - 0900	16	37	32	0	85	58	32	11	0	101	12	245	10	0	267	20	134	39	0	193	646
Hourly Total	60	144	135	0	**339**	317	162	35	0	**514**	47	1134	65	1	**1247**	93	633	156	0	**882**	**2982**
Grand Total	112	271	337	0	**720**	659	326	76	0	**1061**	67	2398	116	2	**2583**	182	1282	315	0	**1779**	**6143**
Approach %	15.56	37.64	46.81	0.00	-	62.11	30.73	7.16	0.00	-	2.59	92.84	4.49	0.08	-	10.23	72.06	17.71	0.00	-	
Intersection %	1.82	4.41	5.49	0.00	11.72	10.73	5.31	1.24	0.00	17.27	1.09	39.04	1.89	0.03	42.05	2.96	20.87	5.13	0.00	28.96	

1600 - 1800 (Weekday 2h Session) (01-28-2025)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Stonewall Tell Rd (South)					Stonewall Tell Rd (North)					GA-14 ALT S Fulton Pkwy (West)					GA-14 ALT S Fulton Pkwy (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	18	60	26	0	104	45	55	23	0	123	9	160	16	0	185	32	278	99	0	409	821
1615 - 1630	15	51	17	0	83	58	48	10	0	116	7	233	23	0	263	24	320	87	0	431	893
1630 - 1645	21	40	28	0	89	49	45	16	0	110	9	209	15	0	233	27	335	88	0	450	882
1645 - 1700	20	57	25	0	102	69	57	13	0	139	7	152	10	0	169	20	307	86	0	413	823
Hourly Total	74	208	96	0	**378**	221	205	62	0	**488**	32	754	64	0	**850**	103	1240	360	0	**1703**	**3419**
1700 - 1715	10	36	34	0	80	58	39	13	0	110	9	228	8	0	245	34	335	129	0	498	933
1715 - 1730	12	45	25	0	82	37	52	9	0	98	4	194	12	0	210	50	298	111	1	460	850
1730 - 1745	11	70	70	0	151	45	45	24	0	114	7	214	17	1	239	48	308	78	0	434	938
1745 - 1800	13	41	49	0	103	73	38	7	0	118	10	189	9	0	208	82	347	93	0	522	951
Hourly Total	46	192	178	0	**416**	213	174	53	0	**440**	30	825	46	1	**902**	214	1288	411	1	**1914**	**3672**
Grand Total	120	400	274	0	**794**	434	379	115	0	**928**	62	1579	110	1	**1752**	317	2528	771	1	**3617**	**7091**
Approach %	15.11	50.38	34.51	0.00	-	46.77	40.84	12.39	0.00	-	3.54	90.13	6.28	0.06	-	8.76	69.89	21.32	0.03	-	
Intersection %	1.69	5.64	3.86	0.00	11.20	6.12	5.34	1.62	0.00	13.09	0.87	22.27	1.55	0.01	24.71	4.47	35.65	10.87	0.01	51.01	

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

South Fulton, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Stonewall Tell Rd (South)
Stonewall Tell Rd (North)
GA-14 ALT S Fulton Pkwy (West)
GA-14 ALT S Fulton Pkwy (East)

Date
Tuesday, January 28, 2025

Lat/Long
33.618751°, -84.559763°
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Weather
Partly Cloudy
45°F
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0700 - 0900 (Weekday 2h Session) (01-28-2025)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Stonewall Tell Rd (South)					Stonewall Tell Rd (North)					GA-14 ALT S Fulton Pkwy (West)					GA-14 ALT S Fulton Pkwy (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	3	0	3	4	5	0	0	9	0	5	0	0	5	0	4	2	0	6	23
0715 - 0730	1	3	0	0	4	4	1	2	0	7	0	8	0	0	8	1	2	3	0	6	25
0730 - 0745	0	2	1	0	3	2	1	1	0	4	1	6	0	0	7	1	12	0	0	13	27
0745 - 0800	0	2	1	0	3	3	2	2	0	7	1	6	0	0	7	2	11	1	0	14	31
Hourly Total	1	7	5	0	**13**	13	9	5	0	**27**	2	25	0	0	**27**	4	29	6	0	**39**	**106**
0800 - 0815	0	2	0	0	2	1	1	0	0	2	0	5	2	0	7	0	4	2	0	6	17
0815 - 0830	0	2	0	0	2	1	1	0	0	2	0	9	1	0	10	1	3	5	0	9	23
0830 - 0845	0	0	0	0	0	1	3	0	0	4	1	8	1	0	10	1	5	1	0	7	21
0845 - 0900	0	2	2	0	4	1	5	0	0	6	0	8	1	0	9	0	5	3	0	8	27
Hourly Total	0	6	2	0	**8**	4	10	0	0	**14**	1	30	5	0	**36**	2	17	11	0	**30**	**88**
Grand Total	1	13	7	0	**21**	17	19	5	0	**41**	3	55	5	0	**63**	6	46	17	0	**69**	**194**
Approach %	4.76	61.90	33.33	0.00	-	41.46	46.34	12.20	0.00	-	4.76	87.30	7.94	0.00	-	8.70	66.67	24.64	0.00	-	
Intersection %	0.52	6.70	3.61	0.00	10.82	8.76	9.79	2.58	0.00	21.13	1.55	28.35	2.58	0.00	32.47	3.09	23.71	8.76	0.00	35.57	

1600 - 1800 (Weekday 2h Session) (01-28-2025)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Stonewall Tell Rd (South)					Stonewall Tell Rd (North)					GA-14 ALT S Fulton Pkwy (West)					GA-14 ALT S Fulton Pkwy (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	4	0	0	4	1	2	1	0	4	0	5	0	0	5	0	7	2	0	9	22
1615 - 1630	0	1	2	0	3	1	2	2	0	5	0	9	1	0	10	0	14	3	0	17	35
1630 - 1645	0	3	1	0	4	3	1	2	0	6	1	7	3	0	11	2	10	0	0	12	33
1645 - 1700	0	1	0	0	1	0	1	0	0	1	0	15	2	0	17	1	6	4	0	11	30
Hourly Total	0	9	3	0	**12**	5	6	5	0	**16**	1	36	6	0	**43**	3	37	9	0	**49**	**120**
1700 - 1715	0	2	0	0	2	4	2	3	0	9	0	15	0	0	15	1	7	2	0	10	36
1715 - 1730	0	3	2	0	5	3	3	0	0	6	0	4	0	0	4	0	6	4	0	10	25
1730 - 1745	0	3	0	0	3	2	4	0	0	6	1	1	0	0	2	0	3	3	0	6	17
1745 - 1800	0	2	0	0	2	0	3	0	0	3	0	2	0	0	2	0	4	2	0	6	13
Hourly Total	0	10	2	0	**12**	9	12	3	0	**24**	1	22	0	0	**23**	1	20	11	0	**32**	**91**
Grand Total	0	19	5	0	**24**	14	18	8	0	**40**	2	58	6	0	**66**	4	57	20	0	**81**	**211**
Approach %	0.00	79.17	20.83	0.00	-	35.00	45.00	20.00	0.00	-	3.03	87.88	9.09	0.00	-	4.94	70.37	24.69	0.00	-	
Intersection %	0.00	9.00	2.37	0.00	11.37	6.64	8.53	3.79	0.00	18.96	0.95	27.49	2.84	0.00	31.28	1.90	27.01	9.48	0.00	38.39	

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

South Fulton, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Stonewall Tell Rd (South)
Stonewall Tell Rd (North)
GA-14 ALT S Fulton Pkwy (West)
GA-14 ALT S Fulton Pkwy (East)

Date
Tuesday, January 28, 2025

Lat/Long
33.618751°, -84.559763°
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45°F
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0700 - 0900 (Weekday 2h Session) (01-28-2025)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Stonewall Tell Rd (South)					Stonewall Tell Rd (North)					GA-14 ALT S Fulton Pkwy (West)					GA-14 ALT S Fulton Pkwy (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	0	3	0	0	3	8
0715 - 0730	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	0	3	3	0	6	10
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
0745 - 0800	0	0	1	0	1	0	0	0	0	0	0	7	1	0	8	1	7	3	0	11	20
Hourly Total	0	0	1	0	**1**	0	1	1	0	**2**	0	16	1	0	**17**	1	16	6	0	**23**	**43**
0800 - 0815	0	0	2	0	2	1	0	0	0	1	0	10	0	0	10	1	7	0	0	8	21
0815 - 0830	0	0	1	0	1	1	0	1	0	2	0	6	0	0	6	0	5	1	0	6	15
0830 - 0845	0	0	0	0	0	1	0	0	0	1	0	10	0	0	10	0	6	0	0	6	17
0845 - 0900	0	1	0	0	1	0	1	0	0	1	1	14	0	0	15	0	2	3	0	5	22
Hourly Total	0	1	3	0	**4**	3	1	1	0	**5**	1	40	0	0	**41**	1	20	4	0	**25**	**75**
Grand Total	0	1	4	0	**5**	3	2	2	0	**7**	1	56	1	0	**58**	2	36	10	0	**48**	**118**
Approach %	0.00	20.00	80.00	0.00	-	42.86	28.57	28.57	0.00	-	1.72	96.55	1.72	0.00	-	4.17	75.00	20.83	0.00	-	
Intersection %	0.00	0.85	3.39	0.00	4.24	2.54	1.69	1.69	0.00	5.93	0.85	47.46	0.85	0.00	49.15	1.69	30.51	8.47	0.00	40.68	

1600 - 1800 (Weekday 2h Session) (01-28-2025)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Stonewall Tell Rd (South)					Stonewall Tell Rd (North)					GA-14 ALT S Fulton Pkwy (West)					GA-14 ALT S Fulton Pkwy (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	2	1	0	0	3	2	2	0	0	4	2	4	0	0	6	1	6	1	0	8	21
1615 - 1630	2	0	0	0	2	1	0	1	0	2	0	4	1	0	5	0	3	2	0	5	14
1630 - 1645	0	0	1	0	1	1	1	0	0	2	0	2	0	0	2	1	7	2	0	10	15
1645 - 1700	0	0	0	0	0	1	0	2	0	3	1	6	1	0	8	1	5	1	0	7	18
Hourly Total	4	1	1	0	**6**	5	3	3	0	**11**	3	16	2	0	**21**	3	21	6	0	**30**	**68**
1700 - 1715	1	0	0	0	1	1	0	0	0	1	0	2	0	0	2	1	4	0	0	5	9
1715 - 1730	2	1	3	0	6	1	1	0	0	2	1	8	1	0	10	1	7	1	0	9	27
1730 - 1745	0	2	1	0	3	2	0	0	0	2	0	7	2	0	9	1	5	0	0	6	20
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	4	1	0	5	10
Hourly Total	3	3	4	0	**10**	4	1	0	0	**5**	1	22	3	0	**26**	3	20	2	0	**25**	**66**
Grand Total	7	4	5	0	**16**	9	4	3	0	**16**	4	38	5	0	**47**	6	41	8	0	**55**	**134**
Approach %	43.75	25.00	31.25	0.00	-	56.25	25.00	18.75	0.00	-	8.51	80.85	10.64	0.00	-	10.91	74.55	14.55	0.00	-	
Intersection %	5.22	2.99	3.73	0.00	11.94	6.72	2.99	2.24	0.00	11.94	2.99	28.36	3.73	0.00	35.07	4.48	30.60	5.97	0.00	41.04	

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

South Fulton, GA

Marr Traffic DATA COLLECTION
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Site 1
Stonewall Tell Rd (South)
Stonewall Tell Rd (North)
GA-14 ALT S Fulton Pkwy (West)
GA-14 ALT S Fulton Pkwy (East)

Date
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0700 - 0900 (Weekday 2h Session) (01-28-2025)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Stonewall Tell Rd (South)					Stonewall Tell Rd (North)					GA-14 ALT S Fulton Pkwy (West)					GA-14 ALT S Fulton Pkwy (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	3	0	3	4	6	0	0	10	0	9	0	0	9	0	7	2	0	9	31
0715 - 0730	1	3	0	0	4	4	1	3	0	8	0	11	0	0	11	1	5	6	0	12	35
0730 - 0745	0	2	1	0	3	2	1	1	0	4	1	8	0	0	9	1	15	0	0	16	32
0745 - 0800	0	2	2	0	4	3	2	2	0	7	1	13	1	0	15	3	18	4	0	25	51
Hourly Total	1	7	6	0	**14**	13	10	6	0	**29**	2	41	1	0	**44**	5	45	12	0	**62**	**149**
0800 - 0815	0	2	2	0	4	2	1	0	0	3	0	15	2	0	17	1	11	2	0	14	38
0815 - 0830	0	2	1	0	3	2	1	1	0	4	0	15	1	0	16	1	8	6	0	15	38
0830 - 0845	0	0	0	0	0	2	3	0	0	5	1	18	1	0	20	1	11	1	0	13	38
0845 - 0900	0	3	2	0	5	1	6	0	0	7	1	22	1	0	24	0	7	6	0	13	49
Hourly Total	0	7	5	0	**12**	7	11	1	0	**19**	2	70	5	0	**77**	3	37	15	0	**55**	**163**
Grand Total	1	14	11	0	**26**	20	21	7	0	**48**	4	111	6	0	**121**	8	82	27	0	**117**	**312**
Approach %	3.85	53.85	42.31	0.00	-	41.67	43.75	14.58	0.00	-	3.31	91.74	4.96	0.00	-	6.84	70.09	23.08	0.00	-	
Intersection %	0.32	4.49	3.53	0.00	8.33	6.41	6.73	2.24	0.00	15.38	1.28	35.58	1.92	0.00	38.78	2.56	26.28	8.65	0.00	37.50	

1600 - 1800 (Weekday 2h Session) (01-28-2025)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Stonewall Tell Rd (South)					Stonewall Tell Rd (North)					GA-14 ALT S Fulton Pkwy (West)					GA-14 ALT S Fulton Pkwy (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	2	5	0	0	7	3	4	1	0	8	2	9	0	0	11	1	13	3	0	17	43
1615 - 1630	2	1	2	0	5	2	2	3	0	7	0	13	2	0	15	0	17	5	0	22	49
1630 - 1645	0	3	2	0	5	4	2	2	0	8	1	9	3	0	13	3	17	2	0	22	48
1645 - 1700	0	1	0	0	1	1	1	2	0	4	1	21	3	0	25	2	11	5	0	18	48
Hourly Total	4	10	4	0	**18**	10	9	8	0	**27**	4	52	8	0	**64**	6	58	15	0	**79**	**188**
1700 - 1715	1	2	0	0	3	5	2	3	0	10	0	17	0	0	17	2	11	2	0	15	45
1715 - 1730	2	4	5	0	11	4	4	0	0	8	1	12	1	0	14	1	13	5	0	19	52
1730 - 1745	0	5	1	0	6	4	4	0	0	8	1	8	2	0	11	1	8	3	0	12	37
1745 - 1800	0	2	0	0	2	0	3	0	0	3	0	7	0	0	7	0	8	3	0	11	23
Hourly Total	3	13	6	0	**22**	13	13	3	0	**29**	2	44	3	0	**49**	4	40	13	0	**57**	**157**
Grand Total	7	23	10	0	**40**	23	22	11	0	**56**	6	96	11	0	**113**	10	98	28	0	**136**	**345**
Approach %	17.50	57.50	25.00	0.00	-	41.07	39.29	19.64	0.00	-	5.31	84.96	9.73	0.00	-	7.35	72.06	20.59	0.00	-	
Intersection %	2.03	6.67	2.90	0.00	11.59	6.67	6.38	3.19	0.00	16.23	1.74	27.83	3.19	0.00	32.75	2.90	28.41	8.12	0.00	39.42	

Crosswalk Counts || Pedestrians

South Fulton, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Stonewall Tell Rd (South)
Stonewall Tell Rd (North)
GA-14 ALT S Fulton Pkwy (West)
GA-14 ALT S Fulton Pkwy (East)

Date
Tuesday, January 28, 2025

Lat/Long
33.618751°, -84.559763°
Click here for Map

Weather
Partly Cloudy
45°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-28-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Stonewall Tell Rd (South)			Stonewall Tell Rd (North)			GA-14 ALT S Fulton Pkwy (West)			GA-14 ALT S Fulton Pkwy (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	1	0	1	0	0	0	0	0	0	1
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**	1	0	**1**	0	0	**0**	0	0	**0**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	1	1	1
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
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	

1600 - 1800 (Weekday 2h Session) (01-28-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Stonewall Tell Rd (South)			Stonewall Tell Rd (North)			GA-14 ALT S Fulton Pkwy (West)			GA-14 ALT S Fulton Pkwy (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	4	4	0	0	0	4
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	4	**4**	0	0	**0**	**4**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	1	0	1	0	0	0	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
Grand Total	1	0	**1**	0	0	**0**	0	4	**4**	0	0	**0**	**5**
Approach %	100.00	0.00	-	0.00	0.00	-	0.00	100.00	-	0.00	0.00	-	
Intersection %	20.00	0.00	20.00	0.00	0.00	0.00	0.00	80.00	80.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

South Fulton, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
Stonewall Tell Rd (South)
Stonewall Tell Rd (North)
GA-14 ALT S Fulton Pkwy (West)
GA-14 ALT S Fulton Pkwy (East)

Date
Tuesday, January 28, 2025

Lat/Long
33.618751°, -84.559763°
Click here for Map

Weather
Partly Cloudy
45°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-28-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Stonewall Tell Rd (South)			Stonewall Tell Rd (North)			GA-14 ALT S Fulton Pkwy (West)			GA-14 ALT S Fulton Pkwy (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
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) (01-28-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Stonewall Tell Rd (South)			Stonewall Tell Rd (North)			GA-14 ALT S Fulton Pkwy (West)			GA-14 ALT S Fulton Pkwy (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

South Fulton, GA

www.marrtraffic.com

Site 1
Stonewall Tell Rd (South)
Stonewall Tell Rd (North)
GA-14 ALT S Fulton Pkwy (West)
GA-14 ALT S Fulton Pkwy (East)

Date
Tuesday, January 28, 2025

Lat/Long
33.618751°, -84.559763°
Click here for Map

Weather
Partly Cloudy
45°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-28-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Stonewall Tell Rd (South)			Stonewall Tell Rd (North)			GA-14 ALT S Fulton Pkwy (West)			GA-14 ALT S Fulton Pkwy (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
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) (01-28-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Stonewall Tell Rd (South)			Stonewall Tell Rd (North)			GA-14 ALT S Fulton Pkwy (West)			GA-14 ALT S Fulton Pkwy (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 1/28/2025	GA-14 ALT S Fulton Pkwy (West) Eastbound			GA-14 ALT S Fulton Pkwy (East) Westbound			Stonewall Tell Rd (South) Northbound			Stonewall Tell 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	3	327	12	35	144	44	10	24	55	66	42	6	768
07:15 AM - 07:30 AM	6	323	12	25	182	46	17	27	47	92	37	19	833
07:30 AM - 07:45 AM	6	340	13	17	196	45	16	46	49	80	49	16	873
07:45 AM - 08:00 AM	7	315	15	17	172	36	10	37	57	117	46	6	835
08:00 AM - 08:15 AM	7	299	24	25	179	35	18	39	47	93	43	5	814
08:15 AM - 08:30 AM	7	304	17	31	187	43	12	40	30	91	55	12	829
08:30 AM - 08:45 AM	22	334	18	20	163	48	14	32	29	81	37	8	806
08:45 AM - 09:00 AM	13	267	11	20	141	45	16	40	34	59	38	11	695
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	11	169	16	33	291	102	20	65	26	48	59	24	864
04:15 PM - 04:30 PM	7	246	25	24	337	92	17	52	19	60	50	13	942
04:30 PM - 04:45 PM	10	218	18	30	352	90	21	43	30	53	47	18	930
04:45 PM - 05:00 PM	8	173	13	22	318	91	20	58	25	70	58	15	871
05:00 PM - 05:15 PM	9	245	8	36	346	131	11	38	34	63	41	16	978
05:15 PM - 05:30 PM	5	206	13	51	311	116	14	49	30	41	56	9	901
05:30 PM - 05:45 PM	8	222	19	49	316	81	11	75	71	49	49	24	974
05:45 PM - 06:00 PM	10	196	9	82	355	96	13	43	49	73	41	7	974
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

South Fulton, GA

Click here for Map

Marr Traffic DATA COLLECTION

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Tuesday, January 28, 2025		
Partly Cloudy		45°F
Period	0700 - 0900	APPLY
Peak Hour	0715 - 0815	APPLY
Global PH	0715 - 0815	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Mason Rd. (North) — Southbound

65	69	156	0	290	193	(1-3)
4	0	6	0	10	9	(4-7)
1	1	15	0	17	7	(8-13)
70	70	177	0	317	209	Total

GA-14 ALT S Fulton Pkwy (West) — Eastbound

	(1-3)	(4-7)	(8-13)	Total
	930	40	28	998
	1797	38	26	1861
	1	0	0	1
	52	4	0	56
	1728	31	25	1784
	16	3	1	20

1

0

GA-14 ALT S Fulton Pkwy (East) — Westbound

111	6	5	100	
911	22	36	853	
79	56	3	20	
1	0	0	1	
1102	84	44	974	
2010	54	45	1911	
Total	(8-13)	(4-7)	(1-3)	

0

0

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	3139	100	147	3386
PHF				0.9652
ADT (Calc)			10	33860

Mason Rd. (South) — Northbound

Total	169	106	0	16	42	48
(8-13)	58	20	0	5	1	14
(4-7)	6	8	0	0	0	8
(1-3)	105	78	0	11	41	26

2

0

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Mason Rd. (South)						Mason Rd. (North)						GA-14 ALT S Fulton Pkwy (West)						GA-14 ALT S Fulton Pkwy (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
0715 - 0730	5	7	20	-	0	32	56	13	21	-	0	90	9	419	5	-	0	433	21	238	40	-	0	299	854
0730 - 0745	4	9	7	-	0	20	47	25	18	-	0	90	23	456	6	-	0	485	20	236	26	-	0	282	877
0745 - 0800	5	12	11	-	0	28	39	16	19	-	0	74	11	462	2	-	1	476	20	200	29	-	1	250	828
0800 - 0815	2	14	10	-	0	26	35	16	12	-	0	63	13	447	7	-	0	467	18	237	16	-	0	271	827
Total	16	42	48	0	0	106	177	70	70	0	0	317	56	1784	20	0	1	1861	79	911	111	0	1	1102	3386
Approach %	15.09	39.62	45.28	0.00	0.00	-	55.84	22.08	22.08	0.00	0.00	-	3.01	95.86	1.07	0.00	0.05	-	7.17	82.67	10.07	0.00	0.09	-	
PHF	0.80	0.75	0.60	0.00	0.00	**0.83**	0.79	0.70	0.83	0.00	0.00	**0.88**	0.61	0.97	0.71	0.00	0.25	**0.96**	0.94	0.96	0.69	0.00	0.25	**0.92**	**0.97**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Mason Rd. (South)						Mason Rd. (North)						GA-14 ALT S Fulton Pkwy (West)						GA-14 ALT S Fulton Pkwy (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
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Mason Rd. (South)						Mason Rd. (North)						GA-14 ALT S Fulton Pkwy (West)						GA-14 ALT S Fulton Pkwy (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
0715 - 0730	3	7	8	-	0	18	49	13	20	-	0	82	9	405	3	-	0	417	4	229	35	-	0	268	785
0730 - 0745	2	9	4	-	0	15	39	25	16	-	0	80	21	447	5	-	0	473	6	222	22	-	0	250	818
0745 - 0800	4	11	8	-	0	23	36	16	17	-	0	69	10	449	2	-	1	462	3	180	29	-	1	213	767
0800 - 0815	2	14	6	-	0	22	32	15	12	-	0	59	12	427	6	-	0	445	7	222	14	-	0	243	769
Total	11	41	26	0	0	78	156	69	65	0	0	290	52	1728	16	0	1	1797	20	853	100	0	1	974	3139
Approach %	14.10	52.56	33.33	0.00	0.00	-	53.79	23.79	22.41	0.00	0.00	-	2.89	96.16	0.89	0.00	0.06	-	2.05	87.58	10.27	0.00	0.10	-	
PHF	0.69	0.73	0.81	0.00	0.00	**0.85**	0.80	0.69	0.81	0.00	0.00	**0.88**	0.62	0.96	0.67	0.00	0.25	**0.95**	0.71	0.93	0.71	0.00	0.25	**0.91**	**0.96**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Mason Rd. (South)						Mason Rd. (North)						GA-14 ALT S Fulton Pkwy (West)						GA-14 ALT S Fulton Pkwy (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
0715 - 0730	0	0	7	-	0	7	3	0	0	-	0	3	0	11	2	-	0	13	1	6	2	-	0	9	32
0730 - 0745	0	0	0	-	0	0	2	0	2	-	0	4	2	7	1	-	0	10	1	14	3	-	0	18	32
0745 - 0800	0	0	0	-	0	0	0	0	2	-	0	2	1	7	0	-	0	8	0	9	0	-	0	9	19
0800 - 0815	0	0	1	-	0	1	1	0	0	-	0	1	1	6	0	-	0	7	1	7	0	-	0	8	17
Total	0	0	8	0	0	8	6	0	4	0	0	10	4	31	3	0	0	38	3	36	5	0	0	44	100
Approach %	0.00	0.00	100.00	0.00	0.00	-	60.00	0.00	40.00	0.00	0.00	-	10.53	81.58	7.89	0.00	0.00	-	6.82	81.82	11.36	0.00	0.00	-	
PHF	0.00	0.00	0.29	0.00	0.00	**0.29**	0.50	0.00	0.50	0.00	0.00	**0.63**	0.50	0.70	0.38	0.00	0.00	**0.73**	0.75	0.64	0.42	0.00	0.00	**0.61**	**0.78**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Mason Rd. (South)						Mason Rd. (North)						GA-14 ALT S Fulton Pkwy (West)						GA-14 ALT S Fulton Pkwy (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
0715 - 0730	2	0	5	-	0	7	4	0	1	-	0	5	0	3	0	-	0	3	16	3	3	-	0	22	37
0730 - 0745	2	0	3	-	0	5	6	0	0	-	0	6	0	2	0	-	0	2	13	0	1	-	0	14	27
0745 - 0800	1	1	3	-	0	5	3	0	0	-	0	3	0	6	0	-	0	6	17	11	0	-	0	28	42
0800 - 0815	0	0	3	-	0	3	2	1	0	-	0	3	0	14	1	-	0	15	10	8	2	-	0	20	41
Total	5	1	14	0	0	20	15	1	1	0	0	17	0	25	1	0	0	26	56	22	6	0	0	84	147
Approach %	25.00	5.00	70.00	0.00	0.00	-	88.24	5.88	5.88	0.00	0.00	-	0.00	96.15	3.85	0.00	0.00	-	66.67	26.19	7.14	0.00	0.00	-	
PHF	0.63	0.25	0.70	0.00	0.00	**0.71**	0.63	0.25	0.25	0.00	0.00	**0.71**	0.00	0.45	0.25	0.00	0.00	**0.43**	0.82	0.50	0.50	0.00	0.00	**0.75**	**0.88**

Peak Hour Turning Movement Count

South Fulton, GA

Click here for Map

Marr Traffic DATA COLLECTION

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Tuesday, January 28, 2025		
	Partly Cloudy	45°F
Period	1600 - 1800	APPLY
Peak Hour	1645 - 1745	APPLY
Global PH	1700 - 1800	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Mason Rd. (North)

Southbound

76	50	101	0	227	241	(1-3)
3	2	2	0	7	5	(4-7)
1	3	10	0	14	5	(8-13)
80	55	113	0	248	251	Total

GA-14 ALT S Fulton Pkwy (West)

Eastbound

(1-3)	(4-7)	(8-13)	Total
1853	36	28	1917
1189	46	32	1267
1	0	0	1
55	0	2	57
1116	45	28	1189
17	1	2	20

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	3471	98	108	3677
PHF				0.9419
ADT (Calc)			10	36770

GA-14 ALT S Fulton Pkwy (East)

Westbound

139	3	4	132
1815	25	31	1759
69	27	3	39
0	0	0	0
2023	55	38	1930
1365	43	51	1271
Total	(8-13)	(4-7)	(1-3)

Mason Rd. (South)

Northbound

Total	144	139	0	21	55	63
(8-13)	32	7	0	2	0	5
(4-7)	6	7	0	2	1	4
(1-3)	106	125	0	17	54	54

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Mason Rd. (South)						Mason Rd. (North)						GA-14 ALT S Fulton Pkwy (West)						GA-14 ALT S Fulton Pkwy (East)						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1645 - 1700	7	12	9	-	0	28	24	12	18	-	0	54	17	268	6	-	0	291	18	463	25	-	0	506	879
1700 - 1715	4	21	19	-	0	44	43	14	16	-	0	73	14	296	1	-	0	311	14	418	39	-	0	471	899
1715 - 1730	4	9	9	-	0	22	25	12	23	-	0	60	13	284	9	-	0	306	26	470	39	-	0	535	923
1730 - 1745	6	13	26	-	0	45	21	17	23	-	0	61	13	341	4	-	1	359	11	464	36	-	0	511	976
Total	21	55	63	0	0	139	113	55	80	0	0	248	57	1189	20	0	1	1267	69	1815	139	0	0	2023	3677
Approach %	15.11	39.57	45.32	0.00	0.00	-	45.56	22.18	32.26	0.00	0.00	-	4.50	93.84	1.58	0.00	0.08	-	3.41	89.72	6.87	0.00	0.00	-	
PHF	0.75	0.65	0.61	0.00	0.00	**0.77**	0.66	0.81	0.87	0.00	0.00	**0.85**	0.84	0.87	0.56	0.00	0.25	**0.88**	0.66	0.97	0.89	0.00	0.00	**0.95**	**0.94**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Mason Rd. (South)						Mason Rd. (North)						GA-14 ALT S Fulton Pkwy (West)						GA-14 ALT S Fulton Pkwy (East)						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Mason Rd. (South)						Mason Rd. (North)						GA-14 ALT S Fulton Pkwy (West)						GA-14 ALT S Fulton Pkwy (East)						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1645 - 1700	5	12	5	-	0	22	19	10	18	-	0	47	17	248	4	-	0	269	10	446	25	-	0	481	819
1700 - 1715	3	20	18	-	0	41	40	13	16	-	0	69	14	273	1	-	0	288	11	404	35	-	0	450	848
1715 - 1730	4	9	6	-	0	19	22	11	22	-	0	55	11	267	8	-	0	286	12	452	38	-	0	502	862
1730 - 1745	5	13	25	-	0	43	20	16	20	-	0	56	13	328	4	-	1	346	6	457	34	-	0	497	942
Total	17	54	54	0	0	125	101	50	76	0	0	227	55	1116	17	0	1	1189	39	1759	132	0	0	1930	3471
Approach %	13.60	43.20	43.20	0.00	0.00	-	44.49	22.03	33.48	0.00	0.00	-	4.63	93.86	1.43	0.00	0.08	-	2.02	91.14	6.84	0.00	0.00	-	
PHF	0.85	0.68	0.54	0.00	0.00	**0.73**	0.63	0.78	0.86	0.00	0.00	**0.82**	0.81	0.85	0.53	0.00	0.25	**0.86**	0.81	0.96	0.87	0.00	0.00	**0.96**	**0.92**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Mason Rd. (South)						Mason Rd. (North)						GA-14 ALT S Fulton Pkwy (West)						GA-14 ALT S Fulton Pkwy (East)						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1645 - 1700	1	0	2	-	0	3	0	1	0	-	0	1	0	14	1	-	0	15	1	10	0	-	0	11	30
1700 - 1715	1	1	1	-	0	3	0	0	0	-	0	0	0	18	0	-	0	18	0	9	3	-	0	12	33
1715 - 1730	0	0	0	-	0	0	1	0	0	-	0	1	0	10	0	-	0	10	2	8	1	-	0	11	22
1730 - 1745	0	0	1	-	0	1	1	1	3	-	0	5	0	3	0	-	0	3	0	4	0	-	0	4	13
Total	2	1	4	0	0	7	2	2	3	0	0	7	0	45	1	0	0	46	3	31	4	0	0	38	98
Approach %	28.57	14.29	57.14	0.00	0.00	-	28.57	28.57	42.86	0.00	0.00	-	0.00	97.83	2.17	0.00	0.00	-	7.89	81.58	10.53	0.00	0.00	-	
PHF	0.50	0.25	0.50	0.00	0.00	**0.58**	0.50	0.50	0.25	0.00	0.00	**0.35**	0.00	0.63	0.25	0.00	0.00	**0.64**	0.38	0.78	0.33	0.00	0.00	**0.79**	**0.74**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Mason Rd. (South)						Mason Rd. (North)						GA-14 ALT S Fulton Pkwy (West)						GA-14 ALT S Fulton Pkwy (East)						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1645 - 1700	1	0	2	-	0	3	5	1	0	-	0	6	0	6	1	-	0	7	7	7	0	-	0	14	30
1700 - 1715	0	0	0	-	0	0	3	1	0	-	0	4	0	5	0	-	0	5	3	5	1	-	0	9	18
1715 - 1730	0	0	3	-	0	3	2	1	1	-	0	4	2	7	1	-	0	10	12	10	0	-	0	22	39
1730 - 1745	1	0	0	-	0	1	0	0	0	-	0	0	0	10	0	-	0	10	5	3	2	-	0	10	21
Total	2	0	5	0	0	7	10	3	1	0	0	14	2	28	2	0	0	32	27	25	3	0	0	55	108
Approach %	28.57	0.00	71.43	0.00	0.00	-	71.43	21.43	7.14	0.00	0.00	-	6.25	87.50	6.25	0.00	0.00	-	49.09	45.45	5.45	0.00	0.00	-	
PHF	0.50	0.00	0.42	0.00	0.00	**0.58**	0.50	0.75	0.25	0.00	0.00	**0.58**	0.25	0.70	0.50	0.00	0.00	**0.80**	0.56	0.63	0.38	0.00	0.00	**0.63**	**0.69**

