TRANSPORTATION IMPACT STUDY FOR

DRI #4348
LE JARDIN SUBDIVISION

DATE:
May 9, 2025

LOCATION:
South Fulton, Georgia

PREPARED FOR:
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EXECUTIVE SUMMARY

Le Jardin Subdivision (DRI #4348) is proposed for construction along Le Jardin Boulevard in South Fulton, Georgia. The proposed development will consist of 847 single-family dwelling units. The development will have the following two (2) access points: one existing full-access point on Tapestry Boulevard at Ridge Road and one proposed full-access driveway on SR 70/154/Cascade Palmetto Highway, north of Cedar Grove Road/Ridge Road.

Traffic operations at the study intersections are adequate at five of the six study intersections in the Existing conditions. However, inadequate LOS are present at the intersection of SR 70/154/Cascade Palmetto Highway and SR 92/Campbellton-Fairburn Road, and the conditions are expected to worsen as evidenced in the 2032 No-Build scenario due to the adjacent developments and anticipated growth in the study area. The programmed single-lane roundabout project at the intersection of SR 92/ Campbellton-Fairburn Road and Ridge Road/Butner Road is expected to continue to provide adequate LOS in future 2032 No-Build conditions. However, the same intersection and movements from 2024 Existing conditions with inadequate LOS are expected to remain inadequate in 2032 No-Build conditions.

Although the addition of project traffic will have an impact on traffic operations by increasing delay at the study intersections, 2032 Build conditions are expected to continue to operate at the same overall LOS when compared to 2032 No-Build conditions.

A right-turn deceleration lane is warranted at the Proposed Entrance along SR 70/154/Cascade Palmetto Highway. A left-turn lane is warranted at the Proposed Entrance along SR 70/154/Cascade Palmetto Highway.

To receive the Notice of Decision Request for Expedited DRI #4348 – Le Jardin Subdivision, the following Roadway Improvement Conditions of Approval and Advisory Conditions are recommended.

Recommended Roadway Improvement Conditions of Approval:

SR 70/154/Cascade Palmetto Highway and Proposed Entrance

- Install a northbound right-turn lane on SR 70/154/Cascade Palmetto Highway
- Install a southbound left-turn lane on SR 70/154/Cascade Palmetto Highway

Recommended Roadway Improvement Advisory Conditions:

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

- Install dual eastbound left-turn lanes on SR 70/154/Cascade Palmetto Highway with protected-only phasing,
- Install an eastbound shared thru+right lane on SR 70/154/Cascade Palmetto Highway with storage of 250 feet,
- Install a westbound shared thru+right lane on SR 70/154/Cascade Palmetto Highway with storage of 250 feet,
- Install a northbound shared thru+right lane on SR 92/Campbellton-Fairburn Road with storage of 250 feet; and
- Install a southbound shared thru+right lane on SR 92/70/154 with storage of 250 feet.

Table A: Capacity Analysis Results Summary with Applied Mitigation

ID	Intersection	2024 Existing						2032 No-Build						2032 No-Build Mitigated						2032 Build						2032 Build Mitigated					
		Control	Movement	AM		PM		Control	AM		PM		Mitigation Measure	Movement	AM		PM			AM		PM			Mitigation Measure	Movement	AM		PM		
				LOS	Delay	LOS	Delay		LOS	Delay	LOS	Delay			LOS	Delay	LOS	Delay		LOS	Delay	LOS	Delay				LOS	Delay	LOS	Delay	
1	SR 70/92/154 & SR 166	Multi-Lane Roundabout	**Overall**	**A**	**6.3**	**A**	**7.4**		**A**	**8.3**	**B**	**11.3**		**Overall**						**A**	**8.7**	**B**	**14.0**			**Overall**					
			EB	A	9.2	A	6.5		B	13.3	A	8.5		EB						B	14.1	B	10.2			EB					
			NB	A	2.5	A	4.9		A	2.7	A	6.0		NB						A	3.0	A	6.4			NB					
			SB	A	7.4	B	12.1		A	9.4	C	21.2		SB						B	10.4	D	27.7			SB					
2	SR 70/154/ Cascade Palmetto Hwy & SR 92/ Campbellton-Fairburn Rd	Traffic Signal	**Overall**	**D**	**48.9**	**E**	**70.5**		**F**	**122.4**	**F**	**158.4**	Dual EBL lanes, protected phasing	**Overall**	**C**	**31.4**	**D**	**40.9**		**F**	**185.2**	**F**	**212.1**	Dual EBL lanes, protected phasing		**Overall**	**D**	**37.3**	**D**	**50.8**	
			EB	E	78.9	E	66.2		F	227.4	F	101.7	Add EB T+R lane (250' storage)	EB	C	32.5	D	37.5		F	389.0	F	189.4	Add EB T+R lane (250' storage)		EB	D	43.5	D	42.4	
			WB	D	40.7	F	106.0		F	92.2	F	251.6	Add WB T+R lane (250' storage)	WB	C	31.6	E	58.3		F	101.2	F	287.1	Add WB T+R lane (250' storage)		WB	C	32.2	E	78.3	
			NB	C	29.4	E	59.0		D	45.9	F	158.5	Add NB T+R lane (250' storage)	NB	C	29.3	D	38.3		D	51.4	F	169.5	Add NB T+R lane (250' storage)		NB	C	31.7	D	42.1	
			SB	D	41.5	E	55.4		F	105.6	F	106.7	Add SB T+R lane (250' storage)	SB	C	31.6	C	29.4		F	131.5	F	197.8	Add SB T+R lane (250' storage)		SB	D	37.5	D	39.8	
3	SR 92/ Campbellton-Fairburn Rd & Ridge Rd/Butner Rd	Traffic Signal	**Overall**	**B**	**10.7**	**B**	**10.6**	Single-Lane Roundabout	**B**	**13.8**	**C**	**15.2**		**Overall**						**C**	**17.2**	**C**	**23.7**			**Overall**					
			EB	B	18.1	C	20.2		B	12.6	A	8.1		EB						C	19.9	B	10.3			EB					
			WB	B	18.1	C	21.9		A	8.9	C	16.3		WB						A	9.9	D	26.5			WB					
			NB	A	7.7	A	8.3		B	10.9	C	18.0		NB						B	13.6	D	29.6			NB					
			SB	A	9.4	A	7.1		C	17.9	B	12.0		SB						C	21.1	C	17.9			SB					
4	Ridge Rd & Tapestry Blvd/Le Jardin Blvd	Side Street Stop Control	**Overall**	**A**	**0.8**	**A**	**1.1**		**A**	**2.1**	**A**	**2.3**		**Overall**						**A**	**8.7**	**A**	**8.4**			**Overall**					
			EB L	A	7.6	A	8.0		A	7.7	A	8.5		EB L						A	7.9	A	9.0			EB L					
			WB L	A	7.5	A	0.0		A	7.7	A	7.5		WB L						A	7.7	A	7.5			WB L					
			NB	A	9.8	B	10.2		B	10.5	B	10.6		NB						B	11.1	B	13.3			NB					
			SB	B	10.5	B	10.1		B	12.4	B	12.7		SB						C	22.9	D	29.7			SB					
5	Tapestry Club Dr & Le Jardin Blvd/Tapestry Blvd	Single-Lane Roundabout	**Overall**	**A**	**2.7**	**A**	**2.9**		**A**	**2.9**	**A**	**3.1**		**Overall**						**A**	**3.8**	**A**	**5.3**			**Overall**					
			EB	A	0.0	A	3.3		A	0.0	A	3.3		EB						A	4.2	A	4.4			EB					
			WB	A	2.7	A	2.9		A	2.9	A	3.2		WB						A	3.5	A	5.9			WB					
			NB	A	2.7	A	2.7		A	2.9	A	2.9		NB						A	3.6	A	3.7			NB					
			SB	A	2.7	A	2.7		A	3.0	A	2.9		SB						A	3.4	A	4.5			SB					
6	SR 70/154/ Cascade Palmetto Hwy & Cedar Grove Rd/Ridge Rd	Single-Lane Roundabout	**Overall**	**A**	**7.2**	**A**	**7.6**		**A**	**9.1**	**B**	**10.1**		**Overall**						**B**	**10.2**	**B**	**11.9**			**Overall**					
			EB	A	5.5	A	5.7		A	6.6	A	7.1		EB						A	7.3	A	8.5			EB					
			WB	A	6.2	A	5.4		A	7.7	A	6.7		WB						A	9.0	A	7.9			WB					
			NB	A	7.6	A	6.9		A	9.5	A	8.9		NB						B	10.1	B	11.1			NB					
			SB	A	7.1	A	8.4		A	9.2	B	11.8		SB						B	11.0	B	13.7			SB					
7	SR 70/154/ Cascade Palmetto Hwy & Proposed Entrance	Side Street Stop Control	**Overall**											**Overall**						**A**	**4.1**	**A**	**4.1**			**Overall**					
			WB L+R											WB L+R						D	26.2	D	34.0			WB L+R					
			SB L											SB L						A	9.0	A	9.7			SB L					

Table B: Queuing Analysis Summary

ID	Intersection	Control	Movement	Storage Length	2024 Existing				2032 No-Build				2032 Build			
					50th %ile		95th %ile		50th %ile		95th %ile		50th %ile		95th %ile	
					AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
2	SR 70/154/ Cascade Palmetto Hwy & SR 92/ Campbellton-Fairburn Rd	Traffic Signal	EB L	350	174	156	354	271	420	248	478	427	430	412	431	498
			WB L	210	25	140	55	368	144	203	349	416	195	230	398	426
			WB T+R	-	128	876	255	1602	408	4616	842	7960	621	5101	1205	8515
			NB T+R	-	157	487	269	889	540	3220	1030	5800	632	3241	1326	5534
			SB T+R	-	306	293	638	502	2069	1109	2860	1939	2047	2271	3110	2968

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Introduction

Le Jardin Subdivision (DRI #4348) is proposed for construction along Le Jardin Boulevard in South Fulton, Georgia. The proposed development will consist of 847 single-family dwelling units. The development will have the following two (2) access points: one existing full-access point on Tapestry Boulevard at Ridge Road and one proposed full-access driveway on SR 70/154/Cascade Palmetto Highway, north of Cedar Grove Road/Ridge Road.

This traffic study analyzes the impact of new traffic added to the local roadways upon the occupancy of the residential development. This study includes analysis of the following scenarios:

- 2024 Existing Conditions
- 2032 (Opening Year) No-Build Conditions (including background growth and expected traffic from adjacent/nearby developments)
- 2032 (Opening Year) Build Conditions

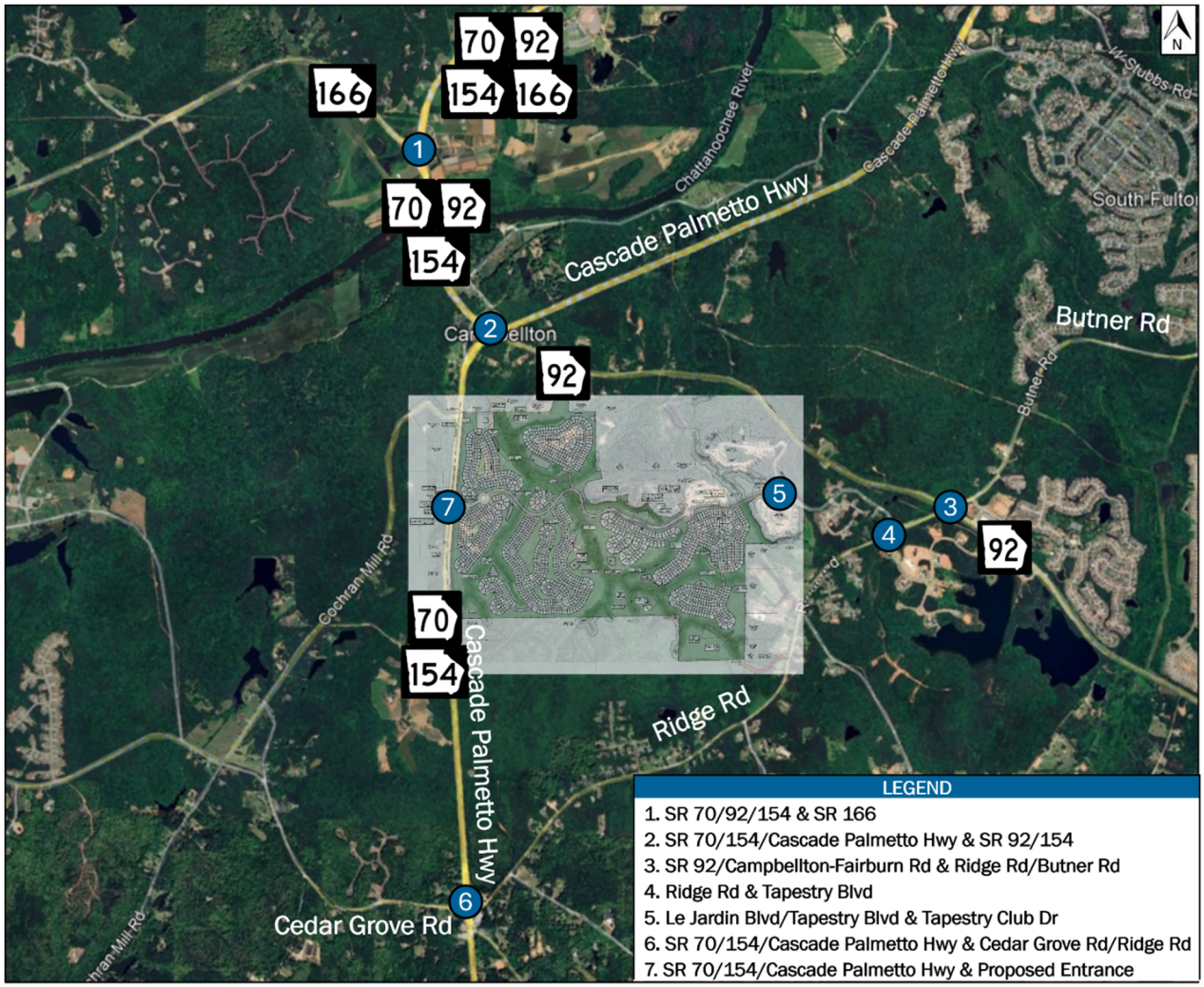
The following are the intersections proposed for study:

1. SR 70/92/154 and SR 166
2. SR 70/154/Cascade Palmetto Highway and SR 92/Campbellton Fairburn Road
3. SR 92/Campbellton Fairburn Road and Ridge Road/Butner Road
4. Ridge Road and Tapestry Boulevard/Le Jardin Boulevard
5. Tapestry Club Drive and Le Jardin Boulevard/Tapestry Boulevard
6. SR 70/154/Cascade Palmetto Highway & Cedar Grove Road/Ridge Road
7. SR 70/154/Cascade Palmetto Highway & Proposed Entrance

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

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

Figure 1. Site Location Aerial



Existing Conditions

A.1. Pedestrian and Bicycle Facilities

There is spotty/disconnected pedestrian infrastructure within the study area, primarily along Ridge Road and Tapestry Boulevard. Georgia State Bicycle Route 15 traverses through the study area via SR 70/154/Cascade Palmetto Highway briefly and Cochran Mill Road. Refer to Figure 2 for existing pedestrian and multi-use path infrastructure.

A.2. Transit Facilities

The closest transit route available is MARTA Route 82 – Camp Creek/South Fulton Parkway; however, the closest stop is approximately 5 miles away at the Amazon MGE8 Sortation Center.

A.3. Transportation Facilities

Cascade Palmetto Highway is a two-lane undivided Principal Arterial that runs north-south to the west of the site, before turning more northeast-southwest at its intersection with SR 92/Campbellton-Fairburn Road, with dedicated left turn lanes and right turn lanes to side streets. South/southwest of SR 92, Cascade Palmetto Highway carries SR 70 and SR 154 concurrently, before the two join SR 92 to the north. Cascade Palmetto Highway has a posted speed limit of 55 MPH and provides access to adjacent residential neighborhoods and some commercial land uses and will provide access to and from the proposed site.

SR 92/Campbellton-Fairburn Road (SR 92) is a two-lane undivided Urban Principal Arterial with a posted speed limit of 55 MPH within the vicinity of the proposed site. The land uses along SR 92 are residential, commercial, institutional, and residential. Within the vicinity of the study area, SR 92 enters from the north into Fulton County, intersects SR 70/154/Cascade Palmetto Highway, and continues in a northwest-southeast orientation toward SR 14/US 29 South Fulton Parkway.

Cedar Grove Road/Ridge Road/Butner Road is a two-lane undivided Rural and Urban Minor Arterial (Rural west of SR 70/154/Cascade Palmetto Highway, and Urban east of SR 70/154/Cascade Palmetto Highway) that runs east-west within the vicinity of the study area. Cedar Grove Road changes to Ridge Road at its intersection with SR 70/154/Cascade Palmetto Highway and continues as Ridge Road through the study area before changing again to Butner Road as it intersects with SR 92/Campbellton-Fairburn Road. The land uses along Cedar Grove Road/Ridge Road/Butner Road are institutional and residential, with sparse commercial. The posted speed limit throughout Cedar Grove Road, Ridge Road, and Butner Road is 45 MPH. Trucks are not allowed on Ridge Road or Butner Road. Ridge Road will provide access to the proposed development via the existing access point entitled Tapestry Boulevard.

SR 166 is a two-lane Urban Minor Arterial that runs east-west within the vicinity of the study area with a posted speed limit of 55 MPH. SR 166 connects SR 5 in the west with SR 70/92/154 in the east

and runs concurrently to the north with SR 70/92/154 at its intersection. The land uses along SR 166 are residential, institutional, recreational, and agricultural/undeveloped land.

Tapestry Boulevard/Le Jardin Boulevard is a two-lane local road that runs north-south at its intersection with Ridge Road, then turns east-west north of Ridge Road and begins to run through the built-out portion of the site. Tapestry Boulevard becomes Le Jardin Boulevard west of Tapestry Club Drive and is proposed to be extended as Le Jardin Boulevard throughout the rest of the site. The posted speed limit on Tapestry Boulevard is 25 MPH. Tapestry Boulevard will serve as an access point to the proposed development.

A.4. Traffic Counts

Intersection turning movement counts (TMCs) at the six (6) existing study intersections were collected on Wednesday, May 1, 2024, while schools were in session. In addition to the TMC, one (1) 24-hour bi-directional classification count was taken on Wednesday, May 1, 2024, along SR 70/154/Cascade Palmetto Highway north of Cedar Grove Road/Ridge Road. The AM peak hour was determined to be 7:30-8:30AM, and the PM peak hour was determined to be 4:30-5:30PM. The resultant Existing Traffic Volumes are shown in Figure 3.

Figure 2: Existing Pedestrian and Multi-Use Path Infrastructure

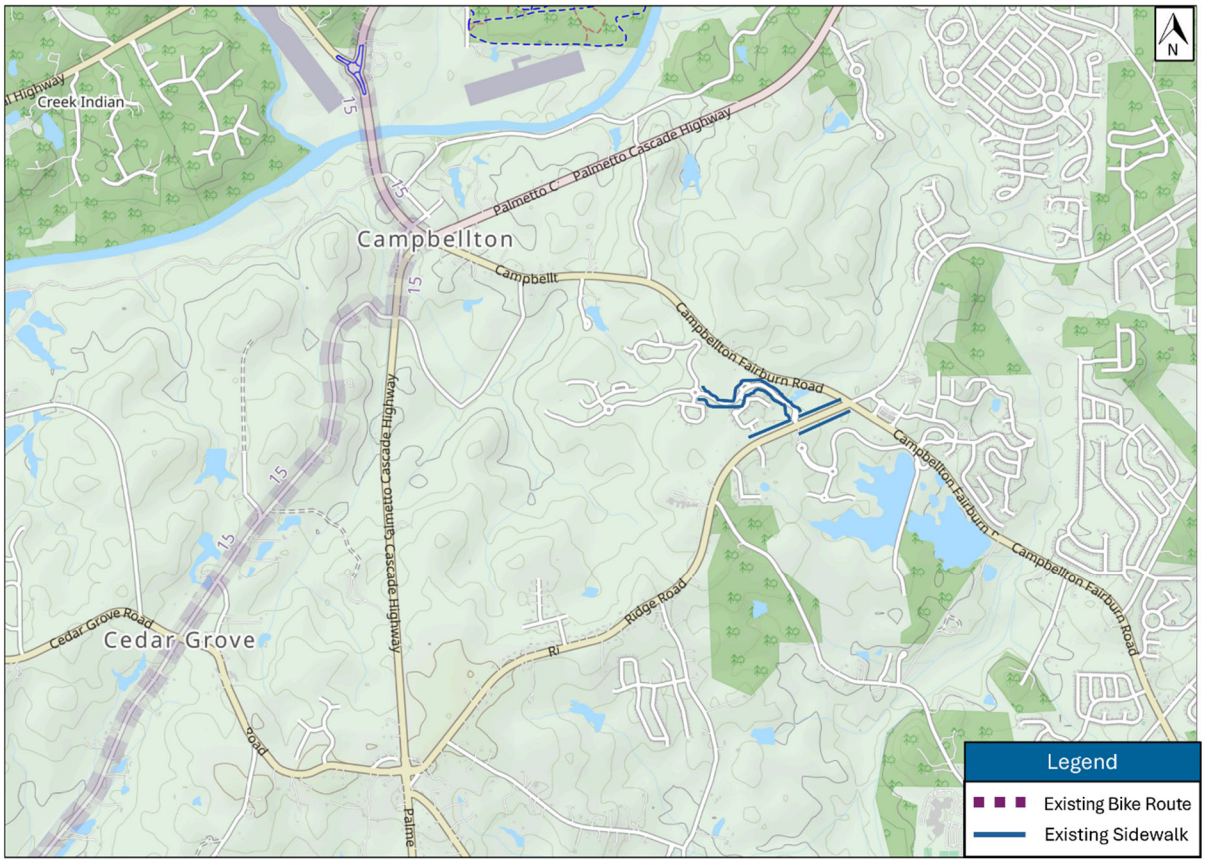
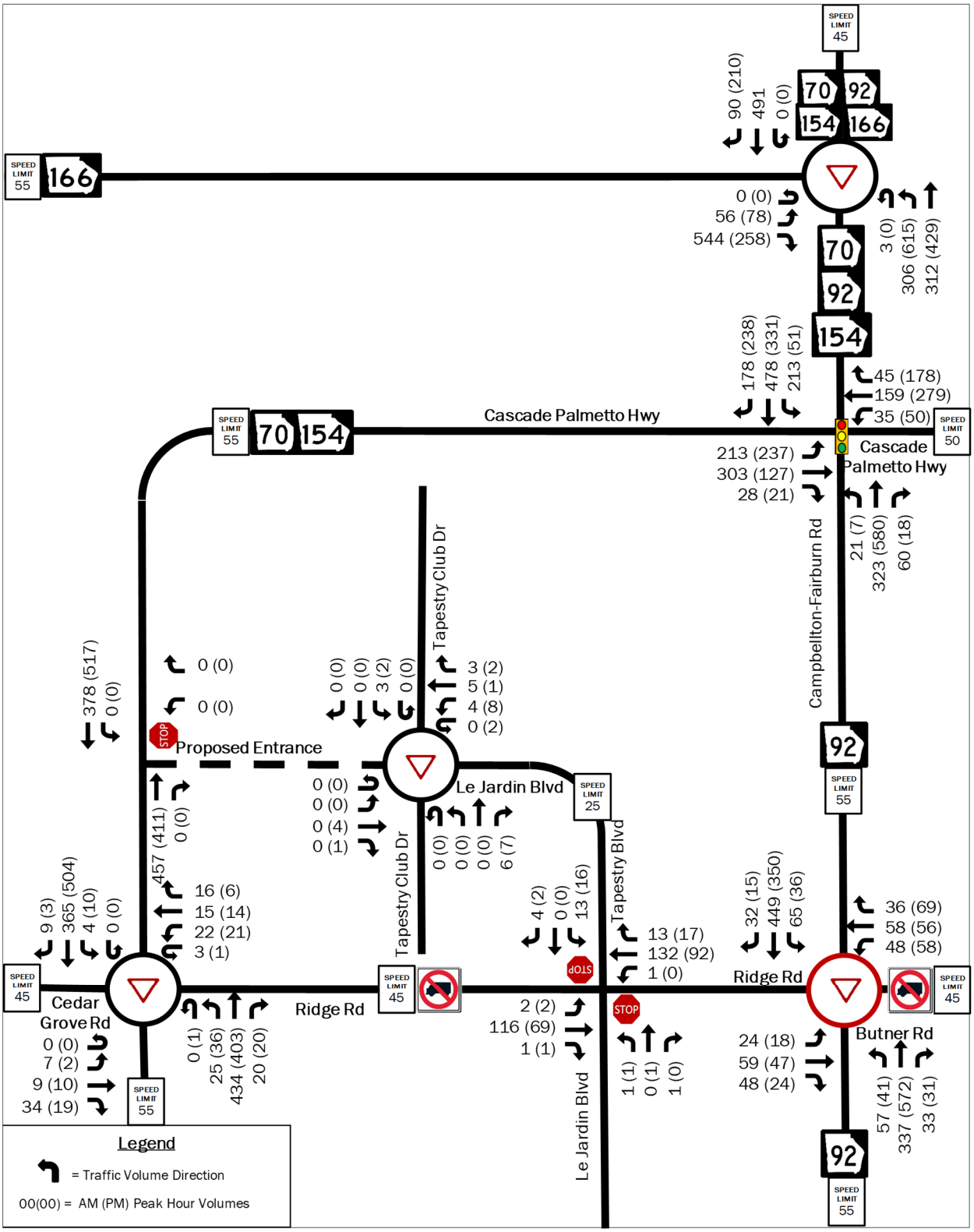


Figure 3: Existing Traffic Volumes



Future Conditions

B.1. Background Data Collection

The study uses a growth rate of 2.2% per year from 2024 to 2032. The growth rate was derived from the counts collected from 2009 to 2024 at the nearest count stations to the project and reported by GDOT's Traffic Analysis and Data Application (TADA). The historical traffic counts collected are contained in Appendix B, and the growth rate calculations are included in Appendix C. Figure 4 depicts the volumes in 2032 with the growth rate applied to the existing volumes seen in Figure 3.

B.2. Programmed Improvements

There are two programmed improvements in the area, one of which is within the study area and is scheduled to open by or before the project's anticipated opening year of 2032. It will not directly impact the proposed project's site area but will impact one (1) existing study intersection. The SR 92 at CR 1374/Butner Road project (Georgia Department of Transportation (GDOT) Project Identification (PI) Number (No.) 0015593) is slated for construction in 2025. Therefore, this programmed improvement is modeled in the 2032 No-Build and Build scenarios. Table 1 shows the programmed improvements within the vicinity of the proposed project site.

B.3. Adjacent Development

The following are three (3) known major developments either currently under construction or approved that are expected to contribute significant traffic within the study area:

- DRI #552 – Twin Lakes Community Development was approved on September 24, 2004, along much of the same land area that is proposed for the current DRI #4348 – Le Jardin Subdivision. It originally consisted of 1,430 single-family detached units, 790 townhome units, 150 loft apartment units, and approximately 200,000 square feet of commercial retail space. However, construction activity for much of this area, primarily west of Ella Fitzgerald Way, has not occurred since 2007. It was determined to the best of the applicant's knowledge that of the original DRI #552, only 161 single-family detached units are still either under construction or certainly planned for construction between now and the subject project's opening year of 2032. Of these 161 units, 65 have already been constructed, leaving 96 units either under construction or planned for construction soon. Of the remaining 96 units, 75 would be along Tapestry Boulevard north of Ridge Road, and 21 would be along Le Jardin Boulevard south of Ridge Road.
- DRI #3955 – Hawks Ridge is a proposed 522-unit residential development, with the following street address:
    - 3500 Cascade Palmetto Highway, Atlanta, GA 30331
- DRI #4057 – Westwood is a proposed mixed-use development with a total of 235 single-family detached units, 226 townhomes (single-family attached units), 1,042 multi-family units (mid-rise

apartments), 154,100 square feet of general office space, 221,720 square feet of shopping center space, and 44,500 square feet of supermarket space

- Northwest corner of Cascade Palmetto Highway and Cochran Road, South Fulton, GA 30331.

B.4. Planned Improvements

There are two planned improvements in the area that will take place after the proposed project site is built out. Both are outside of the study network area. Table 2 shows the planned improvements within the vicinity of the proposed project site.

Table 1: Programmed Projects

Project Name	From/To	Sponsor	Project ID	ARC ID (TIP)	Design FY	ROW/ Utility FY	Construct FY
SR 92 at CR 1374/Butner Rd	Intersection	GDOT	0015593	N/A	2017	2022	2025
SR 92 at CR 515/Jones Rd & CR 485/Demooney Rd	Demooney Rd to Jones Rd	GDOT	0017398	N/A	2021	TBD	2027

Table 2: Planned Improvements

Project Name	From/To	Potential Sponsor	Project ID	ARC ID (TIP)	Design FY	ROW/ Utility FY	Construct FY
Cascade Palmetto Hwy Widening	SR 92/Campbellton-Fairburn Rd to SR 154/Campbellton Rd	GDOT	N/A	FS-011	2041-2050	2041-2050	2050
South Fulton Parkway Corridor BRT	College Park MARTA Station to SR 92	MARTA	N/A	AR-491A	2041-2050	2041-2050	2050

B.5. Project Trip Generation

The residential development consists of 847 single-family dwelling units. The anticipated trips generated by the entire development were estimated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021.

Trip generation using the same publication was also performed for the remaining 96 units.

Table 3 summarizes the adjacent development trip generation for the remaining residential development for DRI #552 using the ITE Trip Generation rates.

Table 4 summarizes the project trip generation calculated using the ITE Trip Generation rates.

The detailed trip generation is included in Appendix D.

Table 3: Adjacent Development Trip Generation

LAND USE	PERIOD	TOTAL	IN	OUT
Single-Family Detached Housing – LUC 210 96 DU	Daily	972	486	486
	AM Peak Hour	72	19	53
	PM Peak Hour	96	60	36

Table 4: Project Trip Generation

LAND USE	PERIOD	TOTAL	IN	OUT
Single-Family Detached Housing – LUC 210 847 DU	Daily	7,204	3,602	3,602
	AM Peak Hour	521	135	386
	PM Peak Hour	740	466	274

B.6. Trip Distribution and Assignment

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

- Approximately 15% of the traffic is expected to travel to/from the west on SR 166,
- Approximately 10% of the traffic is expected to travel to/from the west on Cedar Grove Road,
- Approximately 15% of the traffic is expected to travel to/from the east on Butner Road,
- Approximately 15% of the traffic is expected to travel to/from the north/east on Cascade Palmetto Highway,
- Approximately 15% of the traffic is expected to travel to/from the north on SR 70/92/154/166,
- Approximately 15% of the traffic is expected to travel to/from the south/east on SR 92, and
- Approximately 15% of the traffic is expected to travel to/from the south on SR 70/154/Cascade Palmetto Highway.

Figure 4 depicts the anticipated trips from the remaining residential units from DRI #552 – Twin Lakes Community Development at the study intersections. Figure 5 depicts the total adjacent development volumes from DRI #552, DRI #3955, and DRI #4057. Figure 6 depicts the resultant 2032 No-Build volumes from the anticipated growth rate (Figure 3) and the total anticipated trips from the adjacent developments listed above (Figure 5). Figure 7 depicts the new trip distribution. Figure 8 depicts the new trips expected from the new trip distribution. Figure 9 depicts the 2032 Build Volumes.

Figure 4: Adjacent Development Trips – DRI #552

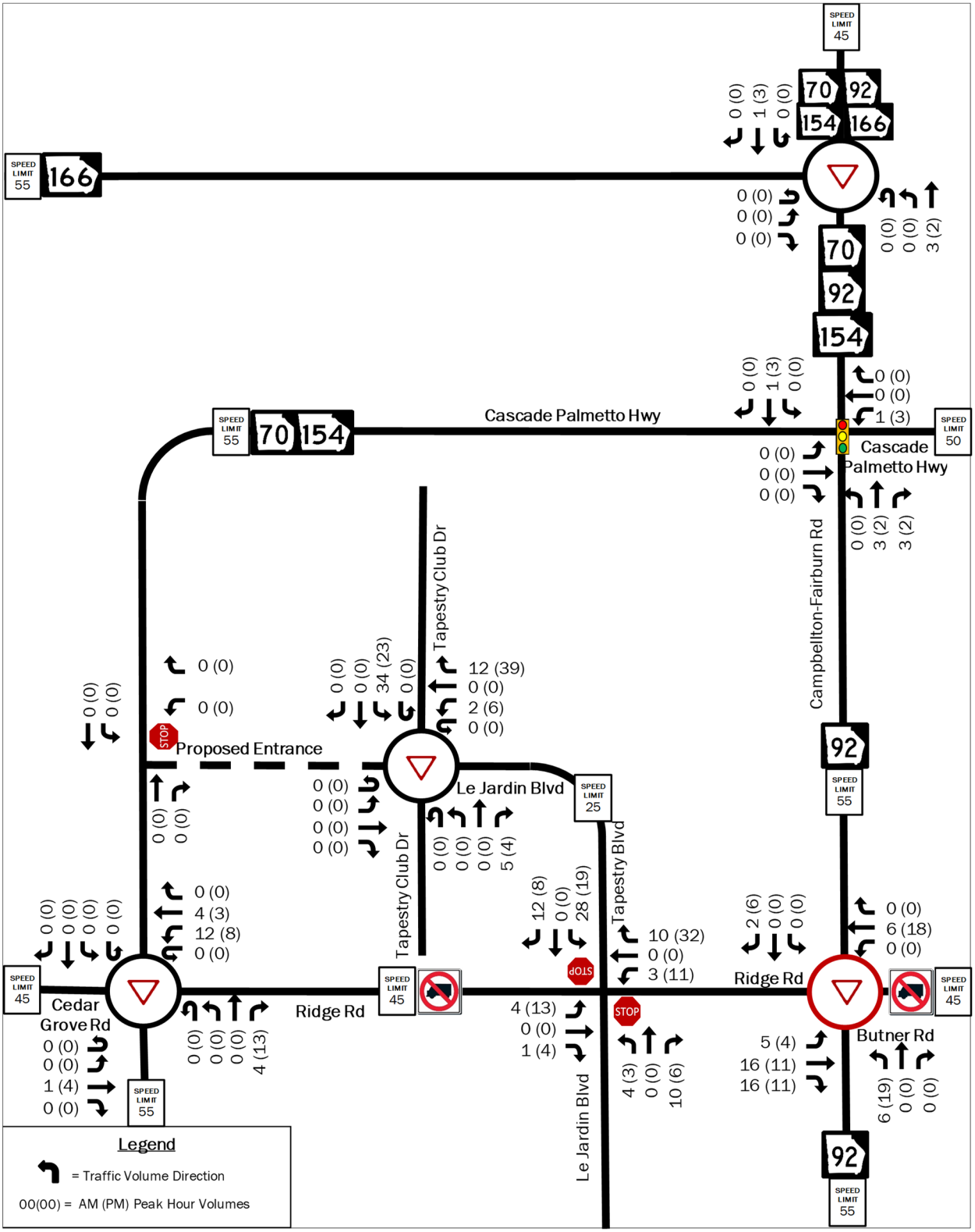


Figure 5: Total Adjacent Development Trips

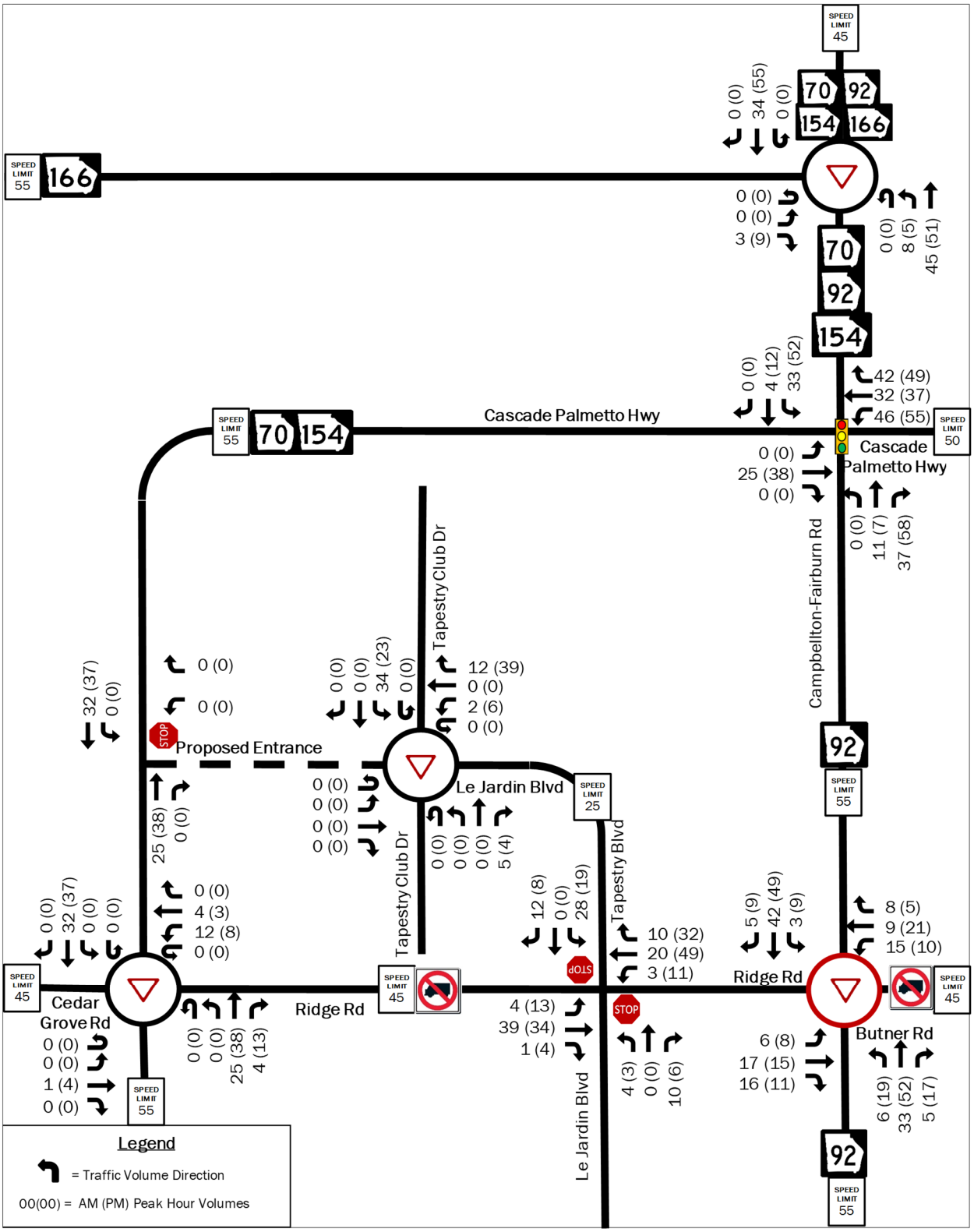


Figure 6: 2032 No-Build Volumes

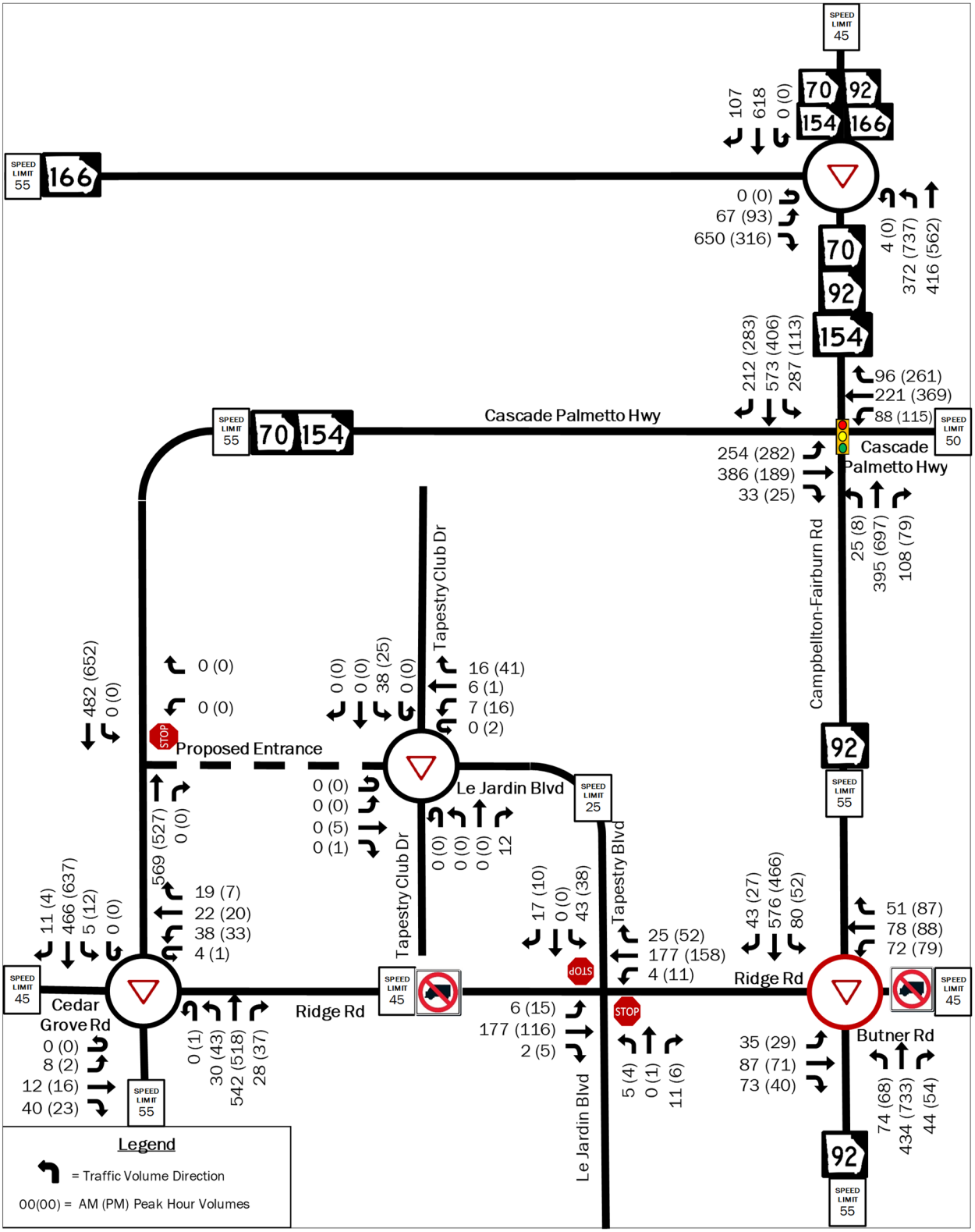


Figure 7: New Trip Distribution

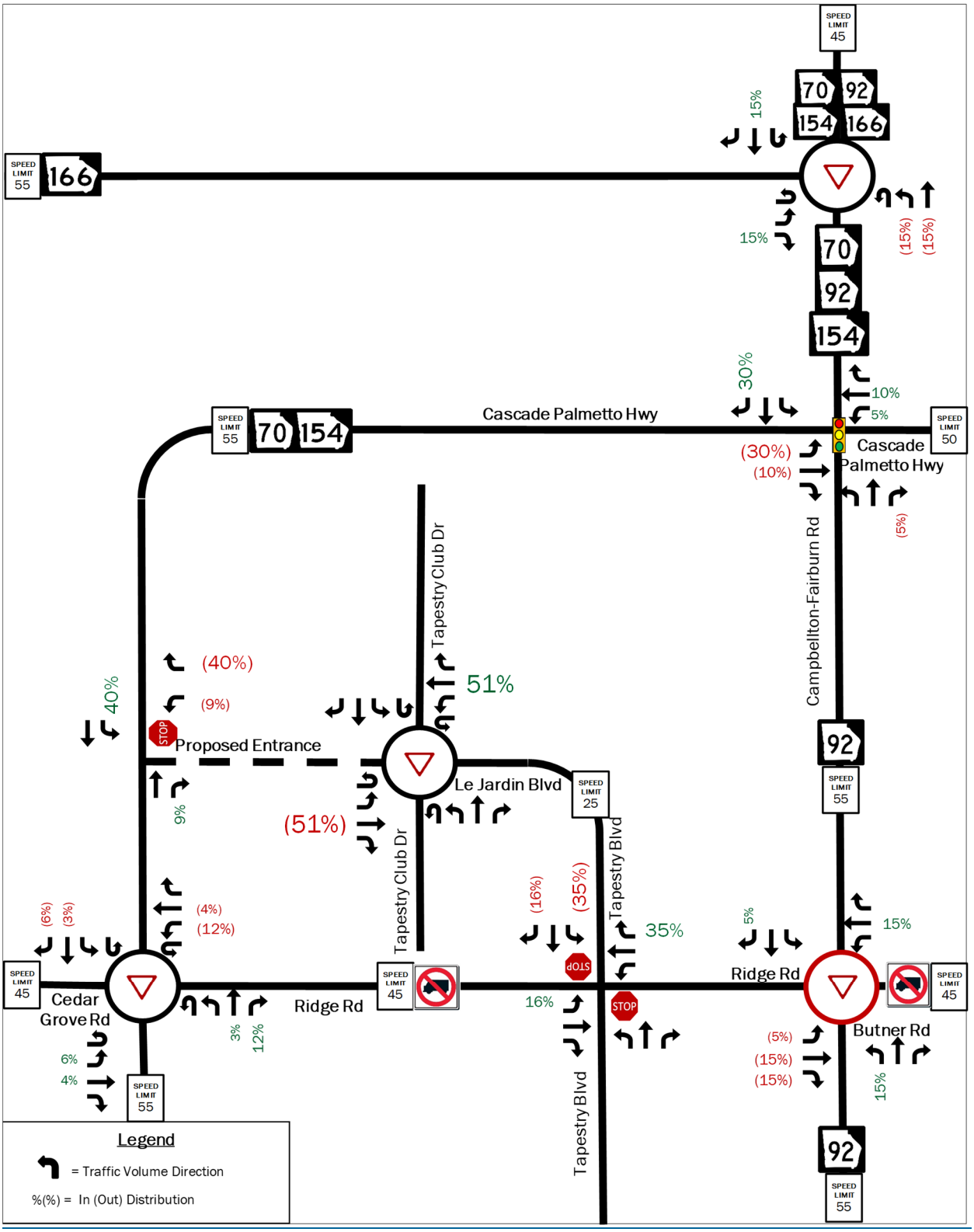


Figure 8: New Trip Assignment

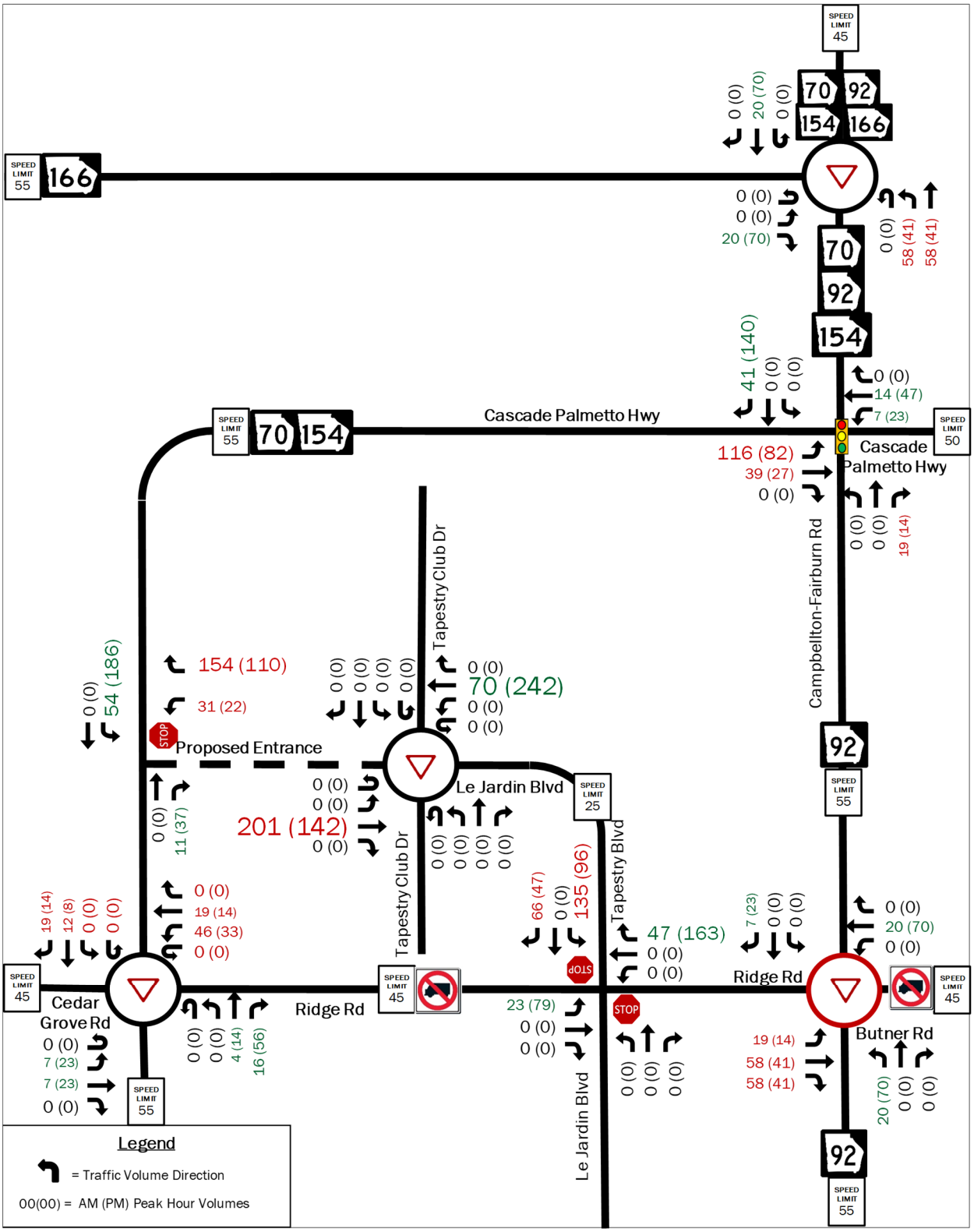
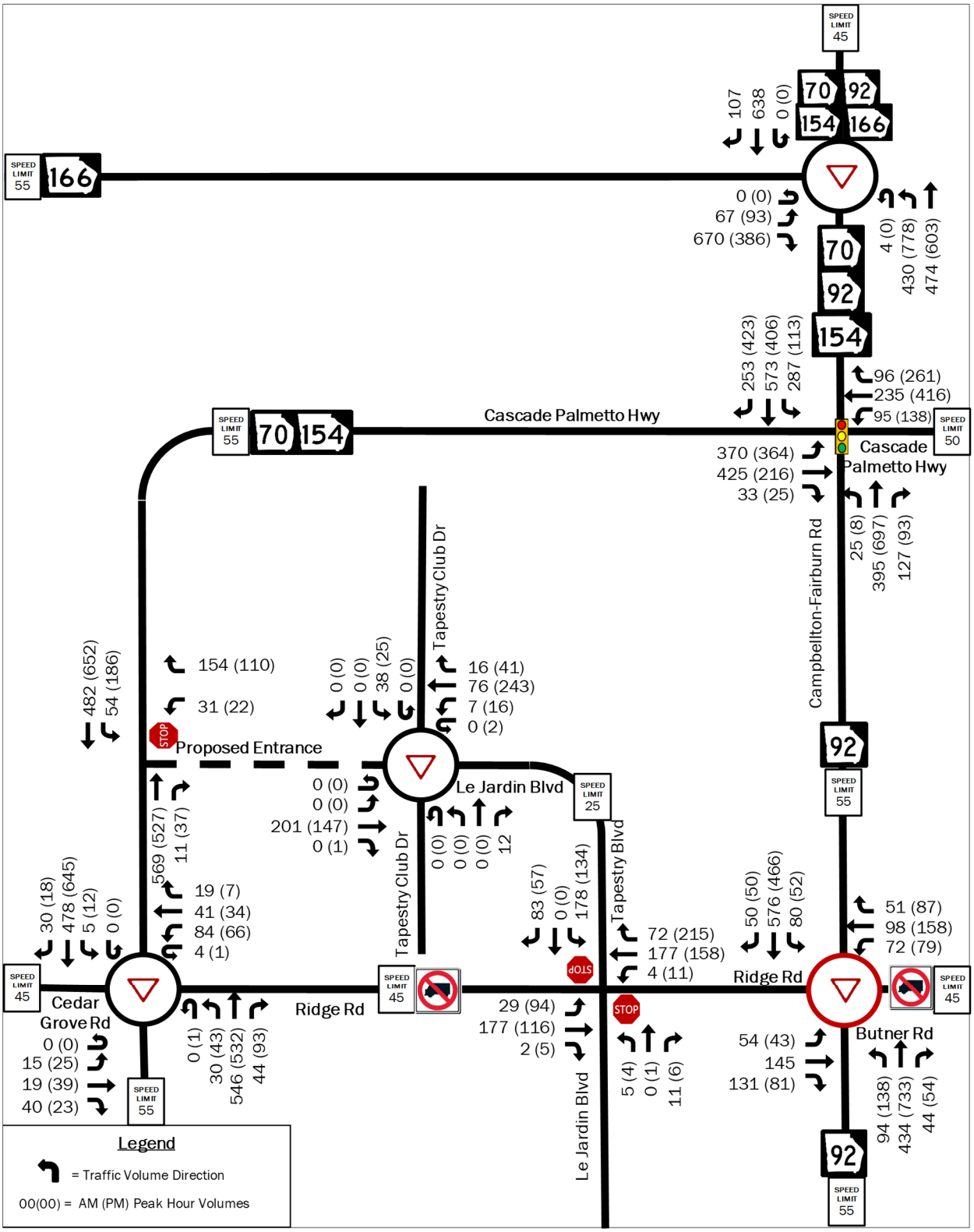