Classified Turn Movement Count || All vehicles

South Fulton, GA

Marr Traffic DATA COLLECTION
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Site 2
Mason Rd. (South)
Mason Rd. (North)
GA-14 ALT S Fulton Pkwy (West)
GA-14 ALT S Fulton Pkwy (East)

Date
Tuesday, January 28, 2025

Lat/Long
33.619863°, -84.544815°
Click here for Map

Weather
Partly Cloudy
45°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-28-2025)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Mason Rd. (South)					Mason Rd. (North)					GA-14 ALT S Fulton Pkwy (West)					GA-14 ALT S Fulton Pkwy (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
0700 - 0715	4	9	24	0	37	43	23	11	0	77	21	390	8	1	420	23	200	56	0	279	813
0715 - 0730	5	7	20	0	32	56	13	21	0	90	9	419	5	0	433	21	238	40	0	299	854
0730 - 0745	4	9	7	0	20	47	25	18	0	90	23	456	6	0	485	20	236	26	0	282	877
0745 - 0800	5	12	11	0	28	39	16	19	0	74	11	462	2	1	476	20	200	29	1	250	828
Hourly Total	18	37	62	0	**117**	185	77	69	0	**331**	64	1727	21	2	**1814**	84	874	151	1	**1110**	**3372**
0800 - 0815	2	14	10	0	26	35	16	12	0	63	13	447	7	0	467	18	237	16	0	271	827
0815 - 0830	1	10	5	0	16	30	10	13	0	53	23	410	12	0	445	22	227	27	0	276	790
0830 - 0845	4	8	12	0	24	34	11	17	0	62	22	399	10	0	431	29	222	27	0	278	795
0845 - 0900	5	9	4	0	18	39	20	16	0	75	20	351	10	0	381	25	178	23	2	228	702
Hourly Total	12	41	31	0	**84**	138	57	58	0	**253**	78	1607	39	0	**1724**	94	864	93	2	**1053**	**3114**
Grand Total	30	78	93	0	**201**	323	134	127	0	**584**	142	3334	60	2	**3538**	178	1738	244	3	**2163**	**6486**
Approach %	14.93	38.81	46.27	0.00	-	55.31	22.95	21.75	0.00	-	4.01	94.23	1.70	0.06	-	8.23	80.35	11.28	0.08	-	
Intersection %	0.46	1.20	1.43	0.00	3.10	4.98	2.07	1.96	0.00	9.00	2.19	51.40	0.93	0.03	54.55	2.74	26.80	3.76	0.05	33.35	
Heavy Vehicle %	27	5	39	-	**24**	12	1	6	-	**8**	8	4	17	0	**4**	70	6	14	33	**12**	**8**
PHF	0.80	0.75	0.60	0.00	**0.83**	0.79	0.70	0.83	0.00	**0.88**	0.61	0.97	0.71	0.25	**0.96**	0.94	0.96	0.69	0.25	**0.92**	**0.97**

1600 - 1800 (Weekday 2h Session) (01-28-2025)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Mason Rd. (South)					Mason Rd. (North)					GA-14 ALT S Fulton Pkwy (West)					GA-14 ALT S Fulton Pkwy (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	15	10	10	0	35	30	13	17	0	60	13	235	6	0	254	16	429	40	0	485	834
1615 - 1630	8	15	12	0	35	33	11	22	0	66	13	309	5	0	327	9	446	42	0	497	925
1630 - 1645	3	10	11	0	24	40	15	24	0	79	17	249	6	0	272	14	412	31	1	458	833
1645 - 1700	7	12	9	0	28	24	12	18	0	54	17	268	6	0	291	18	463	25	0	506	879
Hourly Total	33	47	42	0	**122**	127	51	81	0	**259**	60	1061	23	0	**1144**	57	1750	138	1	**1946**	**3471**
1700 - 1715	4	21	19	0	44	43	14	16	0	73	14	296	1	0	311	14	418	39	0	471	899
1715 - 1730	4	9	9	0	22	25	12	23	0	60	13	284	9	0	306	26	470	39	0	535	923
1730 - 1745	6	13	26	0	45	21	17	23	0	61	13	341	4	1	359	11	464	36	0	511	976
1745 - 1800	7	15	18	0	40	25	14	18	0	57	22	265	9	0	296	20	437	26	1	484	877
Hourly Total	21	58	72	0	**151**	114	57	80	0	**251**	62	1186	23	1	**1272**	71	1789	140	1	**2001**	**3675**
Grand Total	54	105	114	0	**273**	241	108	161	0	**510**	122	2247	46	1	**2416**	128	3539	278	2	**3947**	**7146**
Approach %	19.78	38.46	41.76	0.00	-	47.25	21.18	31.57	0.00	-	5.05	93.00	1.90	0.04	-	3.24	89.66	7.04	0.05	-	
Intersection %	0.76	1.47	1.60	0.00	3.82	3.37	1.51	2.25	0.00	7.14	1.71	31.44	0.64	0.01	33.81	1.79	49.52	3.89	0.03	55.23	
Heavy Vehicle %	13	5	17	-	**11**	11	6	9	-	**9**	5	5	9	0	**5**	41	3	9	50	**5**	**6**
PHF	0.75	0.65	0.61	0.00	**0.77**	0.66	0.81	0.87	0.00	**0.85**	0.84	0.87	0.56	0.25	**0.88**	0.66	0.97	0.89	0.00	**0.95**	**0.94**

Classified Turn Movement Count || Bicycles

South Fulton, GA

Marr Traffic DATA COLLECTION

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Site 2
Mason Rd. (South)
Mason Rd. (North)
GA-14 ALT S Fulton Pkwy (West)
GA-14 ALT S Fulton Pkwy (East)

Date
Tuesday, January 28, 2025

Lat/Long
33.619863°, -84.544815°
Click here for Map

Weather
Partly Cloudy
45°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-28-2025)
Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Mason Rd. (South)					Mason Rd. (North)					GA-14 ALT S Fulton Pkwy (West)					GA-14 ALT S Fulton Pkwy (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
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) (01-28-2025)
Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Mason Rd. (South)					Mason Rd. (North)					GA-14 ALT S Fulton Pkwy (West)					GA-14 ALT S Fulton Pkwy (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	

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

South Fulton, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
Mason Rd. (South)
Mason Rd. (North)
GA-14 ALT S Fulton Pkwy (West)
GA-14 ALT S Fulton Pkwy (East)

Date
Tuesday, January 28, 2025

Lat/Long
33.619863°, -84.544815°
Click here for Map

Weather
Partly Cloudy
45°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-28-2025)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Mason Rd. (South)					Mason Rd. (North)					GA-14 ALT S Fulton Pkwy (West)					GA-14 ALT S Fulton Pkwy (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
0700 - 0715	4	8	19	0	31	37	23	11	0	71	19	375	8	1	403	11	191	53	0	255	760
0715 - 0730	3	7	8	0	18	49	13	20	0	82	9	405	3	0	417	4	229	35	0	268	785
0730 - 0745	2	9	4	0	15	39	25	16	0	80	21	447	5	0	473	6	222	22	0	250	818
0745 - 0800	4	11	8	0	23	36	16	17	0	69	10	449	2	1	462	3	180	29	1	213	767
Hourly Total	13	35	39	0	**87**	161	77	64	0	**302**	59	1676	18	2	**1755**	24	822	139	1	**986**	**3130**
0800 - 0815	2	14	6	0	22	32	15	12	0	59	12	427	6	0	445	7	222	14	0	243	769
0815 - 0830	0	10	3	0	13	27	10	11	0	48	23	395	11	0	429	5	217	20	0	242	732
0830 - 0845	3	7	6	0	16	27	11	16	0	54	20	384	9	0	413	10	209	21	0	240	723
0845 - 0900	4	8	3	0	15	37	19	16	0	72	16	332	6	0	354	8	167	17	1	193	634
Hourly Total	9	39	18	0	**66**	123	55	55	0	**233**	71	1538	32	0	**1641**	30	815	72	1	**918**	**2858**
Grand Total	22	74	57	0	**153**	284	132	119	0	**535**	130	3214	50	2	**3396**	54	1637	211	2	**1904**	**5988**
Approach %	14.38	48.37	37.25	0.00	-	53.08	24.67	22.24	0.00	-	3.83	94.64	1.47	0.06	-	2.84	85.98	11.08	0.06	-	
Intersection %	0.37	1.24	0.95	0.00	2.56	4.74	2.20	1.99	0.00	8.93	2.17	53.67	0.84	0.03	56.71	0.90	27.34	3.52	0.03	31.80	

1600 - 1800 (Weekday 2h Session) (01-28-2025)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Mason Rd. (South)					Mason Rd. (North)					GA-14 ALT S Fulton Pkwy (West)					GA-14 ALT S Fulton Pkwy (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	14	9	6	0	29	26	13	16	0	55	11	224	5	0	240	10	414	34	0	458	782
1615 - 1630	6	12	12	0	30	26	11	17	0	54	12	295	5	0	312	4	429	38	0	471	867
1630 - 1645	3	10	8	0	21	37	14	20	0	71	16	235	6	0	257	8	395	27	1	431	780
1645 - 1700	5	12	5	0	22	19	10	18	0	47	17	248	4	0	269	10	446	25	0	481	819
Hourly Total	28	43	31	0	**102**	108	48	71	0	**227**	56	1002	20	0	**1078**	32	1684	124	1	**1841**	**3248**
1700 - 1715	3	20	18	0	41	40	13	16	0	69	14	273	1	0	288	11	404	35	0	450	848
1715 - 1730	4	9	6	0	19	22	11	22	0	55	11	267	8	0	286	12	452	38	0	502	862
1730 - 1745	5	13	25	0	43	20	16	20	0	56	13	328	4	1	346	6	457	34	0	497	942
1745 - 1800	7	15	15	0	37	24	14	18	0	56	22	258	9	0	289	14	427	23	0	464	846
Hourly Total	19	57	64	0	**140**	106	54	76	0	**236**	60	1126	22	1	**1209**	43	1740	130	0	**1913**	**3498**
Grand Total	47	100	95	0	**242**	214	102	147	0	**463**	116	2128	42	1	**2287**	75	3424	254	1	**3754**	**6746**
Approach %	19.42	41.32	39.26	0.00	-	46.22	22.03	31.75	0.00	-	5.07	93.05	1.84	0.04	-	2.00	91.21	6.77	0.03	-	
Intersection %	0.70	1.48	1.41	0.00	3.59	3.17	1.51	2.18	0.00	6.86	1.72	31.54	0.62	0.01	33.90	1.11	50.76	3.77	0.01	55.65	

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

South Fulton, GA

Marr Traffic DATA COLLECTION
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Site 2
Mason Rd. (South)
Mason Rd. (North)
GA-14 ALT S Fulton Pkwy (West)
GA-14 ALT S Fulton Pkwy (East)

Date
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Weather
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0700 - 0900 (Weekday 2h Session) (01-28-2025)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Mason Rd. (South)					Mason Rd. (North)					GA-14 ALT S Fulton Pkwy (West)					GA-14 ALT S Fulton Pkwy (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
0700 - 0715	0	1	0	0	1	1	0	0	0	1	1	10	0	0	11	0	6	1	0	7	20
0715 - 0730	0	0	7	0	7	3	0	0	0	3	0	11	2	0	13	1	6	2	0	9	32
0730 - 0745	0	0	0	0	0	2	0	2	0	4	2	7	1	0	10	1	14	3	0	18	32
0745 - 0800	0	0	0	0	0	0	0	2	0	2	1	7	0	0	8	0	9	0	0	9	19
Hourly Total	0	1	7	0	**8**	6	0	4	0	**10**	4	35	3	0	**42**	2	35	6	0	**43**	**103**
0800 - 0815	0	0	1	0	1	1	0	0	0	1	1	6	0	0	7	1	7	0	0	8	17
0815 - 0830	0	0	1	0	1	1	0	2	0	3	0	8	0	0	8	3	5	4	0	12	24
0830 - 0845	0	0	1	0	1	2	0	0	0	2	1	6	1	0	8	2	9	2	0	13	24
0845 - 0900	1	1	0	0	2	0	1	0	0	1	4	8	2	0	14	4	6	2	1	13	30
Hourly Total	1	1	3	0	**5**	4	1	2	0	**7**	6	28	3	0	**37**	10	27	8	1	**46**	**95**
Grand Total	1	2	10	0	**13**	10	1	6	0	**17**	10	63	6	0	**79**	12	62	14	1	**89**	**198**
Approach %	7.69	15.38	76.92	0.00	-	58.82	5.88	35.29	0.00	-	12.66	79.75	7.59	0.00	-	13.48	69.66	15.73	1.27	-	
Intersection %	0.51	1.01	5.05	0.00	6.57	5.05	0.51	3.03	0.00	8.59	5.05	31.82	3.03	0.00	39.90	6.06	31.31	7.07	0.51	44.95	

1600 - 1800 (Weekday 2h Session) (01-28-2025)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Mason Rd. (South)					Mason Rd. (North)					GA-14 ALT S Fulton Pkwy (West)					GA-14 ALT S Fulton Pkwy (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	1	3	0	4	0	0	1	0	1	2	5	1	0	8	2	8	3	0	13	26
1615 - 1630	1	2	0	0	3	1	0	5	0	6	1	9	0	0	10	0	13	2	0	15	34
1630 - 1645	0	0	1	0	1	1	1	4	0	6	1	10	0	0	11	1	8	2	0	11	29
1645 - 1700	1	0	2	0	3	0	1	0	0	1	0	14	1	0	15	1	10	0	0	11	30
Hourly Total	2	3	6	0	**11**	2	2	10	0	**14**	4	38	2	0	**44**	4	39	7	0	**50**	**119**
1700 - 1715	1	1	1	0	3	0	0	0	0	0	0	18	0	0	18	0	9	3	0	12	33
1715 - 1730	0	0	0	0	0	1	0	0	0	1	0	10	0	0	10	2	8	1	0	11	22
1730 - 1745	0	0	1	0	1	1	1	3	0	5	0	3	0	0	3	0	4	0	0	4	13
1745 - 1800	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	2	5	0	0	7	10
Hourly Total	1	1	3	0	**5**	2	1	3	0	**6**	0	33	0	0	**33**	4	26	4	0	**34**	**78**
Grand Total	3	4	9	0	**16**	4	3	13	0	**20**	4	71	2	0	**77**	8	65	11	0	**84**	**197**
Approach %	18.75	25.00	56.25	0.00	-	20.00	15.00	65.00	0.00	-	5.19	92.21	2.60	0.00	-	9.52	77.38	13.10	0.00	-	
Intersection %	1.52	2.03	4.57	0.00	8.12	2.03	1.52	6.60	0.00	10.15	2.03	36.04	1.02	0.00	39.09	4.06	32.99	5.58	0.00	42.64	

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

South Fulton, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
Mason Rd. (South)
Mason Rd. (North)
GA-14 ALT S Fulton Pkwy (West)
GA-14 ALT S Fulton Pkwy (East)

Date
Tuesday, January 28, 2025

Lat/Long
33.619863°, -84.544815°
Click here for Map

Weather
Partly Cloudy
45°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-28-2025)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Mason Rd. (South)					Mason Rd. (North)					GA-14 ALT S Fulton Pkwy (West)					GA-14 ALT S Fulton Pkwy (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
0700 - 0715	0	0	5	0	5	5	0	0	0	5	1	5	0	0	6	12	3	2	0	17	33
0715 - 0730	2	0	5	0	7	4	0	1	0	5	0	3	0	0	3	16	3	3	0	22	37
0730 - 0745	2	0	3	0	5	6	0	0	0	6	0	2	0	0	2	13	0	1	0	14	27
0745 - 0800	1	1	3	0	5	3	0	0	0	3	0	6	0	0	6	17	11	0	0	28	42
Hourly Total	5	1	16	0	**22**	18	0	1	0	**19**	1	16	0	0	**17**	58	17	6	0	**81**	**139**
0800 - 0815	0	0	3	0	3	2	1	0	0	3	0	14	1	0	15	10	8	2	0	20	41
0815 - 0830	1	0	1	0	2	2	0	0	0	2	0	7	1	0	8	14	5	3	0	22	34
0830 - 0845	1	1	5	0	7	5	0	1	0	6	1	9	0	0	10	17	4	4	0	25	48
0845 - 0900	0	0	1	0	1	2	0	0	0	2	0	11	2	0	13	13	5	4	0	22	38
Hourly Total	2	1	10	0	**13**	11	1	1	0	**13**	1	41	4	0	**46**	54	22	13	0	**89**	**161**
Grand Total	7	2	26	0	**35**	29	1	2	0	**32**	2	57	4	0	**63**	112	39	19	0	**170**	**300**
Approach %	20.00	5.71	74.29	0.00	-	90.63	3.13	6.25	0.00	-	3.17	90.48	6.35	0.00	-	65.88	22.94	11.18	0.00	-	
Intersection %	2.33	0.67	8.67	0.00	11.67	9.67	0.33	0.67	0.00	10.67	0.67	19.00	1.33	0.00	21.00	37.33	13.00	6.33	0.00	56.67	

1600 - 1800 (Weekday 2h Session) (01-28-2025)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Mason Rd. (South)					Mason Rd. (North)					GA-14 ALT S Fulton Pkwy (West)					GA-14 ALT S Fulton Pkwy (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	1	0	1	0	2	4	0	0	0	4	0	6	0	0	6	4	7	3	0	14	26
1615 - 1630	1	1	0	0	2	6	0	0	0	6	0	5	0	0	5	5	4	2	0	11	24
1630 - 1645	0	0	2	0	2	2	0	0	0	2	0	4	0	0	4	5	9	2	0	16	24
1645 - 1700	1	0	2	0	3	5	1	0	0	6	0	6	1	0	7	7	7	0	0	14	30
Hourly Total	3	1	5	0	**9**	17	1	0	0	**18**	0	21	1	0	**22**	21	27	7	0	**55**	**104**
1700 - 1715	0	0	0	0	0	3	1	0	0	4	0	5	0	0	5	3	5	1	0	9	18
1715 - 1730	0	0	3	0	3	2	1	1	0	4	2	7	1	0	10	12	10	0	0	22	39
1730 - 1745	1	0	0	0	1	0	0	0	0	0	0	10	0	0	10	5	3	2	0	10	21
1745 - 1800	0	0	2	0	2	1	0	0	0	1	0	5	0	0	5	4	5	3	1	13	21
Hourly Total	1	0	5	0	**6**	6	2	1	0	**9**	2	27	1	0	**30**	24	23	6	1	**54**	**99**
Grand Total	4	1	10	0	**15**	23	3	1	0	**27**	2	48	2	0	**52**	45	50	13	1	**109**	**203**
Approach %	26.67	6.67	66.67	0.00	-	85.19	11.11	3.70	0.00	-	3.85	92.31	3.85	0.00	-	41.28	45.87	11.93	0.92	-	
Intersection %	1.97	0.49	4.93	0.00	7.39	11.33	1.48	0.49	0.00	13.30	0.99	23.65	0.99	0.00	25.62	22.17	24.63	6.40	0.49	53.69	

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

South Fulton, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
Mason Rd. (South)
Mason Rd. (North)
GA-14 ALT S Fulton Pkwy (West)
GA-14 ALT S Fulton Pkwy (East)

Date
Tuesday, January 28, 2025

Lat/Long
33.619863°, -84.544815°
Click here for Map

Weather
Partly Cloudy
45°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-28-2025)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Mason Rd. (South)					Mason Rd. (North)					GA-14 ALT S Fulton Pkwy (West)					GA-14 ALT S Fulton Pkwy (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
0700 - 0715	0	1	5	0	6	6	0	0	0	6	2	15	0	0	17	12	9	3	0	24	53
0715 - 0730	2	0	12	0	14	7	0	1	0	8	0	14	2	0	16	17	9	5	0	31	69
0730 - 0745	2	0	3	0	5	8	0	2	0	10	2	9	1	0	12	14	14	4	0	32	59
0745 - 0800	1	1	3	0	5	3	0	2	0	5	1	13	0	0	14	17	20	0	0	37	61
Hourly Total	5	2	23	0	**30**	24	0	5	0	**29**	5	51	3	0	**59**	60	52	12	0	**124**	**242**
0800 - 0815	0	0	4	0	4	3	1	0	0	4	1	20	1	0	22	11	15	2	0	28	58
0815 - 0830	1	0	2	0	3	3	0	2	0	5	0	15	1	0	16	17	10	7	0	34	58
0830 - 0845	1	1	6	0	8	7	0	1	0	8	2	15	1	0	18	19	13	6	0	38	72
0845 - 0900	1	1	1	0	3	2	1	0	0	3	4	19	4	0	27	17	11	6	1	35	68
Hourly Total	3	2	13	0	**18**	15	2	3	0	**20**	7	69	7	0	**83**	64	49	21	1	**135**	**256**
Grand Total	8	4	36	0	**48**	39	2	8	0	**49**	12	120	10	0	**142**	124	101	33	1	**259**	**498**
Approach %	16.67	8.33	75.00	0.00	-	79.59	4.08	16.33	0.00	-	8.45	84.51	7.04	0.00	-	47.88	39.00	12.74	0.70	-	
Intersection %	1.61	0.80	7.23	0.00	9.64	7.83	0.40	1.61	0.00	9.84	2.41	24.10	2.01	0.00	28.51	24.90	20.28	6.63	0.20	52.01	

1600 - 1800 (Weekday 2h Session) (01-28-2025)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Mason Rd. (South)					Mason Rd. (North)					GA-14 ALT S Fulton Pkwy (West)					GA-14 ALT S Fulton Pkwy (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	1	1	4	0	6	4	0	1	0	5	2	11	1	0	14	6	15	6	0	27	52
1615 - 1630	2	3	0	0	5	7	0	5	0	12	1	14	0	0	15	5	17	4	0	26	58
1630 - 1645	0	0	3	0	3	3	1	4	0	8	1	14	0	0	15	6	17	4	0	27	53
1645 - 1700	2	0	4	0	6	5	2	0	0	7	0	20	2	0	22	8	17	0	0	25	60
Hourly Total	5	4	11	0	**20**	19	3	10	0	**32**	4	59	3	0	**66**	25	66	14	0	**105**	**223**
1700 - 1715	1	1	1	0	3	3	1	0	0	4	0	23	0	0	23	3	14	4	0	21	51
1715 - 1730	0	0	3	0	3	3	1	1	0	5	2	17	1	0	20	14	18	1	0	33	61
1730 - 1745	1	0	1	0	2	1	1	3	0	5	0	13	0	0	13	5	7	2	0	14	34
1745 - 1800	0	0	3	0	3	1	0	0	0	1	0	7	0	0	7	6	10	3	1	20	31
Hourly Total	2	1	8	0	**11**	8	3	4	0	**15**	2	60	1	0	**63**	28	49	10	1	**88**	**177**
Grand Total	7	5	19	0	**31**	27	6	14	0	**47**	6	119	4	0	**129**	53	115	24	1	**193**	**400**
Approach %	22.58	16.13	61.29	0.00	-	57.45	12.77	29.79	0.00	-	4.65	92.25	3.10	0.00	-	27.46	59.59	12.44	0.52	-	
Intersection %	1.75	1.25	4.75	0.00	7.75	6.75	1.50	3.50	0.00	11.75	1.50	29.75	1.00	0.00	32.25	13.25	28.75	6.00	0.25	48.25	

Crosswalk Counts || Pedestrians

South Fulton, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
Mason Rd. (South)
Mason Rd. (North)
GA-14 ALT S Fulton Pkwy (West)
GA-14 ALT S Fulton Pkwy (East)

Date
Tuesday, January 28, 2025

Lat/Long
33.619863°, -84.544815°
Click here for Map

Weather
Partly Cloudy
45°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-28-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Mason Rd. (South)			Mason Rd. (North)			GA-14 ALT S Fulton Pkwy (West)			GA-14 ALT S Fulton Pkwy (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	1	1	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	2	0	2	0	0	0	0	1	1	0	0	0	3
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	**2**	0	0	**0**	0	2	**2**	0	0	**0**	**4**
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	1	1	0	0	0	0	0	0	1
Hourly Total	0	0	**0**	0	1	**1**	0	0	**0**	0	0	**0**	**1**
Grand Total	2	0	**2**	0	1	**1**	0	2	**2**	0	0	**0**	**5**
Approach %	100.00	0.00	-	0.00	100.00	-	0.00	100.00	-	0.00	0.00	-	
Intersection %	40.00	0.00	40.00	0.00	20.00	20.00	0.00	40.00	40.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (01-28-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Mason Rd. (South)			Mason Rd. (North)			GA-14 ALT S Fulton Pkwy (West)			GA-14 ALT S Fulton Pkwy (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	1	1	1
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	

Crosswalk Counts || Bicycles

South Fulton, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
Mason Rd. (South)
Mason Rd. (North)
GA-14 ALT S Fulton Pkwy (West)
GA-14 ALT S Fulton Pkwy (East)

Date
Tuesday, January 28, 2025

Lat/Long
33.619863°, -84.544815°
Click here for Map

Weather
Partly Cloudy
45°F
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0700 - 0900 (Weekday 2h Session) (01-28-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Mason Rd. (South)			Mason Rd. (North)			GA-14 ALT S Fulton Pkwy (West)			GA-14 ALT S Fulton Pkwy (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) (01-28-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Mason Rd. (South)			Mason Rd. (North)			GA-14 ALT S Fulton Pkwy (West)			GA-14 ALT S Fulton Pkwy (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	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

South Fulton, GA

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Site 2
Mason Rd. (South)
Mason Rd. (North)
GA-14 ALT S Fulton Pkwy (West)
GA-14 ALT S Fulton Pkwy (East)

Date
Tuesday, January 28, 2025

Lat/Long
33.619863°, -84.544815°
Click here for Map

Weather
Partly Cloudy
45°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-28-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Mason Rd. (South)			Mason Rd. (North)			GA-14 ALT S Fulton Pkwy (West)			GA-14 ALT S Fulton Pkwy (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) (01-28-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Mason Rd. (South)			Mason Rd. (North)			GA-14 ALT S Fulton Pkwy (West)			GA-14 ALT S Fulton Pkwy (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: 1/28/2025	GA-14 ALT S Fulton Pkwy (West) Eastbound			GA-14 ALT S Fulton Pkwy (East) Westbound			Mason Rd. (South) Northbound			Mason 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	21	390	8	23	200	56	4	9	24	43	23	11	812
07:15 AM - 07:30 AM	9	419	5	21	238	40	5	7	20	56	13	21	854
07:30 AM - 07:45 AM	23	456	6	20	236	26	4	9	7	47	25	18	877
07:45 AM - 08:00 AM	11	462	2	20	200	29	5	12	11	39	16	19	826
08:00 AM - 08:15 AM	13	447	7	18	237	16	2	14	10	35	16	12	827
08:15 AM - 08:30 AM	23	410	12	22	227	27	1	10	5	30	10	13	790
08:30 AM - 08:45 AM	22	399	10	29	222	27	4	8	12	34	11	17	795
08:45 AM - 09:00 AM	20	351	10	25	178	23	5	9	4	39	20	16	700
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	13	235	6	16	429	40	15	10	10	30	13	17	834
04:15 PM - 04:30 PM	13	309	5	9	446	42	8	15	12	33	11	22	925
04:30 PM - 04:45 PM	17	249	6	14	412	31	3	10	11	40	15	24	832
04:45 PM - 05:00 PM	17	268	6	18	463	25	7	12	9	24	12	18	879
05:00 PM - 05:15 PM	14	296	1	14	418	39	4	21	19	43	14	16	899
05:15 PM - 05:30 PM	13	284	9	26	470	39	4	9	9	25	12	23	923
05:30 PM - 05:45 PM	13	341	4	11	464	36	6	13	26	21	17	23	975
05:45 PM - 06:00 PM	22	265	9	20	437	26	7	15	18	25	14	18	876
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

South Fulton, GA

Click here for Map

Marr Traffic DATA COLLECTION

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Tuesday, January 28, 2025		
	Partly Cloudy	45°F
Period	0700 - 0900	APPLY
Peak Hour	0700 - 0800	APPLY
Global PH	0715 - 0815	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Mason Rd. (North)

Southbound

47	73	0	120	87	(1-3)
0	5	0	5	8	(4-7)
1	57	0	58	22	(8-13)
48	135	0	183	117	Total

1

0

Mason Rd. (West)

Eastbound

(1-3)	(4-7)	(8-13)	Total
51	1	1	53
32	1	0	33
0	0	0	0
29	1	0	30
3	0	0	3

0

0

STOP

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	214	14	80	308
PHF				0.7778
ADT (Calc)			10	3080

0

0

Total	138	92	0	5	87
(8-13)	57	22	0	0	22
(4-7)	5	8	0	1	7
(1-3)	76	62	0	4	58

Northbound

Hunter Rd

All vehicles

	Northbound						Southbound						Eastbound												
	Hunter Rd						Mason Rd. (North)						Mason Rd. (West)												
Time	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
0700 - 0715	2	24	-	-	0	26	-	29	25	-	0	54	17	-	2	-	0	19	-	-	-	-	-	0	99
0715 - 0730	0	24	-	-	0	24	-	33	6	-	0	39	4	-	0	-	0	4	-	-	-	-	-	0	67
0730 - 0745	1	17	-	-	0	18	-	40	11	-	0	51	2	-	1	-	0	3	-	-	-	-	-	0	72
0745 - 0800	2	22	-	-	0	24	-	33	6	-	0	39	7	-	0	-	0	7	-	-	-	-	-	0	70
Total	5	87	0	0	0	92	0	135	48	0	0	183	30	0	3	0	0	33	0	0	0	0	0	0	308
Approach %	5.43	94.57	0.00	0.00	0.00	-	0.00	73.77	26.23	0.00	0.00	-	90.91	0.00	9.09	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.63	0.91	0.00	0.00	0.00	**0.88**	0.00	0.84	0.48	0.00	0.00	**0.85**	0.44	0.00	0.38	0.00	0.00	**0.43**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.78**

Bicycles

	Northbound						Southbound						Eastbound												
	Hunter Rd						Mason Rd. (North)						Mason Rd. (West)												
Time	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
0700 - 0715	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0715 - 0730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0730 - 0745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0745 - 0800	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	Hunter Rd						Mason Rd. (North)						Mason Rd. (West)												
Time	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
0700 - 0715	2	19	-	-	0	21	-	17	25	-	0	42	16	-	2	-	0	18	-	-	-	-	-	0	81
0715 - 0730	0	10	-	-	0	10	-	16	5	-	0	21	4	-	0	-	0	4	-	-	-	-	-	0	35
0730 - 0745	0	12	-	-	0	12	-	24	11	-	0	35	2	-	1	-	0	3	-	-	-	-	-	0	50
0745 - 0800	2	17	-	-	0	19	-	16	6	-	0	22	7	-	0	-	0	7	-	-	-	-	-	0	48
Total	4	58	0	0	0	62	0	73	47	0	0	120	29	0	3	0	0	32	0	0	0	0	0	0	214
Approach %	6.45	93.55	0.00	0.00	0.00	-	0.00	60.83	39.17	0.00	0.00	-	90.63	0.00	9.38	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.50	0.76	0.00	0.00	0.00	**0.74**	0.00	0.76	0.47	0.00	0.00	**0.71**	0.45	0.00	0.38	0.00	0.00	**0.44**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.66**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	Hunter Rd						Mason Rd. (North)						Mason Rd. (West)												
Time	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
0700 - 0715	0	0	-	-	0	0	-	0	0	-	0	0	1	-	0	-	0	1	-	-	-	-	-	0	1
0715 - 0730	0	7	-	-	0	7	-	3	0	-	0	3	0	-	0	-	0	0	-	-	-	-	-	0	10
0730 - 0745	1	0	-	-	0	1	-	2	0	-	0	2	0	-	0	-	0	0	-	-	-	-	-	0	3
0745 - 0800	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	1	7	0	0	0	8	0	5	0	0	0	5	1	0	0	0	0	1	0	0	0	0	0	0	14
Approach %	12.50	87.50	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.25	0.00	0.00	0.00	**0.29**	0.00	0.42	0.00	0.00	0.00	**0.42**	0.25	0.00	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.35**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	Hunter Rd						Mason Rd. (North)						Mason Rd. (West)												
Time	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
0700 - 0715	0	5	-	-	0	5	-	12	0	-	0	12	0	-	0	-	0	0	-	-	-	-	-	0	17
0715 - 0730	0	7	-	-	0	7	-	14	1	-	0	15	0	-	0	-	0	0	-	-	-	-	-	0	22
0730 - 0745	0	5	-	-	0	5	-	14	0	-	0	14	0	-	0	-	0	0	-	-	-	-	-	0	19
0745 - 0800	0	5	-	-	0	5	-	17	0	-	0	17	0	-	0	-	0	0	-	-	-	-	-	0	22
Total	0	22	0	0	0	22	0	57	1	0	0	58	0	0	0	0	0	0	0	0	0	0	0	0	80
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	98.28	1.72	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	0.79	0.00	0.00	0.00	**0.79**	0.00	0.84	0.25	0.00	0.00	**0.85**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.91**

Peak Hour Turning Movement Count

South Fulton, GA

Click here for Map

Marr Traffic DATA COLLECTION

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Tuesday, January 28, 2025		
	Partly Cloudy	45°F
Period	1600 - 1800	APPLY
Peak Hour	1700 - 1800	APPLY
Global PH	1700 - 1800	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Mason Rd. (North)

Southbound

44	73	0	117	134	(1-3)
0	5	0	5	5	(4-7)
1	26	0	27	6	(8-13)
45	104	0	149	145	Total

0

1

Mason Rd. (West)

Eastbound

(1-3)	(4-7)	(8-13)	Total
45	0	1	46
77	1	0	78
0	0	0	0
71	0	0	71
6	1	0	7

0

0

STOP

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	258	11	33	302
PHF				0.8678
ADT (Calc)			10	3020

0

0

Total	111	75	0	1	74
(8-13)	26	6	0	0	6
(4-7)	6	5	0	0	5
(1-3)	79	64	0	1	63

Northbound

Hunter Rd

All vehicles

	Northbound						Southbound						Eastbound												
	Hunter Rd						Mason Rd. (North)						Mason Rd. (West)												
Time	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
1700 - 1715	0	26	-	-	0	26	-	14	16	-	0	30	13	-	0	-	0	13	-	-	-	-	-	0	69
1715 - 1730	1	15	-	-	0	16	-	37	8	-	0	45	6	-	0	-	0	6	-	-	-	-	-	0	67
1730 - 1745	0	17	-	-	0	17	-	26	6	-	0	32	34	-	4	-	0	38	-	-	-	-	-	0	87
1745 - 1800	0	16	-	-	0	16	-	27	15	-	0	42	18	-	3	-	0	21	-	-	-	-	-	0	79
Total	1	74	0	0	0	75	0	104	45	0	0	149	71	0	7	0	0	78	0	0	0	0	0	0	302
Approach %	1.33	98.67	0.00	0.00	0.00	-	0.00	69.80	30.20	0.00	0.00	-	91.03	0.00	8.97	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.71	0.00	0.00	0.00	**0.72**	0.00	0.70	0.70	0.00	0.00	**0.83**	0.52	0.00	0.44	0.00	0.00	**0.51**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.87**

Bicycles

	Northbound						Southbound						Eastbound												
	Hunter Rd						Mason Rd. (North)						Mason Rd. (West)												
Time	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
1700 - 1715	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1715 - 1730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1730 - 1745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1745 - 1800	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	Hunter Rd						Mason Rd. (North)						Mason Rd. (West)												
Time	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
1700 - 1715	0	23	-	-	0	23	-	9	16	-	0	25	13	-	0	-	0	13	-	-	-	-	-	0	61
1715 - 1730	1	12	-	-	0	13	-	22	8	-	0	30	6	-	0	-	0	6	-	-	-	-	-	0	49
1730 - 1745	0	15	-	-	0	15	-	20	6	-	0	26	34	-	3	-	0	37	-	-	-	-	-	0	78
1745 - 1800	0	13	-	-	0	13	-	22	14	-	0	36	18	-	3	-	0	21	-	-	-	-	-	0	70
Total	1	63	0	0	0	64	0	73	44	0	0	117	71	0	6	0	0	77	0	0	0	0	0	0	258
Approach %	1.56	98.44	0.00	0.00	0.00	-	0.00	62.39	37.61	0.00	0.00	-	92.21	0.00	7.79	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.68	0.00	0.00	0.00	**0.70**	0.00	0.83	0.69	0.00	0.00	**0.81**	0.52	0.00	0.50	0.00	0.00	**0.52**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.83**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	Hunter Rd						Mason Rd. (North)						Mason Rd. (West)												
Time	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
1700 - 1715	0	3	-	-	0	3	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	3
1715 - 1730	0	0	-	-	0	0	-	2	0	-	0	2	0	-	0	-	0	0	-	-	-	-	-	0	2
1730 - 1745	0	1	-	-	0	1	-	1	0	-	0	1	0	-	1	-	0	1	-	-	-	-	-	0	3
1745 - 1800	0	1	-	-	0	1	-	2	0	-	0	2	0	-	0	-	0	0	-	-	-	-	-	0	3
Total	0	5	0	0	0	5	0	5	0	0	0	5	0	0	1	0	0	1	0	0	0	0	0	0	11
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	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.42	0.00	0.00	0.00	**0.42**	0.00	0.63	0.00	0.00	0.00	**0.63**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.92**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	Hunter Rd						Mason Rd. (North)						Mason Rd. (West)												
Time	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
1700 - 1715	0	0	-	-	0	0	-	5	0	-	0	5	0	-	0	-	0	0	-	-	-	-	-	0	5
1715 - 1730	0	3	-	-	0	3	-	13	0	-	0	13	0	-	0	-	0	0	-	-	-	-	-	0	16
1730 - 1745	0	1	-	-	0	1	-	5	0	-	0	5	0	-	0	-	0	0	-	-	-	-	-	0	6
1745 - 1800	0	2	-	-	0	2	-	3	1	-	0	4	0	-	0	-	0	0	-	-	-	-	-	0	6
Total	0	6	0	0	0	6	0	26	1	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	33
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	96.30	3.70	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.50	0.25	0.00	0.00	**0.52**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.52**

Classified Turn Movement Count || All vehicles

South Fulton, GA

Marr Traffic DATA COLLECTION
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Site 4
Hunter Rd
Mason Rd. (North)
Mason Rd. (West)

Date
Tuesday, January 28, 2025

Lat/Long
33.618961°, -84.544354°
Click here for Map

Weather
Partly Cloudy
45°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-28-2025)
All vehicles

	Northbound				Southbound				Eastbound				
	Hunter Rd				Mason Rd. (North)				Mason Rd. (West)				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0700 - 0715	2	24	0	26	29	25	0	54	17	2	0	19	99
0715 - 0730	0	24	0	24	33	6	0	39	4	0	0	4	67
0730 - 0745	1	17	0	18	40	11	0	51	2	1	0	3	72
0745 - 0800	2	22	0	24	33	6	0	39	7	0	0	7	70
Hourly Total	5	87	0	**92**	135	48	0	**183**	30	3	0	**33**	**308**
0800 - 0815	0	21	0	21	33	8	0	41	4	0	0	4	66
0815 - 0830	0	11	0	11	38	7	0	45	6	0	0	6	62
0830 - 0845	1	17	0	18	35	13	0	48	6	0	0	6	72
0845 - 0900	0	13	0	13	46	8	0	54	5	0	0	5	72
Hourly Total	1	62	0	**63**	152	36	0	**188**	21	0	0	**21**	**272**
Grand Total	6	149	0	**155**	287	84	0	**371**	51	3	0	**54**	**580**
Approach %	3.87	96.13	0.00	-	77.36	22.64	0.00	-	94.44	5.56	0.00	-	
Intersection %	1.03	25.69	0.00	26.72	49.48	14.48	0.00	63.97	8.79	0.52	0.00	9.31	
Heavy Vehicle %	33	31	-	**31**	47	2	-	**37**	4	0	-	**4**	**32**
PHF	0.63	0.91	0.00	**0.88**	0.84	0.48	0.00	**0.85**	0.44	0.38	0.00	**0.43**	**0.78**

1600 - 1800 (Weekday 2h Session) (01-28-2025)
All vehicles

	Northbound				Southbound				Eastbound				
	Hunter Rd				Mason Rd. (North)				Mason Rd. (West)				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1600 - 1615	2	32	0	34	22	12	0	34	6	0	0	6	74
1615 - 1630	0	17	0	17	21	6	0	27	13	2	0	15	59
1630 - 1645	0	17	0	17	26	9	0	35	7	1	0	8	60
1645 - 1700	0	32	0	32	24	11	0	35	3	0	0	3	70
Hourly Total	2	98	0	**100**	93	38	0	**131**	29	3	0	**32**	**263**
1700 - 1715	0	26	0	26	14	16	0	30	13	0	0	13	69
1715 - 1730	1	15	0	16	37	8	0	45	6	0	0	6	67
1730 - 1745	0	17	0	17	26	6	0	32	34	4	0	38	87
1745 - 1800	0	16	0	16	27	15	0	42	18	3	0	21	79
Hourly Total	1	74	0	**75**	104	45	0	**149**	71	7	0	**78**	**302**
Grand Total	3	172	0	**175**	197	83	0	**280**	100	10	0	**110**	**565**
Approach %	1.71	98.29	0.00	-	70.36	29.64	0.00	-	90.91	9.09	0.00	-	
Intersection %	0.53	30.44	0.00	30.97	34.87	14.69	0.00	49.56	17.70	1.77	0.00	19.47	
Heavy Vehicle %	33	15	-	**15**	31	2	-	**23**	5	10	-	**5**	**17**
PHF	0.25	0.71	0.00	**0.72**	0.70	0.70	0.00	**0.83**	0.52	0.44	0.00	**0.51**	**0.87**

Classified Turn Movement Count || Bicycles

South Fulton, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 4
Hunter Rd
Mason Rd. (North)
Mason Rd. (West)

Date
Tuesday, January 28, 2025

Lat/Long
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45°F
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0700 - 0900 (Weekday 2h Session) (01-28-2025)
Bicycles

	Northbound				Southbound				Eastbound				
	Hunter Rd				Mason Rd. (North)				Mason Rd. (West)				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	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) (01-28-2025)
Bicycles

	Northbound				Southbound				Eastbound				
	Hunter Rd				Mason Rd. (North)				Mason Rd. (West)				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	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 || Passenger Vehicles (1-3)

Marr Traffic DATA COLLECTION

South Fulton, GA

www.marrtraffic.com

Site 4
Hunter Rd
Mason Rd. (North)
Mason Rd. (West)

Date
Tuesday, January 28, 2025

Lat/Long
33.618961°, -84.544354°
Click here for Map

Weather
Partly Cloudy
45°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-28-2025)
Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				
	Hunter Rd				Mason Rd. (North)				Mason Rd. (West)				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0700 - 0715	2	19	0	21	17	25	0	42	16	2	0	18	81
0715 - 0730	0	10	0	10	16	5	0	21	4	0	0	4	35
0730 - 0745	0	12	0	12	24	11	0	35	2	1	0	3	50
0745 - 0800	2	17	0	19	16	6	0	22	7	0	0	7	48
Hourly Total	4	58	0	**62**	73	47	0	**120**	29	3	0	**32**	**214**
0800 - 0815	0	17	0	17	20	8	0	28	4	0	0	4	49
0815 - 0830	0	8	0	8	20	6	0	26	6	0	0	6	40
0830 - 0845	0	10	0	10	16	13	0	29	5	0	0	5	44
0845 - 0900	0	10	0	10	24	8	0	32	5	0	0	5	47
Hourly Total	0	45	0	**45**	80	35	0	**115**	20	0	0	**20**	**180**
Grand Total	4	103	0	**107**	153	82	0	**235**	49	3	0	**52**	**394**
Approach %	3.74	96.26	0.00	-	65.11	34.89	0.00	-	94.23	5.77	0.00	-	
Intersection %	1.02	26.14	0.00	27.16	38.83	20.81	0.00	59.64	12.44	0.76	0.00	13.20	

1600 - 1800 (Weekday 2h Session) (01-28-2025)
Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				
	Hunter Rd				Mason Rd. (North)				Mason Rd. (West)				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1600 - 1615	1	25	0	26	16	12	0	28	6	0	0	6	60
1615 - 1630	0	16	0	16	15	6	0	21	10	2	0	12	49
1630 - 1645	0	16	0	16	19	9	0	28	5	1	0	6	50
1645 - 1700	0	26	0	26	13	10	0	23	3	0	0	3	52
Hourly Total	1	83	0	**84**	63	37	0	**100**	24	3	0	**27**	**211**
1700 - 1715	0	23	0	23	9	16	0	25	13	0	0	13	61
1715 - 1730	1	12	0	13	22	8	0	30	6	0	0	6	49
1730 - 1745	0	15	0	15	20	6	0	26	34	3	0	37	78
1745 - 1800	0	13	0	13	22	14	0	36	18	3	0	21	70
Hourly Total	1	63	0	**64**	73	44	0	**117**	71	6	0	**77**	**258**
Grand Total	2	146	0	**148**	136	81	0	**217**	95	9	0	**104**	**469**
Approach %	1.35	98.65	0.00	-	62.67	37.33	0.00	-	91.35	8.65	0.00	-	
Intersection %	0.43	31.13	0.00	31.56	29.00	17.27	0.00	46.27	20.26	1.92	0.00	22.17	

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

South Fulton, GA

Marr Traffic DATA COLLECTION
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Site 4
Hunter Rd
Mason Rd. (North)
Mason Rd. (West)

Date
Tuesday, January 28, 2025

Lat/Long
33.618961°, -84.544354°
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Weather
Partly Cloudy
45°F
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0700 - 0900 (Weekday 2h Session) (01-28-2025)
Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				
	Hunter Rd				Mason Rd. (North)				Mason Rd. (West)				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	1	0	0	1	1
0715 - 0730	0	7	0	7	3	0	0	3	0	0	0	0	10
0730 - 0745	1	0	0	1	2	0	0	2	0	0	0	0	3
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	7	0	**8**	5	0	0	**5**	1	0	0	**1**	**14**
0800 - 0815	0	1	0	1	1	0	0	1	0	0	0	0	2
0815 - 0830	0	1	0	1	4	0	0	4	0	0	0	0	5
0830 - 0845	1	1	0	2	2	0	0	2	0	0	0	0	4
0845 - 0900	0	2	0	2	7	0	0	7	0	0	0	0	9
Hourly Total	1	5	0	**6**	14	0	0	**14**	0	0	0	**0**	**20**
Grand Total	2	12	0	**14**	19	0	0	**19**	1	0	0	**1**	**34**
Approach %	14.29	85.71	0.00	-	100.00	0.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	5.88	35.29	0.00	41.18	55.88	0.00	0.00	55.88	2.94	0.00	0.00	2.94	

1600 - 1800 (Weekday 2h Session) (01-28-2025)
Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				
	Hunter Rd				Mason Rd. (North)				Mason Rd. (West)				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1600 - 1615	1	4	0	5	3	0	0	3	0	0	0	0	8
1615 - 1630	0	1	0	1	0	0	0	0	2	0	0	2	3
1630 - 1645	0	0	0	0	2	0	0	2	1	0	0	1	3
1645 - 1700	0	3	0	3	2	1	0	3	0	0	0	0	6
Hourly Total	1	8	0	**9**	7	1	0	**8**	3	0	0	**3**	**20**
1700 - 1715	0	3	0	3	0	0	0	0	0	0	0	0	3
1715 - 1730	0	0	0	0	2	0	0	2	0	0	0	0	2
1730 - 1745	0	1	0	1	1	0	0	1	0	1	0	1	3
1745 - 1800	0	1	0	1	2	0	0	2	0	0	0	0	3
Hourly Total	0	5	0	**5**	5	0	0	**5**	0	1	0	**1**	**11**
Grand Total	1	13	0	**14**	12	1	0	**13**	3	1	0	**4**	**31**
Approach %	7.14	92.86	0.00	-	92.31	7.69	0.00	-	75.00	25.00	0.00	-	
Intersection %	3.23	41.94	0.00	45.16	38.71	3.23	0.00	41.94	9.68	3.23	0.00	12.90	

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

South Fulton, GA

Marr Traffic DATA COLLECTION
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Site 4
Hunter Rd
Mason Rd. (North)
Mason Rd. (West)

Date
Tuesday, January 28, 2025

Lat/Long
33.618961°, -84.544354°
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0700 - 0900 (Weekday 2h Session) (01-28-2025)
Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	Hunter Rd				Mason Rd. (North)				Mason Rd. (West)				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0700 - 0715	0	5	0	5	12	0	0	12	0	0	0	0	17
0715 - 0730	0	7	0	7	14	1	0	15	0	0	0	0	22
0730 - 0745	0	5	0	5	14	0	0	14	0	0	0	0	19
0745 - 0800	0	5	0	5	17	0	0	17	0	0	0	0	22
Hourly Total	0	22	0	**22**	57	1	0	**58**	0	0	0	**0**	**80**
0800 - 0815	0	3	0	3	12	0	0	12	0	0	0	0	15
0815 - 0830	0	2	0	2	14	1	0	15	0	0	0	0	17
0830 - 0845	0	6	0	6	17	0	0	17	1	0	0	1	24
0845 - 0900	0	1	0	1	15	0	0	15	0	0	0	0	16
Hourly Total	0	12	0	**12**	58	1	0	**59**	1	0	0	**1**	**72**
Grand Total	0	34	0	**34**	115	2	0	**117**	1	0	0	**1**	**152**
Approach %	0.00	100.00	0.00	-	98.29	1.71	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	22.37	0.00	22.37	75.66	1.32	0.00	76.97	0.66	0.00	0.00	0.66	

1600 - 1800 (Weekday 2h Session) (01-28-2025)
Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	Hunter Rd				Mason Rd. (North)				Mason Rd. (West)				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1600 - 1615	0	3	0	3	3	0	0	3	0	0	0	0	6
1615 - 1630	0	0	0	0	6	0	0	6	1	0	0	1	7
1630 - 1645	0	1	0	1	5	0	0	5	1	0	0	1	7
1645 - 1700	0	3	0	3	9	0	0	9	0	0	0	0	12
Hourly Total	0	7	0	**7**	23	0	0	**23**	2	0	0	**2**	**32**
1700 - 1715	0	0	0	0	5	0	0	5	0	0	0	0	5
1715 - 1730	0	3	0	3	13	0	0	13	0	0	0	0	16
1730 - 1745	0	1	0	1	5	0	0	5	0	0	0	0	6
1745 - 1800	0	2	0	2	3	1	0	4	0	0	0	0	6
Hourly Total	0	6	0	**6**	26	1	0	**27**	0	0	0	**0**	**33**
Grand Total	0	13	0	**13**	49	1	0	**50**	2	0	0	**2**	**65**
Approach %	0.00	100.00	0.00	-	98.00	2.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	20.00	0.00	20.00	75.38	1.54	0.00	76.92	3.08	0.00	0.00	3.08	

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

South Fulton, GA

Marr Traffic DATA COLLECTION
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Site 4
Hunter Rd
Mason Rd. (North)
Mason Rd. (West)

Date
Tuesday, January 28, 2025

Lat/Long
33.618961°, -84.544354°
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Weather
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0700 - 0900 (Weekday 2h Session) (01-28-2025)
All Trucks (4-13)

	Northbound				Southbound				Eastbound				
	Hunter Rd				Mason Rd. (North)				Mason Rd. (West)				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0700 - 0715	0	5	0	5	12	0	0	12	1	0	0	1	18
0715 - 0730	0	14	0	14	17	1	0	18	0	0	0	0	32
0730 - 0745	1	5	0	6	16	0	0	16	0	0	0	0	22
0745 - 0800	0	5	0	5	17	0	0	17	0	0	0	0	22
Hourly Total	1	29	0	**30**	62	1	0	**63**	1	0	0	**1**	**94**
0800 - 0815	0	4	0	4	13	0	0	13	0	0	0	0	17
0815 - 0830	0	3	0	3	18	1	0	19	0	0	0	0	22
0830 - 0845	1	7	0	8	19	0	0	19	1	0	0	1	28
0845 - 0900	0	3	0	3	22	0	0	22	0	0	0	0	25
Hourly Total	1	17	0	**18**	72	1	0	**73**	1	0	0	**1**	**92**
Grand Total	2	46	0	**48**	134	2	0	**136**	2	0	0	**2**	**186**
Approach %	4.17	95.83	0.00	-	98.53	1.47	0.00	-	100.00	0.00	0.00	-	
Intersection %	1.08	24.73	0.00	25.81	72.04	1.08	0.00	73.12	1.08	0.00	0.00	1.08	

1600 - 1800 (Weekday 2h Session) (01-28-2025)
All Trucks (4-13)

	Northbound				Southbound				Eastbound				
	Hunter Rd				Mason Rd. (North)				Mason Rd. (West)				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1600 - 1615	1	7	0	8	6	0	0	6	0	0	0	0	14
1615 - 1630	0	1	0	1	6	0	0	6	3	0	0	3	10
1630 - 1645	0	1	0	1	7	0	0	7	2	0	0	2	10
1645 - 1700	0	6	0	6	11	1	0	12	0	0	0	0	18
Hourly Total	1	15	0	**16**	30	1	0	**31**	5	0	0	**5**	**52**
1700 - 1715	0	3	0	3	5	0	0	5	0	0	0	0	8
1715 - 1730	0	3	0	3	15	0	0	15	0	0	0	0	18
1730 - 1745	0	2	0	2	6	0	0	6	0	1	0	1	9
1745 - 1800	0	3	0	3	5	1	0	6	0	0	0	0	9
Hourly Total	0	11	0	**11**	31	1	0	**32**	0	1	0	**1**	**44**
Grand Total	1	26	0	**27**	61	2	0	**63**	5	1	0	**6**	**96**
Approach %	3.70	96.30	0.00	-	96.83	3.17	0.00	-	83.33	16.67	0.00	-	
Intersection %	1.04	27.08	0.00	28.13	63.54	2.08	0.00	65.63	5.21	1.04	0.00	6.25	

Crosswalk Counts || Pedestrians

South Fulton, GA

Marr Traffic DATA COLLECTION
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Site 4
Hunter Rd
Mason Rd. (North)
Mason Rd. (West)

Date
Tuesday, January 28, 2025

Lat/Long
33.618961°, -84.544354°
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0700 - 0900 (Weekday 2h Session) (01-28-2025)
Pedestrians

	Northbound			Southbound			Eastbound			
	Hunter Rd			Mason Rd. (North)			Mason Rd. (West)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	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	1	0	1	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	1	0	**1**	0	0	**0**	**1**
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	0	**1**	0	0	**0**	**1**
Approach %	0.00	0.00	-	100.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (01-28-2025)
Pedestrians

	Northbound			Southbound			Eastbound			
	Hunter Rd			Mason Rd. (North)			Mason Rd. (West)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	1	1	0	0	0	1
Hourly Total	0	0	**0**	0	1	**1**	0	0	**0**	**1**
Grand Total	0	0	**0**	0	1	**1**	0	0	**0**	**1**
Approach %	0.00	0.00	-	0.00	100.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	100.00	100.00	0.00	0.00	0.00	

Crosswalk Counts || Bicycles

South Fulton, GA

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Site 4
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Mason Rd. (North)
Mason Rd. (West)

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0700 - 0900 (Weekday 2h Session) (01-28-2025)
Bicycles

	Northbound			Southbound			Eastbound			
	Hunter Rd			Mason Rd. (North)			Mason Rd. (West)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (01-28-2025)
Bicycles

	Northbound			Southbound			Eastbound			
	Hunter Rd			Mason Rd. (North)			Mason Rd. (West)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

South Fulton, GA

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Mason Rd. (North)
Mason Rd. (West)

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0700 - 0900 (Weekday 2h Session) (01-28-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			
	Hunter Rd			Mason Rd. (North)			Mason Rd. (West)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (01-28-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			
	Hunter Rd			Mason Rd. (North)			Mason Rd. (West)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 1/28/2025	Mason Rd. (West) Eastbound			Westbound			Hunter Rd Northbound			Mason 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	17	0	2	0	0	0	2	24	0	0	29	25	99
07:15 AM - 07:30 AM	4	0	0	0	0	0	0	24	0	0	33	6	67
07:30 AM - 07:45 AM	2	0	1	0	0	0	1	17	0	0	40	11	72
07:45 AM - 08:00 AM	7	0	0	0	0	0	2	22	0	0	33	6	70
08:00 AM - 08:15 AM	4	0	0	0	0	0	0	21	0	0	33	8	66
08:15 AM - 08:30 AM	6	0	0	0	0	0	0	11	0	0	38	7	62
08:30 AM - 08:45 AM	6	0	0	0	0	0	1	17	0	0	35	13	72
08:45 AM - 09:00 AM	5	0	0	0	0	0	0	13	0	0	46	8	72
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	6	0	0	0	0	0	2	32	0	0	22	12	74
04:15 PM - 04:30 PM	13	0	2	0	0	0	0	17	0	0	21	6	59
04:30 PM - 04:45 PM	7	0	1	0	0	0	0	17	0	0	26	9	60
04:45 PM - 05:00 PM	3	0	0	0	0	0	0	32	0	0	24	11	70
05:00 PM - 05:15 PM	13	0	0	0	0	0	0	26	0	0	14	16	69
05:15 PM - 05:30 PM	6	0	0	0	0	0	1	15	0	0	37	8	67
05:30 PM - 05:45 PM	34	0	4	0	0	0	0	17	0	0	26	6	87
05:45 PM - 06:00 PM	18	0	3	0	0	0	0	16	0	0	27	15	79
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

South Fulton, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, January 28, 2025		
Partly Cloudy		45°F
Period	0700 - 0900	APPLY
Peak Hour	0715 - 0815	APPLY
Global PH	0715 - 0815	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Stonewall Tell Rd (North)

Southbound

191	3	30	0	224	298	(1-3)
8	0	0	0	8	14	(4-7)
0	0	0	0	0	0	(8-13)
199	3	30	0	232	312	Total

0

1

GA-14 Roosevelt Hwy (West)

Eastbound

(1-3)	(4-7)	(8-13)	Total
532	33	7	572
1315	36	16	1367
0	0	0	0
235	12	0	247
1080	24	16	1120
0	0	0	0

0

0

STOP

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	1948	74	23	2045
PHF				0.9364
ADT (Calc)			10	20450

1

1

GA-14 Roosevelt Hwy (East)

Westbound

63	0	2	61
372	7	25	340
1	0	0	1
0	0	0	0
436	7	27	402
1157	16	27	1114
Total	(8-13)	(4-7)	(1-3)

0

0

Total	4	10	0	1	2	7
(8-13)	0	0	0	0	0	0
(4-7)	0	3	0	0	0	3
(1-3)	4	7	0	1	2	4

Northbound

Stonewall Tell Rd (South)

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Stonewall Tell Rd (South)						Stonewall Tell Rd (North)						GA-14 Roosevelt Hwy (West)						GA-14 Roosevelt Hwy (East)						
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
0715 - 0730	0	1	1	-	0	2	3	2	35	-	0	40	51	276	0	-	0	327	0	100	11	-	0	111	480
0730 - 0745	0	0	0	-	0	0	7	0	70	-	0	77	64	272	0	-	0	336	0	93	13	-	0	106	519
0745 - 0800	1	1	2	-	0	4	10	1	48	-	0	59	70	300	0	-	0	370	1	93	19	-	0	113	546
0800 - 0815	0	0	4	-	0	4	10	0	46	-	0	56	62	272	0	-	0	334	0	86	20	-	0	106	500
Total	1	2	7	0	0	10	30	3	199	0	0	232	247	1120	0	0	0	1367	1	372	63	0	0	436	2045
Approach %	10.00	20.00	70.00	0.00	0.00	-	12.93	1.29	85.78	0.00	0.00	-	18.07	81.93	0.00	0.00	0.00	-	0.23	85.32	14.45	0.00	0.00	-	
PHF	0.25	0.50	0.44	0.00	0.00	**0.63**	0.75	0.38	0.71	0.00	0.00	**0.75**	0.88	0.93	0.00	0.00	0.00	**0.92**	0.25	0.93	0.79	0.00	0.00	**0.96**	**0.94**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Stonewall Tell Rd (South)						Stonewall Tell Rd (North)						GA-14 Roosevelt Hwy (West)						GA-14 Roosevelt Hwy (East)						
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Stonewall Tell Rd (South)						Stonewall Tell Rd (North)						GA-14 Roosevelt Hwy (West)						GA-14 Roosevelt Hwy (East)						
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
0715 - 0730	0	1	0	-	0	1	3	2	34	-	0	39	47	265	0	-	0	312	0	91	11	-	0	102	454
0730 - 0745	0	0	0	-	0	0	7	0	68	-	0	75	61	268	0	-	0	329	0	87	12	-	0	99	503
0745 - 0800	1	1	2	-	0	4	10	1	45	-	0	56	68	288	0	-	0	356	1	88	18	-	0	107	523
0800 - 0815	0	0	2	-	0	2	10	0	44	-	0	54	59	259	0	-	0	318	0	74	20	-	0	94	468
Total	1	2	4	0	0	7	30	3	191	0	0	224	235	1080	0	0	0	1315	1	340	61	0	0	402	1948
Approach %	14.29	28.57	57.14	0.00	0.00	-	13.39	1.34	85.27	0.00	0.00	-	17.87	82.13	0.00	0.00	0.00	-	0.25	84.58	15.17	0.00	0.00	-	
PHF	0.25	0.50	0.50	0.00	0.00	**0.44**	0.75	0.38	0.70	0.00	0.00	**0.75**	0.86	0.94	0.00	0.00	0.00	**0.92**	0.25	0.93	0.76	0.00	0.00	**0.94**	**0.93**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Stonewall Tell Rd (South)						Stonewall Tell Rd (North)						GA-14 Roosevelt Hwy (West)						GA-14 Roosevelt Hwy (East)						
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
0715 - 0730	0	0	1	-	0	1	0	0	1	-	0	1	4	9	0	-	0	13	0	8	0	-	0	8	23
0730 - 0745	0	0	0	-	0	0	0	0	2	-	0	2	3	3	0	-	0	6	0	4	1	-	0	5	13
0745 - 0800	0	0	0	-	0	0	0	0	3	-	0	3	2	4	0	-	0	6	0	3	1	-	0	4	13
0800 - 0815	0	0	2	-	0	2	0	0	2	-	0	2	3	8	0	-	0	11	0	10	0	-	0	10	25
Total	0	0	3	0	0	3	0	0	8	0	0	8	12	24	0	0	0	36	0	25	2	0	0	27	74
Approach %	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	33.33	66.67	0.00	0.00	0.00	-	0.00	92.59	7.41	0.00	0.00	-	
PHF	0.00	0.00	0.38	0.00	0.00	**0.38**	0.00	0.00	0.67	0.00	0.00	**0.67**	0.75	0.67	0.00	0.00	0.00	**0.69**	0.00	0.63	0.50	0.00	0.00	**0.68**	**0.74**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Stonewall Tell Rd (South)						Stonewall Tell Rd (North)						GA-14 Roosevelt Hwy (West)						GA-14 Roosevelt Hwy (East)						
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	0	1	0	-	0	1	3
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	2	0	-	0	2	3
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	8	0	-	0	8	0	2	0	-	0	2	10
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	5	0	-	0	5	0	2	0	-	0	2	7
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	0	7	0	0	0	7	23
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.88	0.00	0.00	0.00	**0.88**	**0.58**