Figure 9: 2032 Build Traffic Volumes



Traffic Impact Analyses

The capacity analysis and queuing analysis was performed using the traffic analysis software Synchro® 12 for the signalized and side street stop-controlled intersections and Signalized/ Unsignalized Intersection Design and Research Aid (SIDRA) Intersection 9 for the existing and programmed roundabouts. Average vehicular delays are calculated and reported as Levels of Service (LOS) as defined by the Highway Capacity Manual, 7th Edition (HCM 7), where LOS A is best, and LOS F is worst. For the purposes of this study, LOS D is the acceptable standard, unless a LOS in Existing conditions is F, in which case the acceptable LOS for that movement would be E. The queue lengths are reported as 50th and 95th percentile queues. Signal timings established in Existing conditions prevail throughout all scenarios not involving mitigation or programmed improvements. All capacity analysis worksheets are included in Appendix E.

C.1. 2024 Existing Capacity Analysis

The results of the 2024 Existing capacity analyses are shown in Table 5 and include the analysis of the volumes shown in Figure 3.

Table 5: 2024 Existing Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 70/92/154 & SR 166	Multi-Lane Roundabout	**Overall**	**A**	**6.3**	**A**	**7.4**
			EB	A	9.2	A	6.5
			NB	A	2.5	A	4.9
			SB	A	7.4	B	12.1
2	SR 70/154/ Cascade Palmetto Hwy & SR 92/ Campbellton-Fairburn Rd	Traffic Signal	**Overall**	**D**	**48.9**	**E**	**70.5**
			EB	E	78.9	E	66.2
			WB	D	40.7	F	106.0
			NB	C	29.4	E	59.0
			SB	D	41.5	E	55.4
3	SR 92/ Campbellton-Fairburn Rd & Ridge Rd/Butner Rd	Traffic Signal	**Overall**	**B**	**10.7**	**B**	**10.6**
			EB	B	18.1	C	20.2
			WB	B	18.1	C	21.9
			NB	A	7.7	A	8.3
			SB	A	9.4	A	7.1
4	Ridge Rd & Tapestry Blvd/Le Jardin Blvd	Side Street Stop Control	**Overall**	**A**	**0.8**	**A**	**1.1**
			EB L	A	7.6	A	8.0
			WB L	A	7.5	A	0.0
			NB L+T+R	A	9.8	B	10.2
			SB L+T+R	B	10.5	B	10.1
5	Tapestry Club Dr & Le Jardin Blvd/Tapestry Blvd	Single-Lane Roundabout	**Overall**	**A**	**2.7**	**A**	**2.9**
			EB	A	0.0	A	3.3
			WB	A	2.7	A	2.9
			NB	A	2.7	A	2.7
			SB	A	2.7	A	2.7
6	SR 70/154/ Cascade Palmetto Hwy & Cedar Grove Rd/Ridge Rd	Single-Lane Roundabout	**Overall**	**A**	**7.2**	**A**	**7.6**
			EB	A	5.5	A	5.7
			WB	A	6.2	A	5.4
			NB	A	7.6	A	6.9
			SB	A	7.1	A	8.4

As shown in Table 5, there are instances at one intersection of inadequate LOS during Existing conditions that are detailed below:

<u>SR 70/154/Cascade Palmetto Highway and SR 92/Campbellton-Fairburn Road</u>

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

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

C.2. 2032 No-Build Conditions Capacity Analysis

The results of the 2032 No-Build conditions intersection capacity analysis are shown in Table 6 and include the volumes shown in Figure 6.

Table 6: 2032 No-Build Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 70/92/154 & SR 166	Multi-Lane Roundabout	**Overall**	**A**	**8.3**	**B**	**11.3**
			EB	B	13.3	A	8.5
			NB	A	2.7	A	6.0
			SB	A	9.4	C	21.2
2	SR 70/154/ Cascade Palmetto Hwy & SR 92/ Campbellton-Fairburn Rd	Traffic Signal	**Overall**	**F**	**122.4**	**F**	**158.4**
			EB	F	227.4	F	101.7
			WB	F	92.2	F	251.6
			NB	D	45.9	F	158.5
			SB	F	105.6	F	106.7
3	SR 92/ Campbellton-Fairburn Rd & Ridge Rd/Butner Rd	Single-Lane Roundabout	**Overall**	**B**	**13.8**	**C**	**15.2**
			EB	B	12.6	A	8.1
			WB	A	8.9	C	16.3
			NB	B	10.9	C	18.0
			SB	C	17.9	B	12.0
4	Ridge Rd & Tapestry Blvd/Le Jardin Blvd	Side Street Stop Control	**Overall**	**A**	**2.1**	**A**	**2.3**
			EB L	A	7.7	A	8.5
			WB L	A	7.7	A	7.5
			NB	B	10.5	B	10.6
			SB	B	12.4	B	12.7
5	Tapestry Club Dr & Le Jardin Blvd/Tapestry Blvd	Single-Lane Roundabout	**Overall**	**A**	**2.9**	**A**	**3.1**
			EB	A	0.0	A	3.3
			WB	A	2.9	A	3.2
			NB	A	2.9	A	2.9
			SB	A	3.0	A	2.9
6	SR 70/154/ Cascade Palmetto Hwy & Cedar Grove Rd/Ridge Rd	Single-Lane Roundabout	**Overall**	**A**	**9.1**	**B**	**10.1**
			EB	A	6.6	A	7.1
			WB	A	7.7	A	6.7
			NB	A	9.5	A	8.9
			SB	A	9.2	B	11.8

As shown in Table 6, the programmed single-lane roundabout project at SR 92 and Ridge Road/Butner Road is expected to provide adequate LOS at the intersections of SR 92 and Ridge Road/Butner Road in future 2032 No-Build conditions. The same intersection and movements from 2024 Existing conditions with inadequate LOS are expected to remain inadequate in 2032 No-Build conditions, along with additional movements and instances of inadequate LOS at that intersection detailed below:

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

- The overall intersection during both peak hours (LOS E in Existing Conditions during the PM peak hour to LOS F)
- The eastbound approach during both peak hours (LOS E in Existing Conditions to LOS F)
- The westbound approach during the AM peak hour (LOS F)
- The southbound approach during both peak hours (LOS E in Existing Conditions during the PM peak hour to LOS F)

C.3. 2032 Build Conditions Capacity Analysis

The results of the 2032 Build conditions intersection capacity analysis are shown in Table 7 and include the volumes shown in Figure 9.

Table 7: 2032 Build Capacity Analysis

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	SR 70/92/154 & SR 166	Multi-Lane Roundabout	**Overall**	**A**	**8.7**	**B**	**14.0**
			EB	B	14.1	B	10.2
			NB	A	3.0	A	6.4
			SB	B	10.4	D	27.7
2	SR 70/154/ Cascade Palmetto Hwy & SR 92/ Campbellton-Fairburn Rd	Traffic Signal	**Overall**	**F**	**185.2**	**F**	**212.1**
			EB	F	389.0	F	189.4
			WB	F	101.2	F	287.1
			NB	D	51.4	F	169.5
			SB	F	131.5	F	197.8
3	SR 92/ Campbellton-Fairburn Rd & Ridge Rd/Butner Rd	Single-Lane Roundabout	**Overall**	**C**	**17.2**	**C**	**23.7**
			EB	C	19.9	B	10.3
			WB	A	9.9	D	26.5
			NB	B	13.6	D	29.6
			SB	C	21.1	C	17.9
4	Ridge Rd & Tapestry Blvd/Le Jardin Blvd	Side Street Stop Control	**Overall**	**A**	**8.7**	**A**	**8.4**
			EB L	A	7.9	A	9.0
			WB L	A	7.7	A	7.5
			NB	B	11.1	B	13.3
			SB	C	22.9	D	29.7
5	Tapestry Club Dr & Le Jardin Blvd/Tapestry Blvd	Single-Lane Roundabout	**Overall**	**A**	**3.8**	**A**	**5.3**
			EB	A	4.2	A	4.4
			WB	A	3.5	A	5.9
			NB	A	3.6	A	3.7
			SB	A	3.4	A	4.5
6	SR 70/154/ Cascade Palmetto Hwy & Cedar Grove Rd/Ridge Rd	Single-Lane Roundabout	**Overall**	**B**	**10.2**	**B**	**11.9**
			EB	A	7.3	A	8.5
			WB	A	9.0	A	7.9
			NB	B	10.1	B	11.1
			SB	B	11.0	B	13.7
7	SR 70/154/ Cascade Palmetto Hwy & Proposed Entrance	Side Street Stop Control	**Overall**	**A**	**4.1**	**A**	**4.1**
			WB L+R	D	26.2	D	34.0
			SB L	A	9.0	A	9.7

As shown in Table 7, including the same intersections and movements from No-Build conditions, there are no additional instances of inadequate or degrading LOS during 2032 Build conditions at the study intersections. The Build analysis considers all appropriate intersection control and lane geometry at the proposed entrance. Discussion on turn lane analysis for the proposed entrance is discussed in Section C.6.

C.4. Queue Length Analysis

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

Queueing analysis indicates that project-related 95th percentile queue lengths are already breaching the available full-width storage capacity in Existing conditions. Iin 2032 No-Build conditions, queues are expected to worsen due to the adjacent developments and background traffic growth anticipated in the area. In 2032 Build conditions, the additional site traffic generated by the proposed development minimally contributes to the delays and queues at the intersection.

Table 8 shows the queue length comparisons across all study scenarios for Existing and/or programmed No-Build geometric conditions.

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

ID	Intersection	Control	Movement	Storage Length	2024 Existing				2032 No-Build				2032 Build			
					50th %ile		95th %ile		50th %ile		95th %ile		50th %ile		95th %ile	
					AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
2	SR 70/154/ Cascade Palmetto Hwy & SR 92/ Campbellton-Fairburn Rd	Traffic Signal	EB L	350	174	156	354	271	420	248	478	427	430	412	431	498
			WB L	210	25	140	55	368	144	203	349	416	195	230	398	426
			WB T+R	-	128	876	255	1602	408	4616	842	7960	621	5101	1205	8515
			NB T+R	-	157	487	269	889	540	3220	1030	5800	632	3241	1326	5534
			SB T+R	-	306	293	638	502	2069	1109	2860	1939	2047	2271	3110	2968

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

The existing study intersections were analyzed with possible improvements to determine the feasibility of reducing the inadequate LOS back to acceptable (LOS D) levels, or levels seen in Existing conditions, for No-Build conditions and Build conditions. The satisfactory improvements modeled for the inadequate intersection in 2032 No-Build conditions are also sufficient for the same intersection for 2032 Build conditions.

The minimum required mitigations to achieve acceptable LOS in the 2032 No-Build scenario where project turning movement volume is expected is portrayed in Table 9 for each intersection. The minimum required mitigations to achieve acceptable LOS in the 2032 Build scenario where project turning movement volume is expected is portrayed in Table 10 for each intersection.

Table 9:2032 No-Build Conditions Capacity Analysis – Mitigated

ID	Intersection	Mitigation Measure	Movement	AM		PM	
				LOS	Delay	LOS	Delay
2	SR 70/154/ Cascade Palmetto Hwy & SR 92/ Campbellton-Fairburn Rd	Dual EBL lanes, protected phasing Add EB T+R lane (250' storage) Add WB T+R lane (250' storage) Add NB T+R lane (250' storage) Add SB T+R lane (250' storage)	**Overall**	**C**	**31.4**	**D**	**40.9**
			EB	C	32.5	D	37.5
			WB	C	31.6	E	58.3
			NB	C	29.3	D	38.3
			SB	C	31.6	C	29.4

Table 10: 2032 Build Conditions Capacity Analysis – Mitigated

ID	Intersection	Mitigation Measure	Movement	AM		PM	
				LOS	Delay	LOS	Delay
2	SR 70/154/ Cascade Palmetto Hwy & SR 92/ Campbellton-Fairburn Rd	Dual EBL lanes, protected phasing Add EB T+R lane (250' storage) Add WB T+R lane (250' storage) Add NB T+R lane (250' storage) Add SB T+R lane (250' storage)	**Overall**	**D**	**37.3**	**D**	**50.8**
			EB	D	43.5	D	42.4
			WB	C	32.2	E	78.3
			NB	C	31.7	D	42.1
			SB	D	37.5	D	39.8

As shown in Tables 9 and 10, with the 2032 No-Build and Build conditions mitigated at the remaining intersection of interest, the intersection and its movements would be expected to be restored to satisfactory LOS with the listed improvements, except for the westbound approach at the intersection of SR 70/154/Cascade Palmetto Highway and SR 92/Campbellton-Fairburn Road during the PM peak hour. However, the existing LOS is F during the PM peak hour for this approach; therefore, LOS E is acceptable in future conditions.

C.6. Turn Lane Warrant Analysis

Turn lane analysis was conducted for the Proposed Entrance along SR 70/154/Cascade Palmetto Highway using the GDOT Regulations for Driveway and Encroachment Control Manual (Regulations), dated June 20, 2024. The results of the evaluation are summarized in Table 11.

The ADT data collected on Wednesday, May 1, 2024, shows the average weekday traffic to be 10,513 vehicles per day along SR 70/154/Cascade Palmetto Highway. The speed limit on SR 70/154/Cascade Palmetto Highway is 55 miles per hour.

The southbound left-turn traffic on SR 70/154/Cascade Palmetto Highway is expected to exceed the threshold of 150 left-turn vehicles per day for SR 70/154/Cascade Palmetto Highway. The northbound right-turn traffic on SR 70/154/Cascade Palmetto Highway is expected to exceed the threshold of 50 right-turn vehicles per day for SR 70/154/Cascade Palmetto Highway.

Table 11: GDOT Turn Lane Warrants

ID	Intersection	Movement/ Turn Lane	Turn Volume	GDOT Volume Criteria	GDOT Criteria met?
7	SR 70/154 & Proposed Entrance	NB R	331 RT/Day	50 RT/Day	YES
		SB L	1472 LT/Day	150 LT/Day	YES

As shown in Table 11, both a left-turn lane and a right-turn deceleration lane is warranted at the Proposed Entrance along SR 70/154/Cascade Palmetto Highway.

The Proposed Entrance along SR 70/154/Cascade Palmetto Highway warrants a left-turn lane. Based on GDOT criteria for a 55 MPH roadway, the minimum left-turn lane length is 310 feet with a taper of 100 feet. The approach and departure tapers are 330 feet for 6 feet of shift, and 660 feet for 12 feet of shift.

The Proposed Entrance along SR 70/154/Cascade Palmetto Highway warrants a right-turn deceleration lane. Based on GDOT criteria for a 55 MPH roadway, the minimum right-turn deceleration lane length is 250 feet with a taper of 100 feet.

The turn lane evaluations are included in Appendix F.

Conclusions

Le Jardin Subdivision (DRI #4348) is proposed for construction along Le Jardin Boulevard in South Fulton, Georgia. The proposed development will consist of 847 single-family dwelling units. The development will have the following two (2) access points: one existing full-access point on Tapestry Boulevard at Ridge Road and one proposed full-access driveway on SR 70/154/Cascade Palmetto Highway, north of Cedar Grove Road/Ridge Road.

Traffic operations at the study intersections are adequate at five of the six study intersections in the Existing conditions. However, inadequate LOS are present at the intersection of SR 70/154/Cascade Palmetto Highway and SR 92/Campbellton-Fairburn Road, and the conditions are expected to worsen as evidenced in the 2032 No-Build scenario due to the adjacent developments and anticipated growth in the study area. The programmed single-lane roundabout project at the intersection of SR 92/ Campbellton-Fairburn Road and Ridge Road/Butner Road is expected to continue to provide adequate LOS in future 2032 No-Build conditions. However, the same intersection and movements from 2024 Existing conditions with inadequate LOS are expected to remain inadequate in 2032 No-Build conditions.

Although the addition of project traffic will have an impact on traffic operations by increasing delay at the study intersections, 2032 Build conditions are expected to continue to operate at the same overall LOS when compared to 2032 No-Build conditions.

A right-turn deceleration lane is warranted at the Proposed Entrance along SR 70/154/Cascade Palmetto Highway. A left-turn lane is warranted at the Proposed Entrance along SR 70/154/Cascade Palmetto Highway.

Recommendations

To receive the Notice of Decision Request for Expedited DRI #4348 – Le Jardin Subdivision, the following Roadway Improvement Conditions of Approval and Advisory Conditions are recommended.

Recommended Roadway Improvement Conditions of Approval:

SR 70/154/Cascade Palmetto Highway and Proposed Entrance

- Install a northbound right-turn lane on SR 70/154/Cascade Palmetto Highway
- Install a southbound left-turn lane on SR 70/154/Cascade Palmetto Highway

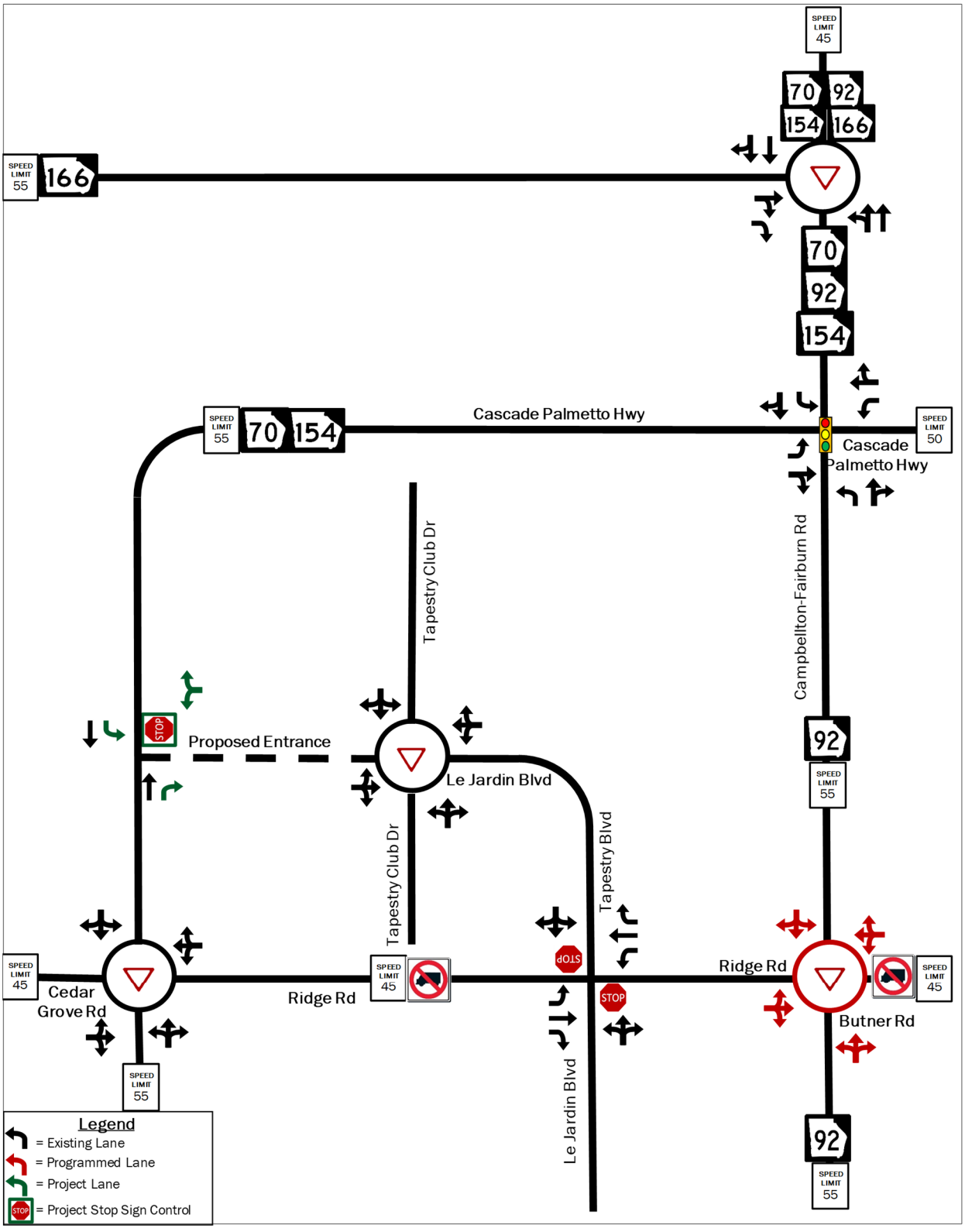
Recommended Roadway Improvement Advisory Conditions:

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

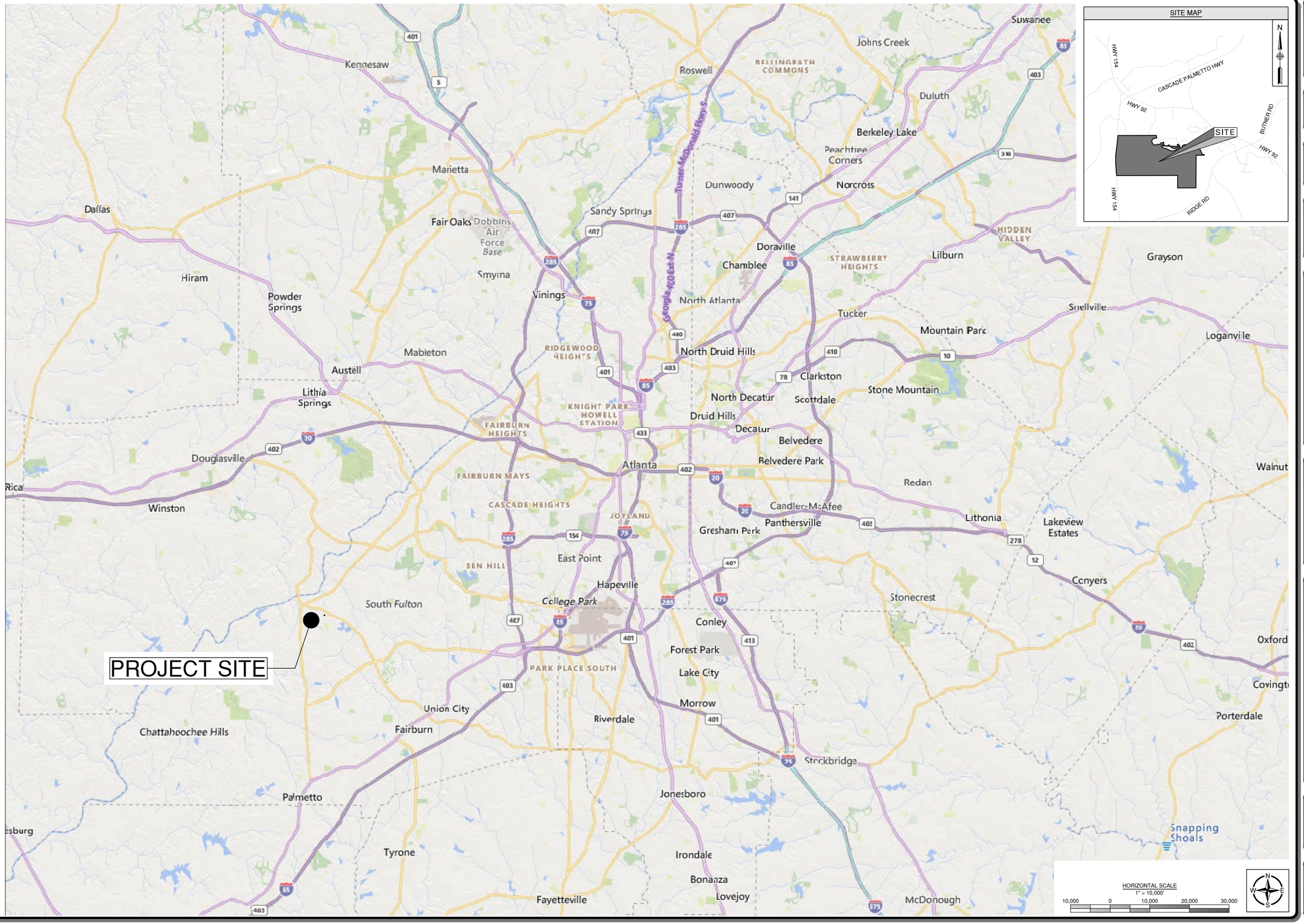
- Install dual eastbound left-turn lanes on SR 70/154/Cascade Palmetto Highway with protected-only phasing,
- Install an eastbound shared thru+right lane on SR 70/154/Cascade Palmetto Highway with storage of 250 feet,
- Install a westbound shared thru+right lane on SR 70/154/Cascade Palmetto Highway with storage of 250 feet,
- Install a northbound shared thru+right lane on SR 92/Campbellton-Fairburn Road with storage of 250 feet; and
- Install a southbound shared thru+right lane on SR 92/70/154 with storage of 250 feet.

Figure 10 below shows existing lane geometry alongside all the programmed improvements for No-Build conditions and proposed project lane configurations for Build conditions.

Figure 10: Existing, Programmed, and Proposed Project Lane Geometries



APPENDIX A: Site Plan



SITE MAP

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NORTHWINDS III
2500 NORTHWINDS PKWY
SUITE 360
ALPHARETTA, GA 30009
(404)693-1618 OFFICE
www.maxred.com

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REVISIONS:
1 03-06-25 UPDATED LOT COUNT

LE JARDIN SUBDIVISION - DRI #4348
TAPESTRY CLUB DR AND LE JARDIN BLVD
CITY OF SOUTH FULTON, GA

METRO ATLANTA VICINITY MAP

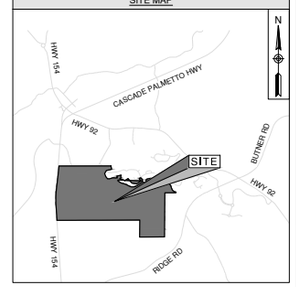
DESIGNED:	DRAWN BY: PWM	CHECKED: DJB
DATE: JAN. 31, 2025		
JOB NO.: 2021-040		
SCALE: AS SHOWN		

DRAWING NUMBER
C0.0
SHEET NUMBER 1

HORIZONTAL SCALE
1" = 10,000'
10,000 0 10,000 20,000 30,000

I:\Maxwell-Reddick & Associates Jobs\2021\2021-040 Pulte - Le Jardin\Engineering\Design\Conceptual Drawings\LEJARDIN_MASTERDRI PLAN, PLOT DATE: 3/6/2025 10:22 AM

SITE MAP



PROJECT DIRECTORY	
TRAFFIC CONSULTANT:	NV5 10745 WESTSIDE WAY, SUITE 300 ALPHARETTA, GEORGIA 30009 PHONE: 678.795.3600 FAX: 678.461.3494
DEVELOPER:	PULTE HOME COMPANY, LLC 2475 NORTHWINDS PKWY SUITE 600 ALPHARETTA, GA 30009 PHONE: 678.245.5208 ATTN: ANDREW.MOROZ EMAIL: ANDREW.MOROZ@PULTE.COM
ENGINEER:	MAXWELL-REDDICK AND ASSOCIATES, INC 2500 NORTHWINDS PKWY, SUITE 360 ALPHARETTA, GA 30009 PHONE: 404.693.1618

SITE DATA:

SITE AREA:
PROPOSED SITE AREA: 448.4 AC

SITE ZONING:
EXISTING ZONING: PUD

BUILDING SETBACKS (REQ'D):

FRONT:	10 FT
SIDE:	5 FT
REAR:	5 FT
EXTERIOR:	50 FT

PROPOSED LOT SUMMARY:
TOTAL PROPOSED LOTS: 847

POD AA & CC:	236
POD BB:	36
POD Q & R:	219
POD S:	62
POD X:	102
POD Y:	84
POD Z:	94
POD W:	14

OPEN SPACE:

REQUIRED OPEN SPACE/GREEN SPACE:	25% (118.5 AC)
PROPOSED OPEN SPACE:	150.2 AC
PROPOSED GREEN SPACE:	97.3 AC
TOTAL:	247.5 AC

STREAM BUFFERS LEGEND:

- (A) 25 FOOT STATE WATERS BUFFER
- (B) 75 FOOT UNDISTUREBED BUFFER
- (C) 25 FOOT NON PERVIOUS SETBACK

DATA SOURCE NOTE:

"THE TOPOGRAPHIC AND ELEVATION DATA SHOWN HEREON WAS OBTAINED FROM FULTON COUNTY GIS AND IS NOT CERTIFIED AS CORRECT BY THIS ENGINEER. USERS OF THIS DATA DO SO AT THEIR OWN RISK.

HORIZONTAL SCALE
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250 0 250 500 750

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ALL COORDINATES, IF ANY, DESCRIBED AS BEING IN THE FEATURES PLANNED, OBSERVED OR TAKEN FROM RECORDS ARE ACTUAL SITE CONDITIONS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL SUCH CONDITIONS AND SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES BETWEEN ACTUAL CONDITIONS AND THOSE SHOWN ON THE PLANS. THE CONTRACTOR SHALL NOT PROCEED WITH CONSTRUCTION IN AREAS OF DISCREPANCY UNTIL ALL SUCH DISCREPANCIES HAVE BEEN RESOLVED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL WORK AND/OR MATERIALS INSTALLED PRIOR TO THE RESOLUTION OF DISCREPANCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO PROPERTY, REAL OR PERSONAL, RESULTING FROM HIS FAILURE TO EXERCISE THE ABILITY TO DISCOVER AND RESOLVE CONFLICTS PRIOR TO PROCEEDING WITH THE WORK AS TO WHICH CONFLICTS EXIST. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL COSTS RESULTING FROM DISCREPANCIES THAT THE CONTRACTOR KNEW OR REASONABLY SHOULD HAVE KNOWN, BUT FAILED TO REPORT.

NO.	REVISIONS	BY	DATE
1	PER CITY COMMENTS	DJB	09-26-25

UPDATED LOT COUNT

LE JARDIN SUBDIVISION - DRI #4348
TAPESTRY CLUB DR AND LE JARDIN BLVD
CITY OF SOUTH FULTON, GA

DRI MASTER PLAN 1

DESIGNED	DRAWN BY	CHECKED
	PWM	DJB

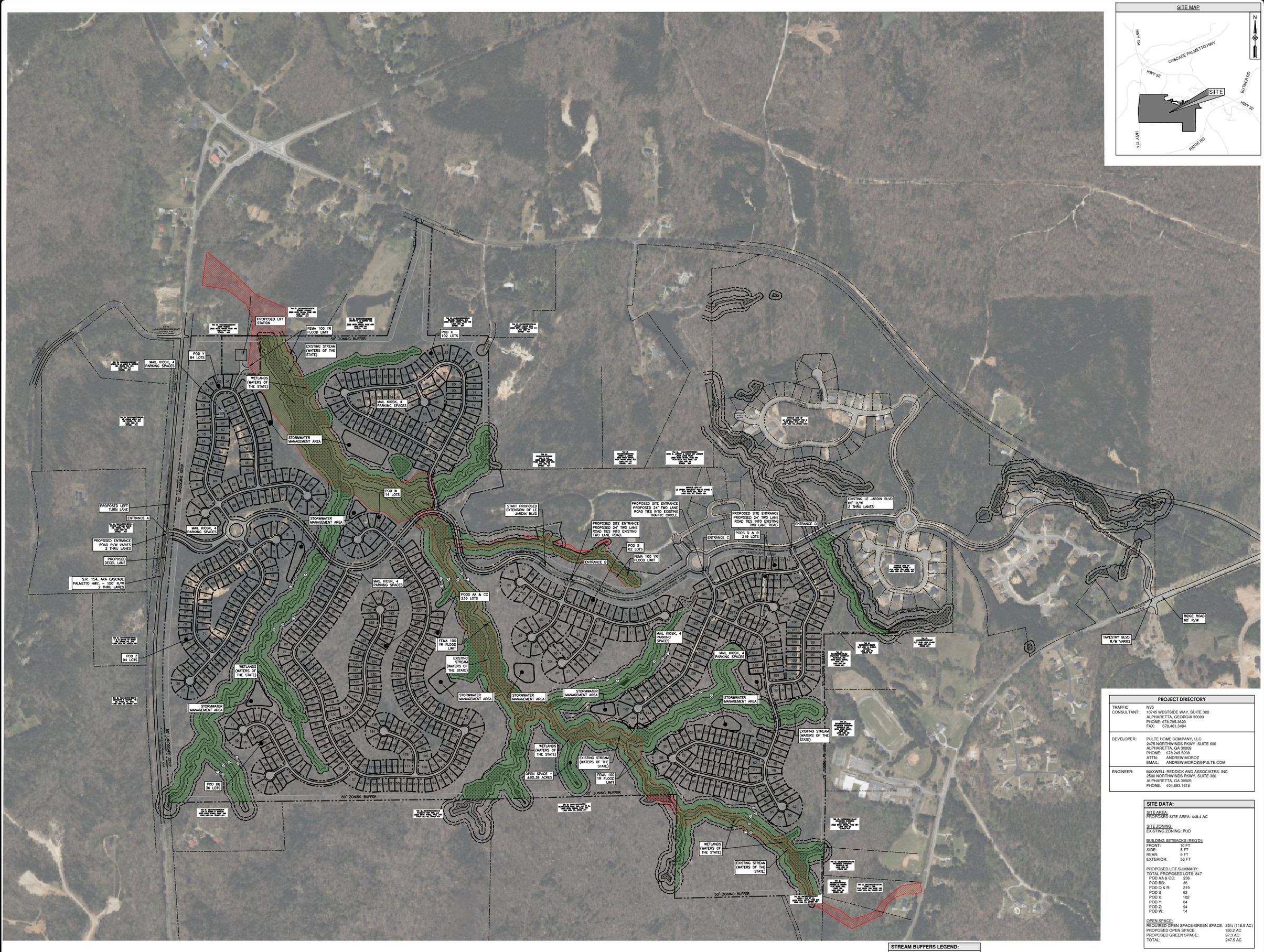
DATE: JAN. 31, 2025

JOB NO.: 2021-040

SCALE: AS SHOWN

DRAWING NUMBER
C1.0
SHEET NUMBER 2

I:\Maxwell Reddick & Associates Jobs\2021\2021-040\Civil\Site - Le Jardin\Civil\Layout\Design\Conceptual Drawings\LE JARDIN_MASTER PLAN_1_OT DATE: 3/6/2025 10:23 AM



SITE MAP

MAXWELL-REDDICK
ASSOCIATES
A Pape-Dawson company

ENGINEERING & LAND SURVEYING
40 JOE KENNEDY BLVD
STATESBORO, GA 30458
(912)489-7112 OFFICE
(912)489-7105 FAX

NORTHWINDS II
2500 NORTHWINDS PKWY.
SUITE 360
ALPHARETTA, GA 30009
(404)693-1618 OFFICE
www.maxred.com

ALL DIMENSIONS, IF ANY, DISCREPANCIES BETWEEN THE FEATURES SHOWN ON THE SURVEY AND THE DESCRIPTION SHOWN HEREON SHALL BE BROUGHT TO THE ATTENTION OF THE SURVEYOR IMMEDIATELY. THE SURVEYOR DOES NOT CERTIFY TO ANY MATTERS OF TITLE, EASEMENTS, OR ENCUMBRANCES AFFECTING THE SUBJECT PROPERTY. THIS SURVEY IS NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND RAISED SEAL OF A GEORGIA REGISTERED LAND SURVEYOR. THE CERTIFICATION SHOWN HEREON DOES NOT EXTEND TO ANY UNNAMED PERSONS WITHOUT AN EXPRESS STATEMENT TO THAT EFFECT. THE CERTIFICATION SHOWN HEREON IS NOT TRANSFERABLE. THE CERTIFICATION SHOWN HEREON IS MADE ONLY TO THOSE PERSONS FOR WHOM THE SURVEY IS PREPARED AND ONLY TO THOSE PERSONS INDICATED IN THE CERTIFICATION. THE CERTIFICATION SHOWN HEREON IS NOT TRANSFERABLE TO ADDITIONAL INSTITUTIONS OR SUBSEQUENT OWNERS. THE CERTIFICATION SHOWN HEREON IS MADE FOR THE EXCLUSIVE USE OF THE PERSONS SPECIFICALLY NAMED AND MAY NOT BE EXTENDED TO OTHER UNNAMED PERSONS WITHOUT THE EXPRESS PURPOSE AND INCLUSION OF THE CERTIFICATION OR ENDORSEMENT OF THE SURVEYOR NAMED HEREON. THE CERTIFICATION SHOWN HEREON IS MADE FOR THE USE OF THE PURCHASER AND THOSE WHO MAY BENEFICIALLY OWN THE PROPERTY AT THE TIME OF THE SURVEY AND THOSE LENDING INSTITUTIONS LISTED HEREON. THE CERTIFICATION SHOWN HEREON DOES NOT EXTEND TO ANY FUTURE OWNERS OR LENDING INSTITUTIONS. THE CERTIFICATION SHOWN HEREON IS MADE FOR THE USE ON THE PROJECT AS DESCRIBED IN THE TITLE. ITS EXTENSION FOR USE ON ANY OTHER PROJECT IS NOT VALID UNLESS OTHERWISE STATED. THE CERTIFICATION SHOWN HEREON IS NOT A GUARANTY OR WARRANTY, EXPRESSED OR IMPLIED. THE CERTIFICATION SHOWN HEREON DOES NOT EXTEND TO UNNAMED PERSONS WITHOUT AN EXPRESS STATEMENT NAMING THEM AND THE NATURE OF RELIANCE BY THE SURVEYOR. THE CERTIFICATION SHOWN HEREON SPECIFICALLY IS NOT EXTENDED TO ANY PROCEDURES OR ENDEAVORS UNDERTAKEN BY THE TITLE COMPANY, ESCROW OFFICER, OR SETTLEMENT AGENT UNLESS OTHERWISE SPECIFICALLY STATED HEREON. THE CERTIFICATION SHOWN HEREON IS NOT EXTENDED TO LOSS, COST, OR EXPENSE INCURRED BY PERSONS OTHER THAN THOSE TO WHOM THE CERTIFICATION IS INITIALLY MADE. THE PRESENCE OF UTILITY OR OTHER MARKINGS ON THE SURVEY DRAWING DOES NOT EXTEND THE CERTIFICATION TO THE EXISTENCE OR NONEXISTENCE OF UTILITIES OR OTHER MATTERS. THE CERTIFICATION SHOWN HEREON IS NOT EXTENDED TO ANY DEFECT IN TITLE NOT ACTUALLY KNOWN TO THE SURVEYOR AT THE TIME OF THE SURVEY. THE CERTIFICATION SHOWN HEREON IS NOT EXTENDED TO ANY MATTERS ARISING AFTER THE DATE OF THE SURVEY EXCEPT AS SPECIFICALLY STATED.

ADDENDA	
1	03.06.25 UPDATED LOT COUNT

PROJECT DIRECTORY

TRAFFIC CONSULTANT:	NV5 10745 WESTSIDE WAY, SUITE 300 ALPHARETTA, GEORGIA 30009 PHONE: 678.795.3600 FAX: 678.461.3494
DEVELOPER:	PULTE HOME COMPANY, LLC 2475 NORTHWINDS PKWY SUITE 600 ALPHARETTA, GA 30009 PHONE: 678.245.5208 ATTN: ANDREW MOROZ EMAIL: ANDREW.MOROZ@PULTE.COM
ENGINEER:	MAXWELL-REDDICK AND ASSOCIATES, INC 2500 NORTHWINDS PKWY, SUITE 360 ALPHARETTA, GA 30009 PHONE: 404.693.1618

SITE DATA:

SITE AREA:
PROPOSED SITE AREA: 448.4 AC

SITE ZONING:
EXISTING ZONING: PUD

BUILDING SETBACKS (REQ'D):

FRONT:	10 FT
SIDE:	5 FT
REAR:	5 FT
EXTERIOR:	50 FT

PROPOSED LOT SUMMARY:

TOTAL PROPOSED LOTS:	847
POD AA & CC:	236
POD BB:	36
POD Q & R:	219
POD S:	62
POD X:	102
POD Y:	84
POD Z:	94
POD W:	14

OPEN SPACE:

REQUIRED OPEN SPACE/GREEN SPACE:	25% (118.5 AC)
PROPOSED OPEN SPACE:	150.2 AC
PROPOSED GREEN SPACE:	97.3 AC
TOTAL:	247.5 AC

STREAM BUFFERS LEGEND:

- (A) 25 FOOT STATE WATERS BUFFER
- (B) 75 FOOT UNDISTUREBED BUFFER
- (C) 25 FOOT NON PERVIOUS SETBACK

DATA SOURCE NOTE:

*THE TOPOGRAPHIC AND ELEVATION DATA SHOWN HEREON WAS OBTAINED FROM FULTON COUNTY GIS AND IS NOT CERTIFIED AS CORRECT BY THIS ENGINEER. USERS OF THIS DATA DO SO AT THEIR OWN RISK.