Peak Hour Turning Movement Count

South Fulton, GA

Click here for Map

Marr Traffic DATA COLLECTION

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Tuesday, January 28, 2025		
	Partly Cloudy	45°F
Period	1600 - 1800	APPLY
Peak Hour	1700 - 1800	APPLY
Global PH	1700 - 1800	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Stonewall Tell Rd (North)

Southbound

185	0	10	0	195	257	(1-3)
9	0	0	0	9	5	(4-7)
0	0	0	0	0	0	(8-13)
194	0	10	0	204	262	Total

1

0

GA-14 Roosevelt Hwy (West)

Eastbound

(1-3)	(4-7)	(8-13)	Total
1415	53	17	1485
863	20	19	902
0	0	0	0
202	4	0	206
658	16	19	693
3	0	0	3

0

0

STOP

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	2351	75	36	2462
PHF				0.9587
ADT (Calc)			10	24620

0

2

GA-14 Roosevelt Hwy (East)

Westbound

56	0	1	55
1291	17	44	1230
5	0	1	4
0	0	0	0
1352	17	46	1289
707	19	16	672
Total	(8-13)	(4-7)	(1-3)

0

0

Northbound

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

Stonewall Tell Rd (South)

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Stonewall Tell Rd (South)						Stonewall Tell Rd (North)						GA-14 Roosevelt Hwy (West)						GA-14 Roosevelt Hwy (East)						
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
1700 - 1715	0	0	0	-	0	0	2	0	51	-	0	53	50	169	0	-	0	219	1	327	9	-	0	337	609
1715 - 1730	0	0	0	-	0	0	3	0	47	-	0	50	51	191	0	-	0	242	2	334	14	-	0	350	642
1730 - 1745	0	0	1	-	0	1	2	0	47	-	0	49	58	169	1	-	0	228	2	323	10	-	0	335	613
1745 - 1800	0	0	3	-	0	3	3	0	49	-	0	52	47	164	2	-	0	213	0	307	23	-	0	330	598
Total	0	0	4	0	0	4	10	0	194	0	0	204	206	693	3	0	0	902	5	1291	56	0	0	1352	2462
Approach %	0.00	0.00	100.00	0.00	0.00	-	4.90	0.00	95.10	0.00	0.00	-	22.84	76.83	0.33	0.00	0.00	-	0.37	95.49	4.14	0.00	0.00	-	
PHF	0.00	0.00	0.33	0.00	0.00	**0.33**	0.83	0.00	0.95	0.00	0.00	**0.96**	0.89	0.91	0.38	0.00	0.00	**0.93**	0.63	0.97	0.61	0.00	0.00	**0.97**	**0.96**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Stonewall Tell Rd (South)						Stonewall Tell Rd (North)						GA-14 Roosevelt Hwy (West)						GA-14 Roosevelt Hwy (East)						
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Stonewall Tell Rd (South)						Stonewall Tell Rd (North)						GA-14 Roosevelt Hwy (West)						GA-14 Roosevelt Hwy (East)						
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
1700 - 1715	0	0	0	-	0	0	2	0	48	-	0	50	48	158	0	-	0	206	1	308	8	-	0	317	573
1715 - 1730	0	0	0	-	0	0	3	0	45	-	0	48	51	181	0	-	0	232	1	321	14	-	0	336	616
1730 - 1745	0	0	1	-	0	1	2	0	45	-	0	47	56	161	1	-	0	218	2	307	10	-	0	319	585
1745 - 1800	0	0	3	-	0	3	3	0	47	-	0	50	47	158	2	-	0	207	0	294	23	-	0	317	577
Total	0	0	4	0	0	4	10	0	185	0	0	195	202	658	3	0	0	863	4	1230	55	0	0	1289	2351
Approach %	0.00	0.00	100.00	0.00	0.00	-	5.13	0.00	94.87	0.00	0.00	-	23.41	76.25	0.35	0.00	0.00	-	0.31	95.42	4.27	0.00	0.00	-	
PHF	0.00	0.00	0.33	0.00	0.00	**0.33**	0.83	0.00	0.96	0.00	0.00	**0.98**	0.90	0.91	0.38	0.00	0.00	**0.93**	0.50	0.96	0.60	0.00	0.00	**0.96**	**0.95**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Stonewall Tell Rd (South)						Stonewall Tell Rd (North)						GA-14 Roosevelt Hwy (West)						GA-14 Roosevelt Hwy (East)						
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
1700 - 1715	0	0	0	-	0	0	0	0	3	-	0	3	2	5	0	-	0	7	0	15	1	-	0	16	26
1715 - 1730	0	0	0	-	0	0	0	0	2	-	0	2	0	6	0	-	0	6	1	11	0	-	0	12	20
1730 - 1745	0	0	0	-	0	0	0	0	2	-	0	2	2	5	0	-	0	7	0	11	0	-	0	11	20
1745 - 1800	0	0	0	-	0	0	0	0	2	-	0	2	0	0	0	-	0	0	0	7	0	-	0	7	9
Total	0	0	0	0	0	0	0	0	9	0	0	9	4	16	0	0	0	20	1	44	1	0	0	46	75
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	20.00	80.00	0.00	0.00	0.00	-	2.17	95.65	2.17	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.75	0.00	0.00	**0.75**	0.50	0.67	0.00	0.00	0.00	**0.71**	0.25	0.73	0.25	0.00	0.00	**0.72**	**0.72**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Stonewall Tell Rd (South)						Stonewall Tell Rd (North)						GA-14 Roosevelt Hwy (West)						GA-14 Roosevelt Hwy (East)						
Time	Left 5.1	Thru 5.2	Right 5.3		U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7		U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11		U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15		U-Turn 5.16	App Total	Int Total
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	6	0	-	0	6	0	4	0	-	0	4	10
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	0	4	0	2	0	-	0	2	6
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	0	5	0	-	0	5	8
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	6	0	-	0	6	0	6	0	-	0	6	12
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	19	0	17	0	0	0	17	36
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.79	0.00	0.00	0.00	**0.79**	0.00	0.71	0.00	0.00	0.00	**0.71**	**0.75**

Classified Turn Movement Count || All vehicles

South Fulton, GA

Marr Traffic DATA COLLECTION
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Site 5
Stonewall Tell Rd (South)
Stonewall Tell Rd (North)
GA-14 Roosevelt Hwy (West)
GA-14 Roosevelt Hwy (East)

Date
Tuesday, January 28, 2025

Lat/Long
33.597671°, -84.548281°
Click here for Map

Weather
Partly Cloudy
45°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-28-2025)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Stonewall Tell Rd (South)					Stonewall Tell Rd (North)					GA-14 Roosevelt Hwy (West)					GA-14 Roosevelt Hwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	7	0	42	0	49	35	240	0	0	275	0	69	5	0	74	398
0715 - 0730	0	1	1	0	2	3	2	35	0	40	51	276	0	0	327	0	100	11	0	111	480
0730 - 0745	0	0	0	0	0	7	0	70	0	77	64	272	0	0	336	0	93	13	0	106	519
0745 - 0800	1	1	2	0	4	10	1	48	0	59	70	300	0	0	370	1	93	19	0	113	546
Hourly Total	1	2	3	0	**6**	27	3	195	0	**225**	220	1088	0	0	**1308**	1	355	48	0	**404**	**1943**
0800 - 0815	0	0	4	0	4	10	0	46	0	56	62	272	0	0	334	0	86	20	0	106	500
0815 - 0830	0	0	0	0	0	8	0	51	0	59	47	230	0	0	277	0	90	14	0	104	440
0830 - 0845	0	0	1	0	1	12	0	59	0	71	49	220	0	0	269	2	91	15	0	108	449
0845 - 0900	0	0	0	0	0	4	2	37	0	43	57	196	0	0	253	0	106	15	0	121	417
Hourly Total	0	0	5	0	**5**	34	2	193	0	**229**	215	918	0	0	**1133**	2	373	64	0	**439**	**1806**
Grand Total	1	2	8	0	**11**	61	5	388	0	**454**	435	2006	0	0	**2441**	3	728	112	0	**843**	**3749**
Approach %	9.09	18.18	72.73	0.00	-	13.44	1.10	85.46	0.00	-	17.82	82.18	0.00	0.00	-	0.36	86.36	13.29	0.00	-	
Intersection %	0.03	0.05	0.21	0.00	0.29	1.63	0.13	10.35	0.00	12.11	11.60	53.51	0.00	0.00	65.11	0.08	19.42	2.99	0.00	22.49	
Heavy Vehicle %	0	0	38	-	**27**	3	0	5	-	**5**	4	6	-	-	**5**	0	9	4	-	**9**	**6**
PHF	0.25	0.50	0.44	0.00	**0.63**	0.75	0.38	0.71	0.00	**0.75**	0.88	0.93	0.00	0.00	**0.92**	0.25	0.93	0.79	0.00	**0.96**	**0.94**

1600 - 1800 (Weekday 2h Session) (01-28-2025)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Stonewall Tell Rd (South)					Stonewall Tell Rd (North)					GA-14 Roosevelt Hwy (West)					GA-14 Roosevelt Hwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	6	0	59	0	65	76	168	0	0	244	0	217	17	0	234	543
1615 - 1630	0	0	1	0	1	5	0	68	0	73	55	144	1	0	200	2	232	15	0	249	523
1630 - 1645	0	0	0	0	0	2	0	63	0	65	64	185	0	0	249	1	276	14	0	291	605
1645 - 1700	0	0	2	0	2	4	0	38	0	42	60	150	1	0	211	1	290	15	0	306	561
Hourly Total	0	0	3	0	**3**	17	0	228	0	**245**	255	647	2	0	**904**	4	1015	61	0	**1080**	**2232**
1700 - 1715	0	0	0	0	0	2	0	51	0	53	50	169	0	0	219	1	327	9	0	337	609
1715 - 1730	0	0	0	0	0	3	0	47	0	50	51	191	0	0	242	2	334	14	0	350	642
1730 - 1745	0	0	1	0	1	2	0	47	0	49	58	169	1	0	228	2	323	10	0	335	613
1745 - 1800	0	0	3	0	3	3	0	49	0	52	47	164	2	0	213	0	307	23	0	330	598
Hourly Total	0	0	4	0	**4**	10	0	194	0	**204**	206	693	3	0	**902**	5	1291	56	0	**1352**	**2462**
Grand Total	0	0	7	0	**7**	27	0	422	0	**449**	461	1340	5	0	**1806**	9	2306	117	0	**2432**	**4694**
Approach %	0.00	0.00	100.00	0.00	-	6.01	0.00	93.99	0.00	-	25.53	74.20	0.28	0.00	-	0.37	94.82	4.81	0.00	-	
Intersection %	0.00	0.00	0.15	0.00	0.15	0.58	0.00	8.99	0.00	9.57	9.82	28.55	0.11	0.00	38.47	0.19	49.13	2.49	0.00	51.81	
Heavy Vehicle %	-	-	14	-	**14**	0	-	5	-	**4**	3	7	0	-	**6**	22	5	1	-	**5**	**5**
PHF	0.00	0.00	0.33	0.00	**0.33**	0.83	0.00	0.95	0.00	**0.96**	0.89	0.91	0.38	0.00	**0.93**	0.63	0.97	0.61	0.00	**0.97**	**0.96**

Classified Turn Movement Count || Bicycles

South Fulton, GA

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Stonewall Tell Rd (South)
Stonewall Tell Rd (North)
GA-14 Roosevelt Hwy (West)
GA-14 Roosevelt Hwy (East)

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Weather
Partly Cloudy
45°F
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0700 - 0900 (Weekday 2h Session) (01-28-2025)
Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Stonewall Tell Rd (South)					Stonewall Tell Rd (North)					GA-14 Roosevelt Hwy (West)					GA-14 Roosevelt Hwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (01-28-2025)
Bicycles

	Northbound					Southbound					Eastbound					Westbound					
	Stonewall Tell Rd (South)					Stonewall Tell Rd (North)					GA-14 Roosevelt Hwy (West)					GA-14 Roosevelt Hwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

South Fulton, GA

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Site 5
Stonewall Tell Rd (South)
Stonewall Tell Rd (North)
GA-14 Roosevelt Hwy (West)
GA-14 Roosevelt Hwy (East)

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Weather
Partly Cloudy
45°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-28-2025)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Stonewall Tell Rd (South)					Stonewall Tell Rd (North)					GA-14 Roosevelt Hwy (West)					GA-14 Roosevelt Hwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	6	0	40	0	46	34	233	0	0	267	0	67	5	0	72	385
0715 - 0730	0	1	0	0	1	3	2	34	0	39	47	265	0	0	312	0	91	11	0	102	454
0730 - 0745	0	0	0	0	0	7	0	68	0	75	61	268	0	0	329	0	87	12	0	99	503
0745 - 0800	1	1	2	0	4	10	1	45	0	56	68	288	0	0	356	1	88	18	0	107	523
Hourly Total	1	2	2	0	**5**	26	3	187	0	**216**	210	1054	0	0	**1264**	1	333	46	0	**380**	**1865**
0800 - 0815	0	0	2	0	2	10	0	44	0	54	59	259	0	0	318	0	74	20	0	94	468
0815 - 0830	0	0	0	0	0	7	0	50	0	57	46	213	0	0	259	0	84	13	0	97	413
0830 - 0845	0	0	1	0	1	12	0	54	0	66	48	192	0	0	240	2	79	15	0	96	403
0845 - 0900	0	0	0	0	0	4	2	33	0	39	55	175	0	0	230	0	90	14	0	104	373
Hourly Total	0	0	3	0	**3**	33	2	181	0	**216**	208	839	0	0	**1047**	2	327	62	0	**391**	**1657**
Grand Total	1	2	5	0	**8**	59	5	368	0	**432**	418	1893	0	0	**2311**	3	660	108	0	**771**	**3522**
Approach %	12.50	25.00	62.50	0.00	-	13.66	1.16	85.19	0.00	-	18.09	81.91	0.00	0.00	-	0.39	85.60	14.01	0.00	-	
Intersection %	0.03	0.06	0.14	0.00	0.23	1.68	0.14	10.45	0.00	12.27	11.87	53.75	0.00	0.00	65.62	0.09	18.74	3.07	0.00	21.89	

1600 - 1800 (Weekday 2h Session) (01-28-2025)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Stonewall Tell Rd (South)					Stonewall Tell Rd (North)					GA-14 Roosevelt Hwy (West)					GA-14 Roosevelt Hwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	6	0	56	0	62	69	153	0	0	222	0	209	17	0	226	510
1615 - 1630	0	0	1	0	1	5	0	66	0	71	54	131	1	0	186	2	224	15	0	241	499
1630 - 1645	0	0	0	0	0	2	0	59	0	61	63	169	0	0	232	0	258	14	0	272	565
1645 - 1700	0	0	1	0	1	4	0	37	0	41	59	138	1	0	198	1	272	15	0	288	528
Hourly Total	0	0	2	0	**2**	17	0	218	0	**235**	245	591	2	0	**838**	3	963	61	0	**1027**	**2102**
1700 - 1715	0	0	0	0	0	2	0	48	0	50	48	158	0	0	206	1	308	8	0	317	573
1715 - 1730	0	0	0	0	0	3	0	45	0	48	51	181	0	0	232	1	321	14	0	336	616
1730 - 1745	0	0	1	0	1	2	0	45	0	47	56	161	1	0	218	2	307	10	0	319	585
1745 - 1800	0	0	3	0	3	3	0	47	0	50	47	158	2	0	207	0	294	23	0	317	577
Hourly Total	0	0	4	0	**4**	10	0	185	0	**195**	202	658	3	0	**863**	4	1230	55	0	**1289**	**2351**
Grand Total	0	0	6	0	**6**	27	0	403	0	**430**	447	1249	5	0	**1701**	7	2193	116	0	**2316**	**4453**
Approach %	0.00	0.00	100.00	0.00	-	6.28	0.00	93.72	0.00	-	26.28	73.43	0.29	0.00	-	0.30	94.69	5.01	0.00	-	
Intersection %	0.00	0.00	0.13	0.00	0.13	0.61	0.00	9.05	0.00	9.66	10.04	28.05	0.11	0.00	38.20	0.16	49.25	2.60	0.00	52.01	

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

South Fulton, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 5
Stonewall Tell Rd (South)
Stonewall Tell Rd (North)
GA-14 Roosevelt Hwy (West)
GA-14 Roosevelt Hwy (East)

Date
Tuesday, January 28, 2025

Lat/Long
33.597671°, -84.548281°
Click here for Map

Weather
Partly Cloudy
45°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-28-2025)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Stonewall Tell Rd (South)					Stonewall Tell Rd (North)					GA-14 Roosevelt Hwy (West)					GA-14 Roosevelt Hwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	2	0	2	1	6	0	0	7	0	2	0	0	2	11
0715 - 0730	0	0	1	0	1	0	0	1	0	1	4	9	0	0	13	0	8	0	0	8	23
0730 - 0745	0	0	0	0	0	0	0	2	0	2	3	3	0	0	6	0	4	1	0	5	13
0745 - 0800	0	0	0	0	0	0	0	3	0	3	2	4	0	0	6	0	3	1	0	4	13
Hourly Total	0	0	1	0	**1**	0	0	8	0	**8**	10	22	0	0	**32**	0	17	2	0	**19**	**60**
0800 - 0815	0	0	2	0	2	0	0	2	0	2	3	8	0	0	11	0	10	0	0	10	25
0815 - 0830	0	0	0	0	0	1	0	1	0	2	1	13	0	0	14	0	5	1	0	6	22
0830 - 0845	0	0	0	0	0	0	0	5	0	5	1	19	0	0	20	0	8	0	0	8	33
0845 - 0900	0	0	0	0	0	0	0	4	0	4	1	14	0	0	15	0	14	1	0	15	34
Hourly Total	0	0	2	0	**2**	1	0	12	0	**13**	6	54	0	0	**60**	0	37	2	0	**39**	**114**
Grand Total	0	0	3	0	**3**	1	0	20	0	**21**	16	76	0	0	**92**	0	54	4	0	**58**	**174**
Approach %	0.00	0.00	100.00	0.00	-	4.76	0.00	95.24	0.00	-	17.39	82.61	0.00	0.00	-	0.00	93.10	6.90	0.00	-	
Intersection %	0.00	0.00	1.72	0.00	1.72	0.57	0.00	11.49	0.00	12.07	9.20	43.68	0.00	0.00	52.87	0.00	31.03	2.30	0.00	33.33	

1600 - 1800 (Weekday 2h Session) (01-28-2025)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Stonewall Tell Rd (South)					Stonewall Tell Rd (North)					GA-14 Roosevelt Hwy (West)					GA-14 Roosevelt Hwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	2	0	2	7	13	0	0	20	0	6	0	0	6	28
1615 - 1630	0	0	0	0	0	0	0	2	0	2	1	9	0	0	10	0	7	0	0	7	19
1630 - 1645	0	0	0	0	0	0	0	4	0	4	1	10	0	0	11	1	17	0	0	18	33
1645 - 1700	0	0	1	0	1	0	0	1	0	1	1	8	0	0	9	0	14	0	0	14	25
Hourly Total	0	0	1	0	**1**	0	0	9	0	**9**	10	40	0	0	**50**	1	44	0	0	**45**	**105**
1700 - 1715	0	0	0	0	0	0	0	3	0	3	2	5	0	0	7	0	15	1	0	16	26
1715 - 1730	0	0	0	0	0	0	0	2	0	2	0	6	0	0	6	1	11	0	0	12	20
1730 - 1745	0	0	0	0	0	0	0	2	0	2	2	5	0	0	7	0	11	0	0	11	20
1745 - 1800	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	7	0	0	7	9
Hourly Total	0	0	0	0	**0**	0	0	9	0	**9**	4	16	0	0	**20**	1	44	1	0	**46**	**75**
Grand Total	0	0	1	0	**1**	0	0	18	0	**18**	14	56	0	0	**70**	2	88	1	0	**91**	**180**
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	100.00	0.00	-	20.00	80.00	0.00	0.00	-	2.20	96.70	1.10	0.00	-	
Intersection %	0.00	0.00	0.56	0.00	0.56	0.00	0.00	10.00	0.00	10.00	7.78	31.11	0.00	0.00	38.89	1.11	48.89	0.56	0.00	50.56	

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

Marr Traffic DATA COLLECTION

South Fulton, GA

www.marrtraffic.com

Site 5
Stonewall Tell Rd (South)
Stonewall Tell Rd (North)
GA-14 Roosevelt Hwy (West)
GA-14 Roosevelt Hwy (East)

Date
Tuesday, January 28, 2025

Lat/Long
33.597671°, -84.548281°
Click here for Map

Weather
Partly Cloudy
45°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-28-2025)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Stonewall Tell Rd (South)					Stonewall Tell Rd (North)					GA-14 Roosevelt Hwy (West)					GA-14 Roosevelt Hwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	2	0	0	2	10
Hourly Total	0	0	0	0	**0**	1	0	0	0	**1**	0	12	0	0	**12**	0	5	0	0	**5**	**18**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	7
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	5
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	4	0	0	4	13
0845 - 0900	0	0	0	0	0	0	0	0	0	0	1	7	0	0	8	0	2	0	0	2	10
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	1	25	0	0	**26**	0	9	0	0	**9**	**35**
Grand Total	0	0	0	0	**0**	1	0	0	0	**1**	1	37	0	0	**38**	0	14	0	0	**14**	**53**
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	2.63	97.37	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	1.89	0.00	0.00	0.00	1.89	1.89	69.81	0.00	0.00	71.70	0.00	26.42	0.00	0.00	26.42	

1600 - 1800 (Weekday 2h Session) (01-28-2025)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Stonewall Tell Rd (South)					Stonewall Tell Rd (North)					GA-14 Roosevelt Hwy (West)					GA-14 Roosevelt Hwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	2	0	0	2	5
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	5
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	1	0	0	1	7
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	8
Hourly Total	0	0	0	0	**0**	0	0	1	0	**1**	0	16	0	0	**16**	0	8	0	0	**8**	**25**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	4	0	0	4	10
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	6
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	5	0	0	5	8
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	6	0	0	6	12
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	19	0	0	**19**	0	17	0	0	**17**	**36**
Grand Total	0	0	0	0	**0**	0	0	1	0	**1**	0	35	0	0	**35**	0	25	0	0	**25**	**61**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.64	0.00	1.64	0.00	57.38	0.00	0.00	57.38	0.00	40.98	0.00	0.00	40.98	

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

South Fulton, GA

Marr Traffic DATA COLLECTION
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Site 5
Stonewall Tell Rd (South)
Stonewall Tell Rd (North)
GA-14 Roosevelt Hwy (West)
GA-14 Roosevelt Hwy (East)

Date
Tuesday, January 28, 2025

Lat/Long
33.597671°, -84.548281°
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Weather
Partly Cloudy
45°F
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0700 - 0900 (Weekday 2h Session) (01-28-2025)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Stonewall Tell Rd (South)					Stonewall Tell Rd (North)					GA-14 Roosevelt Hwy (West)					GA-14 Roosevelt Hwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	1	0	2	0	3	1	7	0	0	8	0	2	0	0	2	13
0715 - 0730	0	0	1	0	1	0	0	1	0	1	4	11	0	0	15	0	9	0	0	9	26
0730 - 0745	0	0	0	0	0	0	0	2	0	2	3	4	0	0	7	0	6	1	0	7	16
0745 - 0800	0	0	0	0	0	0	0	3	0	3	2	12	0	0	14	0	5	1	0	6	23
Hourly Total	0	0	1	0	**1**	1	0	8	0	**9**	10	34	0	0	**44**	0	22	2	0	**24**	**78**
0800 - 0815	0	0	2	0	2	0	0	2	0	2	3	13	0	0	16	0	12	0	0	12	32
0815 - 0830	0	0	0	0	0	1	0	1	0	2	1	17	0	0	18	0	6	1	0	7	27
0830 - 0845	0	0	0	0	0	0	0	5	0	5	1	28	0	0	29	0	12	0	0	12	46
0845 - 0900	0	0	0	0	0	0	0	4	0	4	2	21	0	0	23	0	16	1	0	17	44
Hourly Total	0	0	2	0	**2**	1	0	12	0	**13**	7	79	0	0	**86**	0	46	2	0	**48**	**149**
Grand Total	0	0	3	0	**3**	2	0	20	0	**22**	17	113	0	0	**130**	0	68	4	0	**72**	**227**
Approach %	0.00	0.00	100.00	0.00	-	9.09	0.00	90.91	0.00	-	13.08	86.92	0.00	0.00	-	0.00	94.44	5.56	0.00	-	
Intersection %	0.00	0.00	1.32	0.00	1.32	0.88	0.00	8.81	0.00	9.69	7.49	49.78	0.00	0.00	57.27	0.00	29.96	1.76	0.00	31.72	

1600 - 1800 (Weekday 2h Session) (01-28-2025)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Stonewall Tell Rd (South)					Stonewall Tell Rd (North)					GA-14 Roosevelt Hwy (West)					GA-14 Roosevelt Hwy (East)					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	3	0	3	7	15	0	0	22	0	8	0	0	8	33
1615 - 1630	0	0	0	0	0	0	0	2	0	2	1	13	0	0	14	0	8	0	0	8	24
1630 - 1645	0	0	0	0	0	0	0	4	0	4	1	16	0	0	17	1	18	0	0	19	40
1645 - 1700	0	0	1	0	1	0	0	1	0	1	1	12	0	0	13	0	18	0	0	18	33
Hourly Total	0	0	1	0	**1**	0	0	10	0	**10**	10	56	0	0	**66**	1	52	0	0	**53**	**130**
1700 - 1715	0	0	0	0	0	0	0	3	0	3	2	11	0	0	13	0	19	1	0	20	36
1715 - 1730	0	0	0	0	0	0	0	2	0	2	0	10	0	0	10	1	13	0	0	14	26
1730 - 1745	0	0	0	0	0	0	0	2	0	2	2	8	0	0	10	0	16	0	0	16	28
1745 - 1800	0	0	0	0	0	0	0	2	0	2	0	6	0	0	6	0	13	0	0	13	21
Hourly Total	0	0	0	0	**0**	0	0	9	0	**9**	4	35	0	0	**39**	1	61	1	0	**63**	**111**
Grand Total	0	0	1	0	**1**	0	0	19	0	**19**	14	91	0	0	**105**	2	113	1	0	**116**	**241**
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	100.00	0.00	-	13.33	86.67	0.00	0.00	-	1.72	97.41	0.86	0.00	-	
Intersection %	0.00	0.00	0.41	0.00	0.41	0.00	0.00	7.88	0.00	7.88	5.81	37.76	0.00	0.00	43.57	0.83	46.89	0.41	0.00	48.13	

Crosswalk Counts || Pedestrians

South Fulton, GA

Marr Traffic DATA COLLECTION
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Site 5
Stonewall Tell Rd (South)
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GA-14 Roosevelt Hwy (West)
GA-14 Roosevelt Hwy (East)

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Weather
Partly Cloudy
45°F
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0700 - 0900 (Weekday 2h Session) (01-28-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Stonewall Tell Rd (South)			Stonewall Tell Rd (North)			GA-14 Roosevelt Hwy (West)			GA-14 Roosevelt Hwy (East)			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	1	1	0	0	0	0	1	1	2
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	1	**1**	0	0	**0**	0	1	**1**	**2**
0800 - 0815	0	0	0	0	0	0	0	0	0	1	0	1	1
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**	1	0	**1**	**1**
Grand Total	0	0	**0**	0	1	**1**	0	0	**0**	1	1	**2**	**3**
Approach %	0.00	0.00	-	0.00	100.00	-	0.00	0.00	-	50.00	50.00	-	
Intersection %	0.00	0.00	0.00	0.00	33.33	33.33	0.00	0.00	0.00	33.33	33.33	66.67	

1600 - 1800 (Weekday 2h Session) (01-28-2025)
Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Stonewall Tell Rd (South)			Stonewall Tell Rd (North)			GA-14 Roosevelt Hwy (West)			GA-14 Roosevelt Hwy (East)			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	1	1	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	1	**1**	0	0	**0**	**1**
1700 - 1715	0	0	0	1	0	1	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	2	0	2	2
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**	2	0	**2**	**3**
Grand Total	0	0	**0**	1	0	**1**	0	1	**1**	2	0	**2**	**4**
Approach %	0.00	0.00	-	100.00	0.00	-	0.00	100.00	-	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	25.00	0.00	25.00	0.00	25.00	25.00	50.00	0.00	50.00	

Crosswalk Counts || Bicycles

South Fulton, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 5
Stonewall Tell Rd (South)
Stonewall Tell Rd (North)
GA-14 Roosevelt Hwy (West)
GA-14 Roosevelt Hwy (East)

Date
Tuesday, January 28, 2025

Lat/Long
33.597671°, -84.548281°
Click here for Map

Weather
Partly Cloudy
45°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-28-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Stonewall Tell Rd (South)			Stonewall Tell Rd (North)			GA-14 Roosevelt Hwy (West)			GA-14 Roosevelt Hwy (East)			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (01-28-2025)
Bicycles

	Northbound			Southbound			Eastbound			Westbound			
	Stonewall Tell Rd (South)			Stonewall Tell Rd (North)			GA-14 Roosevelt Hwy (West)			GA-14 Roosevelt Hwy (East)			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

South Fulton, GA

www.marrtraffic.com

Site 5
Stonewall Tell Rd (South)
Stonewall Tell Rd (North)
GA-14 Roosevelt Hwy (West)
GA-14 Roosevelt Hwy (East)

Date
Tuesday, January 28, 2025

Lat/Long
33.597671°, -84.548281°
Click here for Map

Weather
Partly Cloudy
45°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-28-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Stonewall Tell Rd (South)			Stonewall Tell Rd (North)			GA-14 Roosevelt Hwy (West)			GA-14 Roosevelt Hwy (East)			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (01-28-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Stonewall Tell Rd (South)			Stonewall Tell Rd (North)			GA-14 Roosevelt Hwy (West)			GA-14 Roosevelt Hwy (East)			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 1/28/2025	GA-14 Roosevelt Hwy (West) Eastbound			GA-14 Roosevelt Hwy (East) Westbound			Stonewall Tell Rd (South) Northbound			Stonewall Tell 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	35	240	0	0	69	5	0	0	0	7	0	42	398
07:15 AM - 07:30 AM	51	276	0	0	100	11	0	1	1	3	2	35	480
07:30 AM - 07:45 AM	64	272	0	0	93	13	0	0	0	7	0	70	519
07:45 AM - 08:00 AM	70	300	0	1	93	19	1	1	2	10	1	48	546
08:00 AM - 08:15 AM	62	272	0	0	86	20	0	0	4	10	0	46	500
08:15 AM - 08:30 AM	47	230	0	0	90	14	0	0	0	8	0	51	440
08:30 AM - 08:45 AM	49	220	0	2	91	15	0	0	1	12	0	59	449
08:45 AM - 09:00 AM	57	196	0	0	106	15	0	0	0	4	2	37	417
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	76	168	0	0	217	17	0	0	0	6	0	59	543
04:15 PM - 04:30 PM	55	144	1	2	232	15	0	0	1	5	0	68	523
04:30 PM - 04:45 PM	64	185	0	1	276	14	0	0	0	2	0	63	605
04:45 PM - 05:00 PM	60	150	1	1	290	15	0	0	2	4	0	38	561
05:00 PM - 05:15 PM	50	169	0	1	327	9	0	0	0	2	0	51	609
05:15 PM - 05:30 PM	51	191	0	2	334	14	0	0	0	3	0	47	642
05:30 PM - 05:45 PM	58	169	1	2	323	10	0	0	1	2	0	47	613
05:45 PM - 06:00 PM	47	164	2	0	307	23	0	0	3	3	0	49	598
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

South Fulton, GA

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, January 28, 2025		
	Partly Cloudy	45°F
Period	0700 - 0900	APPLY
Peak Hour	0730 - 0830	APPLY
Global PH	0715 - 0815	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Stonewall Tell Rd (North)

Southbound

0	295	2	297	401	(1-3)
2	9	0	11	10	(4-7)
3	0	0	3	4	(8-13)
5	304	2	311	415	Total

0

0

Amazon Center Driveway

Eastbound

(1-3)	(4-7)	(8-13)	Total
1	2	3	6
0	2	4	6
0	0	0	0
0	1	4	5
0	1	0	1

0

0

STOP

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	697	22	7	726
PHF				0.9453
ADT (Calc)			10	7260

0

0

Total	305	409	0	1	408
(8-13)	0	0	0	0	0
(4-7)	10	9	0	0	9
(1-3)	295	400	0	1	399

Northbound

Stonewall Tell Rd (South)

All vehicles

	Northbound						Southbound						Eastbound												
	Stonewall Tell Rd (South)						Stonewall Tell Rd (North)						Amazon Center Driveway												
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total						App Total	Int Total
0730 - 0745	0	114	-	-	0	114	-	76	1	-	0	77	1	-	0	-	0	1	-	-	-	-	-	0	192
0745 - 0800	0	115	-	-	0	115	-	71	2	-	1	74	1	-	0	-	0	1	-	-	-	-	-	0	190
0800 - 0815	0	101	-	-	0	101	-	75	1	-	1	77	2	-	1	-	0	3	-	-	-	-	-	0	181
0815 - 0830	1	78	-	-	0	79	-	82	1	-	0	83	1	-	0	-	0	1	-	-	-	-	-	0	163
Total	1	408	0	0	0	409	0	304	5	0	2	311	5	0	1	0	0	6	0	0	0	0	0	0	726
Approach %	0.24	99.76	0.00	0.00	0.00	-	0.00	97.75	1.61	0.00	0.64	-	83.33	0.00	16.67	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.89	0.00	0.00	0.00	**0.89**	0.00	0.93	0.63	0.00	0.50	**0.94**	0.63	0.00	0.25	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.95**

Bicycles

	Northbound						Southbound						Eastbound												
	Stonewall Tell Rd (South)						Stonewall Tell Rd (North)						Amazon Center Driveway												
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total						App Total	Int Total
0730 - 0745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0745 - 0800	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0800 - 0815	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0815 - 0830	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	Stonewall Tell Rd (South)						Stonewall Tell Rd (North)						Amazon Center Driveway												
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total						App Total	Int Total
0730 - 0745	0	112	-	-	0	112	-	76	0	-	0	76	0	-	0	-	0	0	-	-	-	-	-	0	188
0745 - 0800	0	112	-	-	0	112	-	67	0	-	1	68	0	-	0	-	0	0	-	-	-	-	-	0	180
0800 - 0815	0	99	-	-	0	99	-	72	0	-	1	73	0	-	0	-	0	0	-	-	-	-	-	0	172
0815 - 0830	1	76	-	-	0	77	-	80	0	-	0	80	0	-	0	-	0	0	-	-	-	-	-	0	157
Total	1	399	0	0	0	400	0	295	0	0	2	297	0	0	0	0	0	0	0	0	0	0	0	0	697
Approach %	0.25	99.75	0.00	0.00	0.00	-	0.00	99.33	0.00	0.00	0.67	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.89	0.00	0.00	0.00	**0.89**	0.00	0.92	0.00	0.00	0.50	**0.93**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.93**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	Stonewall Tell Rd (South)						Stonewall Tell Rd (North)						Amazon Center Driveway												
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total						App Total	Int Total
0730 - 0745	0	2	-	-	0	2	-	0	1	-	0	1	1	-	0	-	0	1	-	-	-	-	-	0	4
0745 - 0800	0	3	-	-	0	3	-	4	0	-	0	4	0	-	0	-	0	0	-	-	-	-	-	0	7
0800 - 0815	0	2	-	-	0	2	-	3	0	-	0	3	0	-	1	-	0	1	-	-	-	-	-	0	6
0815 - 0830	0	2	-	-	0	2	-	2	1	-	0	3	0	-	0	-	0	0	-	-	-	-	-	0	5
Total	0	9	0	0	0	9	0	9	2	0	0	11	1	0	1	0	0	2	0	0	0	0	0	0	22
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	81.82	18.18	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	0.75	0.00	0.00	0.00	**0.75**	0.00	0.56	0.50	0.00	0.00	**0.69**	0.25	0.00	0.25	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.79**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	Stonewall Tell Rd (South)						Stonewall Tell Rd (North)						Amazon Center Driveway												
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total						App Total	Int Total
0730 - 0745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0745 - 0800	0	0	-	-	0	0	-	0	2	-	0	2	1	-	0	-	0	1	-	-	-	-	-	0	3
0800 - 0815	0	0	-	-	0	0	-	0	1	-	0	1	2	-	0	-	0	2	-	-	-	-	-	0	3
0815 - 0830	0	0	-	-	0	0	-	0	0	-	0	0	1	-	0	-	0	1	-	-	-	-	-	0	1
Total	0	0	0	0	0	0	0	0	3	0	0	3	4	0	0	0	0	4	0	0	0	0	0	0	7
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.38	0.00	0.00	**0.38**	0.50	0.00	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.58**

Peak Hour Turning Movement Count

South Fulton, GA

Click here for Map

Marr Traffic DATA COLLECTION

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Tuesday, January 28, 2025		
	Partly Cloudy	45°F
Period	1600 - 1800	APPLY
Peak Hour	1645 - 1745	APPLY
Global PH	1700 - 1800	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Stonewall Tell Rd (North)

Southbound

1	346	1	348	357	(1-3)
3	10	0	13	10	(4-7)
10	0	0	10	10	(8-13)
14	356	1	371	377	Total

0

0

Amazon Center Driveway

Eastbound

(1-3)	(4-7)	(8-13)	Total
1	3	11	15
1	5	11	17
0	0	1	1
1	4	10	15
0	1	0	1

1

1

STOP

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	705	24	21	750
PHF				0.9236
ADT (Calc)			10	7500

0

0

Total	358	362	1	0	361
(8-13)	0	0	0	0	0
(4-7)	11	6	0	0	6
(1-3)	347	356	1	0	355

Northbound

Stonewall Tell Rd (South)

All vehicles

	Northbound						Southbound						Eastbound												
	Stonewall Tell Rd (South)						Stonewall Tell Rd (North)						Amazon Center Driveway												
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total						App Total	Int Total
1645 - 1700	0	102	-	-	0	102	-	80	4	-	0	84	0	-	0	-	1	1	-	-	-	-	-	0	187
1700 - 1715	0	78	-	-	0	78	-	77	3	-	1	81	1	-	0	-	0	1	-	-	-	-	-	0	160
1715 - 1730	0	83	-	-	0	83	-	105	3	-	0	108	12	-	0	-	0	12	-	-	-	-	-	0	203
1730 - 1745	0	98	-	-	1	99	-	94	4	-	0	98	2	-	1	-	0	3	-	-	-	-	-	0	200
Total	0	361	0	0	1	362	0	356	14	0	1	371	15	0	1	0	1	17	0	0	0	0	0	0	750
Approach %	0.00	99.72	0.00	0.00	0.28	-	0.00	95.96	3.77	0.00	0.27	-	88.24	0.00	5.88	0.00	5.88	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.88	0.00	0.00	0.25	**0.89**	0.00	0.85	0.88	0.00	0.25	**0.86**	0.31	0.00	0.25	0.00	0.25	**0.35**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.92**

Bicycles

	Northbound						Southbound						Eastbound												
	Stonewall Tell Rd (South)						Stonewall Tell Rd (North)						Amazon Center Driveway												
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total						App Total	Int Total
1645 - 1700	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1700 - 1715	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1715 - 1730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1730 - 1745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	Stonewall Tell Rd (South)						Stonewall Tell Rd (North)						Amazon Center Driveway												
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total						App Total	Int Total
1645 - 1700	0	101	-	-	0	101	-	77	0	-	0	77	0	-	0	-	0	0	-	-	-	-	-	0	178
1700 - 1715	0	76	-	-	0	76	-	75	1	-	1	77	0	-	0	-	0	0	-	-	-	-	-	0	153
1715 - 1730	0	81	-	-	0	81	-	102	0	-	0	102	1	-	0	-	0	1	-	-	-	-	-	0	184
1730 - 1745	0	97	-	-	1	98	-	92	0	-	0	92	0	-	0	-	0	0	-	-	-	-	-	0	190
Total	0	355	0	0	1	356	0	346	1	0	1	348	1	0	0	0	0	1	0	0	0	0	0	0	705
Approach %	0.00	99.72	0.00	0.00	0.28	-	0.00	99.43	0.29	0.00	0.29	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.88	0.00	0.00	0.25	**0.88**	0.00	0.85	0.25	0.00	0.25	**0.85**	0.25	0.00	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.93**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	Stonewall Tell Rd (South)						Stonewall Tell Rd (North)						Amazon Center Driveway												
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total						App Total	Int Total
1645 - 1700	0	1	-	-	0	1	-	3	1	-	0	4	0	-	0	-	0	0	-	-	-	-	-	0	5
1700 - 1715	0	2	-	-	0	2	-	2	1	-	0	3	0	-	0	-	0	0	-	-	-	-	-	0	5
1715 - 1730	0	2	-	-	0	2	-	3	0	-	0	3	4	-	0	-	0	4	-	-	-	-	-	0	9
1730 - 1745	0	1	-	-	0	1	-	2	1	-	0	3	0	-	1	-	0	1	-	-	-	-	-	0	5
Total	0	6	0	0	0	6	0	10	3	0	0	13	4	0	1	0	0	5	0	0	0	0	0	0	24
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	76.92	23.08	0.00	0.00	-	80.00	0.00	20.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.83	0.75	0.00	0.00	**0.81**	0.25	0.00	0.25	0.00	0.00	**0.31**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.67**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	Stonewall Tell Rd (South)						Stonewall Tell Rd (North)						Amazon Center Driveway												
Time	Left 3.1	Thru 3.2			U-Turn 3.3	App Total		Thru 3.4	Right 3.5		U-Turn 3.6	App Total	Left 3.7		Right 3.8		U-Turn 3.9	App Total						App Total	Int Total
1645 - 1700	0	0	-	-	0	0	-	0	3	-	0	3	0	-	0	-	1	1	-	-	-	-	-	0	4
1700 - 1715	0	0	-	-	0	0	-	0	1	-	0	1	1	-	0	-	0	1	-	-	-	-	-	0	2
1715 - 1730	0	0	-	-	0	0	-	0	3	-	0	3	7	-	0	-	0	7	-	-	-	-	-	0	10
1730 - 1745	0	0	-	-	0	0	-	0	3	-	0	3	2	-	0	-	0	2	-	-	-	-	-	0	5
Total	0	0	0	0	0	0	0	0	10	0	0	10	10	0	0	0	1	11	0	0	0	0	0	0	21
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	90.91	0.00	0.00	0.00	9.09	-	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	0.83	0.00	0.00	**0.83**	0.36	0.00	0.00	0.00	0.25	**0.39**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.53**

Classified Turn Movement Count || All vehicles

South Fulton, GA

Marr Traffic DATA COLLECTION
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Site 3
Stonewall Tell Rd (South)
Stonewall Tell Rd (North)
Amazon Center Driveway

Date
Tuesday, January 28, 2025

Lat/Long
33.612865°, -84.557135°
Click here for Map

Weather
Partly Cloudy
45°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-28-2025)
All vehicles

	Northbound				Southbound				Eastbound				
	Stonewall Tell Rd (South)				Stonewall Tell Rd (North)				Amazon Center Driveway				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0700 - 0715	0	79	0	79	65	1	0	66	1	0	0	1	146
0715 - 0730	0	86	0	86	49	1	0	50	0	0	0	0	136
0730 - 0745	0	114	0	114	76	1	0	77	1	0	0	1	192
0745 - 0800	0	115	0	115	71	2	1	74	1	0	0	1	190
Hourly Total	0	394	0	**394**	261	5	1	**267**	3	0	0	**3**	**664**
0800 - 0815	0	101	0	101	75	1	1	77	2	1	0	3	181
0815 - 0830	1	78	0	79	82	1	0	83	1	0	0	1	163
0830 - 0845	0	80	0	80	67	1	0	68	1	0	0	1	149
0845 - 0900	0	89	0	89	58	2	0	60	1	0	0	1	150
Hourly Total	1	348	0	**349**	282	5	1	**288**	5	1	0	**6**	**643**
Grand Total	1	742	0	**743**	543	10	2	**555**	8	1	0	**9**	**1307**
Approach %	0.13	99.87	0.00	-	97.84	1.80	0.36	-	88.89	11.11	0.00	-	
Intersection %	0.08	56.77	0.00	56.85	41.55	0.77	0.15	42.46	0.61	0.08	0.00	0.69	
Heavy Vehicle %	0	3	-	**3**	4	90	0	**6**	75	100	-	**78**	**5**
PHF	0.25	0.89	0.00	**0.89**	0.93	0.63	0.50	**0.94**	0.63	0.25	0.00	**0.50**	**0.95**

1600 - 1800 (Weekday 2h Session) (01-28-2025)
All vehicles

	Northbound				Southbound				Eastbound				
	Stonewall Tell Rd (South)				Stonewall Tell Rd (North)				Amazon Center Driveway				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
1600 - 1615	0	99	0	99	105	4	0	109	8	1	0	9	217
1615 - 1630	0	74	0	74	88	1	0	89	1	0	0	1	164
1630 - 1645	0	73	0	73	96	3	0	99	1	0	0	1	173
1645 - 1700	0	102	0	102	80	4	0	84	0	0	1	1	187
Hourly Total	0	348	0	**348**	369	12	0	**381**	10	1	1	**12**	**741**
1700 - 1715	0	78	0	78	77	3	1	81	1	0	0	1	160
1715 - 1730	0	83	0	83	105	3	0	108	12	0	0	12	203
1730 - 1745	0	98	1	99	94	4	0	98	2	1	0	3	200
1745 - 1800	0	77	0	77	92	1	1	94	0	0	0	0	171
Hourly Total	0	336	1	**337**	368	11	2	**381**	15	1	0	**16**	**734**
Grand Total	0	684	1	**685**	737	23	2	**762**	25	2	1	**28**	**1475**
Approach %	0.00	99.85	0.15	-	96.72	3.02	0.26	-	89.29	7.14	3.57	-	
Intersection %	0.00	46.37	0.07	46.44	49.97	1.56	0.14	51.66	1.69	0.14	0.07	1.90	
Heavy Vehicle %	-	2	0	**2**	3	87	0	**6**	84	50	100	**82**	**5**
PHF	0.00	0.88	0.25	**0.89**	0.85	0.88	0.25	**0.86**	0.31	0.25	0.25	**0.35**	**0.92**

Classified Turn Movement Count || Bicycles

South Fulton, GA

Marr Traffic DATA COLLECTION

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Site 3
Stonewall Tell Rd (South)
Stonewall Tell Rd (North)
Amazon Center Driveway

Date
Tuesday, January 28, 2025

Lat/Long
33.612865°, -84.557135°
Click here for Map

Weather
Partly Cloudy
45°F
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0700 - 0900 (Weekday 2h Session) (01-28-2025)
Bicycles

	Northbound				Southbound				Eastbound				
	Stonewall Tell Rd (South)				Stonewall Tell Rd (North)				Amazon Center Driveway				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	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) (01-28-2025)
Bicycles

	Northbound				Southbound				Eastbound				
	Stonewall Tell Rd (South)				Stonewall Tell Rd (North)				Amazon Center Driveway				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	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 || Passenger Vehicles (1-3)

Marr Traffic DATA COLLECTION

South Fulton, GA

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Site 3
Stonewall Tell Rd (South)
Stonewall Tell Rd (North)
Amazon Center Driveway

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Weather
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45°F
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0700 - 0900 (Weekday 2h Session) (01-28-2025)
Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				
	Stonewall Tell Rd (South)				Stonewall Tell Rd (North)				Amazon Center Driveway				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0700 - 0715	0	76	0	76	59	1	0	60	1	0	0	1	137
0715 - 0730	0	82	0	82	48	0	0	48	0	0	0	0	130
0730 - 0745	0	112	0	112	76	0	0	76	0	0	0	0	188
0745 - 0800	0	112	0	112	67	0	1	68	0	0	0	0	180
Hourly Total	0	382	0	**382**	250	1	1	**252**	1	0	0	**1**	**635**
0800 - 0815	0	99	0	99	72	0	1	73	0	0	0	0	172
0815 - 0830	1	76	0	77	80	0	0	80	0	0	0	0	157
0830 - 0845	0	80	0	80	63	0	0	63	1	0	0	1	144
0845 - 0900	0	85	0	85	54	0	0	54	0	0	0	0	139
Hourly Total	1	340	0	**341**	269	0	1	**270**	1	0	0	**1**	**612**
Grand Total	1	722	0	**723**	519	1	2	**522**	2	0	0	**2**	**1247**
Approach %	0.14	99.86	0.00	-	99.43	0.19	0.38	-	100.00	0.00	0.00	-	
Intersection %	0.08	57.90	0.00	57.98	41.62	0.08	0.16	41.86	0.16	0.00	0.00	0.16	

1600 - 1800 (Weekday 2h Session) (01-28-2025)
Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				
	Stonewall Tell Rd (South)				Stonewall Tell Rd (North)				Amazon Center Driveway				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
1600 - 1615	0	95	0	95	101	1	0	102	3	1	0	4	201
1615 - 1630	0	72	0	72	87	0	0	87	0	0	0	0	159
1630 - 1645	0	70	0	70	92	0	0	92	0	0	0	0	162
1645 - 1700	0	101	0	101	77	0	0	77	0	0	0	0	178
Hourly Total	0	338	0	**338**	357	1	0	**358**	3	1	0	**4**	**700**
1700 - 1715	0	76	0	76	75	1	1	77	0	0	0	0	153
1715 - 1730	0	81	0	81	102	0	0	102	1	0	0	1	184
1730 - 1745	0	97	1	98	92	0	0	92	0	0	0	0	190
1745 - 1800	0	76	0	76	89	1	1	91	0	0	0	0	167
Hourly Total	0	330	1	**331**	358	2	2	**362**	1	0	0	**1**	**694**
Grand Total	0	668	1	**669**	715	3	2	**720**	4	1	0	**5**	**1394**
Approach %	0.00	99.85	0.15	-	99.31	0.42	0.28	-	80.00	20.00	0.00	-	
Intersection %	0.00	47.92	0.07	47.99	51.29	0.22	0.14	51.65	0.29	0.07	0.00	0.36	

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

South Fulton, GA

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0700 - 0900 (Weekday 2h Session) (01-28-2025)
Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				
	Stonewall Tell Rd (South)				Stonewall Tell Rd (North)				Amazon Center Driveway				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0700 - 0715	0	3	0	3	5	0	0	5	0	0	0	0	8
0715 - 0730	0	4	0	4	1	1	0	2	0	0	0	0	6
0730 - 0745	0	2	0	2	0	1	0	1	1	0	0	1	4
0745 - 0800	0	3	0	3	4	0	0	4	0	0	0	0	7
Hourly Total	0	12	0	**12**	10	2	0	**12**	1	0	0	**1**	**25**
0800 - 0815	0	2	0	2	3	0	0	3	0	1	0	1	6
0815 - 0830	0	2	0	2	2	1	0	3	0	0	0	0	5
0830 - 0845	0	0	0	0	4	1	0	5	0	0	0	0	5
0845 - 0900	0	3	0	3	4	1	0	5	1	0	0	1	9
Hourly Total	0	7	0	**7**	13	3	0	**16**	1	1	0	**2**	**25**
Grand Total	0	19	0	**19**	23	5	0	**28**	2	1	0	**3**	**50**
Approach %	0.00	100.00	0.00	-	82.14	17.86	0.00	-	66.67	33.33	0.00	-	
Intersection %	0.00	38.00	0.00	38.00	46.00	10.00	0.00	56.00	4.00	2.00	0.00	6.00	

1600 - 1800 (Weekday 2h Session) (01-28-2025)
Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				
	Stonewall Tell Rd (South)				Stonewall Tell Rd (North)				Amazon Center Driveway				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
1600 - 1615	0	4	0	4	3	1	0	4	0	0	0	0	8
1615 - 1630	0	2	0	2	1	0	0	1	0	0	0	0	3
1630 - 1645	0	3	0	3	4	2	0	6	1	0	0	1	10
1645 - 1700	0	1	0	1	3	1	0	4	0	0	0	0	5
Hourly Total	0	10	0	**10**	11	4	0	**15**	1	0	0	**1**	**26**
1700 - 1715	0	2	0	2	2	1	0	3	0	0	0	0	5
1715 - 1730	0	2	0	2	3	0	0	3	4	0	0	4	9
1730 - 1745	0	1	0	1	2	1	0	3	0	1	0	1	5
1745 - 1800	0	1	0	1	3	0	0	3	0	0	0	0	4
Hourly Total	0	6	0	**6**	10	2	0	**12**	4	1	0	**5**	**23**
Grand Total	0	16	0	**16**	21	6	0	**27**	5	1	0	**6**	**49**
Approach %	0.00	100.00	0.00	-	77.78	22.22	0.00	-	83.33	16.67	0.00	-	
Intersection %	0.00	32.65	0.00	32.65	42.86	12.24	0.00	55.10	10.20	2.04	0.00	12.24	

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

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Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	Stonewall Tell Rd (South)				Stonewall Tell Rd (North)				Amazon Center Driveway				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0700 - 0715	0	0	0	0	1	0	0	1	0	0	0	0	1
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	2	0	2	1	0	0	1	3
Hourly Total	0	0	0	**0**	1	2	0	**3**	1	0	0	**1**	**4**
0800 - 0815	0	0	0	0	0	1	0	1	2	0	0	2	3
0815 - 0830	0	0	0	0	0	0	0	0	1	0	0	1	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	1	0	1	0	1	0	1	0	0	0	0	2
Hourly Total	0	1	0	**1**	0	2	0	**2**	3	0	0	**3**	**6**
Grand Total	0	1	0	**1**	1	4	0	**5**	4	0	0	**4**	**10**
Approach %	0.00	100.00	0.00	-	20.00	80.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	10.00	0.00	10.00	10.00	40.00	0.00	50.00	40.00	0.00	0.00	40.00	

1600 - 1800 (Weekday 2h Session) (01-28-2025)
Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	Stonewall Tell Rd (South)				Stonewall Tell Rd (North)				Amazon Center Driveway				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
1600 - 1615	0	0	0	0	1	2	0	3	5	0	0	5	8
1615 - 1630	0	0	0	0	0	1	0	1	1	0	0	1	2
1630 - 1645	0	0	0	0	0	1	0	1	0	0	0	0	1
1645 - 1700	0	0	0	0	0	3	0	3	0	0	1	1	4
Hourly Total	0	0	0	**0**	1	7	0	**8**	6	0	1	**7**	**15**
1700 - 1715	0	0	0	0	0	1	0	1	1	0	0	1	2
1715 - 1730	0	0	0	0	0	3	0	3	7	0	0	7	10
1730 - 1745	0	0	0	0	0	3	0	3	2	0	0	2	5
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	7	0	**7**	10	0	0	**10**	**17**
Grand Total	0	0	0	**0**	1	14	0	**15**	16	0	1	**17**	**32**
Approach %	0.00	0.00	0.00	-	6.67	93.33	0.00	-	94.12	0.00	5.88	-	
Intersection %	0.00	0.00	0.00	0.00	3.13	43.75	0.00	46.88	50.00	0.00	3.13	53.13	

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

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All Trucks (4-13)

	Northbound				Southbound				Eastbound				
	Stonewall Tell Rd (South)				Stonewall Tell Rd (North)				Amazon Center Driveway				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0700 - 0715	0	3	0	3	6	0	0	6	0	0	0	0	9
0715 - 0730	0	4	0	4	1	1	0	2	0	0	0	0	6
0730 - 0745	0	2	0	2	0	1	0	1	1	0	0	1	4
0745 - 0800	0	3	0	3	4	2	0	6	1	0	0	1	10
Hourly Total	0	12	0	**12**	11	4	0	**15**	2	0	0	**2**	**29**
0800 - 0815	0	2	0	2	3	1	0	4	2	1	0	3	9
0815 - 0830	0	2	0	2	2	1	0	3	1	0	0	1	6
0830 - 0845	0	0	0	0	4	1	0	5	0	0	0	0	5
0845 - 0900	0	4	0	4	4	2	0	6	1	0	0	1	11
Hourly Total	0	8	0	**8**	13	5	0	**18**	4	1	0	**5**	**31**
Grand Total	0	20	0	**20**	24	9	0	**33**	6	1	0	**7**	**60**
Approach %	0.00	100.00	0.00	-	72.73	27.27	0.00	-	85.71	14.29	0.00	-	
Intersection %	0.00	33.33	0.00	33.33	40.00	15.00	0.00	55.00	10.00	1.67	0.00	11.67	

1600 - 1800 (Weekday 2h Session) (01-28-2025)
All Trucks (4-13)

	Northbound				Southbound				Eastbound				
	Stonewall Tell Rd (South)				Stonewall Tell Rd (North)				Amazon Center Driveway				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
1600 - 1615	0	4	0	4	4	3	0	7	5	0	0	5	16
1615 - 1630	0	2	0	2	1	1	0	2	1	0	0	1	5
1630 - 1645	0	3	0	3	4	3	0	7	1	0	0	1	11
1645 - 1700	0	1	0	1	3	4	0	7	0	0	1	1	9
Hourly Total	0	10	0	**10**	12	11	0	**23**	7	0	1	**8**	**41**
1700 - 1715	0	2	0	2	2	2	0	4	1	0	0	1	7
1715 - 1730	0	2	0	2	3	3	0	6	11	0	0	11	19
1730 - 1745	0	1	0	1	2	4	0	6	2	1	0	3	10
1745 - 1800	0	1	0	1	3	0	0	3	0	0	0	0	4
Hourly Total	0	6	0	**6**	10	9	0	**19**	14	1	0	**15**	**40**
Grand Total	0	16	0	**16**	22	20	0	**42**	21	1	1	**23**	**81**
Approach %	0.00	100.00	0.00	-	52.38	47.62	0.00	-	91.30	4.35	4.35	-	
Intersection %	0.00	19.75	0.00	19.75	27.16	24.69	0.00	51.85	25.93	1.23	1.23	28.40	

Crosswalk Counts || Pedestrians

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Pedestrians

	Northbound			Southbound			Eastbound			
	Stonewall Tell Rd (South)			Stonewall Tell Rd (North)			Amazon Center Driveway			
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	

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Pedestrians

	Northbound			Southbound			Eastbound			
	Stonewall Tell Rd (South)			Stonewall Tell Rd (North)			Amazon Center Driveway			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	1	1	1
Hourly Total	0	0	**0**	0	0	**0**	0	1	**1**	**1**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	1	0	1	1
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**	1	0	**1**	**1**
Grand Total	0	0	**0**	0	0	**0**	1	1	**2**	**2**
Approach %	0.00	0.00	-	0.00	0.00	-	50.00	50.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	50.00	50.00	100.00	

Crosswalk Counts || Bicycles

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Bicycles

	Northbound			Southbound			Eastbound			
	Stonewall Tell Rd (South)			Stonewall Tell Rd (North)			Amazon Center Driveway			
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	

1600 - 1800 (Weekday 2h Session) (01-28-2025)
Bicycles

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

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

South Fulton, GA

www.marrtraffic.com

Site 3
Stonewall Tell Rd (South)
Stonewall Tell Rd (North)
Amazon Center Driveway

Date
Tuesday, January 28, 2025

Lat/Long
33.612865°, -84.557135°
Click here for Map

Weather
Partly Cloudy
45°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (01-28-2025)
Motorized Vehicles

	Northbound			Southbound			Eastbound			
	Stonewall Tell Rd (South)			Stonewall Tell Rd (North)			Amazon Center Driveway			
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	

1600 - 1800 (Weekday 2h Session) (01-28-2025)
Motorized Vehicles

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

Start Date: 1/28/2025	Amazon Center Driveway Eastbound			Westbound			Stonewall Tell Rd (South) Northbound			Stonewall Tell 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	1	0	0	0	0	0	0	79	0	0	65	1	146
07:15 AM - 07:30 AM	0	0	0	0	0	0	0	86	0	0	49	1	136
07:30 AM - 07:45 AM	1	0	0	0	0	0	0	114	0	0	76	1	192
07:45 AM - 08:00 AM	1	0	0	0	0	0	0	115	0	0	71	2	189
08:00 AM - 08:15 AM	2	0	1	0	0	0	0	101	0	0	75	1	180
08:15 AM - 08:30 AM	1	0	0	0	0	0	1	78	0	0	82	1	163
08:30 AM - 08:45 AM	1	0	0	0	0	0	0	80	0	0	67	1	149
08:45 AM - 09:00 AM	1	0	0	0	0	0	0	89	0	0	58	2	150
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	1	0	0	0	0	99	0	0	105	4	217
04:15 PM - 04:30 PM	1	0	0	0	0	0	0	74	0	0	88	1	164
04:30 PM - 04:45 PM	1	0	0	0	0	0	0	73	0	0	96	3	173
04:45 PM - 05:00 PM	0	0	0	0	0	0	0	102	0	0	80	4	186
05:00 PM - 05:15 PM	1	0	0	0	0	0	0	78	0	0	77	3	159
05:15 PM - 05:30 PM	12	0	0	0	0	0	0	83	0	0	105	3	203
05:30 PM - 05:45 PM	2	0	1	0	0	0	0	98	0	0	94	4	199
05:45 PM - 06:00 PM	0	0	0	0	0	0	0	77	0	0	92	1	170
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

Synchro Capacity Analyses

1: Stonewall Tell Road & South Fulton Parkway (SR 14 Alt/US 29 Alt)

Existing 2025 AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	1277	64	84	729	162	61	149	200	382	175	46
Future Volume (veh/h)	27	1277	64	84	729	162	61	149	200	382	175	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1841	1826	1796	1796	1796	1870	1811	1856	1856	1856	1707
Adj Flow Rate, veh/h	28	1330	67	88	759	169	64	155	208	398	182	48
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	7	4	5	7	7	7	2	6	3	3	3	13
Cap, veh/h	353	1936	857	218	2159	963	225	279	242	289	407	107
Arrive On Green	0.55	0.55	0.55	0.04	0.63	0.63	0.15	0.15	0.15	0.09	0.29	0.29
Sat Flow, veh/h	579	3497	1547	1711	3413	1522	1151	1811	1572	1767	1415	373
Grp Volume(v), veh/h	28	1330	67	88	759	169	64	155	208	398	0	230
Grp Sat Flow(s),veh/h/ln	579	1749	1547	1711	1706	1522	1151	1811	1572	1767	0	1788
Q Serve(g_s), s	3.6	41.1	3.0	3.2	15.8	6.9	7.5	11.9	19.3	14.0	0.0	15.8
Cycle Q Clear(g_c), s	7.5	41.1	3.0	3.2	15.8	6.9	7.5	11.9	19.3	14.0	0.0	15.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	353	1936	857	218	2159	963	225	279	242	289	0	514
V/C Ratio(X)	0.08	0.69	0.08	0.40	0.35	0.18	0.28	0.56	0.86	1.38	0.00	0.45
Avail Cap(c_a), veh/h	353	1936	857	311	2159	963	385	531	461	289	0	763
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	0.92	0.92	0.92	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.6	24.1	15.6	20.4	13.0	11.4	56.8	58.7	61.9	55.2	0.0	43.7
Incr Delay (d2), s/veh	0.4	2.0	0.2	1.1	0.4	0.4	0.7	1.7	8.6	191.0	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	16.2	1.1	1.2	5.6	2.4	2.2	5.6	8.2	19.5	0.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.0	26.1	15.8	21.5	13.4	11.7	57.5	60.4	70.5	246.2	0.0	44.3
LnGrp LOS	B	C	B	C	B	B	E	E	E	F		D
Approach Vol, veh/h		1425			1016			427			628	
Approach Delay, s/veh		25.5			13.8			64.9			172.2	
Approach LOS		C			B			E			F	