HORIZONTAL SCALE
1" = 250'
250 0 250 500 750

LE JARDIN SUBDIVISION - DRI #4348
TAPESTRY CLUB DR AND LE JARDIN BLVD
CITY OF SOUTH FULTON, GA

DRI MASTER PLAN 2

DESIGNED	DRAWN BY	CHECKED
	PWM	DJB

DATE: JAN. 31, 2025

JOB NO.: 2021-040

SCALE: AS SHOWN

DRAWING NUMBER
C1.1

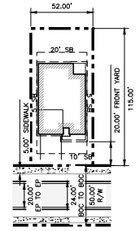
SHEET NUMBER 3

I:\Maxwell-Reddick & Associates - dwg\2021\2021-040 Public - Le Jardin\Engineering\Design\Conceptual Drawings\LEJARDIN - MASTER DRI PLAN_R1 (1).DWG, 1/31/2025 10:21 AM

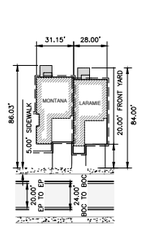
DATA SOURCE NOTE:
"THE TOPOGRAPHIC AND ELEVATION DATA SHOWN HEREON WAS OBTAINED FROM FULTON COUNTY GIS AND IS NOT CERTIFIED AS CORRECT BY THIS ENGINEER. USERS OF THIS DATA DO SO AT THEIR OWN RISK.

WETLANDS NOTE:
ALL TIDAL AND NON-TIDAL TRIBUTARIES, MARSH AREAS AND WETLANDS ARE UNDER THE JURISDICTION OF THE CORPS OF ENGINEERS AND/OR THE STATE OF GEORGIA DEPARTMENT OF NATURAL RESOURCES. OWNERS ARE SUBJECT TO PENALTY BY LAW FOR DISTURBANCE OF THESE PROTECTED AREAS WITHOUT PROPER PERMIT APPLICATION AND APPROVAL FROM THOSE AGENCIES. WETLANDS SHOWN WERE TAKEN FROM DATA PROVIDED BY GAIA ENVIRONMENTAL CONSULTING. GAIA ENVIRONMENTAL PROJECT NO. 2021-03 - WOTUS/WOTS DELINEATION & GPS LOCATION WAS COMPLETED ON JAN. 15, 2021. THE WETLAND DATA WAS FIELD LOCATED BY GAIA ENVIRONMENTAL CONSULTING UTILIZING MAPPING GRADE GPS.

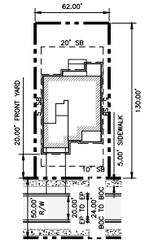
PODS: AA,BB,CC,Z



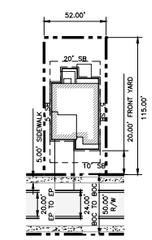
PODS: L



PODS: Q,R,S



PODS: Q,R,S,W



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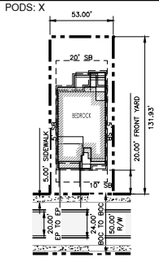

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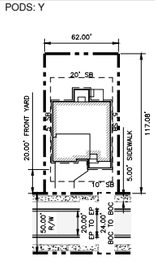
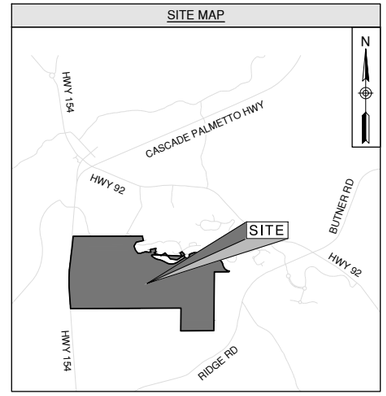


REQUIRED PARKING:
2 SPACES/DWELLING UNIT 847 x 2 = 1,694 PROPOSED PARKING: 2 SPACES/DWELLING UNIT: 847 x 2 = 1,694 ASSUMED PARKING FOR FUTURE AMENITIES: ±50 PARKING FOR MAIL KIOSKS: 24 SPACES TOTAL PROPOSED: 1,768 SPACES

RESIDENTIAL UNIT DENSITY CALCULATION
SITE AREA = 448.4 AC TOTAL NUMBER OF PROPOSED UNITS = 847 DENSITY = 847 UNITS / 448.4 = 1.89 UNITS/ACRE

SITE MAP



PROJECT DIRECTORY	
TRAFFIC CONSULTANT:	NV5 10745 WESTSIDE WAY, SUITE 300 ALPHARETTA, GEORGIA 30009 PHONE: 678.795.3600 FAX: 678.461.3494
DEVELOPER:	PULTE HOME COMPANY, LLC 2475 NORTHWINDS PKWY SUITE 600 ALPHARETTA, GA 30009 PHONE: 678.245.5208 ATTN: ANDREW MOROZ EMAIL: ANDREW.MOROZ@PULTE.COM
ENGINEER:	MAXWELL-REDDICK AND ASSOCIATES, INC 2500 NORTHWINDS PKWY, SUITE 360 ALPHARETTA, GA 30009 PHONE: 404.693.1618

SITE DATA:

SITE AREA:
PROPOSED SITE AREA: 448.4 AC

SITE ZONING:
EXISTING ZONING: PUD

BUILDING SETBACKS (REQ'D):

FRONT:	10 FT
SIDE:	5 FT
REAR:	5 FT
EXTERIOR:	50 FT

PROPOSED LOT SUMMARY:

TOTAL PROPOSED LOTS:	847
POD AA & CC:	236
POD BB:	36
POD Q & R:	219
POD S:	62
POD X:	102
POD Y:	84
POD Z:	94
POD W:	14

OPEN SPACE:

REQUIRED OPEN SPACE/GREEN SPACE:	25% (118.5 AC)
PROPOSED OPEN SPACE:	150.2 AC
PROPOSED GREEN SPACE:	97.3 AC
TOTAL:	247.5 AC

STREAM BUFFERS LEGEND:

- (A) 25 FOOT STATE WATERS BUFFER
- (B) 75 FOOT UNDISTUREBED BUFFER
- (C) 25 FOOT NON PERVIOUS SETBACK

HORIZONTAL SCALE
1" = 200'
200 0 200 400 600

N W E S

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

MAXWELL-REDDICK AND ASSOCIATES
ENGINEERING & LAND SURVEYING
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(912)489-7112 OFFICE
(912)489-7125 FAX
NORTHWINDS II
2500 NORTHWINDS PKWY
SUITE 360
ALPHARETTA, GA 30009
(404)693-1618 OFFICE
www.maxred.com

NOTE TO CONTRACTOR: IF ANY DISCREPANCIES BETWEEN THE ENGINEER'S PLANS OR SPECIFICATIONS AND CONDITIONS IN THE FIELD ARE DISCOVERED BEFORE OR DURING CONSTRUCTION THE CONTRACTOR AND/OR DEVELOPER SHALL NOTIFY THE ENGINEER OR SURVEYOR IMMEDIATELY PRIOR TO CONSTRUCTING SUCH INCONSISTENT ENTITIES. IF THIS NOTIFICATION IS NOT GIVEN TO THE ENGINEER IMMEDIATELY, THE CONTRACTOR AND DEVELOPER SHALL BE HELD RESPONSIBLE FOR ANY AND ALL COSTS INCURRED DUE TO SUCH ERROR. DISCREPANCY OR CONFLICT IN ANY OF THE PLANS, SPECIFICATIONS OR INSTRUCTIONS SHALL BE GROUNDS FOR REJECTION OF WORK DONE, WHICH MAY BE REQUIRED TO BE REDONE OR REINSTATED AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL BE HELD TO COMPENSATION FOR ANY WORK OR EXPENSE INCURRED BY HMA WHICH IS REQUIRED TO BE REDONE OR REINSTATED BECAUSE OF SAID ERROR, DISCREPANCY OR CONFLICT THAT THE CONTRACTOR OR DEVELOPER SHOULD HAVE KNOWN OF THE SAME. THESE PLANS ARE THE PROPERTY OF MAXWELL-REDDICK AND ASSOCIATES AND ARE NOT TO BE USED FOR ANY PURPOSE OTHER THAN THE SPECIFIC PROJECT FOR WHICH THEY WERE PREPARED. ANY UNAUTHORIZED USE, REPRODUCTION, OR DISCREPANCY OR CONFLICT WHEN HE KNEW OR SHOULD HAVE KNOWN OF THE SAME. COPYRIGHT © 2025 BY MAXWELL-REDDICK AND ASSOCIATES ALL RIGHTS RESERVE.

REVISIONS:
1 03-06-25 UPDATED LOT COUNT

LE JARDIN SUBDIVISION - DRI #4348
TAPESTRY CLUB DR AND LE JARDIN BLVD
CITY OF SOUTH FULTON, GA

GRTA DRI SITE PLAN - A

DESIGNED:	DRAWN BY:	CHECKED:
—	PWM	DJB

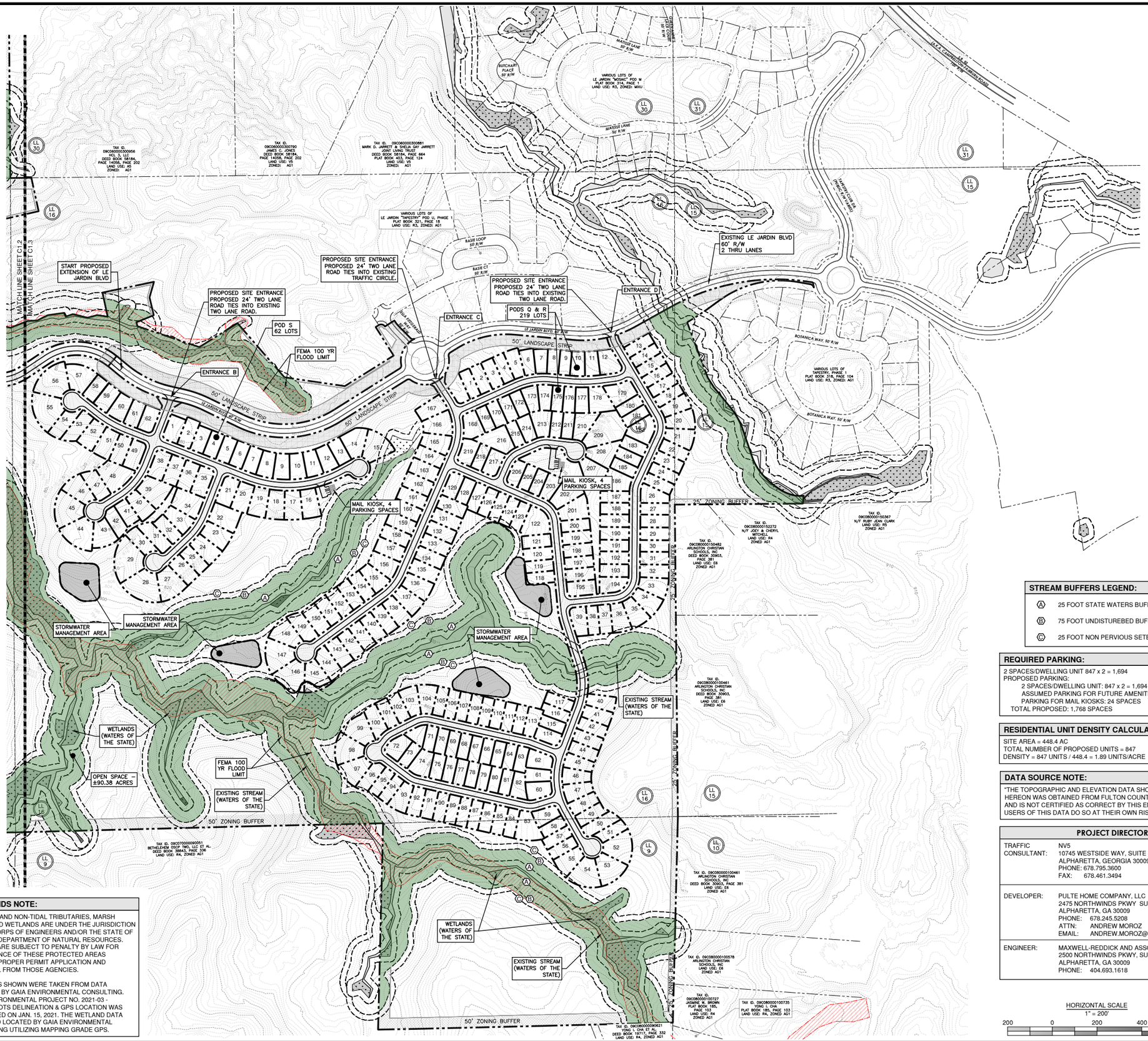
DATE: JAN. 31, 2025

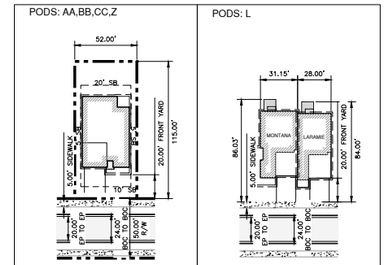
JOB NO.: 2021-040

SCALE: AS SHOWN

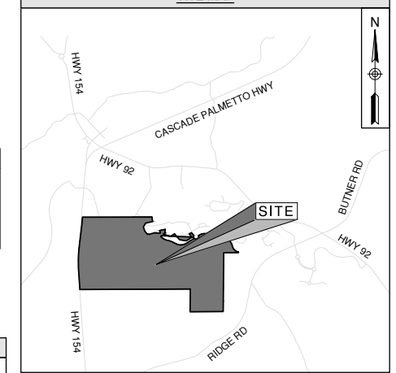
DRAWING NUMBER
C1.2
SHEET NUMBER 4

I:\Maxwell-Reddick & Associates-Jobs\2021\2021-040 Pulte - Le Jardin\Engineering\Design\Conceptual Drawings\LEJARDIN_MASTERFDRI PLAN_R.LOT DATE: 3/6/2025 10:23 AM





SITE MAP



STREAM BUFFERS LEGEND:

(A)	25 FOOT STATE WATERS BUFFER
(B)	75 FOOT UNDISTUREBED BUFFER
(C)	25 FOOT NON PERVIOUS SETBACK

REQUIRED PARKING:

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PROPOSED PARKING:
2 SPACES/DWELLING UNIT: 847 x 2 = 1,694
ASSUMED PARKING FOR FUTURE AMENITIES: ±50
PARKING FOR MAIL KIOSKS: 24 SPACES
TOTAL PROPOSED: 1,768 SPACES

RESIDENTIAL UNIT DENSITY CALCULATION

SITE AREA = 448.4 AC
TOTAL NUMBER OF PROPOSED UNITS = 847
DENSITY = 847 UNITS / 448.4 = 1.89 UNITS/ACRE

DATA SOURCE NOTE:

"THE TOPOGRAPHIC AND ELEVATION DATA SHOWN HEREON WAS OBTAINED FROM FULTON COUNTY GIS AND IS NOT CERTIFIED AS CORRECT BY THIS ENGINEER. USERS OF THIS DATA DO SO AT THEIR OWN RISK.

PROJECT DIRECTORY

TRAFFIC CONSULTANT:	NV5 10745 WESTSIDE WAY, SUITE 300 ALPHARETTA, GEORGIA 30009 PHONE: 678.795.3600 FAX: 678.461.3494
DEVELOPER:	PULTE HOME COMPANY, LLC 2475 NORTHWINDS PKWY SUITE 600 ALPHARETTA, GA 30009 PHONE: 678.245.5208 ATTN: ANDREW MOROZ EMAIL: ANDREW.MOROZ@PULTE.COM
ENGINEER:	MAXWELL-REDDICK AND ASSOCIATES, INC 2500 NORTHWINDS PKWY, SUITE 360 ALPHARETTA, GA 30009 PHONE: 404.693.1618

WETLANDS NOTE:

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WETLANDS SHOWN WERE TAKEN FROM DATA PROVIDED BY GAIA ENVIRONMENTAL CONSULTING. GAIA ENVIRONMENTAL PROJECT NO. 2021-03 - WOTUS/WOTS DELINEATION & GPS LOCATION WAS COMPLETED ON JAN. 15, 2021. THE WETLAND DATA WAS FIELD LOCATED BY GAIA ENVIRONMENTAL CONSULTING UTILIZING MAPPING GRADE GPS.

HORIZONTAL SCALE
1" = 200'
200 0 200 400 600

SITE DATA:

SITE AREA:
PROPOSED SITE AREA: 448.4 AC

SITE ZONING:
EXISTING ZONING: PUD

BUILDING SETBACKS (REQ'D):

FRONT:	10 FT
SIDE:	5 FT
REAR:	5 FT
EXTERIOR:	50 FT

PROPOSED LOT SUMMARY:
TOTAL PROPOSED LOTS: 847

POD AA & CC:	236
POD BB:	36
POD Q & R:	219
POD S:	62
POD X:	102
POD Y:	84
POD Z:	94
POD W:	14

OPEN SPACE:

REQUIRED OPEN SPACE/GREEN SPACE:	25% (118.5 AC)
PROPOSED OPEN SPACE:	150.2 AC
PROPOSED GREEN SPACE:	97.3 AC
TOTAL:	247.5 AC

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

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ENGINEERING & LAND SURVEYING
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(912)489-7112 OFFICE
(912)489-7125 FAX
NORTHWINDS III
2500 NORTHWINDS PKWY, SUITE 360
ALPHARETTA, GA 30009
(404)693-1618 OFFICE
www.maxred.com

NOTE TO CONTRACTOR: IF ANY DISCREPANCIES BETWEEN THE ENGINEER'S PLANS OR SURVEY AND EXISTING FIELD CONDITIONS ARE DISCOVERED PRIOR TO OR DURING CONSTRUCTION THE CONTRACTOR AND/OR DEVELOPER SHALL NOTIFY THE ENGINEER OR SURVEYOR IMMEDIATELY. PRIOR TO CONSTRUCTING SUCH INCONSISTENT ENTITIES, A REVISED PLAN SHALL BE PREPARED BY THE ENGINEER TO CORRECT SAID DISCREPANCY OR ERROR. DISCREPANCY OR CONFLICT IN ANY OF THE PLANS, SPECIFICATIONS OR SURVEY SHALL NOT BE CONSTRUED TO BE THE ERROR OF THE ENGINEER AND SHALL NOT BE ENTITLED TO COMPENSATION FOR ANY WORK OR EXPENSE INCURRED BY HIM, WHICH IS REQUIRED TO BE REDONE OR REINSCRIBED BECAUSE OF SAID ERROR. DISCREPANCY OR CONFLICT DISCREPANCY OR CONFLICT WHEN HE KNEW OR SHOULD HAVE KNOWN OF THE SAME.
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REVISIONS:
1 05-06-25 UPDATED LOT COUNT

LE JARDIN SUBDIVISION - DRI #4348
TAPESTRY CLUB DR AND LE JARDIN BLVD
CITY OF SOUTH FULTON, GA

GRTA DRI SITE PLAN - B

DESIGNED:	DRAWN BY:	CHECKED:
____	PWM	DJB

DATE: JAN. 31, 2025
JOB NO.: 2021-040
SCALE: AS SHOWN

DRAWING NUMBER
C1.3
SHEET NUMBER 5

I:\Maxwell-Reddick & Associates Jobs\2021\2021-040 Pulte - Le Jardin\Engineering\Design\Conceptual Drawings\LEJARDIN_MASTER DRI PLAN, PLOT DATE: 3/6/2025 10:23 AM

UNIT DENSITY COMPARISON TABLE		
LAND AREA	PROPOSED UNITS (BASED ON PROPOSED UNITS TO BE DEVELOPED, EXISTING UNITS THAT HAVE BEEN PREVIOUSLY BUILT, AND POTENTIAL UNITS IN THE UNDEVELOPED AREAS)	UNITS FROM 2003 DRI
PROPOSED LE JARDIN DEVELOPMENT (CURRENT APPLICATION) +/- 448 ACRES	SINGLE FAMILY = 847 UNITS TOWNHOMES = 0 UNITS COMMERCIAL = 0 SF	SINGLE FAMILY = 912 UNITS TOWNHOMES = 59 UNITS COMMERCIAL = 0 SF
EXISTING LE JARDIN DEVELOPMENT (PREVIOUSLY DEVELOPED - PLATTED LOTS) +/- 194 ACRES	SINGLE FAMILY = 160 UNITS TOWNHOMES = 0 UNITS COMMERCIAL = 0 SF	SINGLE FAMILY = 175 UNITS TOWNHOMES = 509 UNITS COMMERCIAL = 100,00 SF
UNDEVELOPED LAND +/- 450 ACRES	SINGLE FAMILY = 343 UNITS TOWNHOMES = 372 UNITS COMMERCIAL = 100,000 SF	SINGLE FAMILY = 343 UNITS TOWNHOMES = 372 UNITS COMMERCIAL = 100,000 SF
TOTAL +/- 1,092 ACRES	SINGLE FAMILY = 1,350 UNITS TOWNHOMES = 372 UNITS COMMERCIAL = 100,000 SF	SINGLE FAMILY = 1,430 UNITS TOWNHOMES = 940 UNITS COMMERCIAL = 200,000 SF

NOTE:
1. THE LOT COUNTS FROM THE 2003 DRI ARE TAKEN FROM THE APPROVED APPLICATION.
2. THE DISTRIBUTION OF LOTS IS ESTIMATED BASED ON THE SITE LAYOUT EXHIBIT THAT WAS PART OF THE ORIGINAL APPLICATION.
3. THE TOTAL AREA FROM THE 2003 DRI IS +/- 1,092 ACRES.
4. UPON FULL BUILDOUT OF THE CURRENT LE JARDIN APPLICATION, APPX. 642 ACRES OF THE 1,092 ACRE AREA FROM THE 2003 DRI WILL BE BUILT OUT (59%).
5. UPON FULL BUILDOUT OF THE CURRENT LE JARDIN APPLICATION, APPX. 1,007 SINGLE FAMILY UNITS WILL BE PLATTED (COMPARED TO 1,087 SINGLE FAMILY UNITS, 568 TOWNHOUSES, AND 100,000 SF OF RETAIL SPACE THAT WAS ANTICIPATED WITH THE 2003 DRI).

OFFSITE UNDEVELOPED PROPERTY:
TOTAL AREA = 101.6 ACRES

PROPOSED DEVELOPMENT UNDER PREVIOUS DRI:
SINGLE FAMILY LOTS = ±39
TOWNHOMES = ±372
COMMERCIAL AREA = ±100,000 SQ. FT.

PREVIOSLY DEVELOPED PROPERTY:
TOTAL AREA = 100.4 ACRES

EXISTING RESIDENTIAL LOTS:
SINGLE FAMILY LOTS = 131

PROPOSED DEVELOPMENT UNDER PREVIOUS DRI:
SINGLE FAMILY LOTS = ±40
TOWNHOMES = ±509
COMMERCIAL AREA = ±100,000 SQ. FT.

NOTE: CONSTRUCTION ACTIVITY OCCURED IN 2006, NO ADDITIONAL ACTIVITY HAS OCCURED

PREVIOSLY DEVELOPED PROPERTY:
TOTAL AREA = 93.1 ACRES

EXISTING RESIDENTIAL LOTS:
SINGLE FAMILY LOTS = 30

PROPOSED DEVELOPMENT UNDER PREVIOUS DRI:
SINGLE FAMILY LOTS = ±135

SUBJECT PROPERTY:
TOTAL AREA = 448.4 ACRES

PROPOSED DEVELOPEMENT UNDER CURRENT APPLICATION:
SINGLE FAMILY LOTS = 847

PROPOSED RESIDENTIAL LOTS UNDER PREVIOUS DRI:
SINGLE FAMILY LOTS = ±912
TOWNHOMES = ±59

NOTE: CONSTRUCTION ACTIVITY OCCURED IN 2007, NO ADDITIONAL ACTIVITY HAS OCCURED

OFFSITE UNDEVELOPED PROPERTY:
TOTAL AREA = 348.2 ACRES

PROPOSED DEVELOPMENT UNDER PREVIOUS DRI:
SINGLE FAMILY LOTS = ±304

DEVELOPMENT LEGEND:
- CURRENTLY UNDEVELOPED, TO BE DEVELOPED UNDER THIS CONTRACT
- CURRENTLY UNDEVELOPED, NOT UNDER THIS CONTRACT
- CURRENTLY DEVELOPED OR UNDER DEVELOPMENT

HORIZONTAL SCALE
1" = 400'
400 0 400 800 1200

MAXWELL-REDDICK & PONDER, LLC
a Pape-Dawson company
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IF ANY DISCREPANCIES BETWEEN THE FEATURES SHOWN ON THESE CONSTRUCTION PLANS AND ACTUAL SITE CONDITIONS EXIST, OUTSIDE THE SCOPE OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY. IF THE CONTRACTOR PROCEEDS WITH CONSTRUCTION WITHOUT NOTIFYING THE ENGINEER OF DISCREPANCIES, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL CONSTRUCTION REVISIONS REQUIRED AS A RESULT OF SUCH DISCREPANCIES. ALL REVISIONS TO THE PLANS MUST BE APPROVED BY THE ENGINEER IN WRITING BEFORE ANY CONSTRUCTION REVISIONS ARE IMPLEMENTED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL CONSTRUCTION OR MATERIAL COSTS WHICH MAY OCCUR DUE TO FAILURE TO COMPLY WITH THIS PROVISION. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY OF ANY PHYSICAL CONDITIONS AT THE JOB SITE WHICH ARE DIFFERENT FROM THOSE SHOWN ON THE PLANS OR WHICH ARE NOT NORMALLY RECOGNIZED AS INHERENT IN THE WORK OF THE CHARACTER PROVIDED FOR IN THE CONTRACT. THE ENGINEER SHALL PROMPTLY INVESTIGATE THE CONDITIONS AND IF HE FINDS THAT THE CONDITIONS DO MATERIALLY DIFFER AND CAUSE AN INCREASE OR DECREASE IN THE COST OR TIME REQUIRED FOR THE PERFORMANCE OF ANY PART OF THE WORK, SHALL RECOMMEND AN EQUITABLE ADJUSTMENT IN THE CONTRACT PRICE OR TIME OR BOTH. ANY CLAIM FOR ADJUSTMENT HEREUNDER SHALL NOT BE ALLOWED UNLESS THE CONTRACTOR HAS GIVEN THE REQUIRED NOTICE; EXCEPTION TO THE REQUIREMENT FOR NOTICE MAY BE MADE IF THE ENGINEER SHALL DETERMINE THAT HE HIMSELF HAS NOT BEEN PREJUDICED BY LACK OF SUCH NOTICE. ENGINEER'S DECISION IN MATTERS RELATING TO ARTISTIC EFFECT SHALL BE FINAL IF CONSISTENT WITH THE INTENT OF THE CONTRACT DOCUMENTS.

REVISIONS	
1	09-26-25 UPDATED LOT COUNT

LE JARDIN SUBDIVISION - DRI #4348
TAPESTRY CLUB DR AND LE JARDIN BLVD
CITY OF SOUTH FULTON, GA

DRI COMPARISION EXHIBIT A

DESIGNED	DRAWN BY	CHECKED
	PWM	DJB

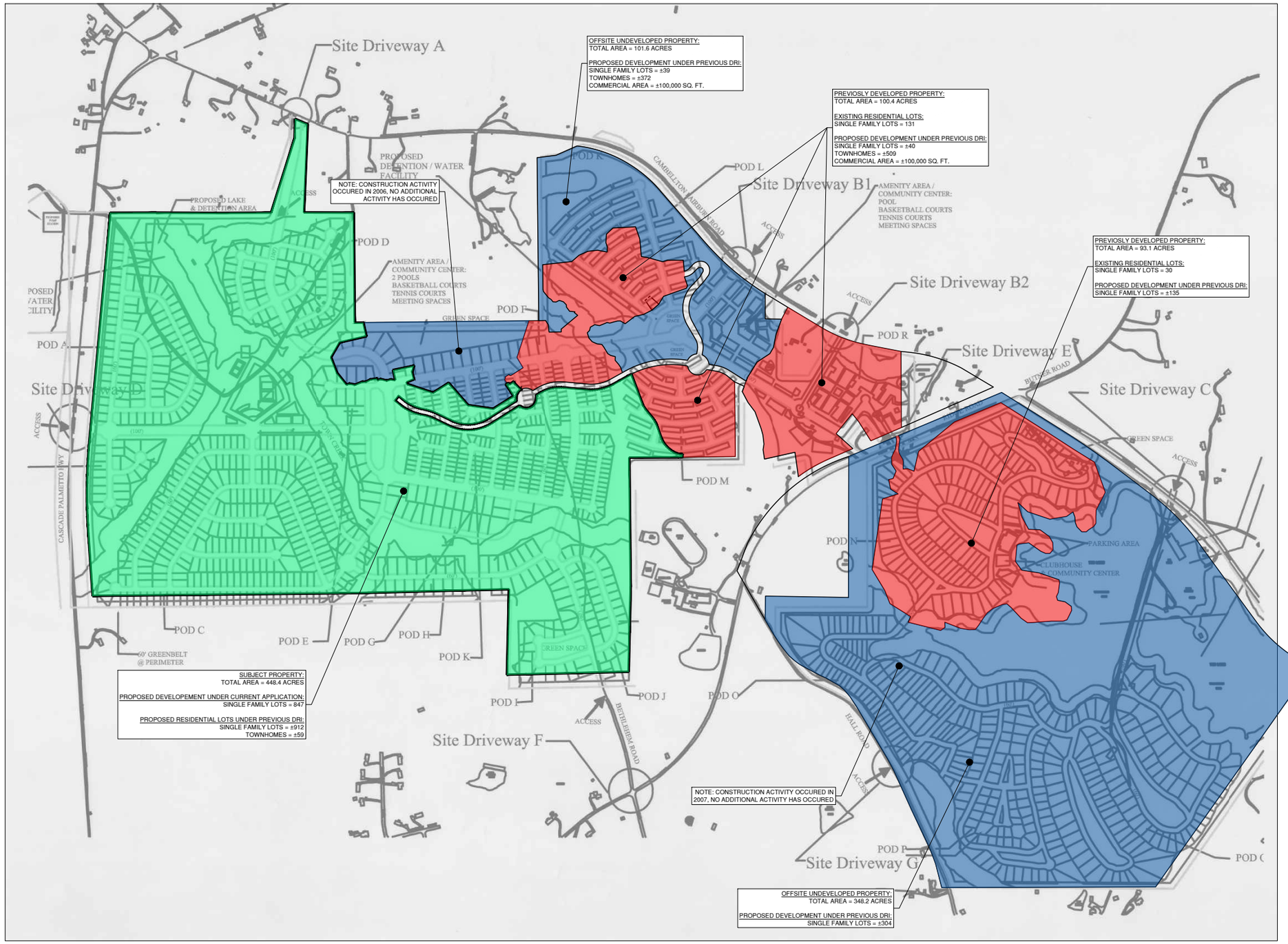
DATE: JAN. 31, 2025
JOB NO.: 2021-040
SCALE: AS SHOWN

DRAWING NUMBER
C1.4
SHEET NUMBER 6

I:\Maxwell Reddick & Ponder,&Assoc,&Inc\2021\21-040 Pulte - Le Jardin\Engineering\Design\Conceptual Drawings\Le JARDIN_MASTER DRAWING.dwg, 1/31/2025 10:52:4 AM

UNIT DENSITY COMPARISON TABLE		
LAND AREA	PROPOSED UNITS	UNITS FROM 2003 DRI
	(BASED ON PROPOSED UNITS TO BE DEVELOPED, EXISTING UNITS THAT HAVE BEEN PREVIOUSLY BUILT, AND POTENTIAL UNITS IN THE UNDEVELOPED AREAS)	
PROPOSED LE JARDIN DEVELOPMENT (CURRENT APPLICATION) +/- 448 ACRES	SINGLE FAMILY = 847 UNITS TOWNHOMES = 0 UNITS COMMERCIAL = 0 SF	SINGLE FAMILY = 912 UNITS TOWNHOMES = 59 UNITS COMMERCIAL = 0 SF
EXISTING LE JARDIN DEVELOPMENT (PREVIOUSLY DEVELOPED - PLATTED LOTS) +/- 194 ACRES	SINGLE FAMILY = 160 UNITS TOWNHOMES = 0 UNITS COMMERCIAL = 0 SF	SINGLE FAMILY = 175 UNITS TOWNHOMES = 509 UNITS COMMERCIAL = 100,00 SF
UNDEVELOPED LAND +/- 450 ACRES	SINGLE FAMILY = 343 UNITS TOWNHOMES = 372 UNITS COMMERCIAL = 100,000 SF	SINGLE FAMILY = 343 UNITS TOWNHOMES = 372 UNITS COMMERCIAL = 100,000 SF
TOTAL +/- 1,092 ACRES	SINGLE FAMILY = 1,350 UNITS TOWNHOMES = 372 UNITS COMMERCIAL = 100,000 SF	SINGLE FAMILY = 1,430 UNITS TOWNHOMES = 940 UNITS COMMERCIAL = 200,000 SF

NOTE:
1. THE LOT COUNTS FROM THE 2003 DRI ARE TAKEN FROM THE APPROVED APPLICATION.
2. THE DISTRIBUTION OF LOTS IS ESTIMATED BASED ON THE SITE LAYOUT EXHIBIT THAT WAS PART OF THE ORIGINAL APPLICATION.
3. THE TOTAL AREA FROM THE 2003 DRI IS +/- 1,092 ACRES.
4. UPON FULL BUILDOUT OF THE CURRENT LE JARDIN APPLICATION, APPX. 642 ACRES OF THE 1,092 ACRE AREA FROM THE 2003 DRI WILL BE BUILT OUT (59%).
5. UPON FULL BUILDOUT OF THE CURRENT LE JARDIN APPLICATION, APPX. 1,007 SINGLE FAMILY UNITS WILL BE PLATTED (COMPARED TO 1,087 SINGLE FAMILY UNITS, 566 TOWNHOUSES, AND 100,000 SF OF RETAIL SPACE THAT WAS ANTICIPATED WITH THE 2003 DRI).



DEVELOPMENT LEGEND:
- CURRENTLY UNDEVELOPED, TO BE DEVELOPED UNDER THIS CONTRACT
- CURRENTLY UNDEVELOPED, NOT UNDER THIS CONTRACT
- CURRENTLY DEVELOPED OR UNDER DEVELOPMENT

HORIZONTAL SCALE
1" = 400'
400 0 400 800 1200

MAXWELL-REDDICK & PONDER, LLC
a Pape-Dawson company
ENGINEERING & LAND SURVEYING
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SUITE 250
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AS NOTED	05-06-25 UPDATED LOT COUNT

LE JARDIN SUBDIVISION - DRI #4348
TAPESTRY CLUB DR AND LE JARDIN BLVD
CITY OF SOUTH FULTON, GA

DRI COMPARISION EXHIBIT B

DESIGNED	DRAWN BY	CHECKED
	PWM	DJB

DATE: JAN. 31, 2025
JOB NO.: 2021-040
SCALE: AS SHOWN

DRAWING NUMBER
C1.5
SHEET NUMBER 7

I:\Maxwell-Reddick & Associates Jobs\2021\2021-040 Pdbr - Le Jardin\Civil\Drawings\Design\Conceptual Drawings\LE JARDIN_MASTER DWG PLAN_PLOT DATE: 1/4/2025 10:21 AM

PREVIOSLY DEVELOPED PROPERTY:
TOTAL AREA = 100.4 ACRES

EXISTING RESIDENTIAL LOTS:
SINGLE FAMILY LOTS = 131

PROPOSED DEVELOPMENT UNDER PREVIOUS ZONING:

SINGLE FAMILY LOTS = ±40
TOWNHOMES = ±509
COMMERCIAL AREA = ±100,000 SQ. FT.

OFFSITE UNDEVELOPED PROPERTY:
TOTAL AREA = 101.6 ACRES

PROPOSED DEVELOPMENT UNDER PREVIOUS ZONING:

SINGLE FAMILY LOTS = ±39
TOWNHOMES = ±372
COMMERCIAL AREA = ±100,000 SQ. FT.

Sold to Another Owner & Deleted from Zoning

NOT INCLUDED IN CURRENT DRI

NOTE: CONSTRUCTION ACTIVITY OCCURED IN 2006, NO ADDITIONAL ACTIVITY HAS OCCURED

Amenity Area

Current Zoning: AG-1
Proposed Zoning: MIX

AG-1

O-I

AG-1

C-1

Retail Village
Current Zoning: MIX

MIX

PREVIOSLY DEVELOPED PROPERTY:
TOTAL AREA = 93.1 ACRES

EXISTING RESIDENTIAL LOTS:
SINGLE FAMILY LOTS = 30

PROPOSED DEVELOPMENT UNDER PREVIOUS ZONING:
SINGLE FAMILY LOTS = ±135

Reserve Parcel

CAMPBELLTON-FAIRBURN ROAD

Amenity Area

EXISTING LAKE

EXISTING LAKE

SUBJECT PROPERTY:
TOTAL AREA = 448.4 ACRES

PROPOSED DEVELOPEMENT UNDER CURRENT APPLICATION:
SINGLE FAMILY LOTS = 847

PROPOSED RESIDENTIAL LOTS UNDER PREVIOUS ZONING:
SINGLE FAMILY LOTS = ±912
TOWNHOMES = ±59

LE JARDIN Zoning: MIX

NOTE: CONSTRUCTION ACTIVITY OCCURED IN 2007, NO ADDITIONAL ACTIVITY HAS OCCURED

OFFSITE UNDEVELOPED PROPERTY:
TOTAL AREA = 348.2 ACRES

PROPOSED DEVELOPMENT UNDER PREVIOUS ZONING:
SINGLE FAMILY LOTS = ±304

DEVELOPMENT LEGEND:

- CURRENTLY UNDEVELOPED, TO BE DEVELOPED UNDER THIS CONTRACT
- CURRENTLY UNDEVELOPED, NOT UNDER THIS CONTRACT
- CURRENTLY DEVELOPED OR UNDER DEVELOPMENT

HORIZONTAL SCALE
1" = 400'
400 0 400 800 1200

MAXWELL-REDDICK & PONDER, LLC
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LE JARDIN SUBDIVISION - DRI #4348
TAPESTRY CLUB DR AND LE JARDIN BLVD
CITY OF SOUTH FULTON, GA

DRI ZONING EXHIBIT

DESIGNED	DRAWN BY	CHECKED
	PWM	DJB

DATE: JAN. 31, 2025

JOB NO.: 2021-040

SCALE: AS SHOWN

DRAWING NUMBER
C1.6

SHEET NUMBER 8

APPENDIX B: Traffic Count Data

Bi-Directional Class Count || NB EB 15min

South Fulton, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
GA-92 Campbellton-Fairburn Rd,
south of Rataree Rd

Date
Wednesday, May 1, 2024

Lat/Long
33.644542°, -84.650081°

Weather
Fair
74°F

Click here for Detailed Weather

Click here for Map

0000 - 2400 (Weekday 24h Session) (05-01-2024)
NB EB 15min

	Northbound (Movement 1.1)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	15	7	0	2	0	0	0	1	0	0	0	0	**25**	
0015 - 0030	0	16	3	0	0	0	0	0	2	0	0	0	0	**21**	
0030 - 0045	0	6	1	0	1	0	0	0	1	0	0	0	0	**9**	
0045 - 0100	0	12	4	0	2	0	0	0	1	0	0	0	0	**19**	**74**
0100 - 0115	0	9	1	0	1	0	0	0	0	0	0	0	0	**11**	
0115 - 0130	0	6	2	0	1	0	0	0	1	0	0	0	0	**10**	
0130 - 0145	0	3	2	0	0	1	0	0	2	0	0	0	0	**8**	
0145 - 0200	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**33**
0200 - 0215	0	9	0	0	1	0	0	0	0	0	0	0	0	**10**	
0215 - 0230	0	8	1	0	0	0	0	0	3	0	0	0	0	**12**	
0230 - 0245	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**	
0245 - 0300	0	9	2	0	3	0	0	0	0	0	0	0	0	**14**	**41**
0300 - 0315	0	13	2	0	2	0	0	0	0	0	0	0	0	**17**	
0315 - 0330	0	15	1	0	5	0	0	0	2	0	0	0	0	**23**	
0330 - 0345	0	9	4	0	0	0	0	0	0	0	0	0	0	**13**	
0345 - 0400	0	17	4	0	1	0	0	0	1	0	0	0	0	**23**	**76**
0400 - 0415	0	8	4	0	1	0	0	0	1	0	0	0	0	**14**	
0415 - 0430	0	12	2	0	1	1	0	1	1	0	0	0	0	**18**	
0430 - 0445	0	9	3	0	1	0	0	0	2	0	0	0	0	**15**	
0445 - 0500	0	17	5	0	2	0	0	0	0	0	0	0	0	**24**	**71**
0500 - 0515	0	15	3	0	0	0	0	0	1	0	0	0	0	**19**	
0515 - 0530	0	21	3	0	0	1	0	0	1	0	0	0	0	**26**	
0530 - 0545	0	7	3	0	1	0	0	0	4	0	0	0	0	**15**	
0545 - 0600	0	18	4	0	2	0	0	0	0	0	0	0	0	**24**	**84**
0600 - 0615	0	23	9	1	2	1	0	1	3	0	0	0	0	**40**	
0615 - 0630	0	34	9	0	0	0	0	0	3	0	0	0	0	**46**	
0630 - 0645	0	56	5	1	2	0	0	0	4	0	0	0	0	**68**	
0645 - 0700	0	45	14	0	0	1	0	0	5	0	0	0	0	**65**	**219**
0700 - 0715	0	58	11	0	1	2	0	0	1	0	0	0	0	**73**	
0715 - 0730	0	88	9	0	1	1	0	1	5	0	0	0	0	**105**	
0730 - 0745	0	72	15	0	0	0	0	0	2	0	0	0	0	**89**	
0745 - 0800	0	82	15	0	1	0	0	0	0	0	0	0	0	**98**	**365**
0800 - 0815	0	83	11	1	2	3	0	3	4	0	0	0	0	**107**	
0815 - 0830	0	84	13	0	1	1	0	0	4	0	0	0	0	**103**	
0830 - 0845	0	52	15	0	1	1	0	0	6	0	0	0	0	**75**	
0845 - 0900	1	59	19	0	0	1	0	1	4	0	0	0	0	**85**	**370**
0900 - 0915	0	45	13	0	4	4	0	0	10	0	0	0	0	**76**	
0915 - 0930	0	47	15	0	2	1	0	1	7	0	0	0	0	**73**	
0930 - 0945	0	46	10	0	2	5	0	0	5	0	0	0	0	**68**	
0945 - 1000	0	47	9	0	3	0	0	0	8	1	0	0	0	**68**	**285**
1000 - 1015	0	42	18	0	2	0	0	0	6	0	0	0	0	**68**	
1015 - 1030	0	47	12	0	3	1	0	0	3	0	0	0	0	**66**	
1030 - 1045	0	36	11	0	1	0	0	0	3	0	0	0	0	**51**	
1045 - 1100	0	56	20	0	4	2	0	0	3	0	0	0	0	**85**	**270**
1100 - 1115	0	49	23	1	4	1	0	2	4	0	0	0	0	**84**	
1115 - 1130	0	38	19	0	6	1	0	0	4	0	0	0	0	**68**	
1130 - 1145	0	43	23	0	6	1	0	1	10	0	0	0	0	**84**	
1145 - 1200	0	34	17	0	0	2	0	0	0	2	0	0	0	**55**	**291**
1200 - 1215	0	57	16	0	6	1	0	0	3	0	0	0	0	**83**	
1215 - 1230	0	55	24	0	4	2	0	2	1	0	0	0	0	**88**	
1230 - 1245	0	58	14	0	2	3	0	0	8	0	0	0	0	**85**	
1245 - 1300	0	51	18	0	4	0	0	1	3	0	0	0	0	**77**	**333**
1300 - 1315	0	48	15	0	1	5	0	2	5	0	0	0	0	**76**	
1315 - 1330	0	55	16	0	0	3	0	2	5	0	0	0	0	**81**	
1330 - 1345	0	60	16	0	0	0	0	0	1	1	0	0	0	**78**	
1345 - 1400	0	72	25	0	2	2	0	0	5	0	0	0	0	**106**	**341**
1400 - 1415	0	73	25	0	1	1	0	2	5	0	0	0	0	**107**	
1415 - 1430	0	83	19	0	6	4	0	2	4	0	0	0	0	**118**	
1430 - 1445	0	79	21	0	1	2	0	2	1	0	0	0	0	**106**	
1445 - 1500	0	99	27	0	1	3	0	0	1	0	0	0	0	**131**	**462**
1500 - 1515	0	86	20	0	3	3	0	1	5	0	0	0	0	**118**	
1515 - 1530	0	102	30	1	0	0	0	0	5	0	0	0	0	**138**	
1530 - 1545	0	87	30	0	0	3	0	0	6	0	0	0	0	**126**	
1545 - 1600	2	116	24	0	4	4	0	1	5	0	0	0	0	**156**	**538**
1600 - 1615	1	105	35	0	1	0	0	0	1	0	0	0	0	**143**	
1615 - 1630	0	111	35	0	1	0	0	2	3	1	0	0	0	**153**	
1630 - 1645	1	140	36	1	0	0	0	0	0	0	0	0	0	**178**	
1645 - 1700	1	118	34	0	1	1	0	2	3	0	0	0	0	**160**	**634**
1700 - 1715	0	127	25	0	1	3	0	1	3	0	0	0	0	**160**	
1715 - 1730	0	130	29	0	0	0	0	0	2	0	0	0	0	**161**	
1730 - 1745	0	108	22	0	2	2	0	2	4	0	0	0	0	**140**	
1745 - 1800	1	93	21	0	0	1	0	2	4	0	0	0	0	**122**	**583**
1800 - 1815	0	106	26	0	0	0	0	1	2	0	0	0	0	**135**	
1815 - 1830	0	105	27	0	2	0	0	1	3	0	0	0	0	**138**	
1830 - 1845	0	104	21	0	2	0	0	1	5	0	0	0	0	**133**	
1845 - 1900	1	77	16	0	3	1	0	1	2	0	0	0	0	**101**	**507**
1900 - 1915	0	63	17	0	1	0	0	0	1	0	0	0	0	**82**	
1915 - 1930	1	59	12	0	1	0	0	1	1	0	0	0	0	**75**	
1930 - 1945	0	64	15	0	0	1	0	0	1	0	0	0	0	**81**	
1945 - 2000	0	55	10	0	1	1	0	0	0	0	0	0	0	**67**	**305**
2000 - 2015	2	61	10	0	2	0	0	1	5	0	0	0	0	**81**	
2015 - 2030	0	47	6	0	0	2	0	0	1	0	0	0	0	**56**	
2030 - 2045	0	58	14	0	1	0	0	0	0	0	0	0	0	**73**	
2045 - 2100	0	50	7	0	2	0	0	0	2	0	0	0	0	**61**	**271**
2100 - 2115	1	31	9	0	1	0	0	1	1	0	0	0	0	**44**	
2115 - 2130	0	46	11	0	1	0	0	0	1	0	0	0	0	**59**	
2130 - 2145	1	34	5	0	1	1	0	1	0	0	0	0	0	**43**	
2145 - 2200	1	40	4	0	0	1	0	0	1	0	0	0	0	**47**	**193**
2200 - 2215	0	29	7	0	0	0	0	0	0	0	0	0	0	**36**	
2215 - 2230	0	33	3	0	0	1	0	0	0	0	1	0	0	**38**	
2230 - 2245	0	20	4	0	0	0	0	0	0	0	0	0	0	**24**	
2245 - 2300	0	27	4	0	0	0	0	0	1	0	0	0	0	**32**	**130**
2300 - 2315	0	20	3	0	0	1	0	0	1	0	0	0	0	**25**	
2315 - 2330	0	27	6	0	0	0	0	2	3	0	0	0	0	**38**	
2330 - 2345	0	25	3	0	0	1	0	0	0	0	0	0	0	**29**	
2345 - 0000	0	20	3	0	0	0	0	0	0	0	0	0	0	**23**	**115**