Timer - Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		100.9	20.0	29.1	11.8	89.1		49.1				
Change Period (Y+Rc), s		6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		74.0	14.0	44.0	14.0	54.0		64.0				
Max Q Clear Time (g_c+I1), s		17.8	16.0	21.3	5.2	43.1		17.8				
Green Ext Time (p_c), s		5.8	0.0	1.8	0.1	6.4		1.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	53.3
HCM 7th LOS	D

1: Stonewall Tell Road & South Fulton Parkway (SR 14 Alt/US 29 Alt)

Existing 2025 AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	28	1330	67	88	759	169	64	155	208	398	230
v/c Ratio	0.08	0.68	0.07	0.41	0.34	0.16	0.45	0.70	0.55	1.51	0.50
Control Delay (s/veh)	18.4	26.6	0.7	14.4	14.6	7.6	69.3	78.3	13.1	284.6	48.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.4	26.6	0.7	14.4	14.6	7.6	69.3	78.3	13.1	284.6	48.2
Queue Length 50th (ft)	12	462	0	44	240	63	59	148	3	~439	184
Queue Length 95th (ft)	35	649	5	78	321	124	105	217	77	#724	254
Internal Link Dist (ft)		1253			4534			2232			660
Turn Bay Length (ft)	250		125	250		125	100		275	100	
Base Capacity (vph)	364	1956	914	269	2232	1039	336	525	604	263	753
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.68	0.07	0.33	0.34	0.16	0.19	0.30	0.34	1.51	0.31

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	1784	20	80	911	111	16	42	48	177	70	70
Future Volume (veh/h)	57	1784	20	80	911	111	16	42	48	177	70	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1856	1604	803	1811	1752	1441	1870	1218	1722	1870	1796
Adj Flow Rate, veh/h	59	1839	21	82	939	114	16	43	49	182	72	72
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	7	3	20	74	6	10	31	2	46	12	2	7
Cap, veh/h	354	2116	814	106	2122	914	100	253	234	233	194	194
Arrive On Green	0.04	0.60	0.60	0.05	0.62	0.62	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1711	3526	1357	765	3441	1482	307	1118	1031	1200	857	857
Grp Volume(v), veh/h	59	1839	21	82	939	114	59	0	49	182	0	144
Grp Sat Flow(s),veh/h/ln	1711	1763	1357	765	1721	1482	1425	0	1031	1200	0	1715
Q Serve(g_s), s	1.9	65.4	0.9	6.2	21.6	4.8	0.2	0.0	5.8	22.7	0.0	10.6
Cycle Q Clear(g_c), s	1.9	65.4	0.9	6.2	21.6	4.8	10.8	0.0	5.8	33.5	0.0	10.6
Prop In Lane	1.00		1.00	1.00		1.00	0.27		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	354	2116	814	106	2122	914	354	0	234	233	0	389
V/C Ratio(X)	0.17	0.87	0.03	0.77	0.44	0.12	0.17	0.00	0.21	0.78	0.00	0.37
Avail Cap(c_a), veh/h	451	2116	814	111	2122	914	354	0	234	233	0	389
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)	0.43	0.43	0.43	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.6	25.1	12.2	34.5	15.1	11.9	46.4	0.0	47.1	63.2	0.0	49.0
Incr Delay (d2), s/veh	0.1	2.3	0.0	26.8	0.7	0.3	0.2	0.0	0.4	15.5	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	25.0	0.3	2.5	7.9	1.5	1.8	0.0	1.5	7.9	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.7	27.4	12.2	61.3	15.8	12.2	46.6	0.0	47.5	78.7	0.0	49.6
LnGrp LOS	B	C	B	E	B	B	D		D	E		D
Approach Vol, veh/h		1919			1135			108			326	
Approach Delay, s/veh		26.8			18.7			47.0			65.8	
Approach LOS		C			B			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.5	98.5		40.0	14.0	96.0		40.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	14.0	84.0		34.0	9.0	89.0		34.0
Max Q Clear Time (g_c+I1), s	3.9	23.6		35.5	8.2	67.4		12.8
Green Ext Time (p_c), s	0.1	7.4		0.0	0.0	13.5		0.4

Intersection Summary		
HCM 7th Control Delay, s/veh		28.4
HCM 7th LOS		C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	59	1839	21	82	939	114	59	49	182	144
v/c Ratio	0.15	0.84	0.02	0.75	0.41	0.11	0.21	0.20	0.84	0.45
Control Delay (s/veh)	7.1	25.2	0.1	73.2	13.3	4.7	52.2	7.4	88.9	45.8
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)	7.1	25.2	0.1	73.2	13.3	4.7	52.2	7.4	88.9	45.8
Queue Length 50th (ft)	13	904	0	47	220	13	50	0	173	99
Queue Length 95th (ft)	m21	m655	m0	#166	310	42	90	24	255	162
Internal Link Dist (ft)		4534			1884		297			882
Turn Bay Length (ft)	250		125	550		125		25	150	
Base Capacity (vph)	467	2187	845	110	2282	1008	352	300	276	402
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.84	0.02	0.75	0.41	0.11	0.17	0.16	0.66	0.36

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	3	5	87	135	48
Future Vol, veh/h	30	3	5	87	135	48
Conflicting Peds, #/hr	1	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	78	78	78	78	78	78
Heavy Vehicles, %	3	2	20	33	46	2
Mvmt Flow	38	4	6	112	173	62

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	329	204	235	0	-	0
Stage 1	204	-	-	-	-	-
Stage 2	125	-	-	-	-	-
Critical Hdwy	6.43	6.22	4.3	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.318	2.38	-	-	-
Pot Cap-1 Maneuver	692	880	1246	-	-	-
Stage 1	851	-	-	-	-	-
Stage 2	898	-	-	-	-	-
Platoon blocked, %	0	0	0	-	-	-
Mov Cap-1 Maneuver	688	880	1246	-	-	-
Mov Cap-2 Maneuver	688	-	-	-	-	-
Stage 1	846	-	-	-	-	-
Stage 2	898	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.46	0.43	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	98	-	702	-	-
HCM Lane V/C Ratio	0.005	-	0.06	-	-
HCM Control Delay (s/veh)	7.9	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	11.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	247	1120	0	1	372	63	1	2	7	30	3	199
Future Vol, veh/h	247	1120	0	1	372	63	1	2	7	30	3	199
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
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	4	2	2	9	3	2	2	43	2	2	4
Mvmt Flow	263	1191	0	1	396	67	1	2	7	32	3	212

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	464	0	0	1191	0	0	1919	2183	598	1557	2149	232
Stage 1	-	-	-	-	-	-	1717	1717	-	432	432	-
Stage 2	-	-	-	-	-	-	202	466	-	1124	1717	-
Critical Hdwy	4.2	-	-	4.14	-	-	7.54	6.54	7.76	7.54	6.54	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.25	-	-	2.22	-	-	3.52	4.02	3.73	3.52	4.02	3.34
Pot Cap-1 Maneuver	1073	-	-	582	-	-	41	45	357	76	48	764
Stage 1	-	-	-	-	-	-	93	143	-	572	580	-
Stage 2	-	-	-	-	-	-	781	561	-	219	143	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1072	-	-	582	-	-	21	34	356	54	36	763
Mov Cap-2 Maneuver	-	-	-	-	-	-	21	34	-	54	36	-
Stage 1	-	-	-	-	-	-	70	108	-	570	579	-
Stage 2	-	-	-	-	-	-	560	559	-	158	108	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.71	0.03	57.57	89.12
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	79	1072	-	-	582	-	-	256
HCM Lane V/C Ratio	0.135	0.245	-	-	0.002	-	-	0.963
HCM Control Delay (s/veh)	57.6	9.4	-	-	11.2	-	-	89.1
HCM Lane LOS	F	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.4	1	-	-	0	-	-	9

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1	1	408	304	5
Future Vol, veh/h	5	1	1	408	304	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Free
Storage Length	0	0	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	100	100	2	2	3	100
Mvmt Flow	5	1	1	429	320	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	752	320	320	0	-	0
Stage 1	320	-	-	-	-	-
Stage 2	432	-	-	-	-	-
Critical Hdwy	7.4	7.2	4.12	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.2	2.218	-	-	-
Pot Cap-1 Maneuver	278	627	1258	-	-	0
Stage 1	613	-	-	-	-	0
Stage 2	489	-	-	-	-	0
Platoon blocked, %	0	0	0	-	-	
Mov Cap-1 Maneuver	278	627	1258	-	-	-
Mov Cap-2 Maneuver	278	-	-	-	-	-
Stage 1	613	-	-	-	-	-
Stage 2	489	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	16.96	0.02	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	4	-	278	627	-
HCM Lane V/C Ratio	0.001	-	0.019	0.002	-
HCM Control Delay (s/veh)	7.9	0	18.2	10.8	-
HCM Lane LOS	A	A	C	B	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-

1: Stonewall Tell Road & South Fulton Parkway (SR 14 Alt/US 29 Alt)

Existing 2025 PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	869	49	219	1328	424	49	205	184	226	187	56
Future Volume (veh/h)	33	869	49	219	1328	424	49	205	184	226	187	56
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	1811	1826	1811	1870	1856	1856	1811	1811	1856	1811	1796	1826
Adj Flow Rate, veh/h	34	887	50	223	1355	433	50	209	188	231	191	57
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	5	6	2	3	3	6	6	3	6	7	5
Cap, veh/h	172	2043	903	426	2432	1084	162	256	222	170	312	93
Arrive On Green	0.59	0.59	0.59	0.06	0.69	0.69	0.14	0.14	0.14	0.06	0.24	0.24
Sat Flow, veh/h	256	3469	1534	1781	3526	1571	1096	1811	1572	1725	1328	396
Grp Volume(v), veh/h	34	887	50	223	1355	433	50	209	188	231	0	248
Grp Sat Flow(s),veh/h/ln	256	1735	1534	1781	1763	1571	1096	1811	1572	1725	0	1725
Q Serve(g_s), s	12.3	22.6	2.2	7.7	31.0	18.9	6.8	17.9	18.7	9.0	0.0	20.5
Cycle Q Clear(g_c), s	27.2	22.6	2.2	7.7	31.0	18.9	12.4	17.9	18.7	9.0	0.0	20.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	172	2043	903	426	2432	1084	162	256	222	170	0	406
V/C Ratio(X)	0.20	0.43	0.06	0.52	0.56	0.40	0.31	0.82	0.85	1.36	0.00	0.61
Avail Cap(c_a), veh/h	172	2043	903	580	2432	1084	308	498	432	170	0	636
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	0.56	0.56	0.56	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.4	18.2	14.0	13.3	12.5	10.6	66.9	66.7	67.0	63.0	0.0	54.6
Incr Delay (d2), s/veh	2.6	0.7	0.1	0.6	0.5	0.6	1.1	6.3	8.5	194.1	0.0	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	8.7	0.8	2.8	11.0	6.4	2.0	8.7	8.0	11.9	0.0	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.0	18.8	14.1	13.9	13.0	11.2	67.9	72.9	75.5	257.1	0.0	56.1
LnGrp LOS	C	B	B	B	B	B	E	E	E	F		E
Approach Vol, veh/h		971			2011			447			479	
Approach Delay, s/veh		18.9			12.7			73.4			153.0	
Approach LOS		B			B			E			F	

Timer - Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		116.4	15.0	28.6	16.2	100.2		43.6				
Change Period (Y+Rc), s		6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		84.0	9.0	44.0	24.0	59.0		59.0				
Max Q Clear Time (g_c+I1), s		33.0	11.0	20.7	9.7	29.2		22.5				
Green Ext Time (p_c), s		15.2	0.0	2.0	0.5	7.3		1.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	38.4
HCM 7th LOS	D

1: Stonewall Tell Road & South Fulton Parkway (SR 14 Alt/US 29 Alt)

Existing 2025 PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	34	887	50	223	1355	433	50	209	188	231	248
v/c Ratio	0.19	0.46	0.06	0.54	0.57	0.39	0.30	0.77	0.47	1.26	0.57
Control Delay (s/veh)	25.3	23.8	0.1	15.4	22.5	11.9	62.9	82.4	10.7	195.3	55.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.3	23.8	0.1	15.4	22.5	11.9	62.9	82.4	10.7	195.3	55.1
Queue Length 50th (ft)	17	279	0	131	635	252	47	213	0	~271	220
Queue Length 95th (ft)	51	418	0	m139	773	292	88	291	70	#422	295
Internal Link Dist (ft)		1253			4534			2232			660
Turn Bay Length (ft)	250		125	250		125	100		275	100	
Base Capacity (vph)	181	1909	873	497	2378	1123	298	492	567	184	642
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.46	0.06	0.45	0.57	0.39	0.17	0.42	0.33	1.26	0.39

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	1189	20	69	1815	139	21	55	63	113	55	80
Future Volume (veh/h)	58	1189	20	69	1815	139	21	55	63	113	55	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1811	1678	1263	1856	1826	1618	1870	1693	1737	1767	1826
Adj Flow Rate, veh/h	62	1265	21	73	1931	148	22	59	67	120	59	85
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	6	15	43	3	5	19	2	14	11	9	5
Cap, veh/h	151	2233	923	217	2291	1006	84	211	290	185	132	191
Arrive On Green	0.04	0.65	0.65	0.04	0.65	0.65	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1767	3441	1422	1203	3526	1547	274	1042	1434	1175	654	943
Grp Volume(v), veh/h	62	1265	21	73	1931	148	81	0	67	120	0	144
Grp Sat Flow(s),veh/h/ln	1767	1721	1422	1203	1763	1547	1316	0	1434	1175	0	1597
Q Serve(g_s), s	1.8	32.7	0.8	3.3	67.8	5.9	0.9	0.0	6.3	16.0	0.0	12.6
Cycle Q Clear(g_c), s	1.8	32.7	0.8	3.3	67.8	5.9	13.4	0.0	6.3	29.4	0.0	12.6
Prop In Lane	1.00		1.00	1.00		1.00	0.27		1.00	1.00		0.59
Lane Grp Cap(c), veh/h	151	2233	923	217	2291	1006	295	0	290	185	0	323
V/C Ratio(X)	0.41	0.57	0.02	0.34	0.84	0.15	0.27	0.00	0.23	0.65	0.00	0.45
Avail Cap(c_a), veh/h	189	2233	923	241	2291	1006	414	0	394	270	0	439
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)	0.76	0.76	0.76	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.3	15.6	10.0	13.0	21.7	10.8	53.8	0.0	53.4	69.1	0.0	55.9
Incr Delay (d2), s/veh	1.3	0.8	0.0	0.9	4.0	0.3	0.5	0.0	0.4	3.8	0.0	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	1.4	11.8	0.3	0.8	26.0	2.0	2.7	0.0	2.3	5.0	0.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.7	16.4	10.0	13.9	25.7	11.2	54.3	0.0	53.8	72.9	0.0	56.9
LnGrp LOS	C	B	B	B	C	B	D		D	E		E
Approach Vol, veh/h		1348			2152			148			264	
Approach Delay, s/veh		16.9			24.3			54.1			64.2	
Approach LOS		B			C			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.6	110.0		38.4	11.8	109.9		38.4
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	9.0	89.0		44.0	9.0	89.0		44.0
Max Q Clear Time (g_c+I1), s	3.8	69.8		31.4	5.3	34.7		15.4
Green Ext Time (p_c), s	0.0	13.5		1.0	0.0	10.9		0.6

Intersection Summary		
HCM 7th Control Delay, s/veh		25.6
HCM 7th LOS		C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	62	1265	21	73	1931	148	81	67	120	144
v/c Ratio	0.38	0.53	0.02	0.32	0.76	0.13	0.45	0.28	0.76	0.56
Control Delay (s/veh)	23.6	9.9	0.1	8.5	18.9	5.7	69.9	17.6	95.2	51.6
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)	23.6	9.9	0.1	8.5	18.9	5.7	69.9	17.6	95.2	51.6
Queue Length 50th (ft)	12	167	0	15	632	26	79	6	123	98
Queue Length 95th (ft)	m43	m206	m0	35	961	65	130	51	189	165
Internal Link Dist (ft)		4534			1884		297			882
Turn Bay Length (ft)	250		125	550		125		25	150	
Base Capacity (vph)	181	2402	1008	238	2525	1125	374	433	323	478
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.53	0.02	0.31	0.76	0.13	0.22	0.15	0.37	0.30

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	71	7	1	74	104	45
Future Vol, veh/h	71	7	1	74	104	45
Conflicting Peds, #/hr	1	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	87	87	87	87	87	87
Heavy Vehicles, %	2	14	2	15	30	2
Mvmt Flow	82	8	1	85	120	52

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	234	145	171	0	-	0
Stage 1	145	-	-	-	-	-
Stage 2	88	-	-	-	-	-
Critical Hdwy	6.42	6.34	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.426	2.218	-	-	-
Pot Cap-1 Maneuver	783	909	1417	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	935	-	-	-	-	-
Platoon blocked, %	0	0	0	-	-	-
Mov Cap-1 Maneuver	782	909	1417	-	-	-
Mov Cap-2 Maneuver	782	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	935	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.12	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	24	-	792	-	-
HCM Lane V/C Ratio	0.001	-	0.113	-	-
HCM Control Delay (s/veh)	7.5	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection	
Int Delay, s/veh	19.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	206	693	3	5	1291	56	0	0	4	10	0	194
Future Vol, veh/h	206	693	3	5	1291	56	0	0	4	10	0	194
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	5	2	20	5	2	2	2	2	2	2	5
Mvmt Flow	215	722	3	5	1345	58	0	0	4	10	0	202

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1404	0	0	725	0	0	1835	2567	365	2177	2540	703
Stage 1	-	-	-	-	-	-	1153	1153	-	1385	1385	-
Stage 2	-	-	-	-	-	-	683	1415	-	792	1154	-
Critical Hdwy	4.14	-	-	4.5	-	-	7.54	6.54	6.94	7.54	6.54	7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.4	-	-	3.52	4.02	3.32	3.52	4.02	3.35
Pot Cap-1 Maneuver	482	-	-	764	-	-	47	26	632	26	27	373
Stage 1	-	-	-	-	-	-	210	270	-	151	209	-
Stage 2	-	-	-	-	-	-	405	202	-	348	270	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	482	-	-	764	-	-	12	14	631	14	15	373
Mov Cap-2 Maneuver	-	-	-	-	-	-	12	14	-	14	15	-
Stage 1	-	-	-	-	-	-	116	150	-	150	207	-
Stage 2	-	-	-	-	-	-	185	200	-	192	150	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	4.19	0.04	10.74	218.2
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	631	482	-	-	764	-	-	166
HCM Lane V/C Ratio	0.007	0.445	-	-	0.007	-	-	1.281
HCM Control Delay (s/veh)	10.7	18.3	-	-	9.7	-	-	218.2
HCM Lane LOS	B	C	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0	2.3	-	-	0	-	-	12.3

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	1	0	361	356	14
Future Vol, veh/h	15	1	0	361	356	14
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Free
Storage Length	0	0	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	93	100	0	2	3	93
Mvmt Flow	16	1	0	392	387	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	781	389	389	0	-	0
Stage 1	389	-	-	-	-	-
Stage 2	392	-	-	-	-	-
Critical Hdwy	7.33	7.2	4.1	-	-	-
Critical Hdwy Stg 1	6.33	-	-	-	-	-
Critical Hdwy Stg 2	6.33	-	-	-	-	-
Follow-up Hdwy	4.337	4.2	2.2	-	-	-
Pot Cap-1 Maneuver	271	566	1187	-	-	0
Stage 1	571	-	-	-	-	0
Stage 2	522	-	-	-	-	0
Platoon blocked, %	0	0	0	-	-	
Mov Cap-1 Maneuver	270	565	1185	-	-	-
Mov Cap-2 Maneuver	270	-	-	-	-	-
Stage 1	570	-	-	-	-	-
Stage 2	522	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	18.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	1185	-	270	565	-
HCM Lane V/C Ratio	-	-	0.06	0.002	-
HCM Control Delay (s/veh)	0	-	19.2	11.4	-
HCM Lane LOS	A	-	C	B	-
HCM 95th %tile Q(veh)	0	-	0.2	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	1496	75	98	854	190	71	175	234	448	205	54
Future Volume (veh/h)	32	1496	75	98	854	190	71	175	234	448	205	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1841	1826	1796	1796	1796	1870	1811	1856	1856	1856	1707
Adj Flow Rate, veh/h	33	1558	78	102	890	198	74	182	244	341	391	56
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	7	4	5	7	7	7	2	6	3	3	3	13
Cap, veh/h	219	1525	675	116	1540	687	292	297	321	353	371	325
Arrive On Green	0.02	0.44	0.44	0.04	0.45	0.45	0.16	0.16	0.16	0.20	0.20	0.20
Sat Flow, veh/h	1711	3497	1547	1711	3413	1522	1781	1811	1572	1767	1856	1447
Grp Volume(v), veh/h	33	1558	78	102	890	198	74	182	244	341	391	56
Grp Sat Flow(s),veh/h/ln	1711	1749	1547	1711	1706	1522	1781	1811	1572	1767	1856	1447
Q Serve(g_s), s	1.6	65.4	4.5	5.0	29.0	12.3	5.4	14.0	21.9	28.7	30.0	4.7
Cycle Q Clear(g_c), s	1.6	65.4	4.5	5.0	29.0	12.3	5.4	14.0	21.9	28.7	30.0	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	219	1525	675	116	1540	687	292	297	321	353	371	325
V/C Ratio(X)	0.15	1.02	0.12	0.88	0.58	0.29	0.25	0.61	0.76	0.96	1.05	0.17
Avail Cap(c_a), veh/h	233	1525	675	116	1540	687	321	326	346	353	371	325
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	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	42.3	25.1	36.2	30.6	26.0	54.7	58.3	56.2	59.5	60.0	46.9
Incr Delay (d2), s/veh	0.3	28.7	0.3	44.2	1.4	1.0	0.5	2.9	8.9	38.5	61.5	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	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	32.5	1.7	3.4	11.7	4.5	2.5	6.7	9.4	16.4	20.2	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.1	71.0	25.5	80.4	32.0	26.9	55.1	61.2	65.1	97.9	121.5	47.1
LnGrp LOS	C	F	C	F	C	C	E	E	E	F	F	D
Approach Vol, veh/h		1669			1190			500			788	
Approach Delay, s/veh		68.0			35.3			62.2			106.0	
Approach LOS		E			D			E			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.7	73.7		30.6	12.0	71.4		36.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	5.0	64.0		27.0	6.0	63.0		30.0
Max Q Clear Time (g_c+I1), s	3.6	31.0		23.9	7.0	67.4		32.0
Green Ext Time (p_c), s	0.0	6.9		0.7	0.0	0.0		0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	65.1
HCM 7th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

1: Stonewall Tell Road & South Fulton Parkway (SR 14 Alt/US 29 Alt)

Projected 2033 No-Build Conditions AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	33	1558	78	102	890	198	67	189	244	336	345	56
v/c Ratio	0.15	1.06	0.11	0.84	0.59	0.27	0.28	0.78	0.71	0.88	0.88	0.12
Control Delay (s/veh)	20.9	82.6	1.9	71.3	27.8	8.1	58.9	83.1	36.7	80.0	78.8	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)	20.9	82.6	1.9	71.3	27.8	8.1	58.9	83.1	36.7	80.0	78.8	7.4
Queue Length 50th (ft)	16	~885	0	50	367	70	62	189	102	334	343	0
Queue Length 95th (ft)	36	#1024	14	#169	440	87	110	274	193	#575	#585	29
Internal Link Dist (ft)		1253			4534			2232			660	
Turn Bay Length (ft)	250		125	250		125	100		275	100		125
Base Capacity (vph)	219	1470	714	122	1517	738	302	306	346	381	393	478
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	1.06	0.11	0.84	0.59	0.27	0.22	0.62	0.71	0.88	0.88	0.12

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	2090	23	94	1067	130	19	49	56	207	82	82
Future Volume (veh/h)	67	2090	23	94	1067	130	19	49	56	207	82	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1856	1604	803	1811	1752	1441	1870	1218	1722	1870	1796
Adj Flow Rate, veh/h	69	2155	24	97	1100	134	20	51	58	213	85	85
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	7	3	20	74	6	10	31	2	46	12	2	7
Cap, veh/h	356	2406	926	105	2412	1039	92	264	146	364	121	121
Arrive On Green	0.04	0.68	0.68	0.06	0.70	0.70	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1711	3526	1357	765	3441	1482	935	1870	1030	2288	857	857
Grp Volume(v), veh/h	69	2155	24	97	1100	134	20	51	58	213	0	170
Grp Sat Flow(s),veh/h/ln	1711	1763	1357	765	1721	1482	935	1870	1030	1144	0	1714
Q Serve(g_s), s	1.8	74.9	0.9	6.6	21.1	4.5	3.1	3.6	7.7	13.6	0.0	14.2
Cycle Q Clear(g_c), s	1.8	74.9	0.9	6.6	21.1	4.5	17.3	3.6	7.7	17.2	0.0	14.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	356	2406	926	105	2412	1039	92	264	146	364	0	242
V/C Ratio(X)	0.19	0.90	0.03	0.92	0.46	0.13	0.22	0.19	0.40	0.59	0.00	0.70
Avail Cap(c_a), veh/h	451	2406	926	108	2412	1039	172	424	234	560	0	388
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)	0.11	0.11	0.11	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.4	19.5	7.7	40.6	9.9	7.4	69.7	56.9	58.6	64.5	0.0	61.4
Incr Delay (d2), s/veh	0.0	0.7	0.0	61.4	0.6	0.3	1.2	0.4	1.8	1.5	0.0	3.7
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	0.6	25.8	0.2	4.2	7.1	1.3	0.8	1.7	2.1	4.0	0.0	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.5	20.1	7.7	102.1	10.5	7.6	70.8	57.2	60.4	66.0	0.0	65.1
LnGrp LOS	A	C	A	F	B	A	E	E	E	E		E
Approach Vol, veh/h		2248			1331			129			383	
Approach Delay, s/veh		19.6			16.9			60.7			65.6	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.7	111.2		27.2	14.4	108.4		27.2
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	14.0	84.0		34.0	9.0	89.0		34.0
Max Q Clear Time (g_c+I1), s	3.8	23.1		19.2	8.6	76.9		19.3
Green Ext Time (p_c), s	0.1	9.4		1.7	0.0	10.0		0.4

Intersection Summary		
HCM 7th Control Delay, s/veh		24.3
HCM 7th LOS		C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	69	2155	24	97	1100	134	20	51	58	213	170
v/c Ratio	0.19	0.98	0.03	0.62	0.45	0.12	0.28	0.22	0.29	0.70	0.71
Control Delay (s/veh)	5.6	35.0	0.4	54.5	10.3	1.6	67.2	59.0	13.8	74.7	66.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.6	35.0	0.4	54.5	10.3	1.6	67.2	59.0	13.8	74.7	66.7
Queue Length 50th (ft)	8	1054	0	59	223	0	18	46	0	104	133
Queue Length 95th (ft)	m12	m#1142	m0	#147	328	24	45	85	36	143	207
Internal Link Dist (ft)		4534			1884			297			882
Turn Bay Length (ft)	550		275	550		300	125		125	75	
Base Capacity (vph)	442	2204	851	157	2459	1097	127	422	300	540	402
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.98	0.03	0.62	0.45	0.12	0.16	0.12	0.19	0.39	0.42

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	4	6	102	158	56
Future Vol, veh/h	35	4	6	102	158	56
Conflicting Peds, #/hr	1	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	78	78	78	78	78	78
Heavy Vehicles, %	3	2	20	33	46	2
Mvmt Flow	45	5	8	131	203	72

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	386	238	274	0	-	0
Stage 1	238	-	-	-	-	-
Stage 2	147	-	-	-	-	-
Critical Hdwy	6.43	6.22	4.3	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.318	2.38	-	-	-
Pot Cap-1 Maneuver	644	848	1203	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	878	-	-	-	-	-
Platoon blocked, %	0	0	0	-	-	-
Mov Cap-1 Maneuver	640	848	1203	-	-	-
Mov Cap-2 Maneuver	640	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	878	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.94	0.45	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	100	-	656	-	-
HCM Lane V/C Ratio	0.006	-	0.076	-	-
HCM Control Delay (s/veh)	8	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	52.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	289	1312	0	1	436	74	1	2	8	35	4	233
Future Vol, veh/h	289	1312	0	1	436	74	1	2	8	35	4	233
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
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	4	0	2	9	3	2	2	43	2	2	4
Mvmt Flow	307	1396	0	1	464	79	1	2	9	37	4	248

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	544	0	0	1396	0	0	2247	2556	700	1822	2517	272
Stage 1	-	-	-	-	-	-	2011	2011	-	506	506	-
Stage 2	-	-	-	-	-	-	236	546	-	1316	2011	-
Critical Hdwy	4.2	-	-	4.14	-	-	7.54	6.54	7.76	7.54	6.54	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.25	-	-	2.22	-	-	3.52	4.02	3.73	3.52	4.02	3.34
Pot Cap-1 Maneuver	1001	-	-	486	-	-	23	26	300	48	28	719
Stage 1	-	-	-	-	-	-	61	102	-	517	538	-
Stage 2	-	-	-	-	-	-	746	516	-	167	102	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1000	-	-	486	-	-	9	18	300	~ 30	19	719
Mov Cap-2 Maneuver	-	-	-	-	-	-	9	18	-	~ 30	19	-
Stage 1	-	-	-	-	-	-	42	71	-	515	536	-
Stage 2	-	-	-	-	-	-	484	515	-	108	71	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.84	0.02	116.18	$ 445.07
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	43	1000	-	-	486	-	-	158
HCM Lane V/C Ratio	0.27	0.307	-	-	0.002	-	-	1.828
HCM Control Delay (s/veh)	116.2	10.2	-	-	12.4	-	-	$ 445.1
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.9	1.3	-	-	0	-	-	21.4

Notes

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	1	1	478	356	6
Future Vol, veh/h	6	1	1	478	356	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Free
Storage Length	0	0	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	100	100	2	2	3	100
Mvmt Flow	6	1	1	503	375	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	880	375	375	0	-	0
Stage 1	375	-	-	-	-	-
Stage 2	505	-	-	-	-	-
Critical Hdwy	7.4	7.2	4.12	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	4.2	2.218	-	-	-
Pot Cap-1 Maneuver	221	588	1196	-	-	0
Stage 1	579	-	-	-	-	0
Stage 2	447	-	-	-	-	0
Platoon blocked, %	0	0	0	-	-	
Mov Cap-1 Maneuver	221	588	1196	-	-	-
Mov Cap-2 Maneuver	221	-	-	-	-	-
Stage 1	578	-	-	-	-	-
Stage 2	447	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	20.23	0.02	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	4	-	221	588	-
HCM Lane V/C Ratio	0.001	-	0.029	0.002	-
HCM Control Delay (s/veh)	8	0	21.8	11.1	-
HCM Lane LOS	A	A	C	B	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	1018	57	257	1556	497	57	240	216	265	219	66
Future Volume (veh/h)	39	1018	57	257	1556	497	57	240	216	265	219	66
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	1811	1826	1811	1870	1856	1856	1811	1811	1856	1811	1796	1826
Adj Flow Rate, veh/h	40	1039	58	262	1588	507	58	245	220	247	256	67
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	5	6	2	3	3	6	6	3	6	7	5
Cap, veh/h	110	1726	763	257	1794	800	267	280	302	277	288	288
Arrive On Green	0.03	0.50	0.50	0.04	0.51	0.51	0.15	0.15	0.15	0.16	0.16	0.16
Sat Flow, veh/h	1725	3469	1533	1781	3526	1571	1725	1811	1572	1725	1796	1547
Grp Volume(v), veh/h	40	1039	58	262	1588	507	58	245	220	247	256	67
Grp Sat Flow(s),veh/h/ln	1725	1735	1533	1781	1763	1571	1725	1811	1572	1725	1796	1547
Q Serve(g_s), s	1.8	34.4	3.2	6.0	64.4	37.4	4.7	21.2	21.0	22.5	22.3	5.9
Cycle Q Clear(g_c), s	1.8	34.4	3.2	6.0	64.4	37.4	4.7	21.2	21.0	22.5	22.3	5.9
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	110	1726	763	257	1794	800	267	280	302	277	288	288
V/C Ratio(X)	0.36	0.60	0.08	1.02	0.88	0.63	0.22	0.87	0.73	0.89	0.89	0.23
Avail Cap(c_a), veh/h	119	1726	763	257	1794	800	345	362	373	323	337	330
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	0.34	0.34	0.34	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	28.8	21.0	45.8	35.1	28.5	59.2	66.1	60.7	65.8	65.8	55.4
Incr Delay (d2), s/veh	2.0	1.6	0.2	37.7	2.5	1.3	0.4	17.0	5.4	23.0	21.7	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	14.0	1.1	10.1	26.4	13.6	2.1	11.1	8.8	11.6	11.9	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.1	30.4	21.2	83.4	37.6	29.8	59.6	83.1	66.1	88.9	87.4	55.8
LnGrp LOS	D	C	C	F	D	C	E	F	E	F	F	E
Approach Vol, veh/h		1137			2357			523			570	
Approach Delay, s/veh		30.1			41.0			73.4			84.3	
Approach LOS		C			D			E			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.2	87.4		30.7	12.0	85.6		31.7
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	5.0	69.0		32.0	6.0	68.0		30.0
Max Q Clear Time (g_c+I1), s	3.8	66.4		23.2	8.0	36.4		24.5
Green Ext Time (p_c), s	0.0	2.3		1.6	0.0	7.6		1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	47.4
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

1: Stonewall Tell Road & South Fulton Parkway (SR 14 Alt/US 29 Alt)

Projected 2033 No-Build Conditions PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	40	1039	58	262	1588	507	52	251	220	240	253	67
v/c Ratio	0.37	0.71	0.08	1.06	0.97	0.62	0.19	0.86	0.48	0.87	0.88	0.16
Control Delay (s/veh)	30.0	41.2	0.4	83.5	37.5	11.9	56.5	89.7	23.2	92.4	93.7	12.7
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)	30.0	41.2	0.4	83.5	37.5	11.9	56.5	89.7	23.2	92.4	93.7	12.7
Queue Length 50th (ft)	20	467	0	~190	~942	287	49	269	81	255	270	5
Queue Length 95th (ft)	43	552	2	m#283	#1078	m247	91	375	154	#395	#414	47
Internal Link Dist (ft)		1253			4534			2232			660	
Turn Bay Length (ft)	250		125	250		125	100		275	100		125
Base Capacity (vph)	107	1461	692	247	1644	812	323	340	455	303	314	423
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.71	0.08	1.06	0.97	0.62	0.16	0.74	0.48	0.79	0.81	0.16

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	1393	23	81	2127	163	25	64	74	132	64	94
Future Volume (veh/h)	68	1393	23	81	2127	163	25	64	74	132	64	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1811	1678	1263	1856	1826	1618	1870	1693	1737	1767	1826
Adj Flow Rate, veh/h	72	1482	24	86	2263	173	27	68	79	140	68	100
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	6	15	43	3	5	19	2	14	11	9	5
Cap, veh/h	135	2438	1007	204	2500	1097	89	266	204	336	92	135
Arrive On Green	0.04	0.71	0.71	0.04	0.71	0.71	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1767	3441	1422	1203	3526	1547	1053	1870	1434	2236	646	950
Grp Volume(v), veh/h	72	1482	24	86	2263	173	27	68	79	140	0	168
Grp Sat Flow(s),veh/h/ln	1767	1721	1422	1203	1763	1547	1053	1870	1434	1118	0	1596
Q Serve(g_s), s	1.7	35.3	0.8	3.1	83.4	5.9	4.0	5.2	8.0	9.5	0.0	16.1
Cycle Q Clear(g_c), s	1.7	35.3	0.8	3.1	83.4	5.9	20.2	5.2	8.0	14.7	0.0	16.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.60
Lane Grp Cap(c), veh/h	135	2438	1007	204	2500	1097	89	266	204	336	0	227
V/C Ratio(X)	0.53	0.61	0.02	0.42	0.91	0.16	0.30	0.26	0.39	0.42	0.00	0.74
Avail Cap(c_a), veh/h	170	2438	1007	227	2500	1097	228	514	394	632	0	439
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)	0.65	0.65	0.65	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.2	12.0	6.9	11.7	18.9	7.6	75.4	61.0	62.3	67.6	0.0	65.8
Incr Delay (d2), s/veh	2.1	0.7	0.0	1.4	6.0	0.3	1.9	0.5	1.2	0.8	0.0	4.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	11.9	0.2	0.9	30.3	1.8	1.1	2.5	3.0	2.8	0.0	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.3	12.7	6.9	13.1	24.9	7.9	77.3	61.5	63.5	68.4	0.0	70.4
LnGrp LOS	D	B	A	B	C	A	E	E	E	E		E
Approach Vol, veh/h		1578			2522			174			308	
Approach Delay, s/veh		14.0			23.4			64.9			69.5	
Approach LOS		B			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.8	119.5		28.8	11.9	119.3		28.8
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	9.0	89.0		44.0	9.0	89.0		44.0
Max Q Clear Time (g_c+I1), s	3.7	85.4		18.1	5.1	37.3		22.2
Green Ext Time (p_c), s	0.0	3.3		1.7	0.1	14.3		0.6

Intersection Summary		
HCM 7th Control Delay, s/veh		24.8
HCM 7th LOS		C

2: Hunter Road/Mason Road & South Fulton Parkway (SR 14 Alt/US 29 Alt)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	72	1482	24	86	2263	173	27	68	79	140	168
v/c Ratio	0.52	0.60	0.02	0.44	0.89	0.15	0.46	0.33	0.35	0.53	0.76
Control Delay (s/veh)	53.3	15.8	0.3	10.8	24.3	4.1	87.9	67.8	15.6	73.3	70.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.3	15.8	0.3	10.8	24.3	4.1	87.9	67.8	15.6	73.3	70.2
Queue Length 50th (ft)	25	661	0	15	876	21	27	67	0	72	127
Queue Length 95th (ft)	m59	826	m1	36	#1407	59	61	113	50	105	203
Internal Link Dist (ft)		4534			1884			297			882
Turn Bay Length (ft)	550		275	550		300	125		125	75	
Base Capacity (vph)	153	2450	1027	206	2536	1139	147	512	446	651	479
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.60	0.02	0.42	0.89	0.15	0.18	0.13	0.18	0.22	0.35

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	83	8	1	87	122	53
Future Vol, veh/h	83	8	1	87	122	53
Conflicting Peds, #/hr	1	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	87	87	87	87	87	87
Heavy Vehicles, %	2	14	2	15	30	2
Mvmt Flow	95	9	1	100	140	61

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	274	171	201	0	-	0
Stage 1	171	-	-	-	-	-
Stage 2	103	-	-	-	-	-
Critical Hdwy	6.42	6.34	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.426	2.218	-	-	-
Pot Cap-1 Maneuver	741	878	1380	-	-	-
Stage 1	878	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Platoon blocked, %	0	0	0	-	-	-
Mov Cap-1 Maneuver	740	878	1380	-	-	-
Mov Cap-2 Maneuver	740	-	-	-	-	-
Stage 1	877	-	-	-	-	-
Stage 2	921	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.57	0.09	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	20	-	750	-	-
HCM Lane V/C Ratio	0.001	-	0.139	-	-
HCM Control Delay (s/veh)	7.6	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection	
Int Delay, s/veh	104.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	241	812	4	6	1513	66	0	0	5	12	0	227
Future Vol, veh/h	241	812	4	6	1513	66	0	0	5	12	0	227
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	5	2	20	5	2	0	0	2	2	0	5
Mvmt Flow	251	846	4	6	1576	69	0	0	5	13	0	236

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1646	0	0	850	0	0	2151	3008	427	2551	2976	823
Stage 1	-	-	-	-	-	-	1350	1350	-	1624	1624	-
Stage 2	-	-	-	-	-	-	801	1658	-	927	1352	-
Critical Hdwy	4.14	-	-	4.5	-	-	7.5	6.5	6.94	7.54	6.5	7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.54	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.54	5.5	-
Follow-up Hdwy	2.22	-	-	2.4	-	-	3.5	4	3.32	3.52	4	3.35
Pot Cap-1 Maneuver	389	-	-	679	-	-	28	14	576	13	14	310
Stage 1	-	-	-	-	-	-	161	221	-	107	163	-
Stage 2	-	-	-	-	-	-	349	156	-	289	220	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	389	-	-	679	-	-	2	5	575	~ 5	5	310
Mov Cap-2 Maneuver	-	-	-	-	-	-	2	5	-	~ 5	5	-
Stage 1	-	-	-	-	-	-	57	78	-	106	161	-
Stage 2	-	-	-	-	-	-	82	155	-	101	78	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	6.77	0.04	11.32	$ 1235.86
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	575	389	-	-	679	-	-	72
HCM Lane V/C Ratio	0.009	0.646	-	-	0.009	-	-	3.476
HCM Control Delay (s/veh)	11.3	29.7	-	-	10.4	-	-	$ 1235.9
HCM Lane LOS	B	D	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0	4.4	-	-	0	-	-	25.8

Notes

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	1	0	423	417	16
Future Vol, veh/h	18	1	0	423	417	16
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Free
Storage Length	0	0	-	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	93	100	0	2	3	93
Mvmt Flow	20	1	0	460	453	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	915	455	455	0	-	0
Stage 1	455	-	-	-	-	-
Stage 2	460	-	-	-	-	-
Critical Hdwy	7.33	7.2	4.1	-	-	-
Critical Hdwy Stg 1	6.33	-	-	-	-	-
Critical Hdwy Stg 2	6.33	-	-	-	-	-
Follow-up Hdwy	4.337	4.2	2.2	-	-	-
Pot Cap-1 Maneuver	213	524	1114	-	-	0
Stage 1	532	-	-	-	-	0
Stage 2	482	-	-	-	-	0
Platoon blocked, %	0	0	0	-	-	
Mov Cap-1 Maneuver	212	523	1112	-	-	-
Mov Cap-2 Maneuver	212	-	-	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	481	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	23.05	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	1112	-	212	523	-
HCM Lane V/C Ratio	-	-	0.092	0.002	-
HCM Control Delay (s/veh)	0	-	23.7	11.9	-
HCM Lane LOS	A	-	C	B	-
HCM 95th %tile Q(veh)	0	-	0.3	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	1496	88	131	854	190	82	180	261	448	212	54
Future Volume (veh/h)	32	1496	88	131	854	190	82	180	261	448	212	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1841	1826	1796	1796	1796	1870	1811	1856	1856	1856	1707
Adj Flow Rate, veh/h	33	1558	92	136	890	198	85	188	272	344	393	56
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	7	4	5	7	7	7	2	6	3	3	3	13
Cap, veh/h	209	1477	653	116	1492	666	317	322	342	353	371	325
Arrive On Green	0.02	0.42	0.42	0.04	0.44	0.44	0.18	0.18	0.18	0.20	0.20	0.20
Sat Flow, veh/h	1711	3497	1547	1711	3413	1522	1781	1811	1572	1767	1856	1447
Grp Volume(v), veh/h	33	1558	92	136	890	198	85	188	272	344	393	56
Grp Sat Flow(s),veh/h/ln	1711	1749	1547	1711	1706	1522	1781	1811	1572	1767	1856	1447
Q Serve(g_s), s	1.6	63.3	5.5	6.0	29.8	12.6	6.2	14.3	24.5	29.0	30.0	4.7
Cycle Q Clear(g_c), s	1.6	63.3	5.5	6.0	29.8	12.6	6.2	14.3	24.5	29.0	30.0	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	209	1477	653	116	1492	666	317	322	342	353	371	325
V/C Ratio(X)	0.16	1.06	0.14	1.17	0.60	0.30	0.27	0.58	0.79	0.97	1.06	0.17
Avail Cap(c_a), veh/h	224	1477	653	116	1492	666	321	326	346	353	371	325
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	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	43.3	26.6	37.5	32.1	27.3	53.2	56.6	55.5	59.6	60.0	46.9
Incr Delay (d2), s/veh	0.3	39.5	0.5	130.9	1.6	1.0	0.4	2.6	11.9	40.6	63.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	33.7	2.0	6.6	12.0	4.6	2.8	6.8	10.8	16.8	20.4	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.4	82.8	27.1	168.4	33.7	28.3	53.7	59.2	67.4	100.2	123.1	47.1
LnGrp LOS	C	F	C	F	C	C	D	E	E	F	F	D
Approach Vol, veh/h		1683			1224			545			793	
Approach Delay, s/veh		78.6			47.8			62.4			107.8	
Approach LOS		E			D			E			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.7	71.6		32.7	12.0	69.3		36.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	5.0	64.0		27.0	6.0	63.0		30.0
Max Q Clear Time (g_c+I1), s	3.6	31.8		26.5	8.0	65.3		32.0
Green Ext Time (p_c), s	0.0	6.9		0.1	0.0	0.0		0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	73.1
HCM 7th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

1: Stonewall Tell Road & South Fulton Parkway (SR 14 Alt/US 29 Alt)

Projected 2033 Build Conditions AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	33	1558	92	136	890	198	76	197	272	341	347	56
v/c Ratio	0.15	1.07	0.13	1.11	0.59	0.27	0.31	0.79	0.77	0.90	0.88	0.12
Control Delay (s/veh)	21.0	86.0	3.3	141.3	27.7	7.7	59.3	83.9	43.4	81.8	79.3	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)	21.0	86.0	3.3	141.3	27.7	7.7	59.3	83.9	43.4	81.8	79.3	7.4
Queue Length 50th (ft)	16	~885	0	~110	367	71	70	197	132	343	348	0
Queue Length 95th (ft)	36	#1024	25	#249	440	76	121	285	233	#586	#587	29
Internal Link Dist (ft)		1253			4534			2232			660	
Turn Bay Length (ft)	250		125	250		125	100		275	100		125
Base Capacity (vph)	215	1457	709	122	1505	733	302	306	351	381	394	478
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	1.07	0.13	1.11	0.59	0.27	0.25	0.64	0.77	0.90	0.88	0.12

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	2117	23	127	1100	130	19	55	83	207	89	82
Future Volume (veh/h)	67	2117	23	127	1100	130	19	55	83	207	89	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1856	1604	803	1811	1752	1441	1870	1218	1722	1870	1796
Adj Flow Rate, veh/h	69	2182	24	131	1134	134	20	57	86	213	92	85
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	7	3	20	74	6	10	31	2	46	12	2	7
Cap, veh/h	343	2381	916	105	2400	1034	91	271	149	357	129	120
Arrive On Green	0.04	0.68	0.68	0.06	0.70	0.70	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1711	3526	1357	765	3441	1482	929	1870	1030	2219	894	826
Grp Volume(v), veh/h	69	2182	24	131	1134	134	20	57	86	213	0	177
Grp Sat Flow(s),veh/h/ln	1711	1763	1357	765	1721	1482	929	1870	1030	1109	0	1720
Q Serve(g_s), s	1.8	79.1	0.9	9.0	22.3	4.5	3.1	4.0	11.7	14.1	0.0	14.7
Cycle Q Clear(g_c), s	1.8	79.1	0.9	9.0	22.3	4.5	17.9	4.0	11.7	18.1	0.0	14.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.48
Lane Grp Cap(c), veh/h	343	2381	916	105	2400	1034	91	271	149	357	0	249
V/C Ratio(X)	0.20	0.92	0.03	1.25	0.47	0.13	0.22	0.21	0.58	0.60	0.00	0.71
Avail Cap(c_a), veh/h	438	2381	916	105	2400	1034	136	362	199	465	0	332
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)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.9	20.8	8.1	44.4	10.2	7.5	69.7	56.6	59.9	64.6	0.0	61.2
Incr Delay (d2), s/veh	0.0	0.7	0.0	168.2	0.7	0.3	1.2	0.4	3.5	1.6	0.0	4.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	27.5	0.2	8.8	7.5	1.3	0.8	1.9	3.2	4.0	0.0	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.9	21.5	8.1	212.6	10.9	7.8	70.9	57.0	63.3	66.2	0.0	65.7
LnGrp LOS	A	C	A	F	B	A	E	E	E	E		E
Approach Vol, veh/h		2275			1399			163			390	
Approach Delay, s/veh		20.9			29.5			62.0			66.0	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.7	110.6		27.7	15.0	107.3		27.7
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	14.0	89.0		29.0	9.0	94.0		29.0
Max Q Clear Time (g_c+I1), s	3.8	24.3		20.1	11.0	81.1		19.9
Green Ext Time (p_c), s	0.1	9.9		1.4	0.0	10.6		0.4

Intersection Summary		
HCM 7th Control Delay, s/veh		29.5
HCM 7th LOS		C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	69	2182	24	131	1134	134	20	57	86	213	177
v/c Ratio	0.20	0.99	0.03	0.84	0.46	0.12	0.29	0.24	0.39	0.69	0.73
Control Delay (s/veh)	5.2	37.4	0.2	82.4	10.8	1.7	67.3	59.0	15.6	73.6	70.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.2	37.4	0.2	82.4	10.8	1.7	67.3	59.0	15.6	73.6	70.0
Queue Length 50th (ft)	10	1075	0	95	234	0	18	51	0	104	145
Queue Length 95th (ft)	m11	m1082	m0	#277	351	24	45	91	51	142	218
Internal Link Dist (ft)		4534			1884			297			882
Turn Bay Length (ft)	550		275	550		300	125		125	75	
Base Capacity (vph)	427	2196	848	156	2449	1093	104	360	283	458	346
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.99	0.03	0.84	0.46	0.12	0.19	0.16	0.30	0.47	0.51

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	68	4	6	102	158	96
Future Vol, veh/h	68	4	6	102	158	96
Conflicting Peds, #/hr	1	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	78	78	78	78	78	78
Heavy Vehicles, %	3	2	20	33	46	2
Mvmt Flow	87	5	8	131	203	123

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	411	264	326	0	-	0
Stage 1	264	-	-	-	-	-
Stage 2	147	-	-	-	-	-
Critical Hdwy	6.43	6.22	4.3	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.318	2.38	-	-	-
Pot Cap-1 Maneuver	621	818	1146	-	-	-
Stage 1	800	-	-	-	-	-
Stage 2	878	-	-	-	-	-
Platoon blocked, %	0	0	0	-	-	-
Mov Cap-1 Maneuver	616	818	1146	-	-	-
Mov Cap-2 Maneuver	616	-	-	-	-	-
Stage 1	794	-	-	-	-	-
Stage 2	878	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.76	0.45	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	100	-	625	-	-
HCM Lane V/C Ratio	0.007	-	0.148	-	-
HCM Control Delay (s/veh)	8.2	0	11.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection	
Int Delay, s/veh	63.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	302	1325	0	1	447	74	1	2	8	35	4	244
Future Vol, veh/h	302	1325	0	1	447	74	1	2	8	35	4	244
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
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	4	0	2	9	3	2	2	43	2	2	4
Mvmt Flow	321	1410	0	1	476	79	1	2	9	37	4	260

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	555	0	0	1410	0	0	2294	2610	707	1868	2570	278
Stage 1	-	-	-	-	-	-	2052	2052	-	518	518	-
Stage 2	-	-	-	-	-	-	242	557	-	1350	2052	-
Critical Hdwy	4.2	-	-	4.14	-	-	7.54	6.54	7.76	7.54	6.54	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.25	-	-	2.22	-	-	3.52	4.02	3.73	3.52	4.02	3.34
Pot Cap-1 Maneuver	991	-	-	480	-	-	21	24	297	44	26	713
Stage 1	-	-	-	-	-	-	57	97	-	509	531	-
Stage 2	-	-	-	-	-	-	740	510	-	158	97	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	990	-	-	480	-	-	7	16	296	~ 26	17	712
Mov Cap-2 Maneuver	-	-	-	-	-	-	7	16	-	~ 26	17	-
Stage 1	-	-	-	-	-	-	38	66	-	507	530	-
Stage 2	-	-	-	-	-	-	466	509	-	100	66	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.93	0.02	135.21	$ 534.03
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	38	990	-	-	480	-	-	149
HCM Lane V/C Ratio	0.304	0.325	-	-	0.002	-	-	2.025
HCM Control Delay (s/veh)	135.2	10.4	-	-	12.5	-	-	$ 534
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	1	1.4	-	-	0	-	-	23.8

Notes

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

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	1	22	0	43	1	478	27	53	356	6
Future Vol, veh/h	6	0	1	22	0	43	1	478	27	53	356	6
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	-	-	Free
Storage Length	0	-	0	-	-	-	-	-	-	150	-	150
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
Heavy Vehicles, %	100	0	100	0	0	0	2	2	0	0	3	100
Mvmt Flow	6	0	1	23	0	45	1	503	28	56	375	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	992	-	375	1006	1006	517	375	0	0	532	0	0
Stage 1	486	-	-	519	519	-	-	-	-	-	-	-
Stage 2	505	-	-	486	486	-	-	-	-	-	-	-
Critical Hdwy	8.1	-	7.2	7.1	6.5	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	7.1	-	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.1	-	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.4	-	4.2	3.5	4	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	151	0	588	215	231	562	1196	-	-	1046	-	0
Stage 1	468	0	-	543	536	-	-	-	-	-	-	0
Stage 2	405	0	-	613	569	-	-	-	-	-	-	0
Platoon blocked, %	0		0	0	0		0	-	-		-	
Mov Cap-1 Maneuver	131	-	588	203	218	562	1196	-	-	1046	-	-
Mov Cap-2 Maneuver	131	-	-	203	218	-	-	-	-	-	-	-
Stage 1	443	-	-	543	535	-	-	-	-	-	-	-
Stage 2	372	-	-	579	539	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	30.52	17.69	0.02	1.12
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	4	-	-	131	588	352	1046	-
HCM Lane V/C Ratio	0.001	-	-	0.048	0.002	0.194	0.053	-
HCM Control Delay (s/veh)	8	0	-	33.8	11.1	17.7	8.6	-
HCM Lane LOS	A	A	-	D	B	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0.7	0.2	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	11	13	88	162	40
Future Vol, veh/h	33	11	13	88	162	40
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	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	15	23	0
Mvmt Flow	42	14	17	113	208	51

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	379	233	259	0	-	0
Stage 1	233	-	-	-	-	-
Stage 2	146	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	626	811	1317	-	-	-
Stage 1	810	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	618	811	1317	-	-	-
Mov Cap-2 Maneuver	618	-	-	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	886	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.99	1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	232	-	657	-	-
HCM Lane V/C Ratio	0.013	-	0.086	-	-
HCM Control Delay (s/veh)	7.8	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	1018	63	272	1556	497	71	247	252	265	222	66
Future Volume (veh/h)	39	1018	63	272	1556	497	71	247	252	265	222	66
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	1811	1826	1811	1870	1856	1856	1811	1811	1856	1811	1796	1826
Adj Flow Rate, veh/h	40	1039	64	278	1588	507	72	252	257	249	257	67
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	5	6	2	3	3	6	6	3	6	7	5
Cap, veh/h	105	1676	741	246	1744	777	290	304	323	278	290	290
Arrive On Green	0.03	0.48	0.48	0.04	0.49	0.49	0.17	0.17	0.17	0.16	0.16	0.16
Sat Flow, veh/h	1725	3469	1533	1781	3526	1571	1725	1811	1572	1725	1796	1547
Grp Volume(v), veh/h	40	1039	64	278	1588	507	72	252	257	249	257	67
Grp Sat Flow(s),veh/h/ln	1725	1735	1533	1781	1763	1571	1725	1811	1572	1725	1796	1547
Q Serve(g_s), s	1.9	35.4	3.6	6.0	66.3	38.5	5.8	21.5	24.8	22.6	22.4	5.9
Cycle Q Clear(g_c), s	1.9	35.4	3.6	6.0	66.3	38.5	5.8	21.5	24.8	22.6	22.4	5.9
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	105	1676	741	246	1744	777	290	304	323	278	290	290
V/C Ratio(X)	0.38	0.62	0.09	1.13	0.91	0.65	0.25	0.83	0.80	0.89	0.89	0.23
Avail Cap(c_a), veh/h	114	1676	741	246	1744	777	291	306	324	323	337	330
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	0.32	0.32	0.32	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	30.5	22.3	46.8	37.2	30.2	57.8	64.3	60.4	65.7	65.6	55.2
Incr Delay (d2), s/veh	2.3	1.7	0.2	75.1	3.1	1.4	0.4	16.9	12.8	23.4	21.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	14.5	1.3	12.1	27.4	14.1	2.6	11.4	11.0	11.7	11.9	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.2	32.3	22.5	121.8	40.3	31.6	58.2	81.3	73.2	89.2	87.1	55.6
LnGrp LOS	D	C	C	F	D	C	E	F	E	F	F	E
Approach Vol, veh/h		1143			2373			581			573	
Approach Delay, s/veh		31.9			48.0			74.8			84.3	
Approach LOS		C			D			E			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.2	85.1		32.9	12.0	83.3		31.8
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	5.0	74.0		27.0	6.0	73.0		30.0
Max Q Clear Time (g_c+I1), s	3.9	68.3		26.8	8.0	37.4		24.6
Green Ext Time (p_c), s	0.0	4.7		0.1	0.0	7.8		1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	51.9
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	40	1039	64	278	1588	507	65	259	257	243	254	67
v/c Ratio	0.39	0.66	0.09	1.20	0.94	0.61	0.25	0.93	0.62	0.87	0.88	0.16
Control Delay (s/veh)	29.3	36.5	1.0	129.4	32.2	10.0	60.6	103.9	31.2	93.7	93.6	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.3	36.5	1.0	129.4	32.2	10.0	60.6	103.9	31.2	93.7	93.6	12.8
Queue Length 50th (ft)	20	440	0	~228	855	241	63	283	109	258	271	5
Queue Length 95th (ft)	40	520	6	m#256	#1015	m186	114	#464	210	#404	#416	47
Internal Link Dist (ft)		1253			4534			2232			660	
Turn Bay Length (ft)	250		125	250		125	100		275	100		125
Base Capacity (vph)	102	1568	735	232	1685	832	273	287	413	303	315	420
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.66	0.09	1.20	0.94	0.61	0.24	0.90	0.62	0.80	0.81	0.16

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	1429	23	96	2142	163	25	71	110	132	67	94
Future Volume (veh/h)	68	1429	23	96	2142	163	25	71	110	132	67	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1811	1678	1263	1856	1826	1618	1870	1693	1737	1767	1826
Adj Flow Rate, veh/h	72	1520	24	102	2279	173	27	76	117	140	71	100
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	6	15	43	3	5	19	2	14	11	9	5
Cap, veh/h	132	2427	1003	197	2491	1093	90	271	208	323	96	136
Arrive On Green	0.04	0.71	0.71	0.04	0.71	0.71	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1767	3441	1422	1203	3526	1547	1051	1870	1434	2144	664	935
Grp Volume(v), veh/h	72	1520	24	102	2279	173	27	76	117	140	0	171
Grp Sat Flow(s),veh/h/ln	1767	1721	1422	1203	1763	1547	1051	1870	1434	1072	0	1598
Q Serve(g_s), s	1.8	37.3	0.8	3.8	85.9	5.9	4.0	5.8	12.1	10.0	0.0	16.4
Cycle Q Clear(g_c), s	1.8	37.3	0.8	3.8	85.9	5.9	20.4	5.8	12.1	15.8	0.0	16.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	132	2427	1003	197	2491	1093	90	271	208	323	0	232
V/C Ratio(X)	0.55	0.63	0.02	0.52	0.92	0.16	0.30	0.28	0.56	0.43	0.00	0.74
Avail Cap(c_a), veh/h	168	2427	1003	220	2491	1093	226	514	394	602	0	440
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)	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.0	12.4	7.1	13.7	19.5	7.8	75.3	60.9	63.7	68.0	0.0	65.5
Incr Delay (d2), s/veh	2.3	0.8	0.0	2.1	6.6	0.3	1.9	0.6	2.4	0.9	0.0	4.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	12.6	0.2	1.3	31.5	1.9	1.1	2.8	4.5	2.8	0.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.3	13.3	7.1	15.8	26.1	8.1	77.1	61.5	66.0	68.9	0.0	70.0
LnGrp LOS	D	B	A	B	C	A	E	E	E	E		E
Approach Vol, veh/h		1616			2554			220			311	
Approach Delay, s/veh		14.5			24.5			65.8			69.5	
Approach LOS		B			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.8	119.0		29.2	11.9	118.9		29.2
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	9.0	89.0		44.0	9.0	89.0		44.0
Max Q Clear Time (g_c+I1), s	3.8	87.9		18.4	5.8	39.3		22.4
Green Ext Time (p_c), s	0.0	1.1		1.7	0.1	14.8		0.8

Intersection Summary		
HCM 7th Control Delay, s/veh		26.0
HCM 7th LOS		C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	72	1520	24	102	2279	173	27	76	117	140	171
v/c Ratio	0.53	0.64	0.02	0.50	0.90	0.15	0.45	0.36	0.44	0.53	0.76
Control Delay (s/veh)	51.3	19.5	0.7	13.5	25.4	4.2	86.9	68.3	14.7	72.9	71.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.3	19.5	0.7	13.5	25.4	4.2	86.9	68.3	14.7	72.9	71.3
Queue Length 50th (ft)	26	674	0	19	905	22	27	75	0	72	132
Queue Length 95th (ft)	m55	815	m1	50	#1432	60	61	124	60	105	209
Internal Link Dist (ft)		4534			1884			297			882
Turn Bay Length (ft)	550		275	550		300	125		125	75	
Base Capacity (vph)	153	2382	1000	206	2526	1135	146	512	474	637	478
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.64	0.02	0.50	0.90	0.15	0.18	0.15	0.25	0.22	0.36

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	126	8	1	87	122	71
Future Vol, veh/h	126	8	1	87	122	71
Conflicting Peds, #/hr	1	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	87	87	87	87	87	87
Heavy Vehicles, %	2	14	2	15	30	2
Mvmt Flow	145	9	1	100	140	82

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	284	181	222	0	-	0
Stage 1	181	-	-	-	-	-
Stage 2	103	-	-	-	-	-
Critical Hdwy	6.42	6.34	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.426	2.218	-	-	-
Pot Cap-1 Maneuver	730	866	1355	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Platoon blocked, %	0	0	0	-	-	-
Mov Cap-1 Maneuver	730	866	1355	-	-	-
Mov Cap-2 Maneuver	730	-	-	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	921	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.18	0.09	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	20	-	736	-	-
HCM Lane V/C Ratio	0.001	-	0.209	-	-
HCM Control Delay (s/veh)	7.7	0	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.8	-	-

Intersection	
Int Delay, s/veh	126.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	247	819	4	6	1527	66	0	0	5	12	0	241
Future Vol, veh/h	247	819	4	6	1527	66	0	0	5	12	0	241
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	5	2	20	5	2	0	0	2	2	0	5
Mvmt Flow	257	853	4	6	1591	69	0	0	5	13	0	251