Session Total	14	4841	1217	6	135	85	0	45	242	5	1	0	0	**6591**
Session Average	0.15	50.43	12.68	0.06	1.41	0.89	0.00	0.47	2.52	0.05	0.01	0.00	0.00	**68.66**
Session Percentage	0.21	73.45	18.46	0.09	2.05	1.29	0.00	0.68	3.67	0.08	0.02	0.00	0.00	

AM Peak Hour	0800 - 0900	0715 - 0815	0830 - 0930	0545 - 0645	0900 - 1000	0845 - 0945	-	0715 - 0815	0900 - 1000	0900 - 1000	-	-	-	**0715 - 0815**
AM Peak Volume	1	325	62	2	11	11	0	4	30	1	0	0	0	**399**

Noon Peak Hour	-	1445 - 1545	1445 - 1545	1015 - 1115	1045 - 1145	1415 - 1515	-	1345 - 1445	1045 - 1145	1100 - 1200	-	-	-	**1445 - 1545**
Noon Peak Volume	0	374	107	1	20	12	0	6	21	2	0	0	0	**513**

PM Peak Hour	1545 - 1645	1630 - 1730	1600 - 1700	1500 - 1600	1815 - 1915	1500 - 1600	-	1730 - 1830	1500 - 1600	1530 - 1630	-	-	-	**1630 - 1730**
PM Peak Volume	4	515	140	1	8	10	0	6	21	1	0	0	0	**659**

Bi-Directional Class Count || SB WB 15min

South Fulton, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
GA-92 Campbellton-Fairburn Rd,
south of Rataree Rd

Date
Wednesday, May 1, 2024

Lat/Long
33.644542°, -84.650081°

Weather
Fair
74°F

Click here for Detailed Weather

Click here for Map

0000 - 2400 (Weekday 24h Session) (05-01-2024)
SB WB 15min

	Southbound (Movement 1.2)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	9	3	0	0	1	0	0	3	0	0	0	0	**16**	
0015 - 0030	0	4	2	0	0	0	0	0	2	0	0	0	0	**8**	
0030 - 0045	0	10	1	0	1	0	0	0	1	0	0	0	0	**13**	
0045 - 0100	0	9	2	0	1	0	0	0	0	0	0	0	0	**12**	**49**
0100 - 0115	0	10	2	0	1	0	0	0	1	0	0	0	0	**14**	
0115 - 0130	0	7	3	0	0	0	0	0	2	0	0	0	0	**12**	
0130 - 0145	0	6	3	0	2	0	0	0	2	0	0	0	0	**13**	
0145 - 0200	0	3	2	0	1	0	0	0	2	0	0	0	0	**8**	**47**
0200 - 0215	0	5	1	0	1	0	0	0	0	0	0	0	0	**7**	
0215 - 0230	0	10	4	0	0	0	0	0	0	0	0	0	0	**14**	
0230 - 0245	0	8	3	0	1	0	0	0	0	0	0	0	0	**12**	
0245 - 0300	0	7	2	0	0	0	0	0	1	0	0	0	0	**10**	**43**
0300 - 0315	0	8	1	0	0	0	0	0	2	0	0	0	0	**11**	
0315 - 0330	0	6	5	0	0	0	0	0	0	0	0	0	0	**11**	
0330 - 0345	0	17	4	0	0	0	0	0	0	0	0	0	0	**21**	
0345 - 0400	0	11	7	0	0	0	0	0	2	0	0	0	0	**20**	**63**
0400 - 0415	0	17	3	0	0	0	0	0	2	0	0	0	0	**22**	
0415 - 0430	0	25	10	0	1	0	0	0	4	0	0	0	0	**40**	
0430 - 0445	0	22	11	0	0	0	0	0	2	0	0	0	0	**35**	
0445 - 0500	1	21	7	0	0	0	0	0	0	0	0	0	0	**29**	**126**
0500 - 0515	0	30	17	0	1	0	0	0	3	0	0	0	0	**51**	
0515 - 0530	0	38	18	0	0	2	0	0	1	0	0	0	0	**59**	
0530 - 0545	0	46	15	0	0	0	0	0	1	0	0	0	0	**62**	
0545 - 0600	0	45	23	0	0	2	0	0	5	0	0	0	0	**75**	**247**
0600 - 0615	0	45	20	0	0	0	0	0	1	0	0	0	0	**66**	
0615 - 0630	2	62	32	1	0	1	0	0	3	0	0	0	0	**101**	
0630 - 0645	1	100	29	0	3	4	0	0	4	0	0	0	0	**141**	
0645 - 0700	0	124	41	0	1	0	0	0	3	0	0	0	0	**169**	**477**
0700 - 0715	0	101	33	0	1	1	0	1	8	0	0	0	0	**145**	
0715 - 0730	0	114	32	1	2	1	0	0	5	0	0	0	0	**155**	
0730 - 0745	0	102	24	0	3	2	0	1	7	0	0	0	0	**139**	
0745 - 0800	0	98	32	1	1	0	0	0	5	0	0	0	0	**137**	**576**
0800 - 0815	0	90	29	0	3	2	0	0	5	0	0	0	0	**129**	
0815 - 0830	0	102	27	0	2	2	0	1	7	0	0	0	0	**141**	
0830 - 0845	3	84	27	1	3	3	0	2	9	0	0	0	0	**132**	
0845 - 0900	0	76	21	1	4	1	0	1	2	0	0	1	0	**107**	**509**
0900 - 0915	0	54	23	0	2	4	0	2	4	0	0	0	0	**89**	
0915 - 0930	0	72	26	0	2	2	0	0	9	0	0	0	0	**111**	
0930 - 0945	0	57	23	0	1	0	0	0	4	0	0	0	0	**85**	
0945 - 1000	2	51	20	0	3	3	0	1	8	0	0	0	0	**88**	**373**
1000 - 1015	0	39	13	0	5	0	0	0	6	0	1	0	0	**64**	
1015 - 1030	0	55	17	0	3	0	0	2	4	0	0	0	0	**81**	
1030 - 1045	0	38	22	0	5	3	0	1	5	0	0	0	0	**74**	
1045 - 1100	0	44	20	0	0	3	0	2	2	1	0	0	0	**72**	**291**
1100 - 1115	0	47	14	0	3	2	0	0	6	0	0	0	0	**72**	
1115 - 1130	0	46	9	0	0	1	0	0	1	0	0	0	0	**57**	
1130 - 1145	0	33	15	0	2	1	0	0	4	0	0	0	0	**55**	
1145 - 1200	0	55	11	0	3	1	0	2	5	0	0	0	0	**77**	**261**
1200 - 1215	0	45	10	0	3	2	0	2	6	0	0	0	0	**68**	
1215 - 1230	0	44	13	0	0	0	0	0	3	0	0	0	0	**60**	
1230 - 1245	0	54	17	0	2	3	1	1	2	0	0	0	0	**80**	
1245 - 1300	0	41	19	0	2	0	0	0	9	0	0	0	0	**71**	**279**
1300 - 1315	1	56	15	0	4	1	0	0	2	0	0	0	0	**79**	
1315 - 1330	0	46	20	0	1	2	0	0	3	0	0	0	0	**72**	
1330 - 1345	0	54	16	0	1	2	0	1	4	0	0	0	0	**78**	
1345 - 1400	0	50	12	0	1	2	0	3	6	0	0	0	0	**74**	**303**
1400 - 1415	0	62	13	0	2	2	0	1	6	0	0	0	0	**86**	
1415 - 1430	0	58	16	0	2	2	0	0	1	0	0	0	0	**79**	
1430 - 1445	0	77	13	1	2	3	0	0	2	0	0	0	0	**98**	
1445 - 1500	1	60	14	0	3	3	0	0	4	0	0	0	0	**85**	**348**
1500 - 1515	0	55	14	3	1	1	0	1	5	1	0	0	0	**81**	
1515 - 1530	1	79	18	0	4	3	0	0	6	0	0	0	0	**111**	
1530 - 1545	0	88	24	0	1	0	0	1	2	0	0	0	0	**116**	
1545 - 1600	0	62	14	0	4	0	0	2	4	0	0	0	0	**86**	**394**
1600 - 1615	1	56	14	2	1	0	0	3	3	0	0	0	0	**80**	
1615 - 1630	1	54	17	0	1	1	0	1	1	0	0	0	0	**76**	
1630 - 1645	0	73	21	0	2	0	0	4	3	0	0	0	0	**103**	
1645 - 1700	0	78	25	1	4	3	0	1	1	0	0	0	0	**113**	**372**
1700 - 1715	1	72	12	0	6	5	0	1	1	0	0	0	0	**98**	
1715 - 1730	0	68	12	0	1	1	0	1	4	0	0	0	0	**87**	
1730 - 1745	0	81	17	0	1	1	0	0	1	0	0	0	0	**101**	
1745 - 1800	0	68	17	0	2	2	0	0	3	0	0	0	0	**92**	**378**
1800 - 1815	1	57	15	1	0	2	0	0	1	0	0	0	0	**77**	
1815 - 1830	0	73	9	0	1	0	0	0	6	0	0	0	0	**89**	
1830 - 1845	0	65	15	0	2	0	0	1	0	0	0	0	0	**83**	
1845 - 1900	1	63	8	0	1	0	0	0	1	0	0	0	0	**74**	**323**
1900 - 1915	0	64	13	0	0	1	0	1	2	0	0	0	0	**81**	
1915 - 1930	0	57	13	0	0	0	0	0	1	0	0	0	0	**71**	
1930 - 1945	2	60	14	0	1	0	0	1	2	0	0	0	0	**80**	
1945 - 2000	0	41	9	0	1	1	0	0	4	0	0	0	0	**56**	**288**
2000 - 2015	1	45	9	0	3	0	0	0	1	0	0	0	0	**59**	
2015 - 2030	0	68	6	0	1	0	0	0	2	0	0	0	0	**77**	
2030 - 2045	0	34	8	0	3	1	0	0	1	0	0	0	0	**47**	
2045 - 2100	0	39	9	0	1	0	0	1	1	0	0	0	0	**51**	**234**
2100 - 2115	0	39	14	0	0	1	0	0	1	0	0	0	0	**55**	
2115 - 2130	0	45	10	0	0	1	0	0	0	0	0	0	0	**56**	
2130 - 2145	0	19	4	0	0	0	0	0	1	0	0	0	0	**24**	
2145 - 2200	0	29	9	0	0	0	0	0	0	0	0	0	0	**38**	**173**
2200 - 2215	0	19	6	0	0	0	0	1	2	0	0	0	0	**28**	
2215 - 2230	0	18	8	0	0	0	0	1	0	0	0	0	0	**27**	
2230 - 2245	0	21	5	0	0	0	0	0	0	0	0	0	0	**26**	
2245 - 2300	0	14	6	0	0	0	0	0	2	0	0	0	0	**22**	**103**
2300 - 2315	0	19	4	0	0	0	0	0	2	0	0	0	0	**25**	
2315 - 2330	0	13	6	0	0	1	0	0	1	0	0	0	0	**21**	
2330 - 2345	0	10	3	0	0	0	0	0	1	0	0	0	0	**14**	
2345 - 0000	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**	**72**

Session Total	20	4466	1297	13	127	89	1	45	267	2	1	1	0	**6329**
Session Average	0.21	46.52	13.51	0.14	1.32	0.93	0.01	0.47	2.78	0.02	0.01	0.01	0.00	**65.93**
Session Percentage	0.32	70.56	20.49	0.21	2.01	1.41	0.02	0.71	4.22	0.03	0.02	0.02	0.00	

AM Peak Hour	0545 - 0645	0645 - 0745	0615 - 0715	0700 - 0800	0945 - 1045	0815 - 0915	-	0815 - 0915	0915 - 1015	-	0915 - 1015	0800 - 0900	-	**0630 - 0730**
AM Peak Volume	3	441	135	2	16	10	0	6	27	0	1	1	0	**610**

Noon Peak Hour	1430 - 1530	1445 - 1545	1015 - 1115	1415 - 1515	1000 - 1100	1400 - 1500	1145 - 1245	1000 - 1100	1200 - 1300	1000 - 1100	1000 - 1100	-	-	**1445 - 1545**
Noon Peak Volume	2	282	73	4	13	10	1	5	20	1	1	0	0	**393**

PM Peak Hour	1845 - 1945	1645 - 1745	1600 - 1700	1500 - 1600	1615 - 1715	1645 - 1745	-	1545 - 1645	1500 - 1600	1500 - 1600	-	-	-	**1630 - 1730**
PM Peak Volume	3	299	77	3	13	10	0	10	17	1	0	0	0	**401**

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

South Fulton, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
GA-92 Campbellton-Fairburn Rd,
south of Rataree Rd

Date
Wednesday, May 1, 2024

Lat/Long
33.644542°, -84.650081°

Weather
Fair
74°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (05-01-2024)
Bi-Directional 15min

	Bi-Directional 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	24	10	0	2	1	0	0	4	0	0	0	0	**41**	
0015 - 0030	0	20	5	0	0	0	0	0	4	0	0	0	0	**29**	
0030 - 0045	0	16	2	0	2	0	0	0	2	0	0	0	0	**22**	
0045 - 0100	0	21	6	0	3	0	0	0	1	0	0	0	0	**31**	**123**
0100 - 0115	0	19	3	0	2	0	0	0	1	0	0	0	0	**25**	
0115 - 0130	0	13	5	0	1	0	0	0	3	0	0	0	0	**22**	
0130 - 0145	0	9	5	0	2	1	0	0	4	0	0	0	0	**21**	
0145 - 0200	0	6	3	0	1	0	0	0	2	0	0	0	0	**12**	**80**
0200 - 0215	0	14	1	0	2	0	0	0	0	0	0	0	0	**17**	
0215 - 0230	0	18	5	0	0	0	0	0	3	0	0	0	0	**26**	
0230 - 0245	0	12	3	0	2	0	0	0	0	0	0	0	0	**17**	
0245 - 0300	0	16	4	0	3	0	0	0	1	0	0	0	0	**24**	**84**
0300 - 0315	0	21	3	0	2	0	0	0	2	0	0	0	0	**28**	
0315 - 0330	0	21	6	0	5	0	0	0	2	0	0	0	0	**34**	
0330 - 0345	0	26	8	0	0	0	0	0	0	0	0	0	0	**34**	
0345 - 0400	0	28	11	0	1	0	0	0	3	0	0	0	0	**43**	**139**
0400 - 0415	0	25	7	0	1	0	0	0	3	0	0	0	0	**36**	
0415 - 0430	0	37	12	0	2	1	0	1	5	0	0	0	0	**58**	
0430 - 0445	0	31	14	0	1	0	0	0	4	0	0	0	0	**50**	
0445 - 0500	1	38	12	0	2	0	0	0	0	0	0	0	0	**53**	**197**
0500 - 0515	0	45	20	0	1	0	0	0	4	0	0	0	0	**70**	
0515 - 0530	0	59	21	0	0	3	0	0	2	0	0	0	0	**85**	
0530 - 0545	0	53	18	0	1	0	0	0	5	0	0	0	0	**77**	
0545 - 0600	0	63	27	0	2	2	0	0	5	0	0	0	0	**99**	**331**
0600 - 0615	0	68	29	1	2	1	0	1	4	0	0	0	0	**106**	
0615 - 0630	2	96	41	1	0	1	0	0	6	0	0	0	0	**147**	
0630 - 0645	1	156	34	1	5	4	0	0	8	0	0	0	0	**209**	
0645 - 0700	0	169	55	0	1	1	0	0	8	0	0	0	0	**234**	**696**
0700 - 0715	0	159	44	0	2	3	0	1	9	0	0	0	0	**218**	
0715 - 0730	0	202	41	1	3	2	0	1	10	0	0	0	0	**260**	
0730 - 0745	0	174	39	0	3	2	0	1	9	0	0	0	0	**228**	
0745 - 0800	0	180	47	1	2	0	0	0	5	0	0	0	0	**235**	**941**
0800 - 0815	0	173	40	1	5	5	0	3	9	0	0	0	0	**236**	
0815 - 0830	0	186	40	0	3	3	0	1	11	0	0	0	0	**244**	
0830 - 0845	3	136	42	1	4	4	0	2	15	0	0	0	0	**207**	
0845 - 0900	1	135	40	1	4	2	0	2	6	0	0	1	0	**192**	**879**
0900 - 0915	0	99	36	0	6	8	0	2	14	0	0	0	0	**165**	
0915 - 0930	0	119	41	0	4	3	0	1	16	0	0	0	0	**184**	
0930 - 0945	0	103	33	0	3	5	0	0	9	0	0	0	0	**153**	
0945 - 1000	2	98	29	0	6	3	0	1	16	1	0	0	0	**156**	**658**
1000 - 1015	0	81	31	0	7	0	0	0	12	0	1	0	0	**132**	
1015 - 1030	0	102	29	0	6	1	0	2	7	0	0	0	0	**147**	
1030 - 1045	0	74	33	0	6	3	0	1	8	0	0	0	0	**125**	
1045 - 1100	0	100	40	0	4	5	0	2	5	1	0	0	0	**157**	**561**
1100 - 1115	0	96	37	1	7	3	0	2	10	0	0	0	0	**156**	
1115 - 1130	0	84	28	0	6	2	0	0	5	0	0	0	0	**125**	
1130 - 1145	0	76	38	0	8	2	0	1	14	0	0	0	0	**139**	
1145 - 1200	0	89	28	0	3	3	0	2	5	2	0	0	0	**132**	**552**
1200 - 1215	0	102	26	0	9	3	0	2	9	0	0	0	0	**151**	
1215 - 1230	0	99	37	0	4	2	0	2	4	0	0	0	0	**148**	
1230 - 1245	0	112	31	0	4	6	1	1	10	0	0	0	0	**165**	
1245 - 1300	0	92	37	0	6	0	0	1	12	0	0	0	0	**148**	**612**
1300 - 1315	1	104	30	0	5	6	0	2	7	0	0	0	0	**155**	
1315 - 1330	0	101	36	0	1	5	0	2	8	0	0	0	0	**153**	
1330 - 1345	0	114	32	0	1	2	0	1	5	1	0	0	0	**156**	
1345 - 1400	0	122	37	0	3	4	0	3	11	0	0	0	0	**180**	**644**
1400 - 1415	0	135	38	0	3	3	0	3	11	0	0	0	0	**193**	
1415 - 1430	0	141	35	0	8	6	0	2	5	0	0	0	0	**197**	
1430 - 1445	0	156	34	1	3	5	0	2	3	0	0	0	0	**204**	
1445 - 1500	1	159	41	0	4	6	0	0	5	0	0	0	0	**216**	**810**
1500 - 1515	0	141	34	3	4	4	0	2	10	1	0	0	0	**199**	
1515 - 1530	1	181	48	1	4	3	0	0	11	0	0	0	0	**249**	
1530 - 1545	0	175	54	0	1	3	0	1	8	0	0	0	0	**242**	
1545 - 1600	2	178	38	0	8	4	0	3	9	0	0	0	0	**242**	**932**
1600 - 1615	2	161	49	2	2	0	0	3	4	0	0	0	0	**223**	
1615 - 1630	1	165	52	0	2	1	0	3	4	1	0	0	0	**229**	
1630 - 1645	1	213	57	1	2	0	0	4	3	0	0	0	0	**281**	
1645 - 1700	1	196	59	1	5	4	0	3	4	0	0	0	0	**273**	**1006**
1700 - 1715	1	199	37	0	7	8	0	2	4	0	0	0	0	**258**	
1715 - 1730	0	198	41	0	1	1	0	1	6	0	0	0	0	**248**	
1730 - 1745	0	189	39	0	3	3	0	2	5	0	0	0	0	**241**	
1745 - 1800	1	161	38	0	2	3	0	2	7	0	0	0	0	**214**	**961**
1800 - 1815	1	163	41	1	0	2	0	1	3	0	0	0	0	**212**	
1815 - 1830	0	178	36	0	3	0	0	1	9	0	0	0	0	**227**	
1830 - 1845	0	169	36	0	4	0	0	2	5	0	0	0	0	**216**	
1845 - 1900	2	140	24	0	4	1	0	1	3	0	0	0	0	**175**	**830**
1900 - 1915	0	127	30	0	1	1	0	1	3	0	0	0	0	**163**	
1915 - 1930	1	116	25	0	1	0	0	1	2	0	0	0	0	**146**	
1930 - 1945	2	124	29	0	1	1	0	1	3	0	0	0	0	**161**	
1945 - 2000	0	96	19	0	2	2	0	0	4	0	0	0	0	**123**	**593**
2000 - 2015	3	106	19	0	5	0	0	1	6	0	0	0	0	**140**	
2015 - 2030	0	115	12	0	1	2	0	0	3	0	0	0	0	**133**	
2030 - 2045	0	92	22	0	4	1	0	0	1	0	0	0	0	**120**	
2045 - 2100	0	89	16	0	3	0	0	1	3	0	0	0	0	**112**	**505**
2100 - 2115	1	70	23	0	1	1	0	1	2	0	0	0	0	**99**	
2115 - 2130	0	91	21	0	1	1	0	0	1	0	0	0	0	**115**	
2130 - 2145	1	53	9	0	1	1	0	1	1	0	0	0	0	**67**	
2145 - 2200	1	69	13	0	0	1	0	0	1	0	0	0	0	**85**	**366**
2200 - 2215	0	48	13	0	0	0	0	1	2	0	0	0	0	**64**	
2215 - 2230	0	51	11	0	0	1	0	1	0	0	1	0	0	**65**	
2230 - 2245	0	41	9	0	0	0	0	0	0	0	0	0	0	**50**	
2245 - 2300	0	41	10	0	0	0	0	0	3	0	0	0	0	**54**	**233**
2300 - 2315	0	39	7	0	0	1	0	0	3	0	0	0	0	**50**	
2315 - 2330	0	40	12	0	0	1	0	2	4	0	0	0	0	**59**	
2330 - 2345	0	35	6	0	0	1	0	0	1	0	0	0	0	**43**	
2345 - 0000	0	30	5	0	0	0	0	0	0	0	0	0	0	**35**	**187**

Session Total	34	9307	2514	19	262	174	1	90	509	7	2	1	0	**12920**
Session Average	0.35	96.95	26.19	0.20	2.73	1.81	0.01	0.94	5.30	0.07	0.02	0.01	0.00	**134.58**
Session Percentage	0.26	72.04	19.46	0.15	2.03	1.35	0.01	0.70	3.94	0.05	0.02	0.01	0.00	

AM Peak Hour	0800 - 0900	0715 - 0815	0645 - 0745	0545 - 0645	0945 - 1045	0900 - 1000	-	0800 - 0900	0900 - 1000	0900 - 1000	0915 - 1015	0800 - 0900	-	**0715 - 0815**
AM Peak Volume	4	729	179	3	25	19	0	8	55	1	1	1	0	**959**

Noon Peak Hour	1430 - 1530	1445 - 1545	1445 - 1545	1430 - 1530	1115 - 1215	1415 - 1515	1145 - 1245	1345 - 1445	1230 - 1330	1100 - 1200	1000 - 1100	-	-	**1445 - 1545**
Noon Peak Volume	2	656	177	5	26	21	1	10	37	2	1	0	0	**906**

PM Peak Hour	1545 - 1645	1630 - 1730	1600 - 1700	1500 - 1600	1500 - 1600	1645 - 1745	-	1545 - 1645	1500 - 1600	1500 - 1600	-	-	-	**1630 - 1730**
PM Peak Volume	6	806	217	4	17	16	0	13	38	1	0	0	0	**1060**

Bi-Directional Class Count || Volume Summary 15min

South Fulton, GA

Marr Traffic DATA COLLECTION
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Site 1
GA-92 Campbellton-Fairburn Rd,
south of Rataree Rd

Date
Wednesday, May 1, 2024

Lat/Long
33.644542°, -84.650081°

Weather
Fair
74°F

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0000 - 2400 (Weekday 24h Session) (05-01-2024)

Volume Summary 15min

TIME	Volume Summary 15min NB	SB	15min Total	60min Total
0000 - 0015	25	16	**41**	
0015 - 0030	21	8	**29**	
0030 - 0045	9	13	**22**	
0045 - 0100	19	12	**31**	**123**
0100 - 0115	11	14	**25**	
0115 - 0130	10	12	**22**	
0130 - 0145	8	13	**21**	
0145 - 0200	4	8	**12**	**80**
0200 - 0215	10	7	**17**	
0215 - 0230	12	14	**26**	
0230 - 0245	5	12	**17**	
0245 - 0300	14	10	**24**	**84**
0300 - 0315	17	11	**28**	
0315 - 0330	23	11	**34**	
0330 - 0345	13	21	**34**	
0345 - 0400	23	20	**43**	**139**
0400 - 0415	14	22	**36**	
0415 - 0430	18	40	**58**	
0430 - 0445	15	35	**50**	
0445 - 0500	24	29	**53**	**197**
0500 - 0515	19	51	**70**	
0515 - 0530	26	59	**85**	
0530 - 0545	15	62	**77**	
0545 - 0600	24	75	**99**	**331**
0600 - 0615	40	66	**106**	
0615 - 0630	46	101	**147**	
0630 - 0645	68	141	**209**	
0645 - 0700	65	169	**234**	**696**
0700 - 0715	73	145	**218**	
0715 - 0730	105	155	**260**	
0730 - 0745	89	139	**228**	
0745 - 0800	98	137	**235**	**941**
0800 - 0815	107	129	**236**	
0815 - 0830	103	141	**244**	
0830 - 0845	75	132	**207**	
0845 - 0900	85	107	**192**	**879**
0900 - 0915	76	89	**165**	
0915 - 0930	73	111	**184**	
0930 - 0945	68	85	**153**	
0945 - 1000	68	88	**156**	**658**
1000 - 1015	68	64	**132**	
1015 - 1030	66	81	**147**	
1030 - 1045	51	74	**125**	
1045 - 1100	85	72	**157**	**561**
1100 - 1115	84	72	**156**	
1115 - 1130	68	57	**125**	
1130 - 1145	84	55	**139**	
1145 - 1200	55	77	**132**	**552**

Time	Volume Summary 15min NB	SB	15min Total	60min Total
1200 - 1215	83	68	**151**	
1215 - 1230	88	60	**148**	
1230 - 1245	85	80	**165**	
1245 - 1300	77	71	**148**	**612**
1300 - 1315	76	79	**155**	
1315 - 1330	81	72	**153**	
1330 - 1345	78	78	**156**	
1345 - 1400	106	74	**180**	**644**
1400 - 1415	107	86	**193**	
1415 - 1430	118	79	**197**	
1430 - 1445	106	98	**204**	
1445 - 1500	131	85	**216**	**810**
1500 - 1515	118	81	**199**	
1515 - 1530	138	111	**249**	
1530 - 1545	126	116	**242**	
1545 - 1600	156	86	**242**	**932**
1600 - 1615	143	80	**223**	
1615 - 1630	153	76	**229**	
1630 - 1645	178	103	**281**	
1645 - 1700	160	113	**273**	**1006**
1700 - 1715	160	98	**258**	
1715 - 1730	161	87	**248**	
1730 - 1745	140	101	**241**	
1745 - 1800	122	92	**214**	**961**
1800 - 1815	135	77	**212**	
1815 - 1830	138	89	**227**	
1830 - 1845	133	83	**216**	
1845 - 1900	101	74	**175**	**830**
1900 - 1915	82	81	**163**	
1915 - 1930	75	71	**146**	
1930 - 1945	81	80	**161**	
1945 - 2000	67	56	**123**	**593**
2000 - 2015	81	59	**140**	
2015 - 2030	56	77	**133**	
2030 - 2045	73	47	**120**	
2045 - 2100	61	51	**112**	**505**
2100 - 2115	44	55	**99**	
2115 - 2130	59	56	**115**	
2130 - 2145	43	24	**67**	
2145 - 2200	47	38	**85**	**366**
2200 - 2215	36	28	**64**	
2215 - 2230	38	27	**65**	
2230 - 2245	24	26	**50**	
2245 - 2300	32	22	**54**	**233**
2300 - 2315	25	25	**50**	
2315 - 2330	38	21	**59**	
2330 - 2345	29	14	**43**	
2345 - 0000	23	12	**35**	**187**

Session Total	6591	6329	**12920**
Session Average	68.66	65.93	**134.58**
Session Percentage	51.01	48.99	

Bi-Directional Class Count || NB EB 60min

South Fulton, GA

Marr Traffic DATA COLLECTION

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0000 - 2400 (Weekday 24h Session) (05-01-2024)
NB EB 60min

	Northbound (Movement 1.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	49	15	0	5	0	0	0	5	0	0	0	0	**74**
0100 - 0200	0	21	6	0	2	1	0	0	3	0	0	0	0	**33**
0200 - 0300	0	30	3	0	5	0	0	0	3	0	0	0	0	**41**
0300 - 0400	0	54	11	0	8	0	0	0	3	0	0	0	0	**76**
0400 - 0500	0	46	14	0	5	1	0	1	4	0	0	0	0	**71**
0500 - 0600	0	61	13	0	3	1	0	0	6	0	0	0	0	**84**
0600 - 0700	0	158	37	2	4	2	0	1	15	0	0	0	0	**219**
0700 - 0800	0	300	50	0	3	3	0	1	8	0	0	0	0	**365**
0800 - 0900	1	278	58	1	4	6	0	4	18	0	0	0	0	**370**
0900 - 1000	0	185	47	0	11	10	0	1	30	1	0	0	0	**285**
1000 - 1100	0	181	61	0	10	3	0	0	15	0	0	0	0	**270**
1100 - 1200	0	164	82	1	16	5	0	3	18	2	0	0	0	**291**
1200 - 1300	0	221	72	0	16	6	0	3	15	0	0	0	0	**333**
1300 - 1400	0	235	72	0	3	10	0	4	16	1	0	0	0	**341**
1400 - 1500	0	334	92	0	9	10	0	6	11	0	0	0	0	**462**
1500 - 1600	2	391	104	1	7	10	0	2	21	0	0	0	0	**538**
1600 - 1700	3	474	140	1	3	1	0	4	7	1	0	0	0	**634**
1700 - 1800	1	458	97	0	3	6	0	5	13	0	0	0	0	**583**
1800 - 1900	1	392	90	0	7	1	0	4	12	0	0	0	0	**507**
1900 - 2000	1	241	54	0	3	2	0	1	3	0	0	0	0	**305**
2000 - 2100	2	216	37	0	5	2	0	1	8	0	0	0	0	**271**
2100 - 2200	3	151	29	0	3	2	0	2	3	0	0	0	0	**193**
2200 - 2300	0	109	18	0	0	1	0	0	1	0	1	0	0	**130**
2300 - 2400	0	92	15	0	0	2	0	2	4	0	0	0	0	**115**

Session Total	14	4841	1217	6	135	85	0	45	242	5	1	0	0	**6591**
Session Average	0.58	201.71	50.71	0.25	5.63	3.54	0.00	1.88	10.08	0.21	0.04	0.00	0.00	**274.63**
Session Percentage	0.21	73.45	18.46	0.09	2.05	1.29	0.00	0.68	3.67	0.08	0.02	0.00	0.00	

AM Peak Hour	0800 - 0900	0700 - 0800	0800 - 0900	0600 - 0700	0900 - 1000	0900 - 1000	-	0800 - 0900	0900 - 1000	0900 - 1000	-	-	-	**0800 - 0900**
AM Peak Volume	1	300	58	2	11	10	0	4	30	1	0	0	0	**370**

Noon Peak Hour	-	1400 - 1500	1400 - 1500	1100 - 1200	1100 - 1200	1300 - 1400	-	1400 - 1500	1100 - 1200	1100 - 1200	-	-	-	**1400 - 1500**
Noon Peak Volume	0	334	92	1	16	10	0	6	18	2	0	0	0	**462**

PM Peak Hour	1600 - 1700	1600 - 1700	1600 - 1700	1500 - 1600	1500 - 1600	1500 - 1600	-	1700 - 1800	1500 - 1600	1600 - 1700	-	-	-	**1600 - 1700**
PM Peak Volume	3	474	140	1	7	10	0	5	21	1	0	0	0	**634**

Bi-Directional Class Count || SB WB 60min

South Fulton, GA

Marr Traffic DATA COLLECTION

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Weather
Fair
74°F

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0000 - 2400 (Weekday 24h Session) (05-01-2024)
SB WB 60min

	Southbound (Movement 1.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	32	8	0	2	1	0	0	6	0	0	0	0	**49**
0100 - 0200	0	26	10	0	4	0	0	0	7	0	0	0	0	**47**
0200 - 0300	0	30	10	0	2	0	0	0	1	0	0	0	0	**43**
0300 - 0400	0	42	17	0	0	0	0	0	4	0	0	0	0	**63**
0400 - 0500	1	85	31	0	1	0	0	0	8	0	0	0	0	**126**
0500 - 0600	0	159	73	0	1	4	0	0	10	0	0	0	0	**247**
0600 - 0700	3	331	122	1	4	5	0	0	11	0	0	0	0	**477**
0700 - 0800	0	415	121	2	7	4	0	2	25	0	0	0	0	**576**
0800 - 0900	3	352	104	2	12	8	0	4	23	0	0	1	0	**509**
0900 - 1000	2	234	92	0	8	9	0	3	25	0	0	0	0	**373**
1000 - 1100	0	176	72	0	13	6	0	5	17	1	1	0	0	**291**
1100 - 1200	0	181	49	0	8	5	0	2	16	0	0	0	0	**261**
1200 - 1300	0	184	59	0	7	5	1	3	20	0	0	0	0	**279**
1300 - 1400	1	206	63	0	7	7	0	4	15	0	0	0	0	**303**
1400 - 1500	1	257	56	1	9	10	0	1	13	0	0	0	0	**348**
1500 - 1600	1	284	70	3	10	4	0	4	17	1	0	0	0	**394**
1600 - 1700	2	261	77	3	8	4	0	9	8	0	0	0	0	**372**
1700 - 1800	1	289	58	0	10	9	0	2	9	0	0	0	0	**378**
1800 - 1900	2	258	47	1	4	2	0	1	8	0	0	0	0	**323**
1900 - 2000	2	222	49	0	2	2	0	2	9	0	0	0	0	**288**
2000 - 2100	1	186	32	0	8	1	0	1	5	0	0	0	0	**234**
2100 - 2200	0	132	37	0	0	2	0	0	2	0	0	0	0	**173**
2200 - 2300	0	72	25	0	0	0	0	2	4	0	0	0	0	**103**
2300 - 2400	0	52	15	0	0	1	0	0	4	0	0	0	0	**72**

Session Total	20	4466	1297	13	127	89	1	45	267	2	1	1	0	**6329**
Session Average	0.83	186.08	54.04	0.54	5.29	3.71	0.04	1.88	11.13	0.08	0.04	0.04	0.00	**263.71**
Session Percentage	0.32	70.56	20.49	0.21	2.01	1.41	0.02	0.71	4.22	0.03	0.02	0.02	0.00	

AM Peak Hour	0600 - 0700	0700 - 0800	0600 - 0700	0700 - 0800	0800 - 0900	0900 - 1000	-	0800 - 0900	0700 - 0800	-	-	0800 - 0900	-	**0700 - 0800**
AM Peak Volume	3	415	122	2	12	9	0	4	25	0	0	1	0	**576**

Noon Peak Hour	1300 - 1400	1400 - 1500	1000 - 1100	1400 - 1500	1000 - 1100	1400 - 1500	1200 - 1300	1000 - 1100	1200 - 1300	1000 - 1100	1000 - 1100	-	-	**1400 - 1500**
Noon Peak Volume	1	257	72	1	13	10	1	5	20	1	1	0	0	**348**

PM Peak Hour	1600 - 1700	1700 - 1800	1600 - 1700	1500 - 1600	1500 - 1600	1700 - 1800	-	1600 - 1700	1500 - 1600	1500 - 1600	-	-	-	**1500 - 1600**
PM Peak Volume	2	289	77	3	10	9	0	9	17	1	0	0	0	**394**

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

South Fulton, GA

Marr Traffic DATA COLLECTION

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0000 - 2400 (Weekday 24h Session) (05-01-2024)
Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	81	23	0	7	1	0	0	11	0	0	0	0	**123**
0100 - 0200	0	47	16	0	6	1	0	0	10	0	0	0	0	**80**
0200 - 0300	0	60	13	0	7	0	0	0	4	0	0	0	0	**84**
0300 - 0400	0	96	28	0	8	0	0	0	7	0	0	0	0	**139**
0400 - 0500	1	131	45	0	6	1	0	1	12	0	0	0	0	**197**
0500 - 0600	0	220	86	0	4	5	0	0	16	0	0	0	0	**331**
0600 - 0700	3	489	159	3	8	7	0	1	26	0	0	0	0	**696**
0700 - 0800	0	715	171	2	10	7	0	3	33	0	0	0	0	**941**
0800 - 0900	4	630	162	3	16	14	0	8	41	0	0	1	0	**879**
0900 - 1000	2	419	139	0	19	19	0	4	55	1	0	0	0	**658**
1000 - 1100	0	357	133	0	23	9	0	5	32	1	1	0	0	**561**
1100 - 1200	0	345	131	1	24	10	0	5	34	2	0	0	0	**552**
1200 - 1300	0	405	131	0	23	11	1	6	35	0	0	0	0	**612**
1300 - 1400	1	441	135	0	10	17	0	8	31	1	0	0	0	**644**
1400 - 1500	1	591	148	1	18	20	0	7	24	0	0	0	0	**810**
1500 - 1600	3	675	174	4	17	14	0	6	38	1	0	0	0	**932**
1600 - 1700	5	735	217	4	11	5	0	13	15	1	0	0	0	**1006**
1700 - 1800	2	747	155	0	13	15	0	7	22	0	0	0	0	**961**
1800 - 1900	3	650	137	1	11	3	0	5	20	0	0	0	0	**830**
1900 - 2000	3	463	103	0	5	4	0	3	12	0	0	0	0	**593**
2000 - 2100	3	402	69	0	13	3	0	2	13	0	0	0	0	**505**
2100 - 2200	3	283	66	0	3	4	0	2	5	0	0	0	0	**366**
2200 - 2300	0	181	43	0	0	1	0	2	5	0	1	0	0	**233**
2300 - 2400	0	144	30	0	0	3	0	2	8	0	0	0	0	**187**

Session Total	34	9307	2514	19	262	174	1	90	509	7	2	1	0	**12920**
Session Average	1.42	387.79	104.75	0.79	10.92	7.25	0.04	3.75	21.21	0.29	0.08	0.04	0.00	**538.33**
Session Percentage	0.26	72.04	19.46	0.15	2.03	1.35	0.01	0.70	3.94	0.05	0.02	0.01	0.00	

AM Peak Hour	0800 - 0900	0700 - 0800	0700 - 0800	0600 - 0700	0900 - 1000	0900 - 1000	-	0800 - 0900	0900 - 1000	0900 - 1000	-	0800 - 0900	-	**0700 - 0800**
AM Peak Volume	4	715	171	3	19	19	0	8	55	1	0	1	0	**941**

Noon Peak Hour	1300 - 1400	1400 - 1500	1400 - 1500	1100 - 1200	1100 - 1200	1400 - 1500	1200 - 1300	1300 - 1400	1200 - 1300	1100 - 1200	1000 - 1100	-	-	**1400 - 1500**
Noon Peak Volume	1	591	148	1	24	20	1	8	35	2	1	0	0	**810**

PM Peak Hour	1600 - 1700	1700 - 1800	1600 - 1700	1500 - 1600	1500 - 1600	1700 - 1800	-	1600 - 1700	1500 - 1600	1500 - 1600	-	-	-	**1600 - 1700**
PM Peak Volume	5	747	217	4	17	15	0	13	38	1	0	0	0	**1006**

Bi-Directional Class Count || Volume Summary 60min

South Fulton, GA

Marr Traffic DATA COLLECTION

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Date

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Lat/Long

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Weather

Fair
74°F

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0000 - 2400 (Weekday 24h Session) (05-01-2024)

Volume Summary 60min

	Volume Summary 60min		
TIME	NB	SB	**Total**
0000 - 0100	74	49	**123**
0100 - 0200	33	47	**80**
0200 - 0300	41	43	**84**
0300 - 0400	76	63	**139**
0400 - 0500	71	126	**197**
0500 - 0600	84	247	**331**
0600 - 0700	219	477	**696**
0700 - 0800	365	576	**941**
0800 - 0900	370	509	**879**
0900 - 1000	285	373	**658**
1000 - 1100	270	291	**561**
1100 - 1200	291	261	**552**

	Volume Summary 60min		
Time	NB	SB	**Total**
1200 - 1300	333	279	**612**
1300 - 1400	341	303	**644**
1400 - 1500	462	348	**810**
1500 - 1600	538	394	**932**
1600 - 1700	634	372	**1006**
1700 - 1800	583	378	**961**
1800 - 1900	507	323	**830**
1900 - 2000	305	288	**593**
2000 - 2100	271	234	**505**
2100 - 2200	193	173	**366**
2200 - 2300	130	103	**233**
2300 - 2400	115	72	**187**

Session Total	6591	6329	**12920**
Session Average	274.63	263.71	**538.33**
Session Percentage	51.01	48.99	

Bi-Directional Class Count || Graphical Analysis NB EB

South Fulton, GA

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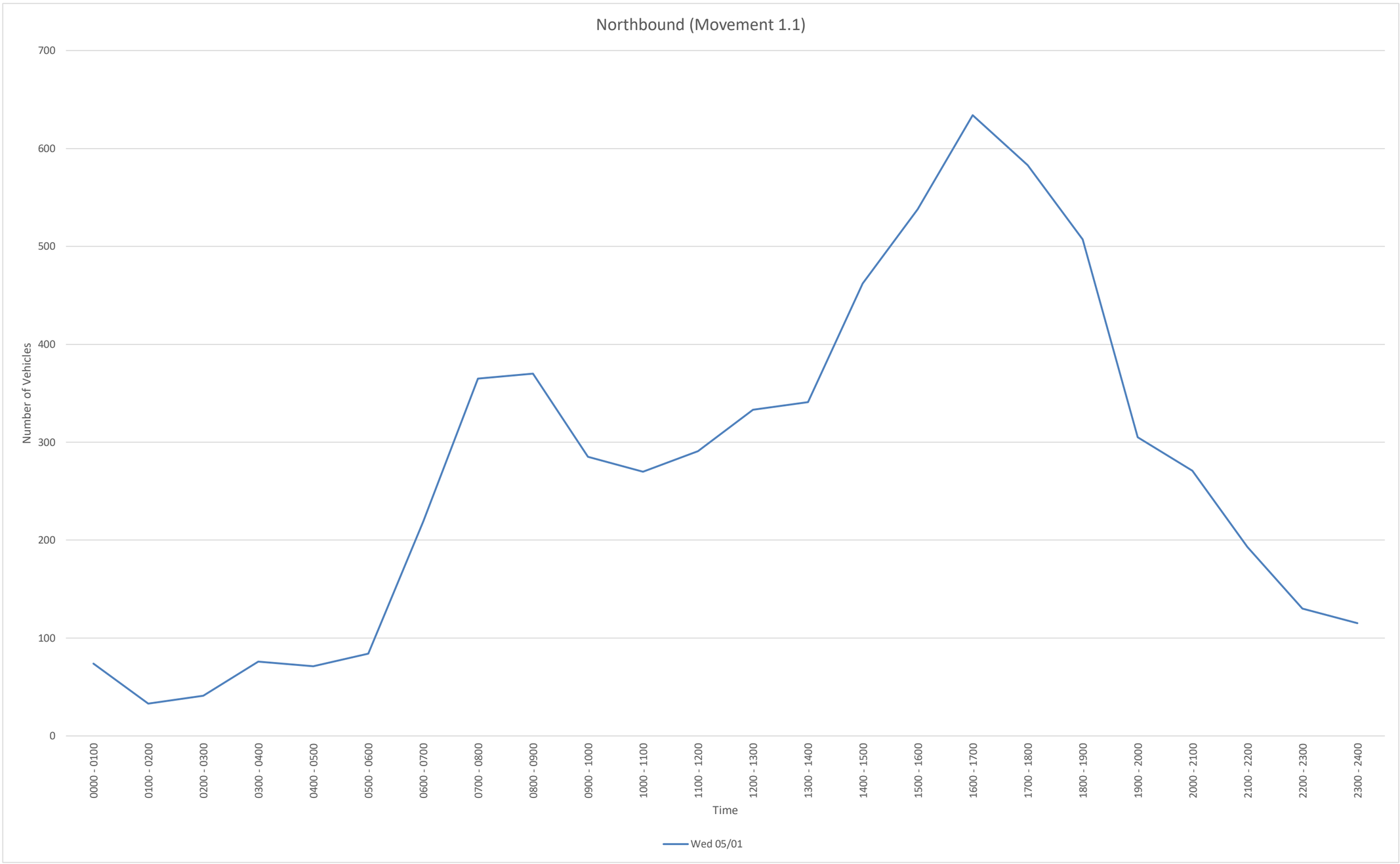
Lat/Long

33.644542°, -84.650081°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Time	Wed 05/01						
0000 - 0100	74						
0100 - 0200	33						
0200 - 0300	41						
0300 - 0400	76						
0400 - 0500	71						
0500 - 0600	84						
0600 - 0700	219						
0700 - 0800	365						
0800 - 0900	370						
0900 - 1000	285						
1000 - 1100	270						
1100 - 1200	291						
1200 - 1300	333						
1300 - 1400	341						
1400 - 1500	462						
1500 - 1600	538						
1600 - 1700	634						
1700 - 1800	583						
1800 - 1900	507						
1900 - 2000	305						
2000 - 2100	271						
2100 - 2200	193						
2200 - 2300	130						
2300 - 2400	115						

Daily Total	6591						

Bi-Directional Class Count || Graphical Analysis SB WB

South Fulton, GA

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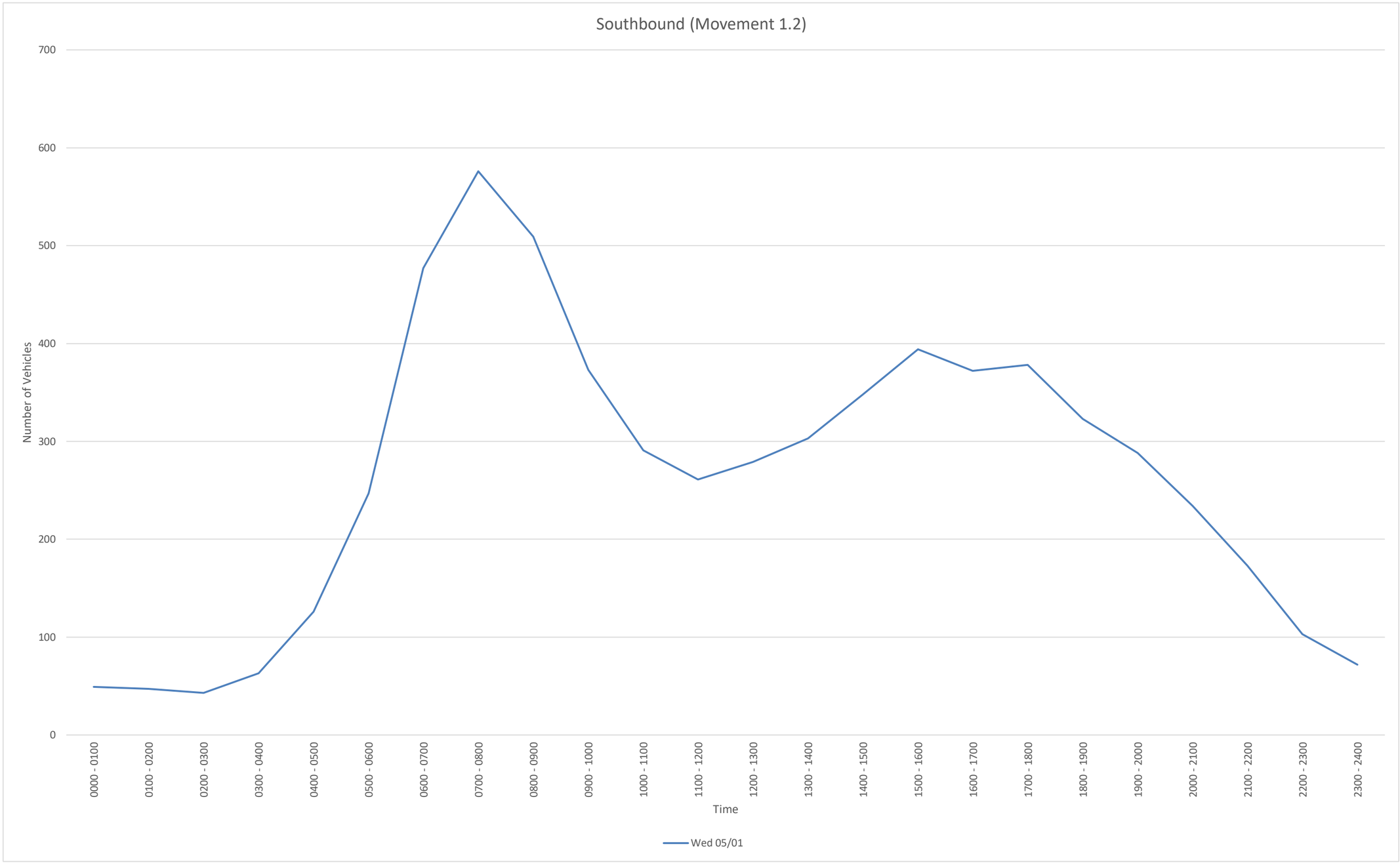
0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



Time	Wed 05/01						
0000 - 0100	49						
0100 - 0200	47						
0200 - 0300	43						
0300 - 0400	63						
0400 - 0500	126						
0500 - 0600	247						
0600 - 0700	477						
0700 - 0800	576						
0800 - 0900	509						
0900 - 1000	373						
1000 - 1100	291						
1100 - 1200	261						
1200 - 1300	279						
1300 - 1400	303						
1400 - 1500	348						
1500 - 1600	394						
1600 - 1700	372						
1700 - 1800	378						
1800 - 1900	323						
1900 - 2000	288						
2000 - 2100	234						
2100 - 2200	173						
2200 - 2300	103						
2300 - 2400	72						
Daily Total	6329						

Bi-Directional Class Count || Graphical Analysis BiDir

South Fulton, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1

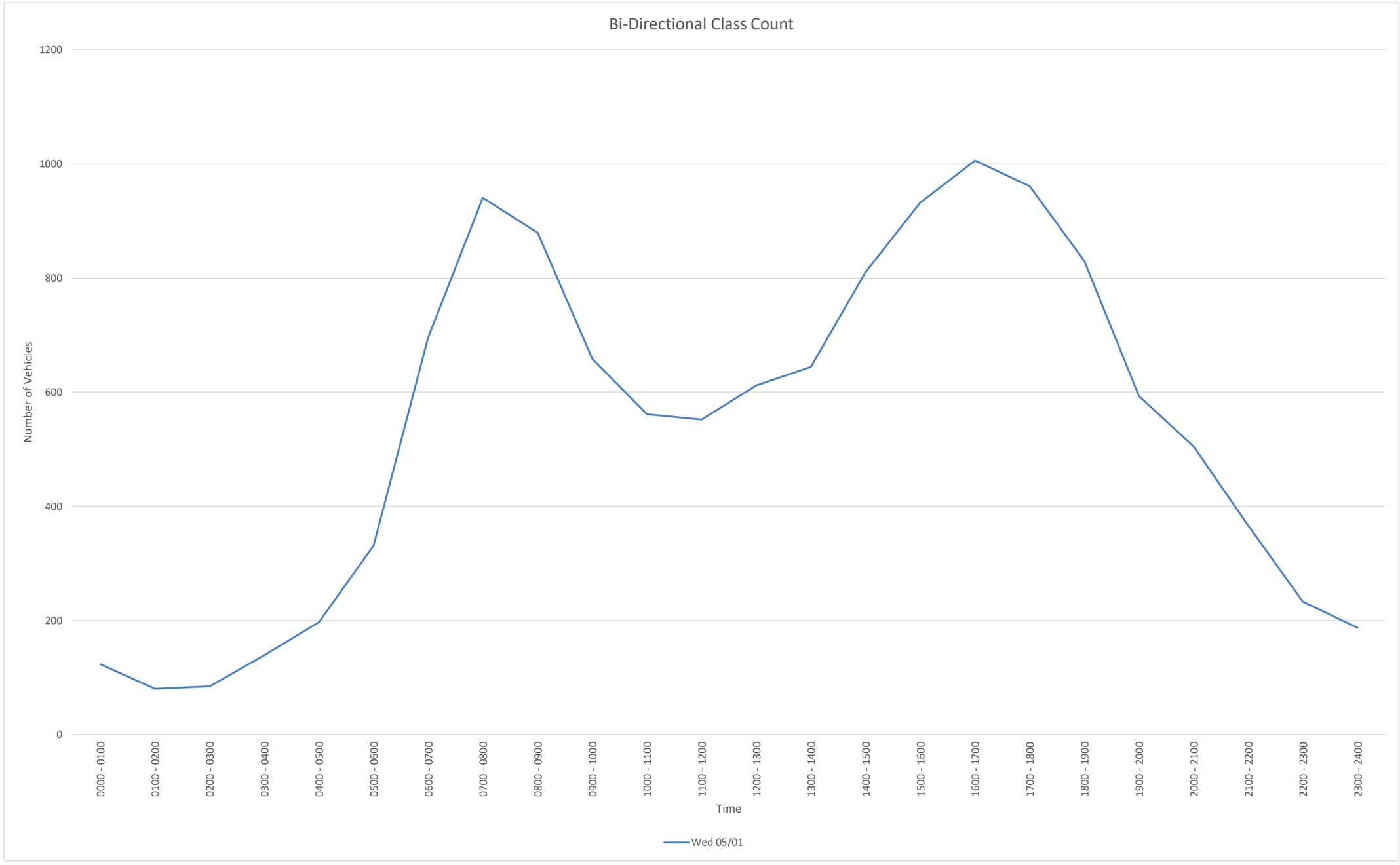
GA-92 Campbellton-Fairburn Rd,
south of Rataree Rd

Lat/Long

33.644542°, -84.650081°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis BiDir



Time	Wed 05/01						
0000 - 0100	123						
0100 - 0200	80						
0200 - 0300	84						
0300 - 0400	139						
0400 - 0500	197						
0500 - 0600	331						
0600 - 0700	696						
0700 - 0800	941						
0800 - 0900	879						
0900 - 1000	658						
1000 - 1100	561						
1100 - 1200	552						
1200 - 1300	612						
1300 - 1400	644						
1400 - 1500	810						
1500 - 1600	932						
1600 - 1700	1006						
1700 - 1800	961						
1800 - 1900	830						
1900 - 2000	593						
2000 - 2100	505						
2100 - 2200	366						
2200 - 2300	233						
2300 - 2400	187						
Daily Total	12920						

NB
File Name:
Start Date: 5/1/2024
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: GA-92 Campbellton-Fairburn Rd, south of Rataree Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/1/2024	12:00 AM	0	15	7	0	2	0	0	0	1	0	0	0	0
5/1/2024	12:15 AM	0	16	3	0	0	0	0	0	2	0	0	0	0
5/1/2024	12:30 AM	0	6	1	0	1	0	0	0	1	0	0	0	0
5/1/2024	12:45 AM	0	12	4	0	2	0	0	0	1	0	0	0	0
5/1/2024	1:00 AM	0	9	1	0	1	0	0	0	0	0	0	0	0
5/1/2024	1:15 AM	0	6	2	0	1	0	0	0	1	0	0	0	0
5/1/2024	1:30 AM	0	3	2	0	0	1	0	0	2	0	0	0	0
5/1/2024	1:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
5/1/2024	2:00 AM	0	9	0	0	1	0	0	0	0	0	0	0	0
5/1/2024	2:15 AM	0	8	1	0	0	0	0	0	3	0	0	0	0
5/1/2024	2:30 AM	0	4	0	0	1	0	0	0	0	0	0	0	0
5/1/2024	2:45 AM	0	9	2	0	3	0	0	0	0	0	0	0	0
5/1/2024	3:00 AM	0	13	2	0	2	0	0	0	0	0	0	0	0
5/1/2024	3:15 AM	0	15	1	0	5	0	0	0	2	0	0	0	0
5/1/2024	3:30 AM	0	9	4	0	0	0	0	0	0	0	0	0	0
5/1/2024	3:45 AM	0	17	4	0	1	0	0	0	1	0	0	0	0
5/1/2024	4:00 AM	0	8	4	0	1	0	0	0	1	0	0	0	0
5/1/2024	4:15 AM	0	12	2	0	1	1	0	1	1	0	0	0	0
5/1/2024	4:30 AM	0	9	3	0	1	0	0	0	2	0	0	0	0
5/1/2024	4:45 AM	0	17	5	0	2	0	0	0	0	0	0	0	0
5/1/2024	5:00 AM	0	15	3	0	0	0	0	0	1	0	0	0	0
5/1/2024	5:15 AM	0	21	3	0	0	1	0	0	1	0	0	0	0
5/1/2024	5:30 AM	0	7	3	0	1	0	0	0	4	0	0	0	0
5/1/2024	5:45 AM	0	18	4	0	2	0	0	0	0	0	0	0	0
5/1/2024	6:00 AM	0	23	9	1	2	1	0	1	3	0	0	0	0
5/1/2024	6:15 AM	0	34	9	0	0	0	0	0	3	0	0	0	0
5/1/2024	6:30 AM	0	56	5	1	2	0	0	0	4	0	0	0	0
5/1/2024	6:45 AM	0	45	14	0	0	1	0	0	5	0	0	0	0
5/1/2024	7:00 AM	0	58	11	0	1	2	0	0	1	0	0	0	0
5/1/2024	7:15 AM	0	88	9	0	1	1	0	1	5	0	0	0	0
5/1/2024	7:30 AM	0	72	15	0	0	0	0	0	2	0	0	0	0
5/1/2024	7:45 AM	0	82	15	0	1	0	0	0	0	0	0	0	0
5/1/2024	8:00 AM	0	83	11	1	2	3	0	3	4	0	0	0	0
5/1/2024	8:15 AM	0	84	13	0	1	1	0	0	4	0	0	0	0
5/1/2024	8:30 AM	0	52	15	0	1	1	0	0	6	0	0	0	0
5/1/2024	8:45 AM	1	59	19	0	0	1	0	1	4	0	0	0	0
5/1/2024	9:00 AM	0	45	13	0	4	4	0	0	10	0	0	0	0
5/1/2024	9:15 AM	0	47	15	0	2	1	0	1	7	0	0	0	0
5/1/2024	9:30 AM	0	46	10	0	2	5	0	0	5	0	0	0	0
5/1/2024	9:45 AM	0	47	9	0	3	0	0	0	8	1	0	0	0
5/1/2024	10:00 AM	0	42	18	0	2	0	0	0	6	0	0	0	0
5/1/2024	10:15 AM	0	47	12	0	3	1	0	0	3	0	0	0	0
5/1/2024	10:30 AM	0	36	11	0	1	0	0	0	3	0	0	0	0
5/1/2024	10:45 AM	0	56	20	0	4	2	0	0	3	0	0	0	0
5/1/2024	11:00 AM	0	49	23	1	4	1	0	2	4	0	0	0	0
5/1/2024	11:15 AM	0	38	19	0	6	1	0	0	4	0	0	0	0
5/1/2024	11:30 AM	0	43	23	0	6	1	0	1	10	0	0	0	0
5/1/2024	11:45 AM	0	34	17	0	0	2	0	0	0	2	0	0	0
5/1/2024	12:00 PM	0	57	16	0	6	1	0	0	3	0	0	0	0
5/1/2024	12:15 PM	0	55	24	0	4	2	0	2	1	0	0	0	0
5/1/2024	12:30 PM	0	58	14	0	2	3	0	0	8	0	0	0	0
5/1/2024	12:45 PM	0	51	18	0	4	0	0	1	3	0	0	0	0
5/1/2024	1:00 PM	0	48	15	0	1	5	0	2	5	0	0	0	0
5/1/2024	1:15 PM	0	55	16	0	0	3	0	2	5	0	0	0	0
5/1/2024	1:30 PM	0	60	16	0	0	0	0	0	1	1	0	0	0
5/1/2024	1:45 PM	0	72	25	0	2	2	0	0	5	0	0	0	0
5/1/2024	2:00 PM	0	73	25	0	1	1	0	2	5	0	0	0	0
5/1/2024	2:15 PM	0	83	19	0	6	4	0	2	4	0	0	0	0
5/1/2024	2:30 PM	0	79	21	0	1	2	0	2	1	0	0	0	0
5/1/2024	2:45 PM	0	99	27	0	1	3	0	0	1	0	0	0	0
5/1/2024	3:00 PM	0	86	20	0	3	3	0	1	5	0	0	0	0
5/1/2024	3:15 PM	0	102	30	1	0	0	0	0	5	0	0	0	0
5/1/2024	3:30 PM	0	87	30	0	0	3	0	0	6	0	0	0	0
5/1/2024	3:45 PM	2	116	24	0	4	4	0	1	5	0	0	0	0
5/1/2024	4:00 PM	1	105	35	0	1	0	0	0	1	0	0	0	0
5/1/2024	4:15 PM	0	111	35	0	1	0	0	2	3	1	0	0	0
5/1/2024	4:30 PM	1	140	36	1	0	0	0	0	0	0	0	0	0
5/1/2024	4:45 PM	1	118	34	0	1	1	0	2	3	0	0	0	0
5/1/2024	5:00 PM	0	127	25	0	1	3	0	1	3	0	0	0	0
5/1/2024	5:15 PM	0	130	29	0	0	0	0	0	2	0	0	0	0
5/1/2024	5:30 PM	0	108	22	0	2	2	0	2	4	0	0	0	0
5/1/2024	5:45 PM	1	93	21	0	0	1	0	2	4	0	0	0	0
5/1/2024	6:00 PM	0	106	26	0	0	0	0	1	2	0	0	0	0
5/1/2024	6:15 PM	0	105	27	0	2	0	0	1	3	0	0	0	0
5/1/2024	6:30 PM	0	104	21	0	2	0	0	1	5	0	0	0	0
5/1/2024	6:45 PM	1	77	16	0	3	1	0	1	2	0	0	0	0
5/1/2024	7:00 PM	0	63	17	0	1	0	0	0	1	0	0	0	0
5/1/2024	7:15 PM	1	59	12	0	1	0	0	1	1	0	0	0	0
5/1/2024	7:30 PM	0	64	15	0	0	1	0	0	1	0	0	0	0
5/1/2024	7:45 PM	0	55	10	0	1	1	0	0	0	0	0	0	0
5/1/2024	8:00 PM	2	61	10	0	2	0	0	1	5	0	0	0	0
5/1/2024	8:15 PM	0	47	6	0	0	2	0	0	1	0	0	0	0
5/1/2024	8:30 PM	0	58	14	0	1	0	0	0	0	0	0	0	0
5/1/2024	8:45 PM	0	50	7	0	2	0	0	0	2	0	0	0	0
5/1/2024	9:00 PM	1	31	9	0	1	0	0	1	1	0	0	0	0
5/1/2024	9:15 PM	0	46	11	0	1	0	0	0	1	0	0	0	0
5/1/2024	9:30 PM	1	34	5	0	1	1	0	1	0	0	0	0	0
5/1/2024	9:45 PM	1	40	4	0	0	1	0	0	1	0	0	0	0
5/1/2024	10:00 PM	0	29	7	0	0	0	0	0	0	0	0	0	0
5/1/2024	10:15 PM	0	33	3	0	0	1	0	0	0	0	1	0	0
5/1/2024	10:30 PM	0	20	4	0	0	0	0	0	0	0	0	0	0
5/1/2024	10:45 PM	0	27	4	0	0	0	0	0	1	0	0	0	0
5/1/2024	11:00 PM	0	20	3	0	0	1	0	0	1	0	0	0	0
5/1/2024	11:15 PM	0	27	6	0	0	0	0	2	3	0	0	0	0
5/1/2024	11:30 PM	0	25	3	0	0	1	0	0	0	0	0	0	0
5/1/2024	11:45 PM	0	20	3	0	0	0	0	0	0	0	0	0	0

SB
File Name:
Start Date: 5/1/2024
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: GA-92 Campbellton-Fairburn Rd, south of Rataree Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/1/2024	12:00 AM	0	9	3	0	0	1	0	0	3	0	0	0	0
5/1/2024	12:15 AM	0	4	2	0	0	0	0	0	2	0	0	0	0
5/1/2024	12:30 AM	0	10	1	0	1	0	0	0	1	0	0	0	0
5/1/2024	12:45 AM	0	9	2	0	1	0	0	0	0	0	0	0	0
5/1/2024	1:00 AM	0	10	2	0	1	0	0	0	1	0	0	0	0
5/1/2024	1:15 AM	0	7	3	0	0	0	0	0	2	0	0	0	0
5/1/2024	1:30 AM	0	6	3	0	2	0	0	0	2	0	0	0	0
5/1/2024	1:45 AM	0	3	2	0	1	0	0	0	2	0	0	0	0
5/1/2024	2:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0
5/1/2024	2:15 AM	0	10	4	0	0	0	0	0	0	0	0	0	0
5/1/2024	2:30 AM	0	8	3	0	1	0	0	0	0	0	0	0	0
5/1/2024	2:45 AM	0	7	2	0	0	0	0	0	1	0	0	0	0
5/1/2024	3:00 AM	0	8	1	0	0	0	0	0	2	0	0	0	0
5/1/2024	3:15 AM	0	6	5	0	0	0	0	0	0	0	0	0	0
5/1/2024	3:30 AM	0	17	4	0	0	0	0	0	0	0	0	0	0
5/1/2024	3:45 AM	0	11	7	0	0	0	0	0	2	0	0	0	0
5/1/2024	4:00 AM	0	17	3	0	0	0	0	0	2	0	0	0	0
5/1/2024	4:15 AM	0	25	10	0	1	0	0	0	4	0	0	0	0
5/1/2024	4:30 AM	0	22	11	0	0	0	0	0	2	0	0	0	0
5/1/2024	4:45 AM	1	21	7	0	0	0	0	0	0	0	0	0	0
5/1/2024	5:00 AM	0	30	17	0	1	0	0	0	3	0	0	0	0
5/1/2024	5:15 AM	0	38	18	0	0	2	0	0	1	0	0	0	0
5/1/2024	5:30 AM	0	46	15	0	0	0	0	0	1	0	0	0	0
5/1/2024	5:45 AM	0	45	23	0	0	2	0	0	5	0	0	0	0
5/1/2024	6:00 AM	0	45	20	0	0	0	0	0	1	0	0	0	0
5/1/2024	6:15 AM	2	62	32	1	0	1	0	0	3	0	0	0	0
5/1/2024	6:30 AM	1	100	29	0	3	4	0	0	4	0	0	0	0
5/1/2024	6:45 AM	0	124	41	0	1	0	0	0	3	0	0	0	0
5/1/2024	7:00 AM	0	101	33	0	1	1	0	1	8	0	0	0	0
5/1/2024	7:15 AM	0	114	32	1	2	1	0	0	5	0	0	0	0
5/1/2024	7:30 AM	0	102	24	0	3	2	0	1	7	0	0	0	0
5/1/2024	7:45 AM	0	98	32	1	1	0	0	0	5	0	0	0	0
5/1/2024	8:00 AM	0	90	29	0	3	2	0	0	5	0	0	0	0
5/1/2024	8:15 AM	0	102	27	0	2	2	0	1	7	0	0	0	0
5/1/2024	8:30 AM	3	84	27	1	3	3	0	2	9	0	0	0	0
5/1/2024	8:45 AM	0	76	21	1	4	1	0	1	2	0	0	1	0
5/1/2024	9:00 AM	0	54	23	0	2	4	0	2	4	0	0	0	0
5/1/2024	9:15 AM	0	72	26	0	2	2	0	0	9	0	0	0	0
5/1/2024	9:30 AM	0	57	23	0	1	0	0	0	4	0	0	0	0
5/1/2024	9:45 AM	2	51	20	0	3	3	0	1	8	0	0	0	0
5/1/2024	10:00 AM	0	39	13	0	5	0	0	0	6	0	1	0	0
5/1/2024	10:15 AM	0	55	17	0	3	0	0	2	4	0	0	0	0
5/1/2024	10:30 AM	0	38	22	0	5	3	0	1	5	0	0	0	0
5/1/2024	10:45 AM	0	44	20	0	0	3	0	2	2	1	0	0	0
5/1/2024	11:00 AM	0	47	14	0	3	2	0	0	6	0	0	0	0
5/1/2024	11:15 AM	0	46	9	0	0	1	0	0	1	0	0	0	0
5/1/2024	11:30 AM	0	33	15	0	2	1	0	0	4	0	0	0	0
5/1/2024	11:45 AM	0	55	11	0	3	1	0	2	5	0	0	0	0
5/1/2024	12:00 PM	0	45	10	0	3	2	0	2	6	0	0	0	0
5/1/2024	12:15 PM	0	44	13	0	0	0	0	0	3	0	0	0	0
5/1/2024	12:30 PM	0	54	17	0	2	3	1	1	2	0	0	0	0
5/1/2024	12:45 PM	0	41	19	0	2	0	0	0	9	0	0	0	0
5/1/2024	1:00 PM	1	56	15	0	4	1	0	0	2	0	0	0	0
5/1/2024	1:15 PM	0	46	20	0	1	2	0	0	3	0	0	0	0
5/1/2024	1:30 PM	0	54	16	0	1	2	0	1	4	0	0	0	0
5/1/2024	1:45 PM	0	50	12	0	1	2	0	3	6	0	0	0	0
5/1/2024	2:00 PM	0	62	13	0	2	2	0	1	6	0	0	0	0
5/1/2024	2:15 PM	0	58	16	0	2	2	0	0	1	0	0	0	0
5/1/2024	2:30 PM	0	77	13	1	2	3	0	0	2	0	0	0	0
5/1/2024	2:45 PM	1	60	14	0	3	3	0	0	4	0	0	0	0
5/1/2024	3:00 PM	0	55	14	3	1	1	0	1	5	1	0	0	0
5/1/2024	3:15 PM	1	79	18	0	4	3	0	0	6	0	0	0	0
5/1/2024	3:30 PM	0	88	24	0	1	0	0	1	2	0	0	0	0
5/1/2024	3:45 PM	0	62	14	0	4	0	0	2	4	0	0	0	0
5/1/2024	4:00 PM	1	56	14	2	1	0	0	3	3	0	0	0	0
5/1/2024	4:15 PM	1	54	17	0	1	1	0	1	1	0	0	0	0
5/1/2024	4:30 PM	0	73	21	0	2	0	0	4	3	0	0	0	0
5/1/2024	4:45 PM	0	78	25	1	4	3	0	1	1	0	0	0	0
5/1/2024	5:00 PM	1	72	12	0	6	5	0	1	1	0	0	0	0
5/1/2024	5:15 PM	0	68	12	0	1	1	0	1	4	0	0	0	0
5/1/2024	5:30 PM	0	81	17	0	1	1	0	0	1	0	0	0	0
5/1/2024	5:45 PM	0	68	17	0	2	2	0	0	3	0	0	0	0
5/1/2024	6:00 PM	1	57	15	1	0	2	0	0	1	0	0	0	0
5/1/2024	6:15 PM	0	73	9	0	1	0	0	0	6	0	0	0	0
5/1/2024	6:30 PM	0	65	15	0	2	0	0	1	0	0	0	0	0
5/1/2024	6:45 PM	1	63	8	0	1	0	0	0	1	0	0	0	0
5/1/2024	7:00 PM	0	64	13	0	0	1	0	1	2	0	0	0	0
5/1/2024	7:15 PM	0	57	13	0	0	0	0	0	1	0	0	0	0
5/1/2024	7:30 PM	2	60	14	0	1	0	0	1	2	0	0	0	0
5/1/2024	7:45 PM	0	41	9	0	1	1	0	0	4	0	0	0	0
5/1/2024	8:00 PM	1	45	9	0	3	0	0	0	1	0	0	0	0
5/1/2024	8:15 PM	0	68	6	0	1	0	0	0	2	0	0	0	0
5/1/2024	8:30 PM	0	34	8	0	3	1	0	0	1	0	0	0	0
5/1/2024	8:45 PM	0	39	9	0	1	0	0	1	1	0	0	0	0
5/1/2024	9:00 PM	0	39	14	0	0	1	0	0	1	0	0	0	0
5/1/2024	9:15 PM	0	45	10	0	0	1	0	0	0	0	0	0	0
5/1/2024	9:30 PM	0	19	4	0	0	0	0	0	1	0	0	0	0
5/1/2024	9:45 PM	0	29	9	0	0	0	0	0	0	0	0	0	0
5/1/2024	10:00 PM	0	19	6	0	0	0	0	1	2	0	0	0	0
5/1/2024	10:15 PM	0	18	8	0	0	0	0	1	0	0	0	0	0
5/1/2024	10:30 PM	0	21	5	0	0	0	0	0	0	0	0	0	0
5/1/2024	10:45 PM	0	14	6	0	0	0	0	0	2	0	0	0	0
5/1/2024	11:00 PM	0	19	4	0	0	0	0	0	2	0	0	0	0
5/1/2024	11:15 PM	0	13	6	0	0	1	0	0	1	0	0	0	0
5/1/2024	11:30 PM	0	10	3	0	0	0	0	0	1	0	0	0	0
5/1/2024	11:45 PM	0	10	2	0	0	0	0	0	0	0	0	0	0

NB
File Name:
Start Date: 5/1/2024
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: GA-92 Campbellton-Fairburn Rd, south of Rataree Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/1/2024	12:00 AM	0	49	15	0	5	0	0	0	5	0	0	0	0
5/1/2024	12:15 AM	0	43	9	0	4	0	0	0	4	0	0	0	0
5/1/2024	12:30 AM	0	33	8	0	5	0	0	0	3	0	0	0	0
5/1/2024	12:45 AM	0	30	9	0	4	1	0	0	4	0	0	0	0
5/1/2024	1:00 AM	0	21	6	0	2	1	0	0	3	0	0	0	0
5/1/2024	1:15 AM	0	21	5	0	2	1	0	0	3	0	0	0	0
5/1/2024	1:30 AM	0	23	4	0	1	1	0	0	5	0	0	0	0
5/1/2024	1:45 AM	0	24	2	0	2	0	0	0	3	0	0	0	0
5/1/2024	2:00 AM	0	30	3	0	5	0	0	0	3	0	0	0	0
5/1/2024	2:15 AM	0	34	5	0	6	0	0	0	3	0	0	0	0
5/1/2024	2:30 AM	0	41	5	0	11	0	0	0	2	0	0	0	0
5/1/2024	2:45 AM	0	46	9	0	10	0	0	0	2	0	0	0	0
5/1/2024	3:00 AM	0	54	11	0	8	0	0	0	3	0	0	0	0
5/1/2024	3:15 AM	0	49	13	0	7	0	0	0	4	0	0	0	0
5/1/2024	3:30 AM	0	46	14	0	3	1	0	1	3	0	0	0	0
5/1/2024	3:45 AM	0	46	13	0	4	1	0	1	5	0	0	0	0
5/1/2024	4:00 AM	0	46	14	0	5	1	0	1	4	0	0	0	0
5/1/2024	4:15 AM	0	53	13	0	4	1	0	1	4	0	0	0	0
5/1/2024	4:30 AM	0	62	14	0	3	1	0	0	4	0	0	0	0
5/1/2024	4:45 AM	0	60	14	0	3	1	0	0	6	0	0	0	0
5/1/2024	5:00 AM	0	61	13	0	3	1	0	0	6	0	0	0	0
5/1/2024	5:15 AM	0	69	19	1	5	2	0	1	8	0	0	0	0
5/1/2024	5:30 AM	0	82	25	1	5	1	0	1	10	0	0	0	0
5/1/2024	5:45 AM	0	131	27	2	6	1	0	1	10	0	0	0	0
5/1/2024	6:00 AM	0	158	37	2	4	2	0	1	15	0	0	0	0
5/1/2024	6:15 AM	0	193	39	1	3	3	0	0	13	0	0	0	0
5/1/2024	6:30 AM	0	247	39	1	4	4	0	1	15	0	0	0	0
5/1/2024	6:45 AM	0	263	49	0	2	4	0	1	13	0	0	0	0
5/1/2024	7:00 AM	0	300	50	0	3	3	0	1	8	0	0	0	0
5/1/2024	7:15 AM	0	325	50	1	4	4	0	4	11	0	0	0	0
5/1/2024	7:30 AM	0	321	54	1	4	4	0	3	10	0	0	0	0
5/1/2024	7:45 AM	0	301	54	1	5	5	0	3	14	0	0	0	0
5/1/2024	8:00 AM	1	278	58	1	4	6	0	4	18	0	0	0	0
5/1/2024	8:15 AM	1	240	60	0	6	7	0	1	24	0	0	0	0
5/1/2024	8:30 AM	1	203	62	0	7	7	0	2	27	0	0	0	0
5/1/2024	8:45 AM	1	197	57	0	8	11	0	2	26	0	0	0	0
5/1/2024	9:00 AM	0	185	47	0	11	10	0	1	30	1	0	0	0
5/1/2024	9:15 AM	0	182	52	0	9	6	0	1	26	1	0	0	0
5/1/2024	9:30 AM	0	182	49	0	10	6	0	0	22	1	0	0	0
5/1/2024	9:45 AM	0	172	50	0	9	1	0	0	20	1	0	0	0
5/1/2024	10:00 AM	0	181	61	0	10	3	0	0	15	0	0	0	0
5/1/2024	10:15 AM	0	188	66	1	12	4	0	2	13	0	0	0	0
5/1/2024	10:30 AM	0	179	73	1	15	4	0	2	14	0	0	0	0
5/1/2024	10:45 AM	0	186	85	1	20	5	0	3	21	0	0	0	0
5/1/2024	11:00 AM	0	164	82	1	16	5	0	3	18	2	0	0	0
5/1/2024	11:15 AM	0	172	75	0	18	5	0	1	17	2	0	0	0
5/1/2024	11:30 AM	0	189	80	0	16	6	0	3	14	2	0	0	0
5/1/2024	11:45 AM	0	204	71	0	12	8	0	2	12	2	0	0	0
5/1/2024	12:00 PM	0	221	72	0	16	6	0	3	15	0	0	0	0
5/1/2024	12:15 PM	0	212	71	0	11	10	0	5	17	0	0	0	0
5/1/2024	12:30 PM	0	212	63	0	7	11	0	5	21	0	0	0	0
5/1/2024	12:45 PM	0	214	65	0	5	8	0	5	14	1	0	0	0
5/1/2024	1:00 PM	0	235	72	0	3	10	0	4	16	1	0	0	0
5/1/2024	1:15 PM	0	260	82	0	3	6	0	4	16	1	0	0	0
5/1/2024	1:30 PM	0	288	85	0	9	7	0	4	15	1	0	0	0
5/1/2024	1:45 PM	0	307	90	0	10	9	0	6	15	0	0	0	0
5/1/2024	2:00 PM	0	334	92	0	9	10	0	6	11	0	0	0	0
5/1/2024	2:15 PM	0	347	87	0	11	12	0	5	11	0	0	0	0
5/1/2024	2:30 PM	0	366	98	1	5	8	0	3	12	0	0	0	0
5/1/2024	2:45 PM	0	374	107	1	4	9	0	1	17	0	0	0	0
5/1/2024	3:00 PM	2	391	104	1	7	10	0	2	21	0	0	0	0
5/1/2024	3:15 PM	3	410	119	1	5	7	0	1	17	0	0	0	0
5/1/2024	3:30 PM	3	419	124	0	6	7	0	3	15	1	0	0	0
5/1/2024	3:45 PM	4	472	130	1	6	4	0	3	9	1	0	0	0
5/1/2024	4:00 PM	3	474	140	1	3	1	0	4	7	1	0	0	0
5/1/2024	4:15 PM	2	496	130	1	3	4	0	5	9	1	0	0	0
5/1/2024	4:30 PM	2	515	124	1	2	4	0	3	8	0	0	0	0
5/1/2024	4:45 PM	1	483	110	0	4	6	0	5	12	0	0	0	0
5/1/2024	5:00 PM	1	458	97	0	3	6	0	5	13	0	0	0	0
5/1/2024	5:15 PM	1	437	98	0	2	3	0	5	12	0	0	0	0
5/1/2024	5:30 PM	1	412	96	0	4	3	0	6	13	0	0	0	0
5/1/2024	5:45 PM	1	408	95	0	4	1	0	5	14	0	0	0	0
5/1/2024	6:00 PM	1	392	90	0	7	1	0	4	12	0	0	0	0
5/1/2024	6:15 PM	1	349	81	0	8	1	0	3	11	0	0	0	0
5/1/2024	6:30 PM	2	303	66	0	7	1	0	3	9	0	0	0	0
5/1/2024	6:45 PM	2	263	60	0	5	2	0	2	5	0	0	0	0
5/1/2024	7:00 PM	1	241	54	0	3	2	0	1	3	0	0	0	0
5/1/2024	7:15 PM	3	239	47	0	4	2	0	2	7	0	0	0	0
5/1/2024	7:30 PM	2	227	41	0	3	4	0	1	7	0	0	0	0
5/1/2024	7:45 PM	2	221	40	0	4	3	0	1	6	0	0	0	0
5/1/2024	8:00 PM	2	216	37	0	5	2	0	1	8	0	0	0	0
5/1/2024	8:15 PM	1	186	36	0	4	2	0	1	4	0	0	0	0
5/1/2024	8:30 PM	1	185	41	0	5	0	0	1	4	0	0	0	0
5/1/2024	8:45 PM	2	161	32	0	5	1	0	2	4	0	0	0	0
5/1/2024	9:00 PM	3	151	29	0	3	2	0	2	3	0	0	0	0
5/1/2024	9:15 PM	2	149	27	0	2	2	0	1	2	0	0	0	0
5/1/2024	9:30 PM	2	136	19	0	1	3	0	1	1	0	1	0	0
5/1/2024	9:45 PM	1	122	18	0	0	2	0	0	1	0	1	0	0
5/1/2024	10:00 PM	0	109	18	0	0	1	0	0	1	0	1	0	0
5/1/2024	10:15 PM	0	100	14	0	0	2	0	0	2	0	1	0	0
5/1/2024	10:30 PM	0	94	17	0	0	1	0	2	5	0	0	0	0
5/1/2024	10:45 PM	0	99	16	0	0	2	0	2	5	0	0	0	0
5/1/2024	11:00 PM	0	92	15	0	0	2	0	2	4	0	0	0	0
5/1/2024	11:15 PM	0	72	12	0	0	1	0	2	3	0	0	0	0
5/1/2024	11:30 PM	0	45	6	0	0	1	0	0	0	0	0	0	0
5/1/2024	11:45 PM	0	20	3	0	0	0	0	0	0	0	0	0	0

SB
File Name:
Start Date: 5/1/2024
Start Time: 0
Site Code: 1
Station ID: 1
Location 1: GA-92 Campbellton-Fairburn Rd, south of Rataree Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/1/2024	12:00 AM	0	32	8	0	2	1	0	0	6	0	0	0	0
5/1/2024	12:15 AM	0	33	7	0	3	0	0	0	4	0	0	0	0
5/1/2024	12:30 AM	0	36	8	0	3	0	0	0	4	0	0	0	0
5/1/2024	12:45 AM	0	32	10	0	4	0	0	0	5	0	0	0	0
5/1/2024	1:00 AM	0	26	10	0	4	0	0	0	7	0	0	0	0
5/1/2024	1:15 AM	0	21	9	0	4	0	0	0	6	0	0	0	0
5/1/2024	1:30 AM	0	24	10	0	4	0	0	0	4	0	0	0	0
5/1/2024	1:45 AM	0	26	10	0	3	0	0	0	2	0	0	0	0
5/1/2024	2:00 AM	0	30	10	0	2	0	0	0	1	0	0	0	0
5/1/2024	2:15 AM	0	33	10	0	1	0	0	0	3	0	0	0	0
5/1/2024	2:30 AM	0	29	11	0	1	0	0	0	3	0	0	0	0
5/1/2024	2:45 AM	0	38	12	0	0	0	0	0	3	0	0	0	0
5/1/2024	3:00 AM	0	42	17	0	0	0	0	0	4	0	0	0	0
5/1/2024	3:15 AM	0	51	19	0	0	0	0	0	4	0	0	0	0
5/1/2024	3:30 AM	0	70	24	0	1	0	0	0	8	0	0	0	0
5/1/2024	3:45 AM	0	75	31	0	1	0	0	0	10	0	0	0	0
5/1/2024	4:00 AM	1	85	31	0	1	0	0	0	8	0	0	0	0
5/1/2024	4:15 AM	1	98	45	0	2	0	0	0	9	0	0	0	0
5/1/2024	4:30 AM	1	111	53	0	1	2	0	0	6	0	0	0	0
5/1/2024	4:45 AM	1	135	57	0	1	2	0	0	5	0	0	0	0
5/1/2024	5:00 AM	0	159	73	0	1	4	0	0	10	0	0	0	0
5/1/2024	5:15 AM	0	174	76	0	0	4	0	0	8	0	0	0	0
5/1/2024	5:30 AM	2	198	90	1	0	3	0	0	10	0	0	0	0
5/1/2024	5:45 AM	3	252	104	1	3	7	0	0	13	0	0	0	0
5/1/2024	6:00 AM	3	331	122	1	4	5	0	0	11	0	0	0	0
5/1/2024	6:15 AM	3	387	135	1	5	6	0	1	18	0	0	0	0
5/1/2024	6:30 AM	1	439	135	1	7	6	0	1	20	0	0	0	0
5/1/2024	6:45 AM	0	441	130	1	7	4	0	2	23	0	0	0	0
5/1/2024	7:00 AM	0	415	121	2	7	4	0	2	25	0	0	0	0
5/1/2024	7:15 AM	0	404	117	2	9	5	0	1	22	0	0	0	0
5/1/2024	7:30 AM	0	392	112	1	9	6	0	2	24	0	0	0	0
5/1/2024	7:45 AM	3	374	115	2	9	7	0	3	26	0	0	0	0
5/1/2024	8:00 AM	3	352	104	2	12	8	0	4	23	0	0	1	0
5/1/2024	8:15 AM	3	316	98	2	11	10	0	6	22	0	0	1	0
5/1/2024	8:30 AM	3	286	97	2	11	10	0	5	24	0	0	1	0
5/1/2024	8:45 AM	0	259	93	1	9	7	0	3	19	0	0	1	0
5/1/2024	9:00 AM	2	234	92	0	8	9	0	3	25	0	0	0	0
5/1/2024	9:15 AM	2	219	82	0	11	5	0	1	27	0	1	0	0
5/1/2024	9:30 AM	2	202	73	0	12	3	0	3	22	0	1	0	0
5/1/2024	9:45 AM	2	183	72	0	16	6	0	4	23	0	1	0	0
5/1/2024	10:00 AM	0	176	72	0	13	6	0	5	17	1	1	0	0
5/1/2024	10:15 AM	0	184	73	0	11	8	0	5	17	1	0	0	0
5/1/2024	10:30 AM	0	175	65	0	8	9	0	3	14	1	0	0	0
5/1/2024	10:45 AM	0	170	58	0	5	7	0	2	13	1	0	0	0
5/1/2024	11:00 AM	0	181	49	0	8	5	0	2	16	0	0	0	0
5/1/2024	11:15 AM	0	179	45	0	8	5	0	4	16	0	0	0	0
5/1/2024	11:30 AM	0	177	49	0	8	4	0	4	18	0	0	0	0
5/1/2024	11:45 AM	0	198	51	0	8	6	1	5	16	0	0	0	0
5/1/2024	12:00 PM	0	184	59	0	7	5	1	3	20	0	0	0	0
5/1/2024	12:15 PM	1	195	64	0	8	4	1	1	16	0	0	0	0
5/1/2024	12:30 PM	1	197	71	0	9	6	1	1	16	0	0	0	0
5/1/2024	12:45 PM	1	197	70	0	8	5	0	1	18	0	0	0	0
5/1/2024	1:00 PM	1	206	63	0	7	7	0	4	15	0	0	0	0
5/1/2024	1:15 PM	0	212	61	0	5	8	0	5	19	0	0	0	0
5/1/2024	1:30 PM	0	224	57	0	6	8	0	5	17	0	0	0	0
5/1/2024	1:45 PM	0	247	54	1	7	9	0	4	15	0	0	0	0
5/1/2024	2:00 PM	1	257	56	1	9	10	0	1	13	0	0	0	0
5/1/2024	2:15 PM	1	250	57	4	8	9	0	1	12	1	0	0	0
5/1/2024	2:30 PM	2	271	59	4	10	10	0	1	17	1	0	0	0
5/1/2024	2:45 PM	2	282	70	3	9	7	0	2	17	1	0	0	0
5/1/2024	3:00 PM	1	284	70	3	10	4	0	4	17	1	0	0	0
5/1/2024	3:15 PM	2	285	70	2	10	3	0	6	15	0	0	0	0
5/1/2024	3:30 PM	2	260	69	2	7	1	0	7	10	0	0	0	0
5/1/2024	3:45 PM	2	245	66	2	8	1	0	10	11	0	0	0	0
5/1/2024	4:00 PM	2	261	77	3	8	4	0	9	8	0	0	0	0
5/1/2024	4:15 PM	2	277	75	1	13	9	0	7	6	0	0	0	0
5/1/2024	4:30 PM	1	291	70	1	13	9	0	7	9	0	0	0	0
5/1/2024	4:45 PM	1	299	66	1	12	10	0	3	7	0	0	0	0
5/1/2024	5:00 PM	1	289	58	0	10	9	0	2	9	0	0	0	0
5/1/2024	5:15 PM	1	274	61	1	4	6	0	1	9	0	0	0	0
5/1/2024	5:30 PM	1	279	58	1	4	5	0	0	11	0	0	0	0
5/1/2024	5:45 PM	1	263	56	1	5	4	0	1	10	0	0	0	0
5/1/2024	6:00 PM	2	258	47	1	4	2	0	1	8	0	0	0	0
5/1/2024	6:15 PM	1	265	45	0	4	1	0	2	9	0	0	0	0
5/1/2024	6:30 PM	1	249	49	0	3	1	0	2	4	0	0	0	0
5/1/2024	6:45 PM	3	244	48	0	2	1	0	2	6	0	0	0	0
5/1/2024	7:00 PM	2	222	49	0	2	2	0	2	9	0	0	0	0
5/1/2024	7:15 PM	3	203	45	0	5	1	0	1	8	0	0	0	0
5/1/2024	7:30 PM	3	214	38	0	6	1	0	1	9	0	0	0	0
5/1/2024	7:45 PM	1	188	32	0	8	2	0	0	8	0	0	0	0
5/1/2024	8:00 PM	1	186	32	0	8	1	0	1	5	0	0	0	0
5/1/2024	8:15 PM	0	180	37	0	5	2	0	1	5	0	0	0	0
5/1/2024	8:30 PM	0	157	41	0	4	3	0	1	3	0	0	0	0
5/1/2024	8:45 PM	0	142	37	0	1	2	0	1	3	0	0	0	0
5/1/2024	9:00 PM	0	132	37	0	0	2	0	0	2	0	0	0	0
5/1/2024	9:15 PM	0	112	29	0	0	1	0	1	3	0	0	0	0
5/1/2024	9:30 PM	0	85	27	0	0	0	0	2	3	0	0	0	0
5/1/2024	9:45 PM	0	87	28	0	0	0	0	2	2	0	0	0	0
5/1/2024	10:00 PM	0	72	25	0	0	0	0	2	4	0	0	0	0
5/1/2024	10:15 PM	0	72	23	0	0	0	0	1	4	0	0	0	0
5/1/2024	10:30 PM	0	67	21	0	0	1	0	0	5	0	0	0	0
5/1/2024	10:45 PM	0	56	19	0	0	1	0	0	6	0	0	0	0
5/1/2024	11:00 PM	0	52	15	0	0	1	0	0	4	0	0	0	0
5/1/2024	11:15 PM	0	33	11	0	0	1	0	0	2	0	0	0	0
5/1/2024	11:30 PM	0	20	5	0	0	0	0	0	1	0	0	0	0
5/1/2024	11:45 PM	0	10	2	0	0	0	0	0	0	0	0	0	0

Bi-Directional Class Count || NB EB 15min

South Fulton, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
GA-154 Cascade Palmetto Hwy,
south of Landham Rd