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1660	0	0	857	0	0	2178	3043	431	2582	3010	831
Stage 1	-	-	-	-	-	-	1370	1370	-	1639	1639	-
Stage 2	-	-	-	-	-	-	808	1673	-	943	1372	-
Critical Hdwy	4.14	-	-	4.5	-	-	7.5	6.5	6.94	7.54	6.5	7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.54	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.54	5.5	-
Follow-up Hdwy	2.22	-	-	2.4	-	-	3.5	4	3.32	3.52	4	3.35
Pot Cap-1 Maneuver	384	-	-	674	-	-	27	13	573	13	14	307
Stage 1	-	-	-	-	-	-	157	216	-	105	160	-
Stage 2	-	-	-	-	-	-	345	154	-	282	216	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	384	-	-	674	-	-	2	4	572	~ 4	4	307
Mov Cap-2 Maneuver	-	-	-	-	-	-	2	4	-	~ 4	4	-
Stage 1	-	-	-	-	-	-	52	71	-	104	158	-
Stage 2	-	-	-	-	-	-	62	152	-	92	71	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	7.28	0.04	11.35	$ 1431.99
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	572	384	-	-	674	-	-	68
HCM Lane V/C Ratio	0.009	0.671	-	-	0.009	-	-	3.901
HCM Control Delay (s/veh)	11.4	31.5	-	-	10.4	-	-	$ 1432
HCM Lane LOS	B	D	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0	4.7	-	-	0	-	-	28

Notes

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

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	0	1	29	0	57	0	423	12	24	417	16
Future Vol, veh/h	18	0	1	29	0	57	0	423	12	24	417	16
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Free
Storage Length	0	-	0	-	-	-	-	-	-	150	-	150
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, %	93	0	100	0	0	0	0	2	0	0	3	93
Mvmt Flow	20	0	1	32	0	62	0	460	13	26	453	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	967	-	455	972	974	466	455	0	0	473	0	0
Stage 1	507	-	-	466	466	-	-	-	-	-	-	-
Stage 2	460	-	-	505	507	-	-	-	-	-	-	-
Critical Hdwy	8.03	-	7.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	7.03	-	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.03	-	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.337	-	4.2	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	164	0	524	230	242	601	1114	-	-	1100	-	0
Stage 1	469	0	-	581	566	-	-	-	-	-	-	0
Stage 2	440	0	-	605	559	-	-	-	-	-	-	0
Platoon blocked, %	0		0	0	0		0	-	-		-	
Mov Cap-1 Maneuver	143	-	523	224	236	601	1112	-	-	1100	-	-
Mov Cap-2 Maneuver	143	-	-	224	236	-	-	-	-	-	-	-
Stage 1	457	-	-	581	566	-	-	-	-	-	-	-
Stage 2	395	-	-	589	545	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	32.88	17.4	0	0.45
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT
Capacity (veh/h)	1112	-	-	143	523	383	1100	-
HCM Lane V/C Ratio	-	-	-	0.136	0.002	0.244	0.024	-
HCM Control Delay (s/veh)	0	-	-	34	11.9	17.4	8.4	-
HCM Lane LOS	A	-	-	D	B	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0	0.9	0.1	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	43	14	7	88	130	18
Future Vol, veh/h	43	14	7	88	130	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	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	15	29	0
Mvmt Flow	49	16	8	101	149	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	277	160	170	0	-	0
Stage 1	160	-	-	-	-	-
Stage 2	117	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	717	891	1419	-	-	-
Stage 1	874	-	-	-	-	-
Stage 2	913	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	713	891	1419	-	-	-
Mov Cap-2 Maneuver	713	-	-	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	913	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.26	0.56	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	133	-	749	-	-
HCM Lane V/C Ratio	0.006	-	0.087	-	-
HCM Control Delay (s/veh)	7.6	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	1496	75	98	854	190	71	175	234	448	205	54
Future Volume (veh/h)	32	1496	75	98	854	190	71	175	234	448	205	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1841	1826	1796	1796	1796	1870	1811	1856	1856	1856	1707
Adj Flow Rate, veh/h	33	1558	34	102	890	140	74	182	147	467	214	8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	7	4	5	7	7	7	2	6	3	3	3	13
Cap, veh/h	285	1817	804	157	1825	814	217	220	191	544	295	230
Arrive On Green	0.02	0.52	0.52	0.04	0.53	0.53	0.12	0.12	0.12	0.16	0.16	0.16
Sat Flow, veh/h	1711	3497	1547	1711	3413	1522	1781	1811	1572	3428	1856	1447
Grp Volume(v), veh/h	33	1558	34	102	890	140	74	182	147	467	214	8
Grp Sat Flow(s),veh/h/ln	1711	1749	1547	1711	1706	1522	1781	1811	1572	1714	1856	1447
Q Serve(g_s), s	1.3	57.9	1.6	4.2	24.6	7.1	5.7	14.7	13.6	19.9	16.4	0.7
Cycle Q Clear(g_c), s	1.3	57.9	1.6	4.2	24.6	7.1	5.7	14.7	13.6	19.9	16.4	0.7
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	285	1817	804	157	1825	814	217	220	191	544	295	230
V/C Ratio(X)	0.12	0.86	0.04	0.65	0.49	0.17	0.34	0.83	0.77	0.86	0.73	0.03
Avail Cap(c_a), veh/h	300	1817	804	157	1825	814	404	411	356	686	371	289
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	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.7	31.2	17.7	31.7	22.0	17.9	60.4	64.3	63.8	61.4	60.0	53.4
Incr Delay (d2), s/veh	0.2	5.5	0.1	8.1	0.8	0.4	0.9	7.6	6.3	8.8	5.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	23.9	0.6	2.2	9.5	2.5	2.6	7.2	5.7	9.2	8.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.8	36.7	17.8	39.7	22.8	18.3	61.3	71.9	70.2	70.2	65.2	53.4
LnGrp LOS	B	D	B	D	C	B	E	E	E	E	E	D
Approach Vol, veh/h		1625			1132			403			689	
Approach Delay, s/veh		35.9			23.8			69.3			68.5	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.7	86.2		24.3	12.0	83.9		29.8
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	5.0	57.0		34.0	6.0	56.0		30.0
Max Q Clear Time (g_c+I1), s	3.3	26.6		16.7	6.2	59.9		21.9
Green Ext Time (p_c), s	0.0	6.5		1.5	0.0	0.0		1.9

Intersection Summary	
HCM 7th Control Delay, s/veh	41.7
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	33	1558	78	102	890	198	67	189	244	467	214	56
v/c Ratio	0.13	1.01	0.11	0.64	0.54	0.25	0.27	0.74	0.75	0.77	0.65	0.16
Control Delay (s/veh)	20.7	66.9	2.1	44.7	40.3	23.9	59.8	79.4	48.5	67.1	66.1	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.7	66.9	2.1	44.7	40.3	23.9	59.8	79.4	48.5	67.1	66.1	1.0
Queue Length 50th (ft)	14	~863	0	63	411	92	61	177	122	226	196	0
Queue Length 95th (ft)	39	#1110	16	#193	520	188	104	243	194	276	275	0
Internal Link Dist (ft)		1253			4534			2232			660	
Turn Bay Length (ft)	250		125	250		125	100		275	100		125
Base Capacity (vph)	258	1540	742	160	1637	788	381	385	439	694	376	378
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	1.01	0.11	0.64	0.54	0.25	0.18	0.49	0.56	0.67	0.57	0.15

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	289	1312	0	1	436	74	1	2	8	35	4	233
Future Volume (veh/h)	289	1312	0	1	436	74	1	2	8	35	4	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	1826	1841	1900	1870	1767	1856	1870	1870	1263	1870	1870	1841
Adj Flow Rate, veh/h	307	1396	0	1	464	79	1	2	9	37	4	248
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	4	0	2	9	3	2	2	43	2	2	4
Cap, veh/h	647	2441	0	243	1776	301	77	53	240	293	5	281
Arrive On Green	0.08	0.70	0.00	0.00	0.62	0.62	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1739	3589	0	1781	2871	486	1128	296	1330	1399	25	1559
Grp Volume(v), veh/h	307	1396	0	1	270	273	1	0	11	37	0	252
Grp Sat Flow(s),veh/h/ln	1739	1749	0	1781	1678	1679	1128	0	1626	1399	0	1584
Q Serve(g_s), s	9.2	30.1	0.0	0.0	11.0	11.1	0.1	0.0	0.8	3.4	0.0	23.3
Cycle Q Clear(g_c), s	9.2	30.1	0.0	0.0	11.0	11.1	23.4	0.0	0.8	4.2	0.0	23.3
Prop In Lane	1.00		0.00	1.00		0.29	1.00		0.82	1.00		0.98
Lane Grp Cap(c), veh/h	647	2441	0	243	1038	1038	77	0	294	293	0	286
V/C Ratio(X)	0.47	0.57	0.00	0.00	0.26	0.26	0.01	0.00	0.04	0.13	0.00	0.88
Avail Cap(c_a), veh/h	994	2441	0	383	1038	1038	354	0	694	637	0	676
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.4	11.4	0.0	11.9	13.0	13.0	71.3	0.0	50.7	52.4	0.0	59.9
Incr Delay (d2), s/veh	0.5	1.0	0.0	0.0	0.6	0.6	0.0	0.0	0.0	0.2	0.0	8.7
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	3.2	10.8	0.0	0.0	4.0	4.1	0.0	0.0	0.3	1.2	0.0	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.0	12.4	0.0	11.9	13.6	13.6	71.3	0.0	50.7	52.6	0.0	68.6
LnGrp LOS	A	B		B	B	B	E		D	D		E
Approach Vol, veh/h		1703			544			12			289	
Approach Delay, s/veh		11.7			13.6			52.4			66.5	
Approach LOS		B			B			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	18.1	98.8		33.1	6.2	110.7		33.1
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	42.0	26.0		64.0	12.0	56.0		64.0
Max Q Clear Time (g_c+I1), s	11.2	13.1		25.4	2.0	32.1		25.3
Green Ext Time (p_c), s	0.9	2.3		0.0	0.0	10.7		1.8

Intersection Summary	
HCM 7th Control Delay, s/veh	18.6
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

4: Stonewall Tell Road & Roosevelt Highway (SR 14/US 29)

Projected 2033 No-Build IMP Conditions AM Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	307	1396	1	543	1	11	37	252
v/c Ratio	0.39	0.48	0.00	0.26	0.02	0.12	0.39	0.75
Control Delay (s/veh)	3.8	4.9	6.0	12.9	62.0	36.8	80.7	47.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	3.8	4.9	6.0	12.9	62.0	36.8	80.7	47.8
Queue Length 50th (ft)	40	131	0	108	1	2	37	137
Queue Length 95th (ft)	86	349	2	189	7	22	m65	212
Internal Link Dist (ft)		910		1459		228		2150
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	900	2902	373	2100	311	522	593	806
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.48	0.00	0.26	0.00	0.02	0.06	0.31

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	1018	57	257	1556	497	57	240	216	265	219	66
Future Volume (veh/h)	39	1018	57	257	1556	497	57	240	216	265	219	66
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	1811	1826	1811	1870	1856	1856	1811	1811	1856	1811	1796	1826
Adj Flow Rate, veh/h	40	1039	58	262	1588	507	58	245	220	270	223	67
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	5	6	2	3	3	6	6	3	6	7	5
Cap, veh/h	115	1774	784	267	1844	822	280	294	255	464	249	215
Arrive On Green	0.03	0.51	0.51	0.04	0.52	0.52	0.16	0.16	0.16	0.14	0.14	0.14
Sat Flow, veh/h	1725	3469	1533	1781	3526	1571	1725	1811	1572	3346	1796	1547
Grp Volume(v), veh/h	40	1039	58	262	1588	507	58	245	220	270	223	67
Grp Sat Flow(s),veh/h/ln	1725	1735	1533	1781	1763	1571	1725	1811	1572	1673	1796	1547
Q Serve(g_s), s	1.8	33.4	3.1	6.0	62.6	36.4	4.7	21.0	21.8	12.1	19.5	6.2
Cycle Q Clear(g_c), s	1.8	33.4	3.1	6.0	62.6	36.4	4.7	21.0	21.8	12.1	19.5	6.2
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	115	1774	784	267	1844	822	280	294	255	464	249	215
V/C Ratio(X)	0.35	0.59	0.07	0.98	0.86	0.62	0.21	0.83	0.86	0.58	0.90	0.31
Avail Cap(c_a), veh/h	124	1774	784	267	1844	822	464	487	423	502	269	232
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	0.34	0.34	0.34	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	27.3	19.8	44.0	33.1	26.9	58.1	64.9	65.3	64.6	67.8	62.0
Incr Delay (d2), s/veh	1.8	1.4	0.2	27.1	2.0	1.2	0.4	6.2	9.4	1.5	28.2	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	13.5	1.1	9.6	25.4	13.2	2.1	10.2	9.3	5.2	10.8	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.9	28.7	20.0	71.1	35.1	28.1	58.4	71.1	74.7	66.0	96.0	62.9
LnGrp LOS	C	C	C	E	D	C	E	E	E	E	F	E
Approach Vol, veh/h		1137			2357			523			560	
Approach Delay, s/veh		28.4			37.6			71.2			77.6	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.2	89.7		32.0	12.0	87.8		28.2
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	5.0	64.0		43.0	6.0	63.0		24.0
Max Q Clear Time (g_c+I1), s	3.8	64.6		23.8	8.0	35.4		21.5
Green Ext Time (p_c), s	0.0	0.0		2.2	0.0	7.4		0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	44.1
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

1: Stonewall Tell Road & South Fulton Parkway (SR 14 Alt/US 29 Alt)

Projected 2033 No-Build IMP Conditions PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	40	1039	58	262	1588	507	52	251	220	270	223	67
v/c Ratio	0.35	0.77	0.09	0.93	0.94	0.62	0.17	0.80	0.59	0.52	0.79	0.20
Control Delay (s/veh)	29.9	46.8	0.5	62.0	61.0	39.9	74.5	99.9	55.9	64.8	84.7	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.9	46.8	0.5	62.0	61.0	39.9	74.5	99.9	55.9	64.8	84.7	3.9
Queue Length 50th (ft)	20	495	0	~219	~941	459	54	284	136	133	225	0
Queue Length 95th (ft)	46	584	2	m#473	#1178	m550	m90	m374	m221	181	324	14
Internal Link Dist (ft)		1253			4534			2232			660	
Turn Bay Length (ft)	250		125	250		125	100		275	100		125
Base Capacity (vph)	113	1353	648	282	1683	823	434	457	498	549	295	341
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.77	0.09	0.93	0.94	0.62	0.12	0.55	0.44	0.49	0.76	0.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	241	812	4	6	1513	66	0	0	5	12	0	227
Future Volume (veh/h)	241	812	4	6	1513	66	0	0	5	12	0	227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1604	1826	1870	1900	1900	1870	1870	1900	1826
Adj Flow Rate, veh/h	251	846	4	6	1576	69	0	0	5	12	0	236
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	2	20	5	2	0	0	2	2	0	5
Cap, veh/h	271	2475	12	392	2141	93	45	0	291	296	0	291
Arrive On Green	0.07	0.70	0.70	0.01	0.63	0.63	0.00	0.00	0.18	0.18	0.00	0.18
Sat Flow, veh/h	1781	3541	17	1527	3386	148	1162	0	1605	1407	0	1605
Grp Volume(v), veh/h	251	414	436	6	805	840	0	0	5	12	0	236
Grp Sat Flow(s),veh/h/ln	1781	1735	1823	1527	1735	1799	1162	0	1605	1407	0	1605
Q Serve(g_s), s	9.7	15.1	15.1	0.2	50.9	51.6	0.0	0.0	0.4	1.1	0.0	22.6
Cycle Q Clear(g_c), s	9.7	15.1	15.1	0.2	50.9	51.6	0.0	0.0	0.4	1.5	0.0	22.6
Prop In Lane	1.00		0.01	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	271	1213	1274	392	1097	1138	45	0	291	296	0	291
V/C Ratio(X)	0.93	0.34	0.34	0.02	0.73	0.74	0.00	0.00	0.02	0.04	0.00	0.81
Avail Cap(c_a), veh/h	306	1213	1274	429	1097	1138	387	0	762	710	0	762
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	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.1	9.5	9.5	10.5	20.2	20.3	0.0	0.0	53.8	54.5	0.0	62.9
Incr Delay (d2), s/veh	29.3	0.8	0.7	0.0	4.4	4.3	0.0	0.0	0.0	0.2	0.0	17.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.2	5.6	5.9	0.1	19.9	20.8	0.0	0.0	0.2	0.4	0.0	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.4	10.3	10.2	10.5	24.5	24.6	0.0	0.0	53.8	54.7	0.0	80.4
LnGrp LOS	E	B	B	B	C	C			D	D		F
Approach Vol, veh/h		1101			1651			5			248	
Approach Delay, s/veh		22.8			24.5			53.8			79.1	
Approach LOS		C			C			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.8	107.2		35.0	7.2	117.9		35.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	15.0	51.0		76.0	5.0	61.0		76.0
Max Q Clear Time (g_c+I1), s	11.7	53.6		2.4	2.2	17.1		24.6
Green Ext Time (p_c), s	0.1	0.0		0.0	0.0	5.5		4.4

Intersection Summary	
HCM 7th Control Delay, s/veh	28.5
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

4: Stonewall Tell Road & Roosevelt Highway (SR 14/US 29)

Projected 2033 No-Build IMP Conditions PM Peak

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	251	850	6	1645	5	13	236
v/c Ratio	0.62	0.31	0.02	0.82	0.02	0.09	0.75
Control Delay (s/veh)	43.1	5.7	7.2	31.4	0.2	92.8	67.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.1	5.7	7.2	31.4	0.2	92.8	67.2
Queue Length 50th (ft)	165	94	1	661	0	14	152
Queue Length 95th (ft)	277	230	6	942	0	m20	m187
Internal Link Dist (ft)		910		1459	228		2150
Turn Bay Length (ft)	150		150			150	
Base Capacity (vph)	406	2750	362	2006	814	664	816
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.31	0.02	0.82	0.01	0.02	0.29

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	1496	88	131	854	190	82	180	261	448	212	54
Future Volume (veh/h)	32	1496	88	131	854	190	82	180	261	448	212	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1841	1826	1796	1796	1796	1870	1811	1856	1856	1856	1707
Adj Flow Rate, veh/h	33	1558	37	136	890	140	85	188	221	467	221	10
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	7	4	5	7	7	7	2	6	3	3	3	13
Cap, veh/h	272	1752	775	147	1761	786	249	254	283	545	295	266
Arrive On Green	0.02	0.50	0.50	0.04	0.52	0.52	0.14	0.14	0.14	0.16	0.16	0.16
Sat Flow, veh/h	1711	3497	1547	1711	3413	1522	1781	1811	1572	3428	1856	1447
Grp Volume(v), veh/h	33	1558	37	136	890	140	85	188	221	467	221	10
Grp Sat Flow(s),veh/h/ln	1711	1749	1547	1711	1706	1522	1781	1811	1572	1714	1856	1447
Q Serve(g_s), s	1.4	60.1	1.8	5.9	25.6	7.4	6.5	14.9	20.1	19.9	17.1	0.9
Cycle Q Clear(g_c), s	1.4	60.1	1.8	5.9	25.6	7.4	6.5	14.9	20.1	19.9	17.1	0.9
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	272	1752	775	147	1761	786	249	254	283	545	295	266
V/C Ratio(X)	0.12	0.89	0.05	0.92	0.51	0.18	0.34	0.74	0.78	0.86	0.75	0.04
Avail Cap(c_a), veh/h	287	1752	775	147	1761	786	249	254	283	686	371	325
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	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.1	33.7	19.1	34.3	23.8	19.3	58.2	61.9	58.7	61.4	60.2	50.3
Incr Delay (d2), s/veh	0.2	7.2	0.1	48.4	0.9	0.4	0.8	11.1	13.1	8.7	6.3	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	25.4	0.7	4.3	10.0	2.6	3.0	7.6	9.0	9.2	8.5	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.3	40.9	19.2	82.7	24.7	19.8	59.1	73.0	71.8	70.1	66.5	50.4
LnGrp LOS	B	D	B	F	C	B	E	E	E	E	E	D
Approach Vol, veh/h		1628			1166			494			698	
Approach Delay, s/veh		39.9			30.9			70.0			68.7	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.7	83.4		27.0	12.0	81.2		29.8
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	5.0	70.0		21.0	6.0	69.0		30.0
Max Q Clear Time (g_c+I1), s	3.4	27.6		22.1	7.9	62.1		21.9
Green Ext Time (p_c), s	0.0	6.8		0.0	0.0	4.9		2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	46.1
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	33	1558	92	136	890	198	76	197	272	467	221	56
v/c Ratio	0.12	0.98	0.12	0.81	0.52	0.24	0.34	0.87	0.73	0.79	0.69	0.14
Control Delay (s/veh)	16.9	57.1	2.8	67.4	20.7	4.9	61.3	95.2	38.4	69.3	69.3	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.9	57.1	2.8	67.4	20.7	4.9	61.3	95.2	38.4	69.3	69.3	7.6
Queue Length 50th (ft)	14	775	0	72	336	64	71	201	133	227	205	0
Queue Length 95th (ft)	32	#950	23	#256	412	39	128	#346	#280	283	292	29
Internal Link Dist (ft)		1253			4534			2232			660	
Turn Bay Length (ft)	250		125	250		125	100		275	100		125
Base Capacity (vph)	273	1596	766	168	1721	825	235	238	374	680	369	408
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.98	0.12	0.81	0.52	0.24	0.32	0.83	0.73	0.69	0.60	0.14

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	302	1325	0	1	447	74	1	2	8	35	4	244
Future Volume (veh/h)	302	1325	0	1	447	74	1	2	8	35	4	244
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	1826	1841	1900	1870	1767	1856	1870	1870	1263	1870	1870	1841
Adj Flow Rate, veh/h	321	1410	0	1	476	79	1	2	9	37	4	260
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	4	0	2	9	3	2	2	43	2	2	4
Cap, veh/h	641	2432	0	237	1763	291	70	54	244	297	4	286
Arrive On Green	0.09	0.70	0.00	0.00	0.61	0.61	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1739	3589	0	1781	2883	476	1115	296	1330	1399	24	1560
Grp Volume(v), veh/h	321	1410	0	1	276	279	1	0	11	37	0	264
Grp Sat Flow(s),veh/h/ln	1739	1749	0	1781	1678	1680	1115	0	1626	1399	0	1584
Q Serve(g_s), s	9.8	30.9	0.0	0.0	11.5	11.6	0.1	0.0	0.8	3.4	0.0	24.5
Cycle Q Clear(g_c), s	9.8	30.9	0.0	0.0	11.5	11.6	24.6	0.0	0.8	4.2	0.0	24.5
Prop In Lane	1.00		0.00	1.00		0.28	1.00		0.82	1.00		0.98
Lane Grp Cap(c), veh/h	641	2432	0	237	1026	1028	70	0	298	297	0	290
V/C Ratio(X)	0.50	0.58	0.00	0.00	0.27	0.27	0.01	0.00	0.04	0.12	0.00	0.91
Avail Cap(c_a), veh/h	980	2432	0	377	1026	1028	119	0	369	357	0	359
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.7	11.7	0.0	12.4	13.5	13.6	72.1	0.0	50.4	52.1	0.0	60.0
Incr Delay (d2), s/veh	0.6	1.0	0.0	0.0	0.6	0.7	0.3	0.0	0.2	0.2	0.0	23.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	11.1	0.0	0.0	4.2	4.3	0.0	0.0	0.4	1.2	0.0	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.3	12.7	0.0	12.4	14.2	14.2	72.4	0.0	50.5	52.3	0.0	83.3
LnGrp LOS	A	B		B	B	B	E		D	D		F
Approach Vol, veh/h		1731			556			12			301	
Approach Delay, s/veh		12.1			14.2			52.4			79.5	
Approach LOS		B			B			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	18.8	97.7		33.5	6.2	110.3		33.5
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	42.0	56.0		34.0	12.0	86.0		34.0
Max Q Clear Time (g_c+I1), s	11.8	13.6		26.6	2.0	32.9		26.5
Green Ext Time (p_c), s	0.9	3.0		0.0	0.0	14.1		1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	20.5
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

4: Stonewall Tell Road & Roosevelt Highway (SR 14/US 29)

Projected 2033 Build IMP Conditions AM Peak

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	321	1410	1	555	1	11	37	264
v/c Ratio	0.45	0.49	0.00	0.23	0.02	0.11	0.36	0.74
Control Delay (s/veh)	4.5	5.1	3.0	7.1	62.0	36.4	63.7	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.5	5.1	3.0	7.1	62.0	36.4	63.7	21.4
Queue Length 50th (ft)	42	134	0	75	1	2	36	101
Queue Length 95th (ft)	91	357	1	135	7	22	m54	m143
Internal Link Dist (ft)		910		1459		228		2150
Turn Bay Length (ft)	150		150		150		150	
Base Capacity (vph)	906	2884	388	2390	153	281	315	553
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.49	0.00	0.23	0.01	0.04	0.12	0.48

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	1018	63	272	1556	497	71	247	252	265	222	66
Future Volume (veh/h)	39	1018	63	272	1556	497	71	247	252	265	222	66
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	1811	1826	1811	1870	1856	1856	1811	1811	1856	1811	1796	1826
Adj Flow Rate, veh/h	40	1039	64	278	1588	507	72	252	257	270	227	67
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	5	6	2	3	3	6	6	3	6	7	5
Cap, veh/h	112	1743	770	260	1812	807	295	310	328	465	250	255
Arrive On Green	0.03	0.50	0.50	0.04	0.51	0.51	0.17	0.17	0.17	0.14	0.14	0.14
Sat Flow, veh/h	1725	3469	1533	1781	3526	1571	1725	1811	1572	3346	1796	1547
Grp Volume(v), veh/h	40	1039	64	278	1588	507	72	252	257	270	227	67
Grp Sat Flow(s),veh/h/ln	1725	1735	1533	1781	1763	1571	1725	1811	1572	1673	1796	1547
Q Serve(g_s), s	1.8	34.0	3.5	6.0	63.7	37.1	5.8	21.4	24.7	12.1	19.9	6.0
Cycle Q Clear(g_c), s	1.8	34.0	3.5	6.0	63.7	37.1	5.8	21.4	24.7	12.1	19.9	6.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	112	1743	770	260	1812	807	295	310	328	465	250	255
V/C Ratio(X)	0.36	0.60	0.08	1.07	0.88	0.63	0.24	0.81	0.78	0.58	0.91	0.26
Avail Cap(c_a), veh/h	121	1743	770	260	1812	807	313	328	344	481	258	263
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	0.32	0.32	0.32	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.4	28.3	20.7	45.4	34.4	27.9	57.4	63.9	59.9	64.5	67.9	58.3
Incr Delay (d2), s/veh	1.9	1.5	0.2	52.0	2.2	1.2	0.4	13.8	10.8	1.7	32.6	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	13.8	1.3	11.3	26.0	13.4	2.6	11.1	10.8	5.2	11.3	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.3	29.8	20.9	97.3	36.6	29.1	57.8	77.7	70.7	66.2	100.5	58.9
LnGrp LOS	D	C	C	F	D	C	E	E	E	E	F	E
Approach Vol, veh/h		1143			2373			581			564	
Approach Delay, s/veh		29.5			42.1			72.1			79.1	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.2	88.2		33.4	12.0	86.4		28.2
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	5.0	79.0		29.0	6.0	78.0		23.0
Max Q Clear Time (g_c+I1), s	3.8	65.7		26.7	8.0	36.0		21.9
Green Ext Time (p_c), s	0.0	9.4		0.6	0.0	8.0		0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	47.2
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	40	1039	64	278	1588	507	65	259	257	270	227	67
v/c Ratio	0.40	0.62	0.08	1.14	0.89	0.58	0.24	0.90	0.64	0.58	0.91	0.18
Control Delay (s/veh)	28.1	32.1	0.9	106.3	25.5	7.7	53.4	90.7	32.2	69.6	103.8	14.5
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)	28.1	32.1	0.9	106.3	25.5	7.7	53.4	90.7	32.2	69.6	103.8	14.5
Queue Length 50th (ft)	18	413	0	~175	806	197	64	284	152	137	237	5
Queue Length 95th (ft)	37	487	6	m#204	774	m132	m105	m#434	m231	188	#397	49
Internal Link Dist (ft)		1253			4534			2232			660	
Turn Bay Length (ft)	250		125	250		125	100		275	100		125
Base Capacity (vph)	99	1676	779	243	1775	874	293	308	400	480	258	373
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.62	0.08	1.14	0.89	0.58	0.22	0.84	0.64	0.56	0.88	0.18

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

4: Stonewall Tell Road & Roosevelt Highway (SR 14/US 29)

Projected 2033 Build IMP Conditions PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	819	4	6	1527	66	0	0	5	12	0	241
Future Volume (veh/h)	247	819	4	6	1527	66	0	0	5	12	0	241
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1604	1826	1870	1900	1900	1870	1870	1900	1826
Adj Flow Rate, veh/h	257	853	4	6	1591	69	0	0	5	12	0	251
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	5	2	20	5	2	0	0	2	2	0	5
Cap, veh/h	280	2500	12	395	2145	93	45	0	279	286	0	279
Arrive On Green	0.08	0.71	0.71	0.01	0.63	0.63	0.00	0.00	0.17	0.17	0.00	0.17
Sat Flow, veh/h	1781	3541	17	1527	3388	146	1147	0	1605	1406	0	1605
Grp Volume(v), veh/h	257	418	439	6	812	848	0	0	5	12	0	251
Grp Sat Flow(s),veh/h/ln	1781	1735	1823	1527	1735	1799	1147	0	1605	1406	0	1605
Q Serve(g_s), s	10.5	14.9	14.9	0.2	51.6	52.3	0.0	0.0	0.4	1.1	0.0	24.5
Cycle Q Clear(g_c), s	10.5	14.9	14.9	0.2	51.6	52.3	0.0	0.0	0.4	1.6	0.0	24.5
Prop In Lane	1.00		0.01	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	280	1225	1287	395	1098	1139	45	0	279	286	0	279
V/C Ratio(X)	0.92	0.34	0.34	0.02	0.74	0.74	0.00	0.00	0.02	0.04	0.00	0.90
Avail Cap(c_a), veh/h	326	1225	1287	431	1098	1139	146	0	421	411	0	421
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	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.6	9.1	9.1	10.4	20.2	20.4	0.0	0.0	54.7	55.4	0.0	64.7
Incr Delay (d2), s/veh	28.3	0.8	0.7	0.0	4.5	4.4	0.0	0.0	0.0	0.1	0.0	15.6
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	12.4	5.5	5.7	0.1	20.1	21.1	0.0	0.0	0.2	0.4	0.0	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.9	9.9	9.8	10.4	24.7	24.8	0.0	0.0	54.8	55.4	0.0	80.3
LnGrp LOS	E	A	A	B	C	C			D	E		F
Approach Vol, veh/h		1114			1666			5			263	
Approach Delay, s/veh		22.8			24.7			54.8			79.2	
Approach LOS		C			C			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	18.8	107.3		33.9	7.2	119.0		33.9
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	17.0	83.0		42.0	5.0	95.0		42.0
Max Q Clear Time (g_c+I1), s	12.5	54.3		2.4	2.2	16.9		26.5
Green Ext Time (p_c), s	0.4	13.0		0.0	0.0	5.6		1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	28.7
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

4: Stonewall Tell Road & Roosevelt Highway (SR 14/US 29)

Projected 2033 Build IMP Conditions PM Peak

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	257	857	6	1660	5	13	251
v/c Ratio	0.65	0.31	0.02	0.83	0.01	0.08	0.84
Control Delay (s/veh)	46.1	5.9	7.5	32.1	0.0	49.4	35.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	46.1	5.9	7.5	32.1	0.0	49.4	35.8
Queue Length 50th (ft)	177	100	1	696	0	13	128
Queue Length 95th (ft)	289	234	6	#968	0	m16	m139
Internal Link Dist (ft)		910		1459	228		2150
Turn Bay Length (ft)	150		150			150	
Base Capacity (vph)	398	2741	359	2005	566	366	508
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.31	0.02	0.83	0.01	0.04	0.49

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.