Date
Wednesday, May 1, 2024

Lat/Long
33.643845°, -84.672354°

Weather
Fair
74°F

Click here for Detailed Weather

Click here for Map

0000 - 2400 (Weekday 24h Session) (05-01-2024)
NB EB 15min

	Northbound (Movement 2.1)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	8	2	0	0	0	0	0	1	0	0	0	0	**11**	
0015 - 0030	0	8	1	0	2	0	0	0	0	0	0	0	0	**11**	
0030 - 0045	0	9	1	0	0	0	0	0	2	0	0	0	0	**12**	
0045 - 0100	0	8	0	0	0	0	0	0	1	0	0	0	0	**9**	**43**
0100 - 0115	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**	
0115 - 0130	0	7	2	0	0	0	0	0	1	0	0	0	0	**10**	
0130 - 0145	0	6	0	0	1	0	0	0	0	0	0	0	0	**7**	
0145 - 0200	0	7	1	0	1	0	0	0	3	0	0	0	0	**12**	**39**
0200 - 0215	0	8	3	0	0	0	0	0	1	0	0	0	0	**12**	
0215 - 0230	0	5	0	0	0	0	0	1	1	0	0	0	0	**7**	
0230 - 0245	0	3	0	0	0	0	0	0	1	0	0	0	0	**4**	
0245 - 0300	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	**34**
0300 - 0315	0	3	1	0	0	0	0	0	1	0	0	0	0	**5**	
0315 - 0330	0	9	0	0	1	0	0	0	0	0	0	0	0	**10**	
0330 - 0345	0	13	3	0	0	0	0	0	1	0	0	0	0	**17**	
0345 - 0400	0	12	2	0	0	0	0	1	1	0	0	0	0	**16**	**48**
0400 - 0415	0	11	3	0	0	0	0	0	1	0	0	0	0	**15**	
0415 - 0430	0	10	2	0	0	0	0	0	4	0	0	0	0	**16**	
0430 - 0445	0	23	1	0	1	0	0	0	3	0	0	0	0	**28**	
0445 - 0500	0	17	5	0	2	1	0	0	1	0	0	0	0	**26**	**85**
0500 - 0515	0	20	5	0	0	1	0	0	4	0	0	0	0	**30**	
0515 - 0530	0	29	11	0	0	1	0	0	3	0	0	0	0	**44**	
0530 - 0545	1	35	17	0	0	1	0	0	4	0	0	0	0	**58**	
0545 - 0600	0	31	16	0	0	3	0	0	3	0	0	0	0	**53**	**185**
0600 - 0615	0	32	12	0	0	0	0	0	5	0	1	0	0	**50**	
0615 - 0630	0	56	21	0	1	0	0	0	4	0	0	0	0	**82**	
0630 - 0645	0	43	23	1	1	0	0	0	4	0	0	0	0	**72**	
0645 - 0700	2	58	21	0	4	2	0	1	5	0	0	0	0	**93**	**297**
0700 - 0715	0	57	22	0	4	6	0	1	1	0	0	0	0	**91**	
0715 - 0730	0	69	12	0	1	0	0	1	4	0	0	0	0	**87**	
0730 - 0745	0	84	27	1	7	5	0	1	5	0	1	0	0	**131**	
0745 - 0800	0	81	22	0	0	4	0	0	8	0	0	1	0	**116**	**425**
0800 - 0815	1	72	21	0	2	3	0	2	4	0	0	0	0	**105**	
0815 - 0830	0	63	18	1	1	2	0	3	5	0	0	0	0	**93**	
0830 - 0845	1	63	21	0	2	3	0	4	8	0	0	1	0	**103**	
0845 - 0900	1	62	25	0	5	1	0	1	6	0	0	0	0	**101**	**402**
0900 - 0915	1	62	14	0	1	2	0	2	13	0	0	0	0	**95**	
0915 - 0930	1	28	12	0	3	4	0	0	6	0	0	0	0	**54**	
0930 - 0945	0	29	21	0	4	4	0	1	9	0	0	0	0	**68**	
0945 - 1000	0	36	8	0	2	1	0	0	7	0	0	0	0	**54**	**271**
1000 - 1015	0	32	13	0	3	3	0	0	6	0	0	0	0	**57**	
1015 - 1030	0	31	9	0	3	0	0	0	9	0	0	0	0	**52**	
1030 - 1045	0	26	14	1	3	2	0	0	8	0	0	0	0	**54**	
1045 - 1100	1	24	15	0	4	3	0	0	3	0	0	0	0	**50**	**213**
1100 - 1115	0	30	11	0	5	4	0	0	3	0	0	0	0	**53**	
1115 - 1130	0	29	8	0	1	0	0	1	4	0	0	0	0	**43**	
1130 - 1145	1	23	16	0	2	4	0	0	7	0	0	0	0	**53**	
1145 - 1200	0	26	10	0	2	2	0	0	4	0	0	0	0	**44**	**193**
1200 - 1215	0	27	10	0	1	0	0	0	3	0	0	0	0	**41**	
1215 - 1230	0	30	10	0	4	1	0	0	4	0	0	0	0	**49**	
1230 - 1245	0	27	8	0	0	1	0	0	5	0	0	0	0	**41**	
1245 - 1300	0	35	16	0	2	3	0	1	6	0	0	0	0	**63**	**194**
1300 - 1315	1	28	11	0	1	2	0	0	6	0	0	0	0	**49**	
1315 - 1330	0	24	16	0	1	3	0	1	4	0	0	0	0	**49**	
1330 - 1345	0	40	15	0	1	5	0	0	5	0	0	0	0	**66**	
1345 - 1400	0	42	9	0	1	8	0	0	7	0	0	0	0	**67**	**231**
1400 - 1415	0	41	21	0	4	3	0	1	3	0	0	0	0	**73**	
1415 - 1430	1	37	12	0	1	5	0	0	3	0	0	0	0	**59**	
1430 - 1445	0	30	14	0	1	3	0	1	6	0	0	0	0	**55**	
1445 - 1500	0	54	14	0	3	4	0	0	2	0	0	0	0	**77**	**264**
1500 - 1515	0	48	26	0	2	4	0	0	4	0	0	0	0	**84**	
1515 - 1530	1	69	17	0	2	1	0	0	4	0	0	0	0	**94**	
1530 - 1545	0	56	25	0	1	1	0	1	7	0	0	0	0	**91**	
1545 - 1600	1	91	23	0	4	5	0	1	8	0	0	0	0	**133**	**402**
1600 - 1615	0	77	28	0	4	1	0	3	4	0	0	0	0	**117**	
1615 - 1630	0	100	29	1	2	3	0	1	6	0	0	0	0	**142**	
1630 - 1645	0	71	37	0	1	2	0	1	7	0	0	0	0	**119**	
1645 - 1700	1	77	21	0	2	1	0	0	3	0	0	0	0	**105**	**483**
1700 - 1715	1	63	24	0	2	0	0	0	3	0	0	0	0	**93**	
1715 - 1730	0	72	22	0	1	4	0	0	6	0	0	0	0	**105**	
1730 - 1745	1	63	33	0	0	0	0	0	5	0	0	0	0	**102**	
1745 - 1800	0	84	21	0	1	1	0	0	3	0	0	0	0	**110**	**410**
1800 - 1815	0	73	20	0	3	0	0	0	3	0	0	0	0	**99**	
1815 - 1830	0	72	18	0	1	0	0	0	4	0	0	0	0	**95**	
1830 - 1845	0	55	12	0	3	1	0	2	3	0	0	0	0	**76**	
1845 - 1900	0	44	13	0	2	3	0	3	1	0	0	0	0	**66**	**336**
1900 - 1915	0	32	4	0	2	2	0	1	1	0	0	0	0	**42**	
1915 - 1930	1	51	7	0	0	2	0	1	3	0	0	0	0	**65**	
1930 - 1945	0	35	13	0	2	0	0	0	5	0	0	0	0	**55**	
1945 - 2000	2	24	4	0	0	1	0	0	6	0	0	0	0	**37**	**199**
2000 - 2015	0	33	7	0	1	1	0	0	3	0	0	0	0	**45**	
2015 - 2030	0	22	11	0	1	1	0	2	0	0	0	0	0	**37**	
2030 - 2045	0	33	9	0	0	0	0	0	3	0	0	0	0	**45**	
2045 - 2100	0	29	6	0	0	3	0	0	4	0	0	0	0	**42**	**169**
2100 - 2115	0	25	1	0	1	0	0	0	3	0	0	0	0	**30**	
2115 - 2130	0	28	0	0	1	0	0	0	1	0	0	0	0	**30**	
2130 - 2145	0	29	0	0	1	0	0	0	1	0	0	0	0	**31**	
2145 - 2200	0	23	0	0	0	0	0	0	0	0	0	0	0	**23**	**114**
2200 - 2215	0	19	1	0	0	0	0	0	0	0	0	0	0	**20**	
2215 - 2230	0	14	2	0	0	0	0	0	1	0	0	0	0	**17**	
2230 - 2245	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**	
2245 - 2300	0	13	0	0	0	0	0	0	1	0	0	0	0	**14**	**67**
2300 - 2315	0	13	1	0	0	0	0	1	0	0	0	0	0	**15**	
2315 - 2330	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	
2330 - 2345	0	10	0	0	0	0	0	0	2	0	0	0	0	**12**	
2345 - 0000	0	14	0	0	0	0	0	0	2	0	0	0	0	**16**	**52**

Session Total	20	3414	1070	5	129	137	0	41	336	0	2	2	0	**5156**
Session Average	0.21	35.56	11.15	0.05	1.34	1.43	0.00	0.43	3.50	0.00	0.02	0.02	0.00	**53.71**
Session Percentage	0.39	66.21	20.75	0.10	2.50	2.66	0.00	0.80	6.52	0.00	0.04	0.04	0.00	

AM Peak Hour	0830 - 0930	0715 - 0815	0730 - 0830	0730 - 0830	0645 - 0745	0700 - 0800	-	0800 - 0900	0900 - 1000	-	0515 - 0615	0745 - 0845	-	**0730 - 0830**
AM Peak Volume	4	306	88	2	16	15	0	10	35	0	1	2	0	**445**

Noon Peak Hour	1045 - 1145	1445 - 1545	1445 - 1545	1000 - 1100	1015 - 1115	1330 - 1430	-	1230 - 1330	1000 - 1100	-	-	-	-	**1445 - 1545**
Noon Peak Volume	2	227	82	1	15	21	0	2	26	0	0	0	0	**346**

PM Peak Hour	1645 - 1745	1545 - 1645	1545 - 1645	1530 - 1630	1515 - 1615	1500 - 1600	-	1830 - 1930	1530 - 1630	-	-	-	-	**1545 - 1645**
PM Peak Volume	3	339	117	1	11	11	0	7	25	0	0	0	0	**511**

Bi-Directional Class Count || SB WB 15min

South Fulton, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
GA-154 Cascade Palmetto Hwy,
south of Landham Rd

Date
Wednesday, May 1, 2024

Lat/Long
33.643845°, -84.672354°

Weather
Fair
74°F

Click here for Detailed Weather

Click here for Map

0000 - 2400 (Weekday 24h Session) (05-01-2024)
SB WB 15min

	Southbound (Movement 2.2)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	5	1	0	0	0	0	0	1	0	0	0	0	**7**	
0015 - 0030	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	
0030 - 0045	0	0	0	0	0	1	0	0	1	0	0	0	0	**2**	
0045 - 0100	0	8	1	0	1	0	0	0	1	0	0	0	0	**11**	**26**
0100 - 0115	0	3	1	0	0	0	0	0	4	0	0	0	0	**8**	
0115 - 0130	0	6	0	0	1	0	0	0	1	0	0	0	0	**8**	
0130 - 0145	0	7	1	0	1	0	0	0	1	0	0	0	0	**10**	
0145 - 0200	0	6	2	0	0	0	0	0	3	0	0	0	0	**11**	**37**
0200 - 0215	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	
0215 - 0230	0	5	0	0	0	0	0	0	3	0	0	0	0	**8**	
0230 - 0245	0	4	0	0	0	0	0	0	3	0	0	0	0	**7**	
0245 - 0300	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**26**
0300 - 0315	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**	
0315 - 0330	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**	
0330 - 0345	0	7	0	0	0	1	0	0	3	0	0	0	0	**11**	
0345 - 0400	0	10	1	0	0	0	0	0	4	0	0	0	0	**15**	**35**
0400 - 0415	0	11	1	0	1	0	0	0	0	0	0	0	0	**13**	
0415 - 0430	0	27	5	0	0	0	0	0	2	0	1	0	0	**35**	
0430 - 0445	0	19	3	0	1	0	0	0	5	0	0	0	0	**28**	
0445 - 0500	0	23	4	0	0	0	0	0	2	0	0	0	0	**29**	**105**
0500 - 0515	0	28	6	0	0	0	0	0	2	0	0	0	0	**36**	
0515 - 0530	0	26	4	0	0	0	0	0	2	0	0	0	0	**32**	
0530 - 0545	0	23	5	0	1	1	0	0	3	0	0	0	0	**33**	
0545 - 0600	0	43	9	0	0	3	0	0	3	0	0	0	0	**58**	**159**
0600 - 0615	0	43	11	0	5	3	0	0	5	0	0	0	0	**67**	
0615 - 0630	0	51	10	0	0	2	0	0	5	0	0	0	0	**68**	
0630 - 0645	0	69	16	0	1	5	0	0	4	0	0	0	0	**95**	
0645 - 0700	0	55	17	0	5	3	0	0	3	0	0	0	0	**83**	**313**
0700 - 0715	0	55	27	1	2	1	0	1	4	0	0	0	0	**91**	
0715 - 0730	0	49	17	0	3	3	0	0	7	0	0	0	0	**79**	
0730 - 0745	0	70	22	1	2	1	0	2	4	0	0	0	0	**102**	
0745 - 0800	0	68	23	0	8	2	0	2	7	0	0	0	0	**110**	**382**
0800 - 0815	0	51	19	0	2	4	0	0	10	0	0	0	0	**86**	
0815 - 0830	0	50	15	0	8	2	0	0	8	0	0	0	0	**83**	
0830 - 0845	0	61	25	1	2	4	0	6	7	0	0	0	0	**106**	
0845 - 0900	0	36	21	0	4	4	0	1	4	0	0	0	0	**70**	**345**
0900 - 0915	1	41	20	0	3	1	0	0	11	0	0	0	0	**77**	
0915 - 0930	0	40	22	0	2	1	0	4	9	0	0	0	0	**78**	
0930 - 0945	5	36	16	0	5	1	0	4	14	0	0	0	0	**81**	
0945 - 1000	2	36	16	0	5	2	0	1	9	0	0	0	0	**71**	**307**
1000 - 1015	0	29	22	0	2	5	0	0	9	0	0	0	0	**67**	
1015 - 1030	0	37	20	0	5	5	0	0	7	0	0	0	0	**74**	
1030 - 1045	0	24	14	0	5	4	0	1	11	0	0	0	0	**59**	
1045 - 1100	0	38	7	0	5	2	0	0	9	0	0	0	0	**61**	**261**
1100 - 1115	1	39	15	0	1	7	2	0	9	1	0	0	0	**75**	
1115 - 1130	0	15	22	1	4	5	0	0	11	0	0	0	0	**58**	
1130 - 1145	0	28	9	0	1	2	0	0	11	0	0	0	0	**51**	
1145 - 1200	0	37	20	0	2	0	0	3	7	0	0	0	0	**69**	**253**
1200 - 1215	0	26	15	0	3	3	0	0	3	0	0	0	0	**50**	
1215 - 1230	0	28	18	0	2	2	0	0	3	0	0	0	0	**53**	
1230 - 1245	0	28	16	0	3	1	0	0	6	0	0	0	0	**54**	
1245 - 1300	0	30	13	0	3	1	0	0	7	0	0	0	0	**54**	**211**
1300 - 1315	0	37	15	0	1	2	0	1	6	0	0	0	0	**62**	
1315 - 1330	1	21	14	0	0	1	0	0	4	0	0	0	0	**41**	
1330 - 1345	0	31	21	0	2	2	0	0	10	0	0	0	0	**66**	
1345 - 1400	0	42	17	0	3	2	0	0	14	0	0	0	0	**78**	**247**
1400 - 1415	0	31	21	0	2	0	0	0	6	0	0	0	0	**60**	
1415 - 1430	2	39	13	0	1	5	0	0	3	0	0	0	0	**63**	
1430 - 1445	1	54	27	0	3	5	0	2	9	0	0	0	0	**101**	
1445 - 1500	0	56	24	0	5	3	0	1	7	0	0	0	0	**96**	**320**
1500 - 1515	1	53	27	0	2	5	0	0	5	0	0	0	0	**93**	
1515 - 1530	0	72	29	0	0	1	0	0	6	0	0	0	0	**108**	
1530 - 1545	1	65	23	0	1	2	0	0	4	0	0	0	0	**96**	
1545 - 1600	0	66	22	0	2	2	0	0	5	0	0	0	0	**97**	**394**
1600 - 1615	0	67	24	0	2	2	0	0	6	0	0	0	0	**101**	
1615 - 1630	0	75	34	1	3	4	1	0	8	0	0	0	0	**126**	
1630 - 1645	0	87	36	0	1	7	0	0	7	0	0	0	0	**138**	
1645 - 1700	1	85	23	0	2	2	0	1	1	0	0	0	0	**115**	**480**
1700 - 1715	0	99	26	0	3	2	0	2	3	0	0	0	0	**135**	
1715 - 1730	1	71	31	0	2	1	0	2	3	0	0	0	0	**111**	
1730 - 1745	0	90	30	0	2	1	0	0	4	0	0	0	0	**127**	
1745 - 1800	1	79	14	0	3	0	0	1	5	0	0	0	0	**103**	**476**
1800 - 1815	0	66	20	0	4	2	0	2	4	0	0	0	0	**98**	
1815 - 1830	1	62	19	0	0	2	0	0	4	1	0	0	0	**89**	
1830 - 1845	0	45	17	0	2	3	0	0	2	0	0	0	0	**69**	
1845 - 1900	0	39	11	0	2	0	0	1	2	0	0	0	0	**55**	**311**
1900 - 1915	0	54	12	0	0	0	0	1	5	0	0	0	0	**72**	
1915 - 1930	0	37	5	0	0	0	0	0	3	0	0	0	0	**45**	
1930 - 1945	0	54	8	0	0	0	0	0	1	0	0	0	0	**63**	
1945 - 2000	1	37	6	0	0	0	0	0	0	0	0	0	0	**44**	**224**
2000 - 2015	1	34	12	0	1	1	0	0	1	0	0	0	0	**50**	
2015 - 2030	0	37	2	0	1	0	0	0	3	0	0	0	0	**43**	
2030 - 2045	0	26	7	0	1	0	0	0	0	0	1	0	0	**35**	
2045 - 2100	0	30	3	0	0	0	0	0	1	0	0	0	0	**34**	**162**
2100 - 2115	0	38	2	0	0	0	0	0	1	0	0	0	0	**41**	
2115 - 2130	0	26	0	0	0	0	0	0	1	0	0	0	0	**27**	
2130 - 2145	0	32	1	0	0	0	0	0	0	0	1	0	0	**34**	
2145 - 2200	0	18	0	0	0	0	0	0	0	0	2	0	0	**20**	**122**
2200 - 2215	0	25	1	0	0	0	0	0	0	0	0	0	0	**26**	
2215 - 2230	0	17	2	0	0	0	0	0	4	0	0	0	0	**23**	
2230 - 2245	0	19	0	0	0	0	0	0	2	0	0	0	0	**21**	
2245 - 2300	0	16	0	0	0	0	0	0	3	0	0	0	0	**19**	**89**
2300 - 2315	0	26	2	0	0	0	0	0	2	0	0	0	0	**30**	
2315 - 2330	0	11	0	0	0	0	0	0	2	0	0	0	0	**13**	
2330 - 2345	0	16	1	0	1	0	0	0	2	0	0	0	0	**20**	
2345 - 0000	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**72**

Session Total	21	3446	1138	5	152	139	3	39	407	2	5	0	0	**5357**
Session Average	0.22	35.90	11.85	0.05	1.58	1.45	0.03	0.41	4.24	0.02	0.05	0.00	0.00	**55.80**
Session Percentage	0.39	64.33	21.24	0.09	2.84	2.59	0.06	0.73	7.60	0.04	0.09	0.00	0.00	

AM Peak Hour	0900 - 1000	0700 - 0800	0700 - 0800	0645 - 0745	0730 - 0830	0945 - 1045	-	0830 - 0930	0900 - 1000	-	-	-	-	**0745 - 0845**
AM Peak Volume	8	242	89	2	20	16	0	11	43	0	0	0	0	**385**

Noon Peak Hour	1415 - 1515	1445 - 1545	1430 - 1530	1030 - 1130	1000 - 1100	1015 - 1115	1015 - 1115	1100 - 1200	1030 - 1130	1015 - 1115	-	-	-	**1430 - 1530**
Noon Peak Volume	4	246	107	1	17	18	2	3	40	1	0	0	0	**398**

PM Peak Hour	1500 - 1600	1615 - 1715	1615 - 1715	1530 - 1630	1715 - 1815	1545 - 1645	1530 - 1630	1630 - 1730	1545 - 1645	1730 - 1830	1945 - 2045	-	-	**1615 - 1715**
PM Peak Volume	2	346	119	1	11	15	1	5	26	1	1	0	0	**514**

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

South Fulton, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
GA-154 Cascade Palmetto Hwy,
south of Landham Rd

Date
Wednesday, May 1, 2024

Lat/Long
33.643845°, -84.672354°

Weather
Fair
74°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (05-01-2024)
Bi-Directional 15min

	Bi-Directional 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	13	3	0	0	0	0	0	2	0	0	0	0	**18**	
0015 - 0030	0	13	2	0	2	0	0	0	0	0	0	0	0	**17**	
0030 - 0045	0	9	1	0	0	1	0	0	3	0	0	0	0	**14**	
0045 - 0100	0	16	1	0	1	0	0	0	2	0	0	0	0	**20**	**69**
0100 - 0115	0	10	4	0	0	0	0	0	4	0	0	0	0	**18**	
0115 - 0130	0	13	2	0	1	0	0	0	2	0	0	0	0	**18**	
0130 - 0145	0	13	1	0	2	0	0	0	1	0	0	0	0	**17**	
0145 - 0200	0	13	3	0	1	0	0	0	6	0	0	0	0	**23**	**76**
0200 - 0215	0	14	4	0	0	0	0	0	1	0	0	0	0	**19**	
0215 - 0230	0	10	0	0	0	0	0	1	4	0	0	0	0	**15**	
0230 - 0245	0	7	0	0	0	0	0	0	4	0	0	0	0	**11**	
0245 - 0300	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**	**60**
0300 - 0315	0	5	1	0	1	0	0	0	1	0	0	0	0	**8**	
0315 - 0330	0	13	2	0	1	0	0	0	0	0	0	0	0	**16**	
0330 - 0345	0	20	3	0	0	1	0	0	4	0	0	0	0	**28**	
0345 - 0400	0	22	3	0	0	0	0	1	5	0	0	0	0	**31**	**83**
0400 - 0415	0	22	4	0	1	0	0	0	1	0	0	0	0	**28**	
0415 - 0430	0	37	7	0	0	0	0	0	6	0	1	0	0	**51**	
0430 - 0445	0	42	4	0	2	0	0	0	8	0	0	0	0	**56**	
0445 - 0500	0	40	9	0	2	1	0	0	3	0	0	0	0	**55**	**190**
0500 - 0515	0	48	11	0	0	1	0	0	6	0	0	0	0	**66**	
0515 - 0530	0	55	15	0	0	1	0	0	5	0	0	0	0	**76**	
0530 - 0545	1	58	22	0	1	2	0	0	7	0	0	0	0	**91**	
0545 - 0600	0	74	25	0	0	6	0	0	6	0	0	0	0	**111**	**344**
0600 - 0615	0	75	23	0	5	3	0	0	10	0	1	0	0	**117**	
0615 - 0630	0	107	31	0	1	2	0	0	9	0	0	0	0	**150**	
0630 - 0645	0	112	39	1	2	5	0	0	8	0	0	0	0	**167**	
0645 - 0700	2	113	38	0	9	5	0	1	8	0	0	0	0	**176**	**610**
0700 - 0715	0	112	49	1	6	7	0	2	5	0	0	0	0	**182**	
0715 - 0730	0	118	29	0	4	3	0	1	11	0	0	0	0	**166**	
0730 - 0745	0	154	49	2	9	6	0	3	9	0	1	0	0	**233**	
0745 - 0800	0	149	45	0	8	6	0	2	15	0	0	1	0	**226**	**807**
0800 - 0815	1	123	40	0	4	7	0	2	14	0	0	0	0	**191**	
0815 - 0830	0	113	33	1	9	4	0	3	13	0	0	0	0	**176**	
0830 - 0845	1	124	46	1	4	7	0	10	15	0	0	1	0	**209**	
0845 - 0900	1	98	46	0	9	5	0	2	10	0	0	0	0	**171**	**747**
0900 - 0915	2	103	34	0	4	3	0	2	24	0	0	0	0	**172**	
0915 - 0930	1	68	34	0	5	5	0	4	15	0	0	0	0	**132**	
0930 - 0945	5	65	37	0	9	5	0	5	23	0	0	0	0	**149**	
0945 - 1000	2	72	24	0	7	3	0	1	16	0	0	0	0	**125**	**578**
1000 - 1015	0	61	35	0	5	8	0	0	15	0	0	0	0	**124**	
1015 - 1030	0	68	29	0	8	5	0	0	16	0	0	0	0	**126**	
1030 - 1045	0	50	28	1	8	6	0	1	19	0	0	0	0	**113**	
1045 - 1100	1	62	22	0	9	5	0	0	12	0	0	0	0	**111**	**474**
1100 - 1115	1	69	26	0	6	11	2	0	12	1	0	0	0	**128**	
1115 - 1130	0	44	30	1	5	5	0	1	15	0	0	0	0	**101**	
1130 - 1145	1	51	25	0	3	6	0	0	18	0	0	0	0	**104**	
1145 - 1200	0	63	30	0	4	2	0	3	11	0	0	0	0	**113**	**446**
1200 - 1215	0	53	25	0	4	3	0	0	6	0	0	0	0	**91**	
1215 - 1230	0	58	28	0	6	3	0	0	7	0	0	0	0	**102**	
1230 - 1245	0	55	24	0	3	2	0	0	11	0	0	0	0	**95**	
1245 - 1300	0	65	29	0	5	4	0	1	13	0	0	0	0	**117**	**405**
1300 - 1315	1	65	26	0	2	4	0	1	12	0	0	0	0	**111**	
1315 - 1330	1	45	30	0	1	4	0	1	8	0	0	0	0	**90**	
1330 - 1345	0	71	36	0	3	7	0	0	15	0	0	0	0	**132**	
1345 - 1400	0	84	26	0	4	10	0	0	21	0	0	0	0	**145**	**478**
1400 - 1415	0	72	42	0	6	3	0	1	9	0	0	0	0	**133**	
1415 - 1430	3	76	25	0	2	10	0	0	6	0	0	0	0	**122**	
1430 - 1445	1	84	41	0	4	8	0	3	15	0	0	0	0	**156**	
1445 - 1500	0	110	38	0	8	7	0	1	9	0	0	0	0	**173**	**584**
1500 - 1515	1	101	53	0	4	9	0	0	9	0	0	0	0	**177**	
1515 - 1530	1	141	46	0	2	2	0	0	10	0	0	0	0	**202**	
1530 - 1545	1	121	48	0	2	3	0	1	11	0	0	0	0	**187**	
1545 - 1600	1	157	45	0	6	7	0	1	13	0	0	0	0	**230**	**796**
1600 - 1615	0	144	52	0	6	3	0	3	10	0	0	0	0	**218**	
1615 - 1630	0	175	63	2	5	7	1	1	14	0	0	0	0	**268**	
1630 - 1645	0	158	73	0	2	9	0	1	14	0	0	0	0	**257**	
1645 - 1700	2	162	44	0	4	3	0	1	4	0	0	0	0	**220**	**963**
1700 - 1715	1	162	50	0	5	2	0	2	6	0	0	0	0	**228**	
1715 - 1730	1	143	53	0	3	5	0	2	9	0	0	0	0	**216**	
1730 - 1745	1	153	63	0	2	1	0	0	9	0	0	0	0	**229**	
1745 - 1800	1	163	35	0	4	1	0	1	8	0	0	0	0	**213**	**886**
1800 - 1815	0	139	40	0	7	2	0	2	7	0	0	0	0	**197**	
1815 - 1830	1	134	37	0	1	2	0	0	8	1	0	0	0	**184**	
1830 - 1845	0	100	29	0	5	4	0	2	5	0	0	0	0	**145**	
1845 - 1900	0	83	24	0	4	3	0	4	3	0	0	0	0	**121**	**647**
1900 - 1915	0	86	16	0	2	2	0	2	6	0	0	0	0	**114**	
1915 - 1930	1	88	12	0	0	2	0	1	6	0	0	0	0	**110**	
1930 - 1945	0	89	21	0	2	0	0	0	6	0	0	0	0	**118**	
1945 - 2000	3	61	10	0	0	1	0	0	6	0	0	0	0	**81**	**423**
2000 - 2015	1	67	19	0	2	2	0	0	4	0	0	0	0	**95**	
2015 - 2030	0	59	13	0	2	1	0	2	3	0	0	0	0	**80**	
2030 - 2045	0	59	16	0	1	0	0	0	3	0	1	0	0	**80**	
2045 - 2100	0	59	9	0	0	3	0	0	5	0	0	0	0	**76**	**331**
2100 - 2115	0	63	3	0	1	0	0	0	4	0	0	0	0	**71**	
2115 - 2130	0	54	0	0	1	0	0	0	2	0	0	0	0	**57**	
2130 - 2145	0	61	1	0	1	0	0	0	1	0	1	0	0	**65**	
2145 - 2200	0	41	0	0	0	0	0	0	0	0	2	0	0	**43**	**236**
2200 - 2215	0	44	2	0	0	0	0	0	0	0	0	0	0	**46**	
2215 - 2230	0	31	4	0	0	0	0	0	5	0	0	0	0	**40**	
2230 - 2245	0	33	2	0	0	0	0	0	2	0	0	0	0	**37**	
2245 - 2300	0	29	0	0	0	0	0	0	4	0	0	0	0	**33**	**156**
2300 - 2315	0	39	3	0	0	0	0	1	2	0	0	0	0	**45**	
2315 - 2330	0	20	0	0	0	0	0	0	2	0	0	0	0	**22**	
2330 - 2345	0	26	1	0	1	0	0	0	4	0	0	0	0	**32**	
2345 - 0000	0	23	0	0	0	0	0	0	2	0	0	0	0	**25**	**124**

Session Total	41	6860	2208	10	281	276	3	80	743	2	7	2	0	**10513**
Session Average	0.43	71.46	23.00	0.10	2.93	2.88	0.03	0.83	7.74	0.02	0.07	0.02	0.00	**109.51**
Session Percentage	0.39	65.25	21.00	0.10	2.67	2.63	0.03	0.76	7.07	0.02	0.07	0.02	0.00	

AM Peak Hour	0900 - 1000	0715 - 0815	0700 - 0800	0645 - 0745	0730 - 0830	0745 - 0845	-	0830 - 0930	0900 - 1000	-	0515 - 0615	0745 - 0845	-	**0730 - 0830**
AM Peak Volume	10	544	172	3	30	24	0	18	78	0	1	2	0	**826**

Noon Peak Hour	1415 - 1515	1445 - 1545	1445 - 1545	1030 - 1130	1015 - 1115	1415 - 1515	1015 - 1115	1400 - 1500	1000 - 1100	1015 - 1115	-	-	-	**1445 - 1545**
Noon Peak Volume	5	473	185	2	31	34	2	5	62	1	0	0	0	**739**

PM Peak Hour	1645 - 1745	1615 - 1715	1545 - 1645	1530 - 1630	1530 - 1630	1545 - 1645	1530 - 1630	1830 - 1930	1545 - 1645	1730 - 1830	1945 - 2045	-	-	**1545 - 1645**
PM Peak Volume	5	657	233	2	19	26	1	9	51	1	1	0	0	**973**

Bi-Directional Class Count || Volume Summary 15min

South Fulton, GA

Marr Traffic DATA COLLECTION
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Site 2
GA-154 Cascade Palmetto Hwy,
south of Landham Rd

Date
Wednesday, May 1, 2024

Lat/Long
33.643845°, -84.672354°

Weather
Fair
74°F

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0000 - 2400 (Weekday 24h Session) (05-01-2024)

Volume Summary 15min

	Volume Summary 15min		15min	60min
TIME	NB	SB	Total	Total
0000 - 0015	11	7	**18**	
0015 - 0030	11	6	**17**	
0030 - 0045	12	2	**14**	
0045 - 0100	9	11	**20**	**69**
0100 - 0115	10	8	**18**	
0115 - 0130	10	8	**18**	
0130 - 0145	7	10	**17**	
0145 - 0200	12	11	**23**	**76**
0200 - 0215	12	7	**19**	
0215 - 0230	7	8	**15**	
0230 - 0245	4	7	**11**	
0245 - 0300	11	4	**15**	**60**
0300 - 0315	5	3	**8**	
0315 - 0330	10	6	**16**	
0330 - 0345	17	11	**28**	
0345 - 0400	16	15	**31**	**83**
0400 - 0415	15	13	**28**	
0415 - 0430	16	35	**51**	
0430 - 0445	28	28	**56**	
0445 - 0500	26	29	**55**	**190**
0500 - 0515	30	36	**66**	
0515 - 0530	44	32	**76**	
0530 - 0545	58	33	**91**	
0545 - 0600	53	58	**111**	**344**
0600 - 0615	50	67	**117**	
0615 - 0630	82	68	**150**	
0630 - 0645	72	95	**167**	
0645 - 0700	93	83	**176**	**610**
0700 - 0715	91	91	**182**	
0715 - 0730	87	79	**166**	
0730 - 0745	131	102	**233**	
0745 - 0800	116	110	**226**	**807**
0800 - 0815	105	86	**191**	
0815 - 0830	93	83	**176**	
0830 - 0845	103	106	**209**	
0845 - 0900	101	70	**171**	**747**
0900 - 0915	95	77	**172**	
0915 - 0930	54	78	**132**	
0930 - 0945	68	81	**149**	
0945 - 1000	54	71	**125**	**578**
1000 - 1015	57	67	**124**	
1015 - 1030	52	74	**126**	
1030 - 1045	54	59	**113**	
1045 - 1100	50	61	**111**	**474**
1100 - 1115	53	75	**128**	
1115 - 1130	43	58	**101**	
1130 - 1145	53	51	**104**	
1145 - 1200	44	69	**113**	**446**

	Volume Summary 15min		15min	60min
Time	NB	SB	Total	Total
1200 - 1215	41	50	**91**	
1215 - 1230	49	53	**102**	
1230 - 1245	41	54	**95**	
1245 - 1300	63	54	**117**	**405**
1300 - 1315	49	62	**111**	
1315 - 1330	49	41	**90**	
1330 - 1345	66	66	**132**	
1345 - 1400	67	78	**145**	**478**
1400 - 1415	73	60	**133**	
1415 - 1430	59	63	**122**	
1430 - 1445	55	101	**156**	
1445 - 1500	77	96	**173**	**584**
1500 - 1515	84	93	**177**	
1515 - 1530	94	108	**202**	
1530 - 1545	91	96	**187**	
1545 - 1600	133	97	**230**	**796**
1600 - 1615	117	101	**218**	
1615 - 1630	142	126	**268**	
1630 - 1645	119	138	**257**	
1645 - 1700	105	115	**220**	**963**
1700 - 1715	93	135	**228**	
1715 - 1730	105	111	**216**	
1730 - 1745	102	127	**229**	
1745 - 1800	110	103	**213**	**886**
1800 - 1815	99	98	**197**	
1815 - 1830	95	89	**184**	
1830 - 1845	76	69	**145**	
1845 - 1900	66	55	**121**	**647**
1900 - 1915	42	72	**114**	
1915 - 1930	65	45	**110**	
1930 - 1945	55	63	**118**	
1945 - 2000	37	44	**81**	**423**
2000 - 2015	45	50	**95**	
2015 - 2030	37	43	**80**	
2030 - 2045	45	35	**80**	
2045 - 2100	42	34	**76**	**331**
2100 - 2115	30	41	**71**	
2115 - 2130	30	27	**57**	
2130 - 2145	31	34	**65**	
2145 - 2200	23	20	**43**	**236**
2200 - 2215	20	26	**46**	
2215 - 2230	17	23	**40**	
2230 - 2245	16	21	**37**	
2245 - 2300	14	19	**33**	**156**
2300 - 2315	15	30	**45**	
2315 - 2330	9	13	**22**	
2330 - 2345	12	20	**32**	
2345 - 0000	16	9	**25**	**124**

Session Total	5156	5357	**10513**
Session Average	53.71	55.80	**109.51**
Session Percentage	49.04	50.96	

Bi-Directional Class Count || NB EB 60min

South Fulton, GA

Marr Traffic DATA COLLECTION

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Site 2

GA-154 Cascade Palmetto Hwy,
south of Landham Rd

Date

Wednesday, May 1, 2024

Lat/Long

33.643845°, -84.672354°

Weather

Fair
74°F

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0000 - 2400 (Weekday 24h Session) (05-01-2024)

NB EB 60min

	Northbound (Movement 2.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	33	4	0	2	0	0	0	4	0	0	0	0	**43**
0100 - 0200	0	27	6	0	2	0	0	0	4	0	0	0	0	**39**
0200 - 0300	0	25	5	0	0	0	0	1	3	0	0	0	0	**34**
0300 - 0400	0	37	6	0	1	0	0	1	3	0	0	0	0	**48**
0400 - 0500	0	61	11	0	3	1	0	0	9	0	0	0	0	**85**
0500 - 0600	1	115	49	0	0	6	0	0	14	0	0	0	0	**185**
0600 - 0700	2	189	77	1	6	2	0	1	18	0	1	0	0	**297**
0700 - 0800	0	291	83	1	12	15	0	3	18	0	1	1	0	**425**
0800 - 0900	3	260	85	1	10	9	0	10	23	0	0	1	0	**402**
0900 - 1000	2	155	55	0	10	11	0	3	35	0	0	0	0	**271**
1000 - 1100	1	113	51	1	13	8	0	0	26	0	0	0	0	**213**
1100 - 1200	1	108	45	0	10	10	0	1	18	0	0	0	0	**193**
1200 - 1300	0	119	44	0	7	5	0	1	18	0	0	0	0	**194**
1300 - 1400	1	134	51	0	4	18	0	1	22	0	0	0	0	**231**
1400 - 1500	1	162	61	0	9	15	0	2	14	0	0	0	0	**264**
1500 - 1600	2	264	91	0	9	11	0	2	23	0	0	0	0	**402**
1600 - 1700	1	325	115	1	9	7	0	5	20	0	0	0	0	**483**
1700 - 1800	2	282	100	0	4	5	0	0	17	0	0	0	0	**410**
1800 - 1900	0	244	63	0	9	4	0	5	11	0	0	0	0	**336**
1900 - 2000	3	142	28	0	4	5	0	2	15	0	0	0	0	**199**
2000 - 2100	0	117	33	0	2	5	0	2	10	0	0	0	0	**169**
2100 - 2200	0	105	1	0	3	0	0	0	5	0	0	0	0	**114**
2200 - 2300	0	60	5	0	0	0	0	0	2	0	0	0	0	**67**
2300 - 2400	0	46	1	0	0	0	0	1	4	0	0	0	0	**52**

Session Total	20	3414	1070	5	129	137	0	41	336	0	2	2	0	**5156**
Session Average	0.83	142.25	44.58	0.21	5.38	5.71	0.00	1.71	14.00	0.00	0.08	0.08	0.00	**214.83**
Session Percentage	0.39	66.21	20.75	0.10	2.50	2.66	0.00	0.80	6.52	0.00	0.04	0.04	0.00	

AM Peak Hour	0800 - 0900	0700 - 0800	0800 - 0900	0600 - 0700	0700 - 0800	0700 - 0800	-	0800 - 0900	0900 - 1000	-	0600 - 0700	0700 - 0800	-	**0700 - 0800**
AM Peak Volume	3	291	85	1	12	15	0	10	35	0	1	1	0	**425**

Noon Peak Hour	1000 - 1100	1400 - 1500	1400 - 1500	1000 - 1100	1000 - 1100	1300 - 1400	-	1400 - 1500	1000 - 1100	-	-	-	-	**1400 - 1500**
Noon Peak Volume	1	162	61	1	13	18	0	2	26	0	0	0	0	**264**

PM Peak Hour	1900 - 2000	1600 - 1700	1600 - 1700	1600 - 1700	1500 - 1600	1500 - 1600	-	1600 - 1700	1500 - 1600	-	-	-	-	**1600 - 1700**
PM Peak Volume	3	325	115	1	9	11	0	5	23	0	0	0	0	**483**

Bi-Directional Class Count || SB WB 60min

South Fulton, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 2
GA-154 Cascade Palmetto Hwy,
south of Landham Rd

Date
Wednesday, May 1, 2024

Lat/Long
33.643845°, -84.672354°

Weather
Fair
74°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (05-01-2024)
SB WB 60min

	Southbound (Movement 2.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	18	3	0	1	1	0	0	3	0	0	0	0	**26**
0100 - 0200	0	22	4	0	2	0	0	0	9	0	0	0	0	**37**
0200 - 0300	0	19	1	0	0	0	0	0	6	0	0	0	0	**26**
0300 - 0400	0	23	3	0	1	1	0	0	7	0	0	0	0	**35**
0400 - 0500	0	80	13	0	2	0	0	0	9	0	1	0	0	**105**
0500 - 0600	0	120	24	0	1	4	0	0	10	0	0	0	0	**159**
0600 - 0700	0	218	54	0	11	13	0	0	17	0	0	0	0	**313**
0700 - 0800	0	242	89	2	15	7	0	5	22	0	0	0	0	**382**
0800 - 0900	0	198	80	1	16	14	0	7	29	0	0	0	0	**345**
0900 - 1000	8	153	74	0	15	5	0	9	43	0	0	0	0	**307**
1000 - 1100	0	128	63	0	17	16	0	1	36	0	0	0	0	**261**
1100 - 1200	1	119	66	1	8	14	2	3	38	1	0	0	0	**253**
1200 - 1300	0	112	62	0	11	7	0	0	19	0	0	0	0	**211**
1300 - 1400	1	131	67	0	6	7	0	1	34	0	0	0	0	**247**
1400 - 1500	3	180	85	0	11	13	0	3	25	0	0	0	0	**320**
1500 - 1600	2	256	101	0	5	10	0	0	20	0	0	0	0	**394**
1600 - 1700	1	314	117	1	8	15	1	1	22	0	0	0	0	**480**
1700 - 1800	2	339	101	0	10	4	0	5	15	0	0	0	0	**476**
1800 - 1900	1	212	67	0	8	7	0	3	12	1	0	0	0	**311**
1900 - 2000	1	182	31	0	0	0	0	1	9	0	0	0	0	**224**
2000 - 2100	1	127	24	0	3	1	0	0	5	0	1	0	0	**162**
2100 - 2200	0	114	3	0	0	0	0	0	2	0	3	0	0	**122**
2200 - 2300	0	77	3	0	0	0	0	0	9	0	0	0	0	**89**
2300 - 2400	0	62	3	0	1	0	0	0	6	0	0	0	0	**72**

Session Total	21	3446	1138	5	152	139	3	39	407	2	5	0	0	**5357**
Session Average	0.88	143.58	47.42	0.21	6.33	5.79	0.13	1.63	16.96	0.08	0.21	0.00	0.00	**223.21**
Session Percentage	0.39	64.33	21.24	0.09	2.84	2.59	0.06	0.73	7.60	0.04	0.09	0.00	0.00	

AM Peak Hour	0900 - 1000	0700 - 0800	0700 - 0800	0700 - 0800	0800 - 0900	0800 - 0900	-	0900 - 1000	0900 - 1000	-	-	-	-	**0700 - 0800**
AM Peak Volume	8	242	89	2	16	14	0	9	43	0	0	0	0	**382**

Noon Peak Hour	1400 - 1500	1400 - 1500	1400 - 1500	1100 - 1200	1000 - 1100	1000 - 1100	1100 - 1200	1100 - 1200	1100 - 1200	1100 - 1200	-	-	-	**1400 - 1500**
Noon Peak Volume	3	180	85	1	17	16	2	3	38	1	0	0	0	**320**

PM Peak Hour	1500 - 1600	1700 - 1800	1600 - 1700	1600 - 1700	1700 - 1800	1600 - 1700	1600 - 1700	1700 - 1800	1600 - 1700	1800 - 1900	-	-	-	**1600 - 1700**
PM Peak Volume	2	339	117	1	10	15	1	5	22	1	0	0	0	**480**

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

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Fair
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0000 - 2400 (Weekday 24h Session) (05-01-2024)
Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	51	7	0	3	1	0	0	7	0	0	0	0	**69**
0100 - 0200	0	49	10	0	4	0	0	0	13	0	0	0	0	**76**
0200 - 0300	0	44	6	0	0	0	0	1	9	0	0	0	0	**60**
0300 - 0400	0	60	9	0	2	1	0	1	10	0	0	0	0	**83**
0400 - 0500	0	141	24	0	5	1	0	0	18	0	1	0	0	**190**
0500 - 0600	1	235	73	0	1	10	0	0	24	0	0	0	0	**344**
0600 - 0700	2	407	131	1	17	15	0	1	35	0	1	0	0	**610**
0700 - 0800	0	533	172	3	27	22	0	8	40	0	1	1	0	**807**
0800 - 0900	3	458	165	2	26	23	0	17	52	0	0	1	0	**747**
0900 - 1000	10	308	129	0	25	16	0	12	78	0	0	0	0	**578**
1000 - 1100	1	241	114	1	30	24	0	1	62	0	0	0	0	**474**
1100 - 1200	2	227	111	1	18	24	2	4	56	1	0	0	0	**446**
1200 - 1300	0	231	106	0	18	12	0	1	37	0	0	0	0	**405**
1300 - 1400	2	265	118	0	10	25	0	2	56	0	0	0	0	**478**
1400 - 1500	4	342	146	0	20	28	0	5	39	0	0	0	0	**584**
1500 - 1600	4	520	192	0	14	21	0	2	43	0	0	0	0	**796**
1600 - 1700	2	639	232	2	17	22	1	6	42	0	0	0	0	**963**
1700 - 1800	4	621	201	0	14	9	0	5	32	0	0	0	0	**886**
1800 - 1900	1	456	130	0	17	11	0	8	23	1	0	0	0	**647**
1900 - 2000	4	324	59	0	4	5	0	3	24	0	0	0	0	**423**
2000 - 2100	1	244	57	0	5	6	0	2	15	0	1	0	0	**331**
2100 - 2200	0	219	4	0	3	0	0	0	7	0	3	0	0	**236**
2200 - 2300	0	137	8	0	0	0	0	0	11	0	0	0	0	**156**
2300 - 2400	0	108	4	0	1	0	0	1	10	0	0	0	0	**124**

Session Total	41	6860	2208	10	281	276	3	80	743	2	7	2	0	**10513**
Session Average	1.71	285.83	92.00	0.42	11.71	11.50	0.13	3.33	30.96	0.08	0.29	0.08	0.00	**438.04**
Session Percentage	0.39	65.25	21.00	0.10	2.67	2.63	0.03	0.76	7.07	0.02	0.07	0.02	0.00	

AM Peak Hour	0900 - 1000	0700 - 0800	0700 - 0800	0700 - 0800	0700 - 0800	0800 - 0900	-	0800 - 0900	0900 - 1000	-	0600 - 0700	0700 - 0800	-	**0700 - 0800**
AM Peak Volume	10	533	172	3	27	23	0	17	78	0	1	1	0	**807**

Noon Peak Hour	1400 - 1500	1400 - 1500	1400 - 1500	1000 - 1100	1000 - 1100	1400 - 1500	1100 - 1200	1400 - 1500	1000 - 1100	1100 - 1200	-	-	-	**1400 - 1500**
Noon Peak Volume	4	342	146	1	30	28	2	5	62	1	0	0	0	**584**

PM Peak Hour	1500 - 1600	1600 - 1700	1600 - 1700	1600 - 1700	1600 - 1700	1600 - 1700	1600 - 1700	1800 - 1900	1500 - 1600	1800 - 1900	-	-	-	**1600 - 1700**
PM Peak Volume	4	639	232	2	17	22	1	8	43	1	0	0	0	**963**

Bi-Directional Class Count || Volume Summary 60min

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0000 - 2400 (Weekday 24h Session) (05-01-2024)

Volume Summary 60min

	Volume Summary 60min		
TIME	NB	SB	**Total**
0000 - 0100	43	26	**69**
0100 - 0200	39	37	**76**
0200 - 0300	34	26	**60**
0300 - 0400	48	35	**83**
0400 - 0500	85	105	**190**
0500 - 0600	185	159	**344**
0600 - 0700	297	313	**610**
0700 - 0800	425	382	**807**
0800 - 0900	402	345	**747**
0900 - 1000	271	307	**578**
1000 - 1100	213	261	**474**
1100 - 1200	193	253	**446**

	Volume Summary 60min		
Time	NB	SB	**Total**
1200 - 1300	194	211	**405**
1300 - 1400	231	247	**478**
1400 - 1500	264	320	**584**
1500 - 1600	402	394	**796**
1600 - 1700	483	480	**963**
1700 - 1800	410	476	**886**
1800 - 1900	336	311	**647**
1900 - 2000	199	224	**423**
2000 - 2100	169	162	**331**
2100 - 2200	114	122	**236**
2200 - 2300	67	89	**156**
2300 - 2400	52	72	**124**

Session Total	5156	5357	**10513**
Session Average	214.83	223.21	**438.04**
Session Percentage	49.04	50.96	

Bi-Directional Class Count || Graphical Analysis NB EB

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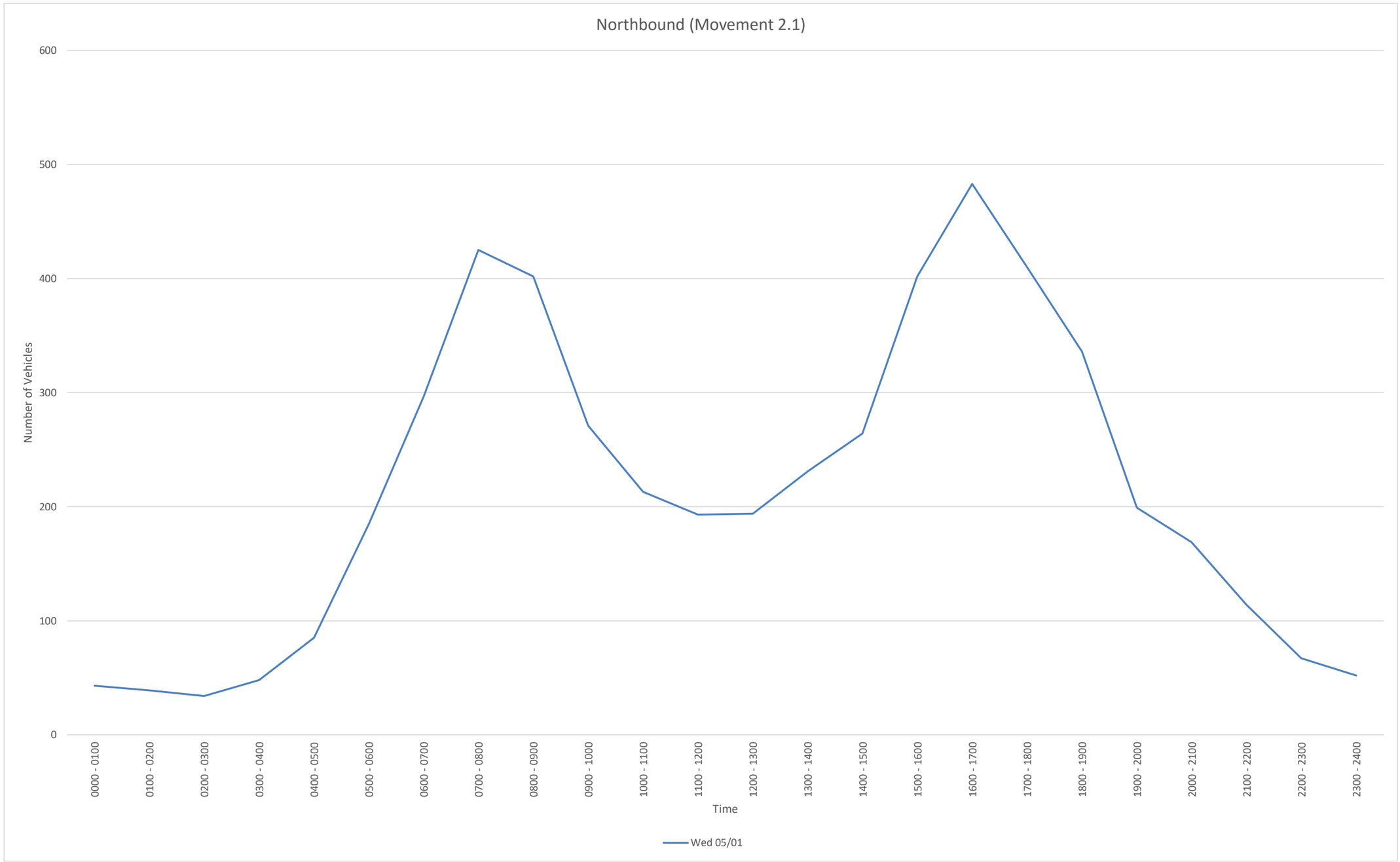
Lat/Long

33.643845°, -84.672354°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Time	Wed 05/01						
0000 - 0100	43						
0100 - 0200	39						
0200 - 0300	34						
0300 - 0400	48						
0400 - 0500	85						
0500 - 0600	185						
0600 - 0700	297						
0700 - 0800	425						
0800 - 0900	402						
0900 - 1000	271						
1000 - 1100	213						
1100 - 1200	193						
1200 - 1300	194						
1300 - 1400	231						
1400 - 1500	264						
1500 - 1600	402						
1600 - 1700	483						
1700 - 1800	410						
1800 - 1900	336						
1900 - 2000	199						
2000 - 2100	169						
2100 - 2200	114						
2200 - 2300	67						
2300 - 2400	52						
Daily Total	5156						

Bi-Directional Class Count || Graphical Analysis SB WB

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south of Landham Rd

Lat/Long

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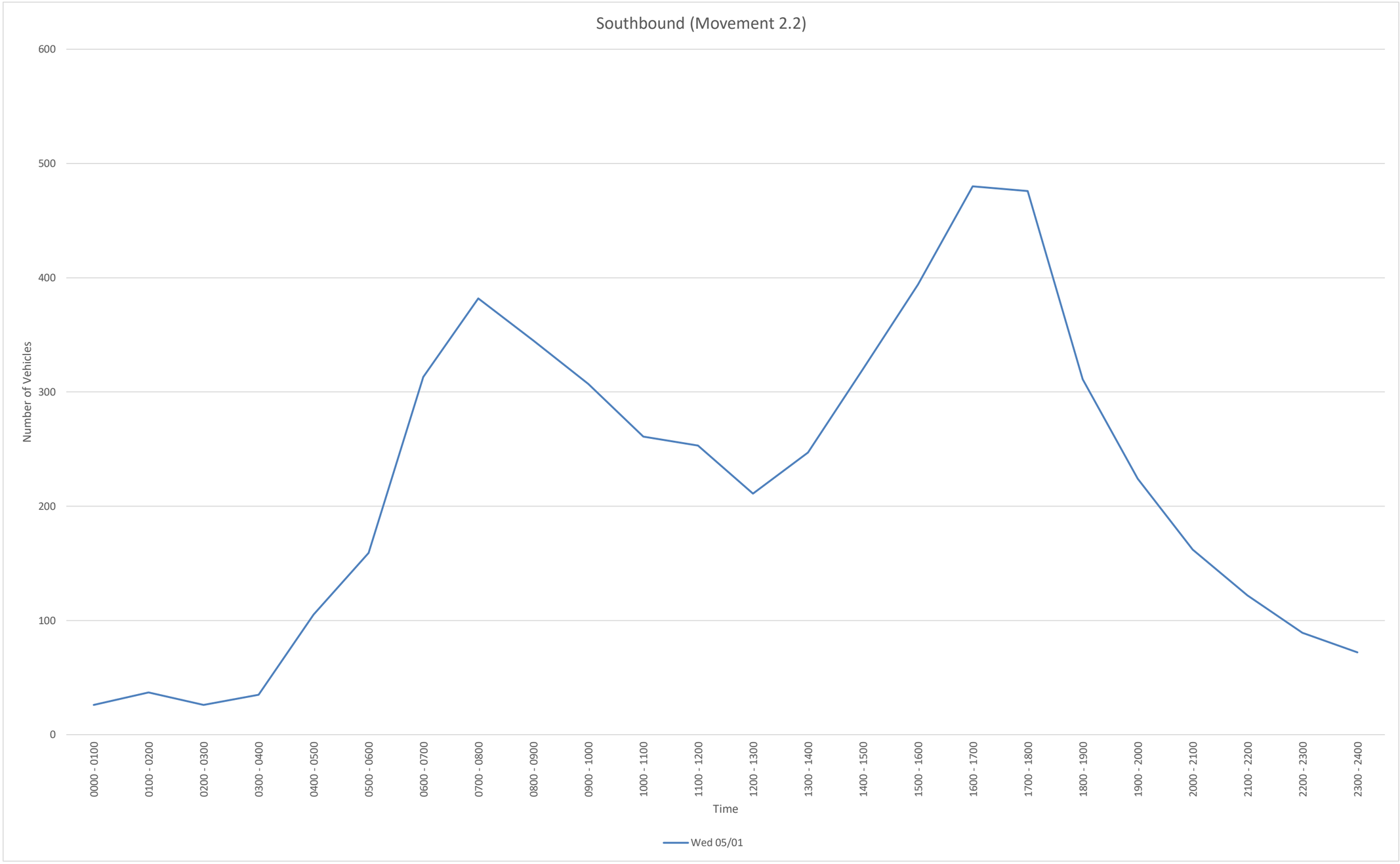
0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



Time	Wed 05/01						
0000 - 0100	26						
0100 - 0200	37						
0200 - 0300	26						
0300 - 0400	35						
0400 - 0500	105						
0500 - 0600	159						
0600 - 0700	313						
0700 - 0800	382						
0800 - 0900	345						
0900 - 1000	307						
1000 - 1100	261						
1100 - 1200	253						
1200 - 1300	211						
1300 - 1400	247						
1400 - 1500	320						
1500 - 1600	394						
1600 - 1700	480						
1700 - 1800	476						
1800 - 1900	311						
1900 - 2000	224						
2000 - 2100	162						
2100 - 2200	122						
2200 - 2300	89						
2300 - 2400	72						
Daily Total	5357						

Bi-Directional Class Count || Graphical Analysis BiDir

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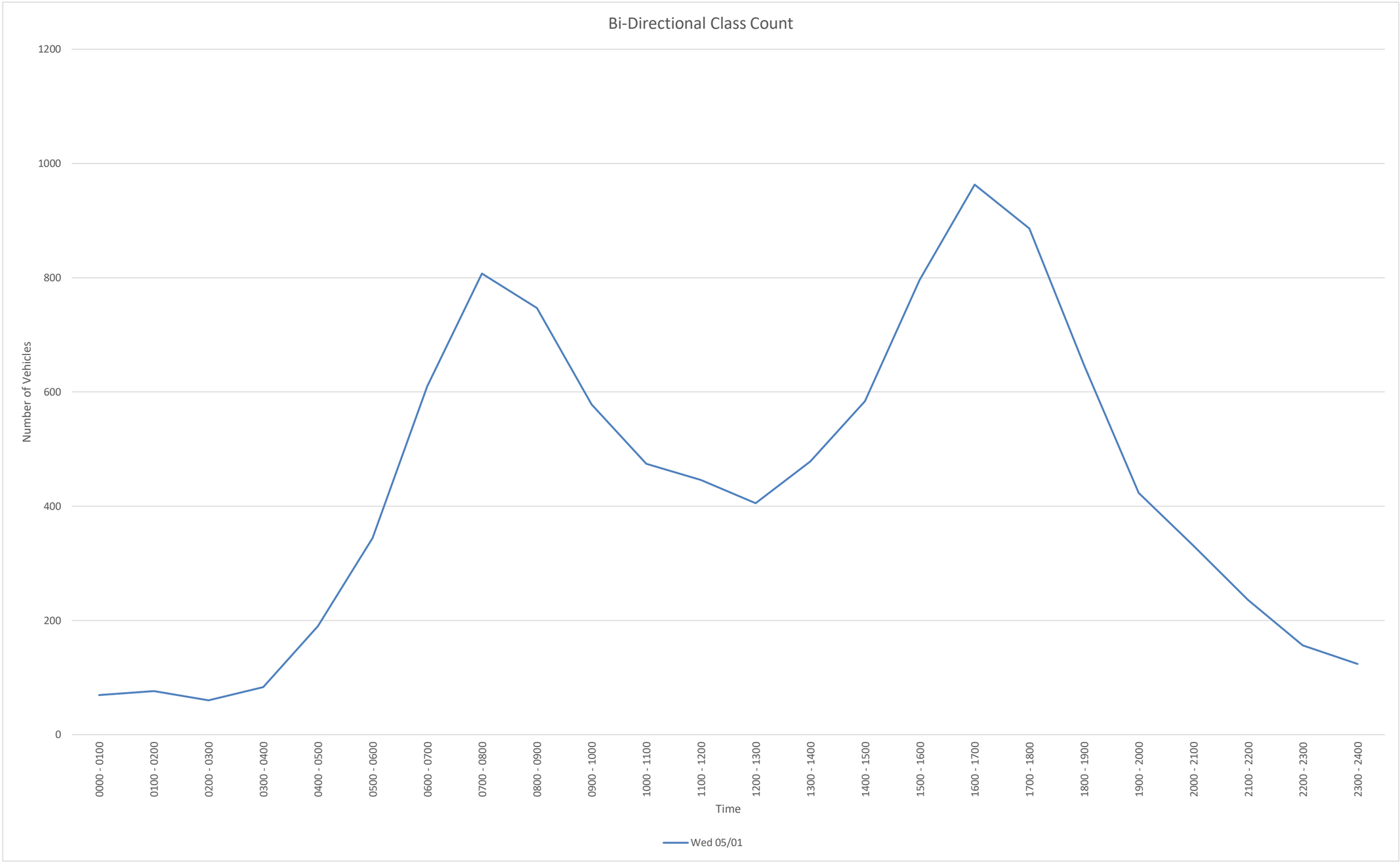
33.643845°, -84.672354°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis BiDir



Time	Wed 05/01						
0000 - 0100	69						
0100 - 0200	76						
0200 - 0300	60						
0300 - 0400	83						
0400 - 0500	190						
0500 - 0600	344						
0600 - 0700	610						
0700 - 0800	807						
0800 - 0900	747						
0900 - 1000	578						
1000 - 1100	474						
1100 - 1200	446						
1200 - 1300	405						
1300 - 1400	478						
1400 - 1500	584						
1500 - 1600	796						
1600 - 1700	963						
1700 - 1800	886						
1800 - 1900	647						
1900 - 2000	423						
2000 - 2100	331						
2100 - 2200	236						
2200 - 2300	156						
2300 - 2400	124						
Daily Total	10513						

NB
File Name:
Start Date: 5/1/2024
Start Time: 0
Site Code: 2
Station ID: 1
Location 1: GA-154 Cascade Palmetto Hwy, south of Landham Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/1/2024	12:00 AM	0	8	2	0	0	0	0	0	1	0	0	0	0
5/1/2024	12:15 AM	0	8	1	0	2	0	0	0	0	0	0	0	0
5/1/2024	12:30 AM	0	9	1	0	0	0	0	0	2	0	0	0	0
5/1/2024	12:45 AM	0	8	0	0	0	0	0	0	1	0	0	0	0
5/1/2024	1:00 AM	0	7	3	0	0	0	0	0	0	0	0	0	0
5/1/2024	1:15 AM	0	7	2	0	0	0	0	0	1	0	0	0	0
5/1/2024	1:30 AM	0	6	0	0	1	0	0	0	0	0	0	0	0
5/1/2024	1:45 AM	0	7	1	0	1	0	0	0	3	0	0	0	0
5/1/2024	2:00 AM	0	8	3	0	0	0	0	0	1	0	0	0	0
5/1/2024	2:15 AM	0	5	0	0	0	0	0	1	1	0	0	0	0
5/1/2024	2:30 AM	0	3	0	0	0	0	0	0	1	0	0	0	0
5/1/2024	2:45 AM	0	9	2	0	0	0	0	0	0	0	0	0	0
5/1/2024	3:00 AM	0	3	1	0	0	0	0	0	1	0	0	0	0
5/1/2024	3:15 AM	0	9	0	0	1	0	0	0	0	0	0	0	0
5/1/2024	3:30 AM	0	13	3	0	0	0	0	0	1	0	0	0	0
5/1/2024	3:45 AM	0	12	2	0	0	0	0	1	1	0	0	0	0
5/1/2024	4:00 AM	0	11	3	0	0	0	0	0	1	0	0	0	0
5/1/2024	4:15 AM	0	10	2	0	0	0	0	0	4	0	0	0	0
5/1/2024	4:30 AM	0	23	1	0	1	0	0	0	3	0	0	0	0
5/1/2024	4:45 AM	0	17	5	0	2	1	0	0	1	0	0	0	0
5/1/2024	5:00 AM	0	20	5	0	0	1	0	0	4	0	0	0	0
5/1/2024	5:15 AM	0	29	11	0	0	1	0	0	3	0	0	0	0
5/1/2024	5:30 AM	1	35	17	0	0	1	0	0	4	0	0	0	0
5/1/2024	5:45 AM	0	31	16	0	0	3	0	0	3	0	0	0	0
5/1/2024	6:00 AM	0	32	12	0	0	0	0	0	5	0	1	0	0
5/1/2024	6:15 AM	0	56	21	0	1	0	0	0	4	0	0	0	0
5/1/2024	6:30 AM	0	43	23	1	1	0	0	0	4	0	0	0	0
5/1/2024	6:45 AM	2	58	21	0	4	2	0	1	5	0	0	0	0
5/1/2024	7:00 AM	0	57	22	0	4	6	0	1	1	0	0	0	0
5/1/2024	7:15 AM	0	69	12	0	1	0	0	1	4	0	0	0	0
5/1/2024	7:30 AM	0	84	27	1	7	5	0	1	5	0	1	0	0
5/1/2024	7:45 AM	0	81	22	0	0	4	0	0	8	0	0	1	0
5/1/2024	8:00 AM	1	72	21	0	2	3	0	2	4	0	0	0	0
5/1/2024	8:15 AM	0	63	18	1	1	2	0	3	5	0	0	0	0
5/1/2024	8:30 AM	1	63	21	0	2	3	0	4	8	0	0	1	0
5/1/2024	8:45 AM	1	62	25	0	5	1	0	1	6	0	0	0	0
5/1/2024	9:00 AM	1	62	14	0	1	2	0	2	13	0	0	0	0
5/1/2024	9:15 AM	1	28	12	0	3	4	0	0	6	0	0	0	0
5/1/2024	9:30 AM	0	29	21	0	4	4	0	1	9	0	0	0	0
5/1/2024	9:45 AM	0	36	8	0	2	1	0	0	7	0	0	0	0
5/1/2024	10:00 AM	0	32	13	0	3	3	0	0	6	0	0	0	0
5/1/2024	10:15 AM	0	31	9	0	3	0	0	0	9	0	0	0	0
5/1/2024	10:30 AM	0	26	14	1	3	2	0	0	8	0	0	0	0
5/1/2024	10:45 AM	1	24	15	0	4	3	0	0	3	0	0	0	0
5/1/2024	11:00 AM	0	30	11	0	5	4	0	0	3	0	0	0	0
5/1/2024	11:15 AM	0	29	8	0	1	0	0	1	4	0	0	0	0
5/1/2024	11:30 AM	1	23	16	0	2	4	0	0	7	0	0	0	0
5/1/2024	11:45 AM	0	26	10	0	2	2	0	0	4	0	0	0	0
5/1/2024	12:00 PM	0	27	10	0	1	0	0	0	3	0	0	0	0
5/1/2024	12:15 PM	0	30	10	0	4	1	0	0	4	0	0	0	0
5/1/2024	12:30 PM	0	27	8	0	0	1	0	0	5	0	0	0	0
5/1/2024	12:45 PM	0	35	16	0	2	3	0	1	6	0	0	0	0
5/1/2024	1:00 PM	1	28	11	0	1	2	0	0	6	0	0	0	0
5/1/2024	1:15 PM	0	24	16	0	1	3	0	1	4	0	0	0	0
5/1/2024	1:30 PM	0	40	15	0	1	5	0	0	5	0	0	0	0
5/1/2024	1:45 PM	0	42	9	0	1	8	0	0	7	0	0	0	0
5/1/2024	2:00 PM	0	41	21	0	4	3	0	1	3	0	0	0	0
5/1/2024	2:15 PM	1	37	12	0	1	5	0	0	3	0	0	0	0
5/1/2024	2:30 PM	0	30	14	0	1	3	0	1	6	0	0	0	0
5/1/2024	2:45 PM	0	54	14	0	3	4	0	0	2	0	0	0	0
5/1/2024	3:00 PM	0	48	26	0	2	4	0	0	4	0	0	0	0
5/1/2024	3:15 PM	1	69	17	0	2	1	0	0	4	0	0	0	0
5/1/2024	3:30 PM	0	56	25	0	1	1	0	1	7	0	0	0	0
5/1/2024	3:45 PM	1	91	23	0	4	5	0	1	8	0	0	0	0
5/1/2024	4:00 PM	0	77	28	0	4	1	0	3	4	0	0	0	0
5/1/2024	4:15 PM	0	100	29	1	2	3	0	1	6	0	0	0	0
5/1/2024	4:30 PM	0	71	37	0	1	2	0	1	7	0	0	0	0
5/1/2024	4:45 PM	1	77	21	0	2	1	0	0	3	0	0	0	0
5/1/2024	5:00 PM	1	63	24	0	2	0	0	0	3	0	0	0	0
5/1/2024	5:15 PM	0	72	22	0	1	4	0	0	6	0	0	0	0
5/1/2024	5:30 PM	1	63	33	0	0	0	0	0	5	0	0	0	0
5/1/2024	5:45 PM	0	84	21	0	1	1	0	0	3	0	0	0	0
5/1/2024	6:00 PM	0	73	20	0	3	0	0	0	3	0	0	0	0
5/1/2024	6:15 PM	0	72	18	0	1	0	0	0	4	0	0	0	0
5/1/2024	6:30 PM	0	55	12	0	3	1	0	2	3	0	0	0	0
5/1/2024	6:45 PM	0	44	13	0	2	3	0	3	1	0	0	0	0
5/1/2024	7:00 PM	0	32	4	0	2	2	0	1	1	0	0	0	0
5/1/2024	7:15 PM	1	51	7	0	0	2	0	1	3	0	0	0	0
5/1/2024	7:30 PM	0	35	13	0	2	0	0	0	5	0	0	0	0
5/1/2024	7:45 PM	2	24	4	0	0	1	0	0	6	0	0	0	0
5/1/2024	8:00 PM	0	33	7	0	1	1	0	0	3	0	0	0	0
5/1/2024	8:15 PM	0	22	11	0	1	1	0	2	0	0	0	0	0
5/1/2024	8:30 PM	0	33	9	0	0	0	0	0	3	0	0	0	0
5/1/2024	8:45 PM	0	29	6	0	0	3	0	0	4	0	0	0	0
5/1/2024	9:00 PM	0	25	1	0	1	0	0	0	3	0	0	0	0
5/1/2024	9:15 PM	0	28	0	0	1	0	0	0	1	0	0	0	0
5/1/2024	9:30 PM	0	29	0	0	1	0	0	0	1	0	0	0	0
5/1/2024	9:45 PM	0	23	0	0	0	0	0	0	0	0	0	0	0
5/1/2024	10:00 PM	0	19	1	0	0	0	0	0	0	0	0	0	0
5/1/2024	10:15 PM	0	14	2	0	0	0	0	0	1	0	0	0	0
5/1/2024	10:30 PM	0	14	2	0	0	0	0	0	0	0	0	0	0
5/1/2024	10:45 PM	0	13	0	0	0	0	0	0	1	0	0	0	0
5/1/2024	11:00 PM	0	13	1	0	0	0	0	1	0	0	0	0	0
5/1/2024	11:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0
5/1/2024	11:30 PM	0	10	0	0	0	0	0	0	2	0	0	0	0
5/1/2024	11:45 PM	0	14	0	0	0	0	0	0	2	0	0	0	0

SB
File Name:
Start Date: 5/1/2024
Start Time: 0
Site Code: 2
Station ID: 1
Location 1: GA-154 Cascade Palmetto Hwy, south of Landham Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/1/2024	12:00 AM	0	5	1	0	0	0	0	0	1	0	0	0	0
5/1/2024	12:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
5/1/2024	12:30 AM	0	0	0	0	0	1	0	0	1	0	0	0	0
5/1/2024	12:45 AM	0	8	1	0	1	0	0	0	1	0	0	0	0
5/1/2024	1:00 AM	0	3	1	0	0	0	0	0	4	0	0	0	0
5/1/2024	1:15 AM	0	6	0	0	1	0	0	0	1	0	0	0	0
5/1/2024	1:30 AM	0	7	1	0	1	0	0	0	1	0	0	0	0
5/1/2024	1:45 AM	0	6	2	0	0	0	0	0	3	0	0	0	0
5/1/2024	2:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
5/1/2024	2:15 AM	0	5	0	0	0	0	0	0	3	0	0	0	0
5/1/2024	2:30 AM	0	4	0	0	0	0	0	0	3	0	0	0	0
5/1/2024	2:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/1/2024	3:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0
5/1/2024	3:15 AM	0	4	2	0	0	0	0	0	0	0	0	0	0
5/1/2024	3:30 AM	0	7	0	0	0	1	0	0	3	0	0	0	0
5/1/2024	3:45 AM	0	10	1	0	0	0	0	0	4	0	0	0	0
5/1/2024	4:00 AM	0	11	1	0	1	0	0	0	0	0	0	0	0
5/1/2024	4:15 AM	0	27	5	0	0	0	0	0	2	0	1	0	0
5/1/2024	4:30 AM	0	19	3	0	1	0	0	0	5	0	0	0	0
5/1/2024	4:45 AM	0	23	4	0	0	0	0	0	2	0	0	0	0
5/1/2024	5:00 AM	0	28	6	0	0	0	0	0	2	0	0	0	0
5/1/2024	5:15 AM	0	26	4	0	0	0	0	0	2	0	0	0	0
5/1/2024	5:30 AM	0	23	5	0	1	1	0	0	3	0	0	0	0
5/1/2024	5:45 AM	0	43	9	0	0	3	0	0	3	0	0	0	0
5/1/2024	6:00 AM	0	43	11	0	5	3	0	0	5	0	0	0	0
5/1/2024	6:15 AM	0	51	10	0	0	2	0	0	5	0	0	0	0
5/1/2024	6:30 AM	0	69	16	0	1	5	0	0	4	0	0	0	0
5/1/2024	6:45 AM	0	55	17	0	5	3	0	0	3	0	0	0	0
5/1/2024	7:00 AM	0	55	27	1	2	1	0	1	4	0	0	0	0
5/1/2024	7:15 AM	0	49	17	0	3	3	0	0	7	0	0	0	0
5/1/2024	7:30 AM	0	70	22	1	2	1	0	2	4	0	0	0	0
5/1/2024	7:45 AM	0	68	23	0	8	2	0	2	7	0	0	0	0
5/1/2024	8:00 AM	0	51	19	0	2	4	0	0	10	0	0	0	0
5/1/2024	8:15 AM	0	50	15	0	8	2	0	0	8	0	0	0	0
5/1/2024	8:30 AM	0	61	25	1	2	4	0	6	7	0	0	0	0
5/1/2024	8:45 AM	0	36	21	0	4	4	0	1	4	0	0	0	0
5/1/2024	9:00 AM	1	41	20	0	3	1	0	0	11	0	0	0	0
5/1/2024	9:15 AM	0	40	22	0	2	1	0	4	9	0	0	0	0
5/1/2024	9:30 AM	5	36	16	0	5	1	0	4	14	0	0	0	0
5/1/2024	9:45 AM	2	36	16	0	5	2	0	1	9	0	0	0	0
5/1/2024	10:00 AM	0	29	22	0	2	5	0	0	9	0	0	0	0
5/1/2024	10:15 AM	0	37	20	0	5	5	0	0	7	0	0	0	0
5/1/2024	10:30 AM	0	24	14	0	5	4	0	1	11	0	0	0	0
5/1/2024	10:45 AM	0	38	7	0	5	2	0	0	9	0	0	0	0
5/1/2024	11:00 AM	1	39	15	0	1	7	2	0	9	1	0	0	0
5/1/2024	11:15 AM	0	15	22	1	4	5	0	0	11	0	0	0	0
5/1/2024	11:30 AM	0	28	9	0	1	2	0	0	11	0	0	0	0
5/1/2024	11:45 AM	0	37	20	0	2	0	0	3	7	0	0	0	0
5/1/2024	12:00 PM	0	26	15	0	3	3	0	0	3	0	0	0	0
5/1/2024	12:15 PM	0	28	18	0	2	2	0	0	3	0	0	0	0
5/1/2024	12:30 PM	0	28	16	0	3	1	0	0	6	0	0	0	0
5/1/2024	12:45 PM	0	30	13	0	3	1	0	0	7	0	0	0	0
5/1/2024	1:00 PM	0	37	15	0	1	2	0	1	6	0	0	0	0
5/1/2024	1:15 PM	1	21	14	0	0	1	0	0	4	0	0	0	0
5/1/2024	1:30 PM	0	31	21	0	2	2	0	0	10	0	0	0	0
5/1/2024	1:45 PM	0	42	17	0	3	2	0	0	14	0	0	0	0
5/1/2024	2:00 PM	0	31	21	0	2	0	0	0	6	0	0	0	0
5/1/2024	2:15 PM	2	39	13	0	1	5	0	0	3	0	0	0	0
5/1/2024	2:30 PM	1	54	27	0	3	5	0	2	9	0	0	0	0
5/1/2024	2:45 PM	0	56	24	0	5	3	0	1	7	0	0	0	0
5/1/2024	3:00 PM	1	53	27	0	2	5	0	0	5	0	0	0	0
5/1/2024	3:15 PM	0	72	29	0	0	1	0	0	6	0	0	0	0
5/1/2024	3:30 PM	1	65	23	0	1	2	0	0	4	0	0	0	0
5/1/2024	3:45 PM	0	66	22	0	2	2	0	0	5	0	0	0	0
5/1/2024	4:00 PM	0	67	24	0	2	2	0	0	6	0	0	0	0
5/1/2024	4:15 PM	0	75	34	1	3	4	1	0	8	0	0	0	0
5/1/2024	4:30 PM	0	87	36	0	1	7	0	0	7	0	0	0	0
5/1/2024	4:45 PM	1	85	23	0	2	2	0	1	1	0	0	0	0
5/1/2024	5:00 PM	0	99	26	0	3	2	0	2	3	0	0	0	0
5/1/2024	5:15 PM	1	71	31	0	2	1	0	2	3	0	0	0	0
5/1/2024	5:30 PM	0	90	30	0	2	1	0	0	4	0	0	0	0
5/1/2024	5:45 PM	1	79	14	0	3	0	0	1	5	0	0	0	0
5/1/2024	6:00 PM	0	66	20	0	4	2	0	2	4	0	0	0	0
5/1/2024	6:15 PM	1	62	19	0	0	2	0	0	4	1	0	0	0
5/1/2024	6:30 PM	0	45	17	0	2	3	0	0	2	0	0	0	0
5/1/2024	6:45 PM	0	39	11	0	2	0	0	1	2	0	0	0	0
5/1/2024	7:00 PM	0	54	12	0	0	0	0	1	5	0	0	0	0
5/1/2024	7:15 PM	0	37	5	0	0	0	0	0	3	0	0	0	0
5/1/2024	7:30 PM	0	54	8	0	0	0	0	0	1	0	0	0	0
5/1/2024	7:45 PM	1	37	6	0	0	0	0	0	0	0	0	0	0
5/1/2024	8:00 PM	1	34	12	0	1	1	0	0	1	0	0	0	0
5/1/2024	8:15 PM	0	37	2	0	1	0	0	0	3	0	0	0	0
5/1/2024	8:30 PM	0	26	7	0	1	0	0	0	0	0	1	0	0
5/1/2024	8:45 PM	0	30	3	0	0	0	0	0	1	0	0	0	0
5/1/2024	9:00 PM	0	38	2	0	0	0	0	0	1	0	0	0	0
5/1/2024	9:15 PM	0	26	0	0	0	0	0	0	1	0	0	0	0
5/1/2024	9:30 PM	0	32	1	0	0	0	0	0	0	0	1	0	0
5/1/2024	9:45 PM	0	18	0	0	0	0	0	0	0	0	2	0	0
5/1/2024	10:00 PM	0	25	1	0	0	0	0	0	0	0	0	0	0
5/1/2024	10:15 PM	0	17	2	0	0	0	0	0	4	0	0	0	0
5/1/2024	10:30 PM	0	19	0	0	0	0	0	0	2	0	0	0	0
5/1/2024	10:45 PM	0	16	0	0	0	0	0	0	3	0	0	0	0
5/1/2024	11:00 PM	0	26	2	0	0	0	0	0	2	0	0	0	0
5/1/2024	11:15 PM	0	11	0	0	0	0	0	0	2	0	0	0	0
5/1/2024	11:30 PM	0	16	1	0	1	0	0	0	2	0	0	0	0
5/1/2024	11:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0

NB
File Name:
Start Date: 5/1/2024
Start Time: 0
Site Code: 2
Station ID: 1
Location 1: GA-154 Cascade Palmetto Hwy, south of Landham Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/1/2024	12:00 AM	0	33	4	0	2	0	0	0	4	0	0	0	0
5/1/2024	12:15 AM	0	32	5	0	2	0	0	0	3	0	0	0	0
5/1/2024	12:30 AM	0	31	6	0	0	0	0	0	4	0	0	0	0
5/1/2024	12:45 AM	0	28	5	0	1	0	0	0	2	0	0	0	0
5/1/2024	1:00 AM	0	27	6	0	2	0	0	0	4	0	0	0	0
5/1/2024	1:15 AM	0	28	6	0	2	0	0	0	5	0	0	0	0
5/1/2024	1:30 AM	0	26	4	0	2	0	0	1	5	0	0	0	0
5/1/2024	1:45 AM	0	23	4	0	1	0	0	1	6	0	0	0	0
5/1/2024	2:00 AM	0	25	5	0	0	0	0	1	3	0	0	0	0
5/1/2024	2:15 AM	0	20	3	0	0	0	0	1	3	0	0	0	0
5/1/2024	2:30 AM	0	24	3	0	1	0	0	0	2	0	0	0	0
5/1/2024	2:45 AM	0	34	6	0	1	0	0	0	2	0	0	0	0
5/1/2024	3:00 AM	0	37	6	0	1	0	0	1	3	0	0	0	0
5/1/2024	3:15 AM	0	45	8	0	1	0	0	1	3	0	0	0	0
5/1/2024	3:30 AM	0	46	10	0	0	0	0	1	7	0	0	0	0
5/1/2024	3:45 AM	0	56	8	0	1	0	0	1	9	0	0	0	0
5/1/2024	4:00 AM	0	61	11	0	3	1	0	0	9	0	0	0	0
5/1/2024	4:15 AM	0	70	13	0	3	2	0	0	12	0	0	0	0
5/1/2024	4:30 AM	0	89	22	0	3	3	0	0	11	0	0	0	0
5/1/2024	4:45 AM	1	101	38	0	2	4	0	0	12	0	0	0	0
5/1/2024	5:00 AM	1	115	49	0	0	6	0	0	14	0	0	0	0
5/1/2024	5:15 AM	1	127	56	0	0	5	0	0	15	0	1	0	0
5/1/2024	5:30 AM	1	154	66	0	1	4	0	0	16	0	1	0	0
5/1/2024	5:45 AM	0	162	72	1	2	3	0	0	16	0	1	0	0
5/1/2024	6:00 AM	2	189	77	1	6	2	0	1	18	0	1	0	0
5/1/2024	6:15 AM	2	214	87	1	10	8	0	2	14	0	0	0	0
5/1/2024	6:30 AM	2	227	78	1	10	8	0	3	14	0	0	0	0
5/1/2024	6:45 AM	2	268	82	1	16	13	0	4	15	0	1	0	0
5/1/2024	7:00 AM	0	291	83	1	12	15	0	3	18	0	1	1	0
5/1/2024	7:15 AM	1	306	82	1	10	12	0	4	21	0	1	1	0
5/1/2024	7:30 AM	1	300	88	2	10	14	0	6	22	0	1	1	0
5/1/2024	7:45 AM	2	279	82	1	5	12	0	9	25	0	0	2	0
5/1/2024	8:00 AM	3	260	85	1	10	9	0	10	23	0	0	1	0
5/1/2024	8:15 AM	3	250	78	1	9	8	0	10	32	0	0	1	0
5/1/2024	8:30 AM	4	215	72	0	11	10	0	7	33	0	0	1	0
5/1/2024	8:45 AM	3	181	72	0	13	11	0	4	34	0	0	0	0
5/1/2024	9:00 AM	2	155	55	0	10	11	0	3	35	0	0	0	0
5/1/2024	9:15 AM	1	125	54	0	12	12	0	1	28	0	0	0	0
5/1/2024	9:30 AM	0	128	51	0	12	8	0	1	31	0	0	0	0
5/1/2024	9:45 AM	0	125	44	1	11	6	0	0	30	0	0	0	0
5/1/2024	10:00 AM	1	113	51	1	13	8	0	0	26	0	0	0	0
5/1/2024	10:15 AM	1	111	49	1	15	9	0	0	23	0	0	0	0
5/1/2024	10:30 AM	1	109	48	1	13	9	0	1	18	0	0	0	0
5/1/2024	10:45 AM	2	106	50	0	12	11	0	1	17	0	0	0	0
5/1/2024	11:00 AM	1	108	45	0	10	10	0	1	18	0	0	0	0
5/1/2024	11:15 AM	1	105	44	0	6	6	0	1	18	0	0	0	0
5/1/2024	11:30 AM	1	106	46	0	9	7	0	0	18	0	0	0	0
5/1/2024	11:45 AM	0	110	38	0	7	4	0	0	16	0	0	0	0
5/1/2024	12:00 PM	0	119	44	0	7	5	0	1	18	0	0	0	0
5/1/2024	12:15 PM	1	120	45	0	7	7	0	1	21	0	0	0	0
5/1/2024	12:30 PM	1	114	51	0	4	9	0	2	21	0	0	0	0
5/1/2024	12:45 PM	1	127	58	0	5	13	0	2	21	0	0	0	0
5/1/2024	1:00 PM	1	134	51	0	4	18	0	1	22	0	0	0	0
5/1/2024	1:15 PM	0	147	61	0	7	19	0	2	19	0	0	0	0
5/1/2024	1:30 PM	1	160	57	0	7	21	0	1	18	0	0	0	0
5/1/2024	1:45 PM	1	150	56	0	7	19	0	2	19	0	0	0	0
5/1/2024	2:00 PM	1	162	61	0	9	15	0	2	14	0	0	0	0
5/1/2024	2:15 PM	1	169	66	0	7	16	0	1	15	0	0	0	0
5/1/2024	2:30 PM	1	201	71	0	8	12	0	1	16	0	0	0	0
5/1/2024	2:45 PM	1	227	82	0	8	10	0	1	17	0	0	0	0
5/1/2024	3:00 PM	2	264	91	0	9	11	0	2	23	0	0	0	0
5/1/2024	3:15 PM	2	293	93	0	11	8	0	5	23	0	0	0	0
5/1/2024	3:30 PM	1	324	105	1	11	10	0	6	25	0	0	0	0
5/1/2024	3:45 PM	1	339	117	1	11	11	0	6	25	0	0	0	0
5/1/2024	4:00 PM	1	325	115	1	9	7	0	5	20	0	0	0	0
5/1/2024	4:15 PM	2	311	111	1	7	6	0	2	19	0	0	0	0
5/1/2024	4:30 PM	2	283	104	0	6	7	0	1	19	0	0	0	0
5/1/2024	4:45 PM	3	275	100	0	5	5	0	0	17	0	0	0	0
5/1/2024	5:00 PM	2	282	100	0	4	5	0	0	17	0	0	0	0
5/1/2024	5:15 PM	1	292	96	0	5	5	0	0	17	0	0	0	0
5/1/2024	5:30 PM	1	292	92	0	5	1	0	0	15	0	0	0	0
5/1/2024	5:45 PM	0	284	71	0	8	2	0	2	13	0	0	0	0
5/1/2024	6:00 PM	0	244	63	0	9	4	0	5	11	0	0	0	0
5/1/2024	6:15 PM	0	203	47	0	8	6	0	6	9	0	0	0	0
5/1/2024	6:30 PM	1	182	36	0	7	8	0	7	8	0	0	0	0
5/1/2024	6:45 PM	1	162	37	0	6	7	0	5	10	0	0	0	0
5/1/2024	7:00 PM	3	142	28	0	4	5	0	2	15	0	0	0	0
5/1/2024	7:15 PM	3	143	31	0	3	4	0	1	17	0	0	0	0
5/1/2024	7:30 PM	2	114	35	0	4	3	0	2	14	0	0	0	0
5/1/2024	7:45 PM	2	112	31	0	2	3	0	2	12	0	0	0	0
5/1/2024	8:00 PM	0	117	33	0	2	5	0	2	10	0	0	0	0
5/1/2024	8:15 PM	0	109	27	0	2	4	0	2	10	0	0	0	0
5/1/2024	8:30 PM	0	115	16	0	2	3	0	0	11	0	0	0	0
5/1/2024	8:45 PM	0	111	7	0	3	3	0	0	9	0	0	0	0
5/1/2024	9:00 PM	0	105	1	0	3	0	0	0	5	0	0	0	0
5/1/2024	9:15 PM	0	99	1	0	2	0	0	0	2	0	0	0	0
5/1/2024	9:30 PM	0	85	3	0	1	0	0	0	2	0	0	0	0
5/1/2024	9:45 PM	0	70	5	0	0	0	0	0	1	0	0	0	0
5/1/2024	10:00 PM	0	60	5	0	0	0	0	0	2	0	0	0	0
5/1/2024	10:15 PM	0	54	5	0	0	0	0	1	2	0	0	0	0
5/1/2024	10:30 PM	0	49	3	0	0	0	0	1	1	0	0	0	0
5/1/2024	10:45 PM	0	45	1	0	0	0	0	1	3	0	0	0	0
5/1/2024	11:00 PM	0	46	1	0	0	0	0	1	4	0	0	0	0
5/1/2024	11:15 PM	0	33	0	0	0	0	0	0	4	0	0	0	0
5/1/2024	11:30 PM	0	24	0	0	0	0	0	0	4	0	0	0	0
5/1/2024	11:45 PM	0	14	0	0	0	0	0	0	2	0	0	0	0

SB
File Name:
Start Date: 5/1/2024
Start Time: 0
Site Code: 2
Station ID: 1
Location 1: GA-154 Cascade Palmetto Hwy, south of Landham Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/1/2024	12:00 AM	0	18	3	0	1	1	0	0	3	0	0	0	0
5/1/2024	12:15 AM	0	16	3	0	1	1	0	0	6	0	0	0	0
5/1/2024	12:30 AM	0	17	2	0	2	1	0	0	7	0	0	0	0
5/1/2024	12:45 AM	0	24	3	0	3	0	0	0	7	0	0	0	0
5/1/2024	1:00 AM	0	22	4	0	2	0	0	0	9	0	0	0	0
5/1/2024	1:15 AM	0	25	4	0	2	0	0	0	5	0	0	0	0
5/1/2024	1:30 AM	0	24	4	0	1	0	0	0	7	0	0	0	0
5/1/2024	1:45 AM	0	21	3	0	0	0	0	0	9	0	0	0	0
5/1/2024	2:00 AM	0	19	1	0	0	0	0	0	6	0	0	0	0
5/1/2024	2:15 AM	0	15	0	0	1	0	0	0	6	0	0	0	0
5/1/2024	2:30 AM	0	14	2	0	1	0	0	0	3	0	0	0	0
5/1/2024	2:45 AM	0	17	2	0	1	1	0	0	3	0	0	0	0
5/1/2024	3:00 AM	0	23	3	0	1	1	0	0	7	0	0	0	0
5/1/2024	3:15 AM	0	32	4	0	1	1	0	0	7	0	0	0	0
5/1/2024	3:30 AM	0	55	7	0	1	1	0	0	9	0	1	0	0
5/1/2024	3:45 AM	0	67	10	0	2	0	0	0	11	0	1	0	0
5/1/2024	4:00 AM	0	80	13	0	2	0	0	0	9	0	1	0	0
5/1/2024	4:15 AM	0	97	18	0	1	0	0	0	11	0	1	0	0
5/1/2024	4:30 AM	0	96	17	0	1	0	0	0	11	0	0	0	0
5/1/2024	4:45 AM	0	100	19	0	1	1	0	0	9	0	0	0	0
5/1/2024	5:00 AM	0	120	24	0	1	4	0	0	10	0	0	0	0
5/1/2024	5:15 AM	0	135	29	0	6	7	0	0	13	0	0	0	0
5/1/2024	5:30 AM	0	160	35	0	6	9	0	0	16	0	0	0	0
5/1/2024	5:45 AM	0	206	46	0	6	13	0	0	17	0	0	0	0
5/1/2024	6:00 AM	0	218	54	0	11	13	0	0	17	0	0	0	0
5/1/2024	6:15 AM	0	230	70	1	8	11	0	1	16	0	0	0	0
5/1/2024	6:30 AM	0	228	77	1	11	12	0	1	18	0	0	0	0
5/1/2024	6:45 AM	0	229	83	2	12	8	0	3	18	0	0	0	0
5/1/2024	7:00 AM	0	242	89	2	15	7	0	5	22	0	0	0	0
5/1/2024	7:15 AM	0	238	81	1	15	10	0	4	28	0	0	0	0
5/1/2024	7:30 AM	0	239	79	1	20	9	0	4	29	0	0	0	0
5/1/2024	7:45 AM	0	230	82	1	20	12	0	8	32	0	0	0	0
5/1/2024	8:00 AM	0	198	80	1	16	14	0	7	29	0	0	0	0
5/1/2024	8:15 AM	1	188	81	1	17	11	0	7	30	0	0	0	0
5/1/2024	8:30 AM	1	178	88	1	11	10	0	11	31	0	0	0	0
5/1/2024	8:45 AM	6	153	79	0	14	7	0	9	38	0	0	0	0
5/1/2024	9:00 AM	8	153	74	0	15	5	0	9	43	0	0	0	0
5/1/2024	9:15 AM	7	141	76	0	14	9	0	9	41	0	0	0	0
5/1/2024	9:30 AM	7	138	74	0	17	13	0	5	39	0	0	0	0
5/1/2024	9:45 AM	2	126	72	0	17	16	0	2	36	0	0	0	0
5/1/2024	10:00 AM	0	128	63	0	17	16	0	1	36	0	0	0	0
5/1/2024	10:15 AM	1	138	56	0	16	18	2	1	36	1	0	0	0
5/1/2024	10:30 AM	1	116	58	1	15	18	2	1	40	1	0	0	0
5/1/2024	10:45 AM	1	120	53	1	11	16	2	0	40	1	0	0	0
5/1/2024	11:00 AM	1	119	66	1	8	14	2	3	38	1	0	0	0
5/1/2024	11:15 AM	0	106	66	1	10	10	0	3	32	0	0	0	0
5/1/2024	11:30 AM	0	119	62	0	8	7	0	3	24	0	0	0	0
5/1/2024	11:45 AM	0	119	69	0	10	6	0	3	19	0	0	0	0
5/1/2024	12:00 PM	0	112	62	0	11	7	0	0	19	0	0	0	0
5/1/2024	12:15 PM	0	123	62	0	9	6	0	1	22	0	0	0	0
5/1/2024	12:30 PM	1	116	58	0	7	5	0	1	23	0	0	0	0
5/1/2024	12:45 PM	1	119	63	0	6	6	0	1	27	0	0	0	0
5/1/2024	1:00 PM	1	131	67	0	6	7	0	1	34	0	0	0	0
5/1/2024	1:15 PM	1	125	73	0	7	5	0	0	34	0	0	0	0
5/1/2024	1:30 PM	2	143	72	0	8	9	0	0	33	0	0	0	0
5/1/2024	1:45 PM	3	166	78	0	9	12	0	2	32	0	0	0	0
5/1/2024	2:00 PM	3	180	85	0	11	13	0	3	25	0	0	0	0
5/1/2024	2:15 PM	4	202	91	0	11	18	0	3	24	0	0	0	0
5/1/2024	2:30 PM	2	235	107	0	10	14	0	3	27	0	0	0	0
5/1/2024	2:45 PM	2	246	103	0	8	11	0	1	22	0	0	0	0
5/1/2024	3:00 PM	2	256	101	0	5	10	0	0	20	0	0	0	0
5/1/2024	3:15 PM	1	270	98	0	5	7	0	0	21	0	0	0	0
5/1/2024	3:30 PM	1	273	103	1	8	10	1	0	23	0	0	0	0
5/1/2024	3:45 PM	0	295	116	1	8	15	1	0	26	0	0	0	0
5/1/2024	4:00 PM	1	314	117	1	8	15	1	1	22	0	0	0	0
5/1/2024	4:15 PM	1	346	119	1	9	15	1	3	19	0	0	0	0
5/1/2024	4:30 PM	2	342	116	0	8	12	0	5	14	0	0	0	0
5/1/2024	4:45 PM	2	345	110	0	9	6	0	5	11	0	0	0	0
5/1/2024	5:00 PM	2	339	101	0	10	4	0	5	15	0	0	0	0
5/1/2024	5:15 PM	2	306	95	0	11	4	0	5	16	0	0	0	0
5/1/2024	5:30 PM	2	297	83	0	9	5	0	3	17	1	0	0	0
5/1/2024	5:45 PM	2	252	70	0	9	7	0	3	15	1	0	0	0
5/1/2024	6:00 PM	1	212	67	0	8	7	0	3	12	1	0	0	0
5/1/2024	6:15 PM	1	200	59	0	4	5	0	2	13	1	0	0	0
5/1/2024	6:30 PM	0	175	45	0	4	3	0	2	12	0	0	0	0
5/1/2024	6:45 PM	0	184	36	0	2	0	0	2	11	0	0	0	0
5/1/2024	7:00 PM	1	182	31	0	0	0	0	1	9	0	0	0	0
5/1/2024	7:15 PM	2	162	31	0	1	1	0	0	5	0	0	0	0
5/1/2024	7:30 PM	2	162	28	0	2	1	0	0	5	0	0	0	0
5/1/2024	7:45 PM	2	134	27	0	3	1	0	0	4	0	1	0	0
5/1/2024	8:00 PM	1	127	24	0	3	1	0	0	5	0	1	0	0
5/1/2024	8:15 PM	0	131	14	0	2	0	0	0	5	0	1	0	0
5/1/2024	8:30 PM	0	120	12	0	1	0	0	0	3	0	1	0	0
5/1/2024	8:45 PM	0	126	6	0	0	0	0	0	3	0	1	0	0
5/1/2024	9:00 PM	0	114	3	0	0	0	0	0	2	0	3	0	0
5/1/2024	9:15 PM	0	101	2	0	0	0	0	0	1	0	3	0	0
5/1/2024	9:30 PM	0	92	4	0	0	0	0	0	4	0	3	0	0
5/1/2024	9:45 PM	0	79	3	0	0	0	0	0	6	0	2	0	0
5/1/2024	10:00 PM	0	77	3	0	0	0	0	0	9	0	0	0	0
5/1/2024	10:15 PM	0	78	4	0	0	0	0	0	11	0	0	0	0
5/1/2024	10:30 PM	0	72	2	0	0	0	0	0	9	0	0	0	0
5/1/2024	10:45 PM	0	69	3	0	1	0	0	0	9	0	0	0	0
5/1/2024	11:00 PM	0	62	3	0	1	0	0	0	6	0	0	0	0
5/1/2024	11:15 PM	0	36	1	0	1	0	0	0	4	0	0	0	0
5/1/2024	11:30 PM	0	25	1	0	1	0	0	0	2	0	0	0	0
5/1/2024	11:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

South Fulton, GA

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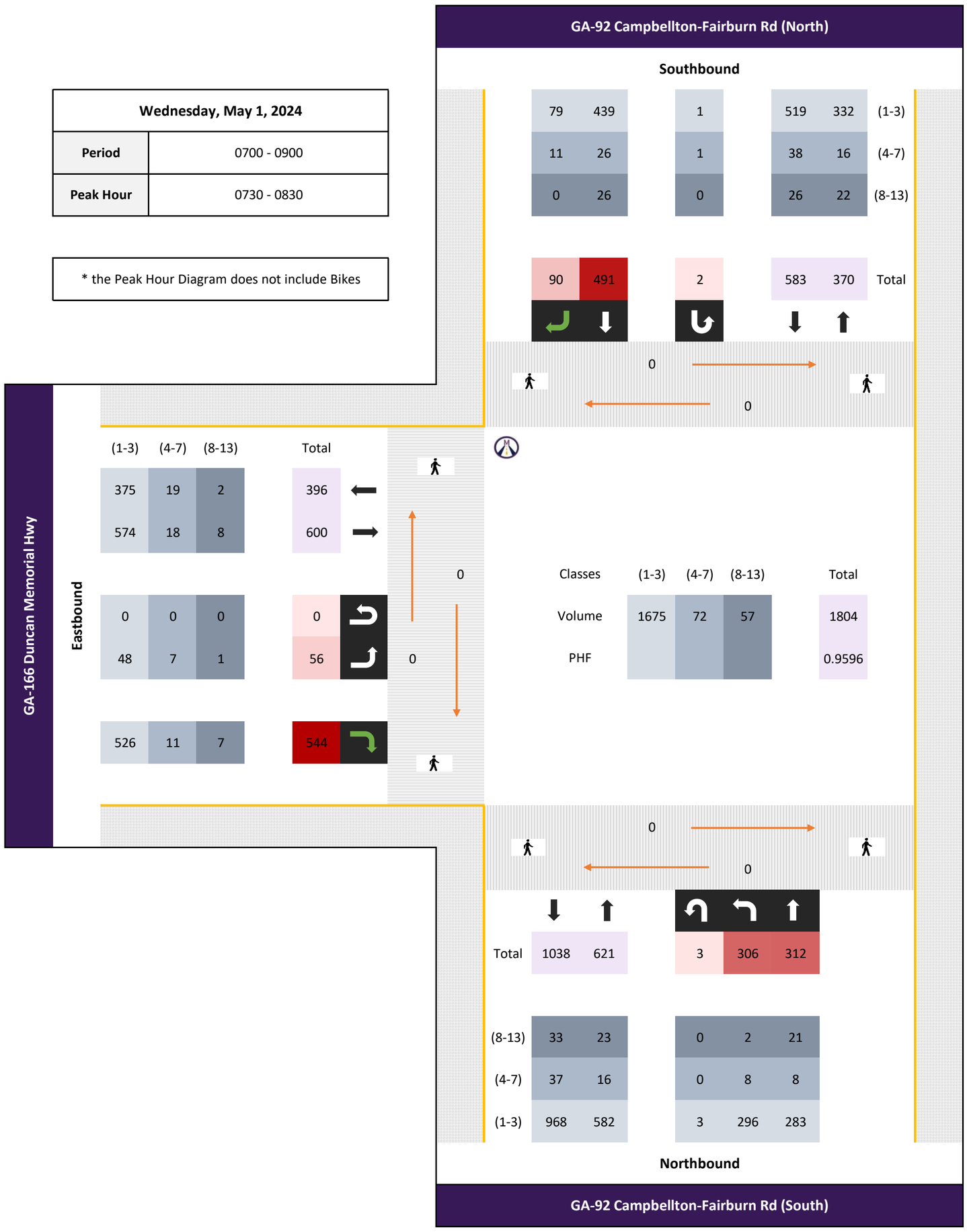
Wednesday, May 1, 2024	
Period	0700 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound												
	GA-92 Campbellton-Fairburn Rd (South)						GA-92 Campbellton-Fairburn Rd (North)						GA-166 Duncan Memorial Hwy												
Time	Left 1.1	Thru 1.2			U-Turn 1.3	App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7		Right 1.8		U-Turn 1.9	App Total						App Total	Int Total
0730 - 0745	76	76	-	-	0	152	-	123	9	-	0	132	11	-	137	-	0	148	-	-	-	-	-	0	432
0745 - 0800	78	66	-	-	2	146	-	137	16	-	0	153	12	-	159	-	0	171	-	-	-	-	-	0	470
0800 - 0815	80	97	-	-	0	177	-	106	27	-	1	134	21	-	117	-	0	138	-	-	-	-	-	0	449
0815 - 0830	72	73	-	-	1	146	-	125	38	-	1	164	12	-	131	-	0	143	-	-	-	-	-	0	453
Total	306	312	0	0	3	621	0	491	90	0	2	583	56	0	544	0	0	600	0	0	0	0	0	0	1804
Approach %	49.28	50.24	0.00	0.00	0.48	-	0.00	84.22	15.44	0.00	0.34	-	9.33	0.00	90.67	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.96	0.80	0.00	0.00	0.38	**0.88**	0.00	0.90	0.59	0.00	0.50	**0.89**	0.67	0.00	0.86	0.00	0.00	**0.88**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.96**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	GA-92 Campbellton-Fairburn Rd (South)						GA-92 Campbellton-Fairburn Rd (North)						GA-166 Duncan Memorial Hwy												
Time	Left 1.1	Thru 1.2			U-Turn 1.3	App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7		Right 1.8		U-Turn 1.9	App Total						App Total	Int Total
0730 - 0745	73	69	-	-	0	142	-	112	9	-	0	121	8	-	133	-	0	141	-	-	-	-	-	0	404
0745 - 0800	75	62	-	-	2	139	-	123	14	-	0	137	11	-	155	-	0	166	-	-	-	-	-	0	442
0800 - 0815	77	84	-	-	0	161	-	92	22	-	0	114	18	-	114	-	0	132	-	-	-	-	-	0	407
0815 - 0830	71	68	-	-	1	140	-	112	34	-	1	147	11	-	124	-	0	135	-	-	-	-	-	0	422
Total	296	283	0	0	3	582	0	439	79	0	1	519	48	0	526	0	0	574	0	0	0	0	0	0	1675
Approach %	50.86	48.63	0.00	0.00	0.52	-	0.00	84.59	15.22	0.00	0.19	-	8.36	0.00	91.64	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.96	0.84	0.00	0.00	0.38	**0.90**	0.00	0.89	0.58	0.00	0.25	**0.88**	0.67	0.00	0.85	0.00	0.00	**0.86**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.95**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	GA-92 Campbellton-Fairburn Rd (South)						GA-92 Campbellton-Fairburn Rd (North)						GA-166 Duncan Memorial Hwy												
Time	Left 1.1	Thru 1.2			U-Turn 1.3	App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7		Right 1.8		U-Turn 1.9	App Total						App Total	Int Total
0730 - 0745	3	2	-	-	0	5	-	7	0	-	0	7	2	-	1	-	0	3	-	-	-	-	-	0	15
0745 - 0800	3	2	-	-	0	5	-	8	2	-	0	10	1	-	4	-	0	5	-	-	-	-	-	0	20
0800 - 0815	1	3	-	-	0	4	-	7	5	-	1	13	3	-	1	-	0	4	-	-	-	-	-	0	21
0815 - 0830	1	1	-	-	0	2	-	4	4	-	0	8	1	-	5	-	0	6	-	-	-	-	-	0	16
Total	8	8	0	0	0	16	0	26	11	0	1	38	7	0	11	0	0	18	0	0	0	0	0	0	72
Approach %	50.00	50.00	0.00	0.00	0.00	-	0.00	68.42	28.95	0.00	2.63	-	38.89	0.00	61.11	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.67	0.67	0.00	0.00	0.00	**0.80**	0.00	0.81	0.55	0.00	0.25	**0.73**	0.58	0.00	0.55	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.86**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	GA-92 Campbellton-Fairburn Rd (South)						GA-92 Campbellton-Fairburn Rd (North)						GA-166 Duncan Memorial Hwy												
Time	Left 1.1	Thru 1.2			U-Turn 1.3	App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7		Right 1.8		U-Turn 1.9	App Total						App Total	Int Total
0730 - 0745	0	5	-	-	0	5	-	4	0	-	0	4	1	-	3	-	0	4	-	-	-	-	-	0	13
0745 - 0800	0	2	-	-	0	2	-	6	0	-	0	6	0	-	0	-	0	0	-	-	-	-	-	0	8
0800 - 0815	2	10	-	-	0	12	-	7	0	-	0	7	0	-	2	-	0	2	-	-	-	-	-	0	21
0815 - 0830	0	4	-	-	0	4	-	9	0	-	0	9	0	-	2	-	0	2	-	-	-	-	-	0	15
Total	2	21	0	0	0	23	0	26	0	0	0	26	1	0	7	0	0	8	0	0	0	0	0	0	57
Approach %	8.70	91.30	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	12.50	0.00	87.50	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.53	0.00	0.00	0.00	**0.48**	0.00	0.72	0.00	0.00	0.00	**0.72**	0.25	0.00	0.58	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.68**

Bikes

	Northbound						Southbound						Eastbound												
	GA-92 Campbellton-Fairburn Rd (South)						GA-92 Campbellton-Fairburn Rd (North)						GA-166 Duncan Memorial Hwy												
Time	Left 1.1	Thru 1.2			U-Turn 1.3	App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7		Right 1.8		U-Turn 1.9	App Total						App Total	Int Total
0730 - 0745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0745 - 0800	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0800 - 0815	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0815 - 0830	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

South Fulton, GA

Click here for Map

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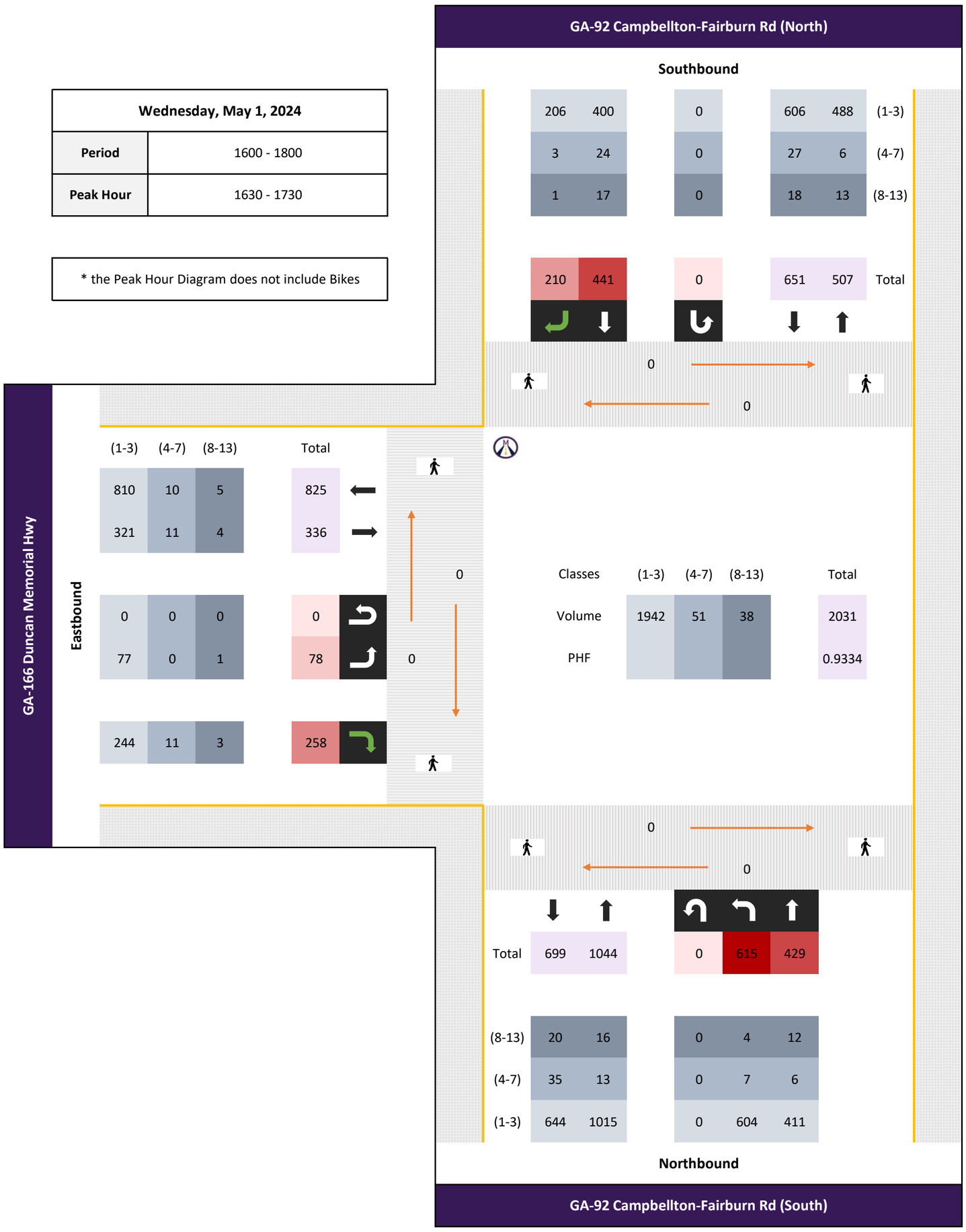
Wednesday, May 1, 2024	
Period	1600 - 1800
Peak Hour	1630 - 1730

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound												
	GA-92 Campbellton-Fairburn Rd (South)						GA-92 Campbellton-Fairburn Rd (North)						GA-166 Duncan Memorial Hwy												
Time	Left 1.1	Thru 1.2			U-Turn 1.3	App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7		Right 1.8		U-Turn 1.9	App Total						App Total	Int Total
1630 - 1645	135	131	-	-	0	266	-	136	58	-	0	194	21	-	63	-	0	84	-	-	-	-	-	0	544
1645 - 1700	152	99	-	-	0	251	-	88	42	-	0	130	16	-	64	-	0	80	-	-	-	-	-	0	461
1700 - 1715	155	96	-	-	0	251	-	118	48	-	0	166	22	-	66	-	0	88	-	-	-	-	-	0	505
1715 - 1730	173	103	-	-	0	276	-	99	62	-	0	161	19	-	65	-	0	84	-	-	-	-	-	0	521
Total	615	429	0	0	0	1044	0	441	210	0	0	651	78	0	258	0	0	336	0	0	0	0	0	0	2031
Approach %	58.91	41.09	0.00	0.00	0.00	-	0.00	67.74	32.26	0.00	0.00	-	23.21	0.00	76.79	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.89	0.82	0.00	0.00	0.00	**0.95**	0.00	0.81	0.85	0.00	0.00	**0.84**	0.89	0.00	0.98	0.00	0.00	**0.95**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.93**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	GA-92 Campbellton-Fairburn Rd (South)						GA-92 Campbellton-Fairburn Rd (North)						GA-166 Duncan Memorial Hwy												
Time	Left 1.1	Thru 1.2			U-Turn 1.3	App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7		Right 1.8		U-Turn 1.9	App Total						App Total	Int Total
1630 - 1645	132	130	-	-	0	262	-	123	58	-	0	181	20	-	59	-	0	79	-	-	-	-	-	0	522
1645 - 1700	149	92	-	-	0	241	-	80	39	-	0	119	16	-	61	-	0	77	-	-	-	-	-	0	437
1700 - 1715	151	90	-	-	0	241	-	106	48	-	0	154	22	-	61	-	0	83	-	-	-	-	-	0	478
1715 - 1730	172	99	-	-	0	271	-	91	61	-	0	152	19	-	63	-	0	82	-	-	-	-	-	0	505
Total	604	411	0	0	0	1015	0	400	206	0	0	606	77	0	244	0	0	321	0	0	0	0	0	0	1942
Approach %	59.51	40.49	0.00	0.00	0.00	-	0.00	66.01	33.99	0.00	0.00	-	23.99	0.00	76.01	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.88	0.79	0.00	0.00	0.00	**0.94**	0.00	0.81	0.84	0.00	0.00	**0.84**	0.88	0.00	0.97	0.00	0.00	**0.97**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.93**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	GA-92 Campbellton-Fairburn Rd (South)						GA-92 Campbellton-Fairburn Rd (North)						GA-166 Duncan Memorial Hwy												
Time	Left 1.1	Thru 1.2			U-Turn 1.3	App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7		Right 1.8		U-Turn 1.9	App Total						App Total	Int Total
1630 - 1645	3	0	-	-	0	3	-	5	0	-	0	5	0	-	2	-	0	2	-	-	-	-	-	0	10
1645 - 1700	1	1	-	-	0	2	-	7	2	-	0	9	0	-	3	-	0	3	-	-	-	-	-	0	14
1700 - 1715	3	2	-	-	0	5	-	9	0	-	0	9	0	-	4	-	0	4	-	-	-	-	-	0	18
1715 - 1730	0	3	-	-	0	3	-	3	1	-	0	4	0	-	2	-	0	2	-	-	-	-	-	0	9
Total	7	6	0	0	0	13	0	24	3	0	0	27	0	0	11	0	0	11	0	0	0	0	0	0	51
Approach %	53.85	46.15	0.00	0.00	0.00	-	0.00	88.89	11.11	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	0.58	0.50	0.00	0.00	0.00	**0.65**	0.00	0.67	0.38	0.00	0.00	**0.75**	0.00	0.00	0.69	0.00	0.00	**0.69**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.71**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	GA-92 Campbellton-Fairburn Rd (South)						GA-92 Campbellton-Fairburn Rd (North)						GA-166 Duncan Memorial Hwy												
Time	Left 1.1	Thru 1.2			U-Turn 1.3	App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7		Right 1.8		U-Turn 1.9	App Total						App Total	Int Total
1630 - 1645	0	1	-	-	0	1	-	8	0	-	0	8	1	-	2	-	0	3	-	-	-	-	-	0	12
1645 - 1700	2	6	-	-	0	8	-	1	1	-	0	2	0	-	0	-	0	0	-	-	-	-	-	0	10
1700 - 1715	1	4	-	-	0	5	-	3	0	-	0	3	0	-	1	-	0	1	-	-	-	-	-	0	9
1715 - 1730	1	1	-	-	0	2	-	5	0	-	0	5	0	-	0	-	0	0	-	-	-	-	-	0	7
Total	4	12	0	0	0	16	0	17	1	0	0	18	1	0	3	0	0	4	0	0	0	0	0	0	38
Approach %	25.00	75.00	0.00	0.00	0.00	-	0.00	94.44	5.56	0.00	0.00	-	25.00	0.00	75.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.50	0.50	0.00	0.00	0.00	**0.50**	0.00	0.53	0.25	0.00	0.00	**0.56**	0.25	0.00	0.38	0.00	0.00	**0.33**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.79**

Bikes

	Northbound						Southbound						Eastbound												
	GA-92 Campbellton-Fairburn Rd (South)						GA-92 Campbellton-Fairburn Rd (North)						GA-166 Duncan Memorial Hwy												
Time	Left 1.1	Thru 1.2			U-Turn 1.3	App Total		Thru 1.4	Right 1.5		U-Turn 1.6	App Total	Left 1.7		Right 1.8		U-Turn 1.9	App Total						App Total	Int Total
1630 - 1645	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1645 - 1700	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1700 - 1715	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1715 - 1730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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South Fulton, GA

Site 1

GA-92 Campbellton-Fairburn Rd (South)
GA-92 Campbellton-Fairburn Rd (North)
GA-166 Duncan Memorial Hwy

Date

Wednesday, May 1, 2024

Lat/Long

33.660356°, -84.675155°
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Weather

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0700 - 0900 (Weekday 2h Session) (05-01-2024)

All vehicles

	Northbound				Southbound				Eastbound				
	GA-92 Campbellton-Fairburn Rd (South)				GA-92 Campbellton-Fairburn Rd (North)				GA-166 Duncan Memorial Hwy				
TIME	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715	49	57	0	106	127	13	0	140	12	167	0	179	425
0715 - 0730	86	71	0	157	123	15	0	138	6	140	0	146	441
0730 - 0745	76	76	0	152	123	9	0	132	11	137	0	148	432
0745 - 0800	78	66	2	146	137	16	0	153	12	159	0	171	470
Hourly Total	289	270	2	**561**	510	53	0	**563**	41	603	0	**644**	**1768**
0800 - 0815	80	97	0	177	106	27	1	134	21	117	0	138	449
0815 - 0830	72	73	1	146	125	38	1	164	12	131	0	143	453
0830 - 0845	70	77	2	149	90	22	0	112	10	113	0	123	384
0845 - 0900	55	79	0	134	91	14	0	105	15	70	0	85	324
Hourly Total	277	326	3	**606**	412	101	2	**515**	58	431	0	**489**	**1610**
Grand Total	566	596	5	**1167**	922	154	2	**1078**	99	1034	0	**1133**	**3378**
Approach %	48.50	51.07	0.43	-	85.53	14.29	0.19	-	8.74	91.26	0.00	-	
Intersection %	16.76	17.64	0.15	34.55	27.29	4.56	0.06	31.91	2.93	30.61	0.00	33.54	
Heavy Vehicle %	2	11	0	**7**	11	10	50	**11**	13	3	-	**4**	**7**
PHF	0.96	0.80	0.38	**0.88**	0.90	0.59	0.50	**0.89**	0.67	0.86	0.00	**0.88**	**0.96**

1600 - 1800 (Weekday 2h Session) (05-01-2024)

All vehicles

	Northbound				Southbound				Eastbound				
	GA-92 Campbellton-Fairburn Rd (South)				GA-92 Campbellton-Fairburn Rd (North)				GA-166 Duncan Memorial Hwy				
TIME	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
1600 - 1615	128	92	0	220	89	32	0	121	11	53	0	64	405
1615 - 1630	131	119	0	250	86	36	0	122	14	76	0	90	462
1630 - 1645	135	131	0	266	136	58	0	194	21	63	0	84	544
1645 - 1700	152	99	0	251	88	42	0	130	16	64	0	80	461
Hourly Total	546	441	0	**987**	399	168	0	**567**	62	256	0	**318**	**1872**
1700 - 1715	155	96	0	251	118	48	0	166	22	66	0	88	505
1715 - 1730	173	103	0	276	99	62	0	161	19	65	0	84	521
1730 - 1745	135	113	0	248	81	42	0	123	23	90	0	113	484
1745 - 1800	140	119	1	260	71	38	0	109	23	75	0	98	467
Hourly Total	603	431	1	**1035**	369	190	0	**559**	87	296	0	**383**	**1977**
Grand Total	1149	872	1	**2022**	768	358	0	**1126**	149	552	0	**701**	**3849**
Approach %	56.82	43.13	0.05	-	68.21	31.79	0.00	-	21.26	78.74	0.00	-	
Intersection %	29.85	22.66	0.03	52.53	19.95	9.30	0.00	29.25	3.87	14.34	0.00	18.21	
Heavy Vehicle %	2	5	0	**3**	10	2	-	**7**	1	4	-	**3**	**4**
PHF	0.89	0.82	0.00	**0.95**	0.81	0.85	0.00	**0.84**	0.89	0.98	0.00	**0.95**	**0.93**

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

South Fulton, GA

Site 1

GA-92 Campbellton-Fairburn Rd (South)
GA-92 Campbellton-Fairburn Rd (North)
GA-166 Duncan Memorial Hwy

Date

Wednesday, May 1, 2024

Lat/Long

33.660356°, -84.675155°
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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				
	GA-92 Campbellton-Fairburn Rd (South)				GA-92 Campbellton-Fairburn Rd (North)				GA-166 Duncan Memorial Hwy				
TIME	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715	48	53	0	101	113	12	0	125	9	166	0	175	401
0715 - 0730	86	64	0	150	116	14	0	130	6	135	0	141	421
0730 - 0745	73	69	0	142	112	9	0	121	8	133	0	141	404
0745 - 0800	75	62	2	139	123	14	0	137	11	155	0	166	442
Hourly Total	282	248	2	**532**	464	49	0	**513**	34	589	0	**623**	**1668**
0800 - 0815	77	84	0	161	92	22	0	114	18	114	0	132	407
0815 - 0830	71	68	1	140	112	34	1	147	11	124	0	135	422
0830 - 0845	68	64	2	134	73	20	0	93	10	109	0	119	346
0845 - 0900	54	69	0	123	75	13	0	88	13	69	0	82	293
Hourly Total	270	285	3	**558**	352	89	1	**442**	52	416	0	**468**	**1468**
Grand Total	552	533	5	**1090**	816	138	1	**955**	86	1005	0	**1091**	**3136**
Approach %	50.64	48.90	0.46	-	85.45	14.45	0.10	-	7.88	92.12	0.00	-	
Intersection %	17.60	17.00	0.16	34.76	26.02	4.40	0.03	30.45	2.74	32.05	0.00	34.79	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				
	GA-92 Campbellton-Fairburn Rd (South)				GA-92 Campbellton-Fairburn Rd (North)				GA-166 Duncan Memorial Hwy				
TIME	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
1600 - 1615	124	85	0	209	78	32	0	110	11	52	0	63	382
1615 - 1630	129	113	0	242	75	35	0	110	14	75	0	89	441
1630 - 1645	132	130	0	262	123	58	0	181	20	59	0	79	522
1645 - 1700	149	92	0	241	80	39	0	119	16	61	0	77	437
Hourly Total	534	420	0	**954**	356	164	0	**520**	61	247	0	**308**	**1782**
1700 - 1715	151	90	0	241	106	48	0	154	22	61	0	83	478
1715 - 1730	172	99	0	271	91	61	0	152	19	63	0	82	505
1730 - 1745	134	108	0	242	77	42	0	119	23	87	0	110	471
1745 - 1800	139	115	1	255	62	37	0	99	22	74	0	96	450
Hourly Total	596	412	1	**1009**	336	188	0	**524**	86	285	0	**371**	**1904**
Grand Total	1130	832	1	**1963**	692	352	0	**1044**	147	532	0	**679**	**3686**
Approach %	57.56	42.38	0.05	-	66.28	33.72	0.00	-	21.65	78.35	0.00	-	
Intersection %	30.66	22.57	0.03	53.26	18.77	9.55	0.00	28.32	3.99	14.43	0.00	18.42	

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

South Fulton, GA

Marr Traffic DATA COLLECTION

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Site 1

GA-92 Campbellton-Fairburn Rd (South)
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Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				
	GA-92 Campbellton-Fairburn Rd (South)				GA-92 Campbellton-Fairburn Rd (North)				GA-166 Duncan Memorial Hwy				
TIME	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715	0	4	0	4	0	1	0	1	3	0	0	3	8
0715 - 0730	0	1	0	1	4	1	0	5	0	4	0	4	10
0730 - 0745	3	2	0	5	7	0	0	7	2	1	0	3	15
0745 - 0800	3	2	0	5	8	2	0	10	1	4	0	5	20
Hourly Total	6	9	0	**15**	19	4	0	**23**	6	9	0	**15**	**53**
0800 - 0815	1	3	0	4	7	5	1	13	3	1	0	4	21
0815 - 0830	1	1	0	2	4	4	0	8	1	5	0	6	16
0830 - 0845	1	2	0	3	5	0	0	5	0	2	0	2	10
0845 - 0900	1	5	0	6	11	1	0	12	0	1	0	1	19
Hourly Total	4	11	0	**15**	27	10	1	**38**	4	9	0	**13**	**66**
Grand Total	10	20	0	**30**	46	14	1	**61**	10	18	0	**28**	**119**
Approach %	33.33	66.67	0.00	-	75.41	22.95	1.64	-	35.71	64.29	0.00	-	
Intersection %	8.40	16.81	0.00	25.21	38.66	11.76	0.84	51.26	8.40	15.13	0.00	23.53	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				
	GA-92 Campbellton-Fairburn Rd (South)				GA-92 Campbellton-Fairburn Rd (North)				GA-166 Duncan Memorial Hwy				
TIME	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
1600 - 1615	3	5	0	8	5	0	0	5	0	1	0	1	14
1615 - 1630	2	1	0	3	3	1	0	4	0	1	0	1	8
1630 - 1645	3	0	0	3	5	0	0	5	0	2	0	2	10
1645 - 1700	1	1	0	2	7	2	0	9	0	3	0	3	14
Hourly Total	9	7	0	**16**	20	3	0	**23**	0	7	0	**7**	**46**
1700 - 1715	3	2	0	5	9	0	0	9	0	4	0	4	18
1715 - 1730	0	3	0	3	3	1	0	4	0	2	0	2	9
1730 - 1745	1	2	0	3	1	0	0	1	0	2	0	2	6
1745 - 1800	1	3	0	4	4	1	0	5	1	1	0	2	11
Hourly Total	5	10	0	**15**	17	2	0	**19**	1	9	0	**10**	**44**
Grand Total	14	17	0	**31**	37	5	0	**42**	1	16	0	**17**	**90**
Approach %	45.16	54.84	0.00	-	88.10	11.90	0.00	-	5.88	94.12	0.00	-	
Intersection %	15.56	18.89	0.00	34.44	41.11	5.56	0.00	46.67	1.11	17.78	0.00	18.89	

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

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Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	GA-92 Campbellton-Fairburn Rd (South)				GA-92 Campbellton-Fairburn Rd (North)				GA-166 Duncan Memorial Hwy				
TIME	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715	1	0	0	1	14	0	0	14	0	1	0	1	16
0715 - 0730	0	6	0	6	3	0	0	3	0	1	0	1	10
0730 - 0745	0	5	0	5	4	0	0	4	1	3	0	4	13
0745 - 0800	0	2	0	2	6	0	0	6	0	0	0	0	8
Hourly Total	1	13	0	**14**	27	0	0	**27**	1	5	0	**6**	**47**
0800 - 0815	2	10	0	12	7	0	0	7	0	2	0	2	21
0815 - 0830	0	4	0	4	9	0	0	9	0	2	0	2	15
0830 - 0845	1	11	0	12	12	2	0	14	0	2	0	2	28
0845 - 0900	0	5	0	5	5	0	0	5	2	0	0	2	12
Hourly Total	3	30	0	**33**	33	2	0	**35**	2	6	0	**8**	**76**
Grand Total	4	43	0	**47**	60	2	0	**62**	3	11	0	**14**	**123**
Approach %	8.51	91.49	0.00	-	96.77	3.23	0.00	-	21.43	78.57	0.00	-	
Intersection %	3.25	34.96	0.00	38.21	48.78	1.63	0.00	50.41	2.44	8.94	0.00	11.38	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	GA-92 Campbellton-Fairburn Rd (South)				GA-92 Campbellton-Fairburn Rd (North)				GA-166 Duncan Memorial Hwy				
TIME	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
1600 - 1615	1	2	0	3	6	0	0	6	0	0	0	0	9
1615 - 1630	0	5	0	5	8	0	0	8	0	0	0	0	13
1630 - 1645	0	1	0	1	8	0	0	8	1	2	0	3	12
1645 - 1700	2	6	0	8	1	1	0	2	0	0	0	0	10
Hourly Total	3	14	0	**17**	23	1	0	**24**	1	2	0	**3**	**44**
1700 - 1715	1	4	0	5	3	0	0	3	0	1	0	1	9
1715 - 1730	1	1	0	2	5	0	0	5	0	0	0	0	7
1730 - 1745	0	3	0	3	3	0	0	3	0	1	0	1	7
1745 - 1800	0	1	0	1	5	0	0	5	0	0	0	0	6
Hourly Total	2	9	0	**11**	16	0	0	**16**	0	2	0	**2**	**29**
Grand Total	5	23	0	**28**	39	1	0	**40**	1	4	0	**5**	**73**
Approach %	17.86	82.14	0.00	-	97.50	2.50	0.00	-	20.00	80.00	0.00	-	
Intersection %	6.85	31.51	0.00	38.36	53.42	1.37	0.00	54.79	1.37	5.48	0.00	6.85	

Classified Turn Movement Count || Bikes

South Fulton, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1

GA-92 Campbellton-Fairburn Rd (South)
GA-92 Campbellton-Fairburn Rd (North)
GA-166 Duncan Memorial Hwy

Date

Wednesday, May 1, 2024

Lat/Long

33.660356°, -84.675155°
Click here for Map

Weather

Fair
74°F
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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Bikes

	Northbound				Southbound				Eastbound				
	GA-92 Campbellton-Fairburn Rd (South)				GA-92 Campbellton-Fairburn Rd (North)				GA-166 Duncan Memorial Hwy				
TIME	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	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) (05-01-2024)

Bikes

	Northbound				Southbound				Eastbound				
	GA-92 Campbellton-Fairburn Rd (South)				GA-92 Campbellton-Fairburn Rd (North)				GA-166 Duncan Memorial Hwy				
TIME	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

South Fulton, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
GA-92 Campbellton-Fairburn Rd (South)
GA-92 Campbellton-Fairburn Rd (North)
GA-166 Duncan Memorial Hwy

Date
Wednesday, May 1, 2024

Lat/Long
33.660356°, -84.675155°
Click here for Map

Weather
Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

All Trucks (4-13)

	Northbound				Southbound				Eastbound				
	GA-92 Campbellton-Fairburn Rd (South)				GA-92 Campbellton-Fairburn Rd (North)				GA-166 Duncan Memorial Hwy				
TIME	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715	1	4	0	5	14	1	0	15	3	1	0	4	24
0715 - 0730	0	7	0	7	7	1	0	8	0	5	0	5	20
0730 - 0745	3	7	0	10	11	0	0	11	3	4	0	7	28
0745 - 0800	3	4	0	7	14	2	0	16	1	4	0	5	28
Hourly Total	7	22	0	**29**	46	4	0	**50**	7	14	0	**21**	**100**
0800 - 0815	3	13	0	16	14	5	1	20	3	3	0	6	42
0815 - 0830	1	5	0	6	13	4	0	17	1	7	0	8	31
0830 - 0845	2	13	0	15	17	2	0	19	0	4	0	4	38
0845 - 0900	1	10	0	11	16	1	0	17	2	1	0	3	31
Hourly Total	7	41	0	**48**	60	12	1	**73**	6	15	0	**21**	**142**
Grand Total	14	63	0	**77**	106	16	1	**123**	13	29	0	**42**	**242**
Approach %	18.18	81.82	0.00	-	86.18	13.01	0.81	-	30.95	69.05	0.00	-	
Intersection %	5.79	26.03	0.00	31.82	43.80	6.61	0.41	50.83	5.37	11.98	0.00	17.36	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

All Trucks (4-13)

	Northbound				Southbound				Eastbound				
	GA-92 Campbellton-Fairburn Rd (South)				GA-92 Campbellton-Fairburn Rd (North)				GA-166 Duncan Memorial Hwy				
TIME	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	Int Total
1600 - 1615	4	7	0	11	11	0	0	11	0	1	0	1	23
1615 - 1630	2	6	0	8	11	1	0	12	0	1	0	1	21
1630 - 1645	3	1	0	4	13	0	0	13	1	4	0	5	22
1645 - 1700	3	7	0	10	8	3	0	11	0	3	0	3	24
Hourly Total	12	21	0	**33**	43	4	0	**47**	1	9	0	**10**	**90**
1700 - 1715	4	6	0	10	12	0	0	12	0	5	0	5	27
1715 - 1730	1	4	0	5	8	1	0	9	0	2	0	2	16
1730 - 1745	1	5	0	6	4	0	0	4	0	3	0	3	13
1745 - 1800	1	4	0	5	9	1	0	10	1	1	0	2	17
Hourly Total	7	19	0	**26**	33	2	0	**35**	1	11	0	**12**	**73**
Grand Total	19	40	0	**59**	76	6	0	**82**	2	20	0	**22**	**163**
Approach %	32.20	67.80	0.00	-	92.68	7.32	0.00	-	9.09	90.91	0.00	-	
Intersection %	11.66	24.54	0.00	36.20	46.63	3.68	0.00	50.31	1.23	12.27	0.00	13.50	

Crosswalk Counts || Pedestrians

South Fulton, GA

Marr Traffic DATA COLLECTION

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Site 1
GA-92 Campbellton-Fairburn Rd (South)
GA-92 Campbellton-Fairburn Rd (North)
GA-166 Duncan Memorial Hwy

Date
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Lat/Long
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Fair
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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Pedestrians

	Northbound			Southbound			Eastbound			
	GA-92 Campbellton-Fairburn Rd (South)			GA-92 Campbellton-Fairburn Rd (North)			GA-166 Duncan Memorial Hwy			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	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) (05-01-2024)

Pedestrians

	Northbound			Southbound			Eastbound			
	GA-92 Campbellton-Fairburn Rd (South)			GA-92 Campbellton-Fairburn Rd (North)			GA-166 Duncan Memorial Hwy			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	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 || Bikes

South Fulton, GA

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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Bikes

	Northbound			Southbound			Eastbound			
	GA-92 Campbellton-Fairburn Rd (South)			GA-92 Campbellton-Fairburn Rd (North)			GA-166 Duncan Memorial Hwy			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	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) (05-01-2024)

Bikes

	Northbound			Southbound			Eastbound			
	GA-92 Campbellton-Fairburn Rd (South)			GA-92 Campbellton-Fairburn Rd (North)			GA-166 Duncan Memorial Hwy			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	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

South Fulton, GA

Marr Traffic DATA COLLECTION

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Site 1
GA-92 Campbellton-Fairburn Rd (South)
GA-92 Campbellton-Fairburn Rd (North)
GA-166 Duncan Memorial Hwy

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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Motorized Vehicles

	Northbound			Southbound			Eastbound			
	GA-92 Campbellton-Fairburn Rd (South)			GA-92 Campbellton-Fairburn Rd (North)			GA-166 Duncan Memorial Hwy			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	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) (05-01-2024)

Motorized Vehicles

	Northbound			Southbound			Eastbound			
	GA-92 Campbellton-Fairburn Rd (South)			GA-92 Campbellton-Fairburn Rd (North)			GA-166 Duncan Memorial Hwy			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	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: 5/1/2024	GA-166 Duncan Memorial Hwy						-92 Campbellton-Fairburn Rd (Sou			-92 Campbellton-Fairburn Rd (No			
	Eastbound			Westbound			Northbound			Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	12	0	167	0	0	0	49	57	0	0	127	13	425
07:15 AM - 07:30 AM	6	0	140	0	0	0	86	71	0	0	123	15	441
07:30 AM - 07:45 AM	11	0	137	0	0	0	76	76	0	0	123	9	432
07:45 AM - 08:00 AM	12	0	159	0	0	0	78	66	0	0	137	16	468
08:00 AM - 08:15 AM	21	0	117	0	0	0	80	97	0	0	106	27	448
08:15 AM - 08:30 AM	12	0	131	0	0	0	72	73	0	0	125	38	451
08:30 AM - 08:45 AM	10	0	113	0	0	0	70	77	0	0	90	22	382
08:45 AM - 09:00 AM	15	0	70	0	0	0	55	79	0	0	91	14	324
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	0	53	0	0	0	128	92	0	0	89	32	405
04:15 PM - 04:30 PM	14	0	76	0	0	0	131	119	0	0	86	36	462
04:30 PM - 04:45 PM	21	0	63	0	0	0	135	131	0	0	136	58	544
04:45 PM - 05:00 PM	16	0	64	0	0	0	152	99	0	0	88	42	461
05:00 PM - 05:15 PM	22	0	66	0	0	0	155	96	0	0	118	48	505
05:15 PM - 05:30 PM	19	0	65	0	0	0	173	103	0	0	99	62	521
05:30 PM - 05:45 PM	23	0	90	0	0	0	135	113	0	0	81	42	484
05:45 PM - 06:00 PM	23	0	75	0	0	0	140	119	0	0	71	38	466
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

Wednesday, May 1, 2024	
Period	0700 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

0730 - 0830

Volume

All vehicles

Time	Northbound GA-92 Campbellton-Fairburn Rd (South)						Southbound GA-92 Campbellton-Fairburn Rd (North)						Eastbound GA-70 Cascade Palmetto Hwy (West)						Westbound GA-70 Cascade Palmetto Hwy (East)						Int Total
	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	
0715 - 0730	5	92	11	-	0	108	65	135	38	-	0	238	49	51	5	-	0	105	9	46	11	-	0	66	517
0730 - 0745	7	86	12	-	0	105	59	108	41	-	0	208	60	79	9	-	0	148	12	51	10	-	0	73	534
0745 - 0800	5	76	13	-	0	94	62	116	56	-	0	234	49	74	6	-	0	129	6	42	13	-	0	61	518
0800 - 0815	5	80	22	-	0	107	39	117	41	-	0	197	63	75	7	-	0	145	10	29	9	-	0	48	497
Total	22	334	58	0	0	414	225	476	176	0	0	877	221	279	27	0	0	527	37	168	43	0	0	248	2066
Approach %	5.31	80.68	14.01	0.00	0.00	-	25.66	54.28	20.07	0.00	0.00	-	41.94	52.94	5.12	0.00	0.00	-	14.92	67.74	17.34	0.00	0.00	-	
PHF	0.79	0.91	0.66	0.00	0.00	**0.96**	0.87	0.88	0.79	0.00	0.00	**0.92**	0.88	0.88	0.75	0.00	0.00	**0.89**	0.77	0.82	0.83	0.00	0.00	**0.85**	**0.97**

Passenger Vehicles (1-3)

Time	Northbound GA-92 Campbellton-Fairburn Rd (South)						Southbound GA-92 Campbellton-Fairburn Rd (North)						Eastbound GA-70 Cascade Palmetto Hwy (West)						Westbound GA-70 Cascade Palmetto Hwy (East)						Int Total
	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	
0715 - 0730	5	86	9	-	0	100	61	130	35	-	0	226	48	47	4	-	0	99	6	36	11	-	0	53	478
0730 - 0745	7	84	12	-	0	103	59	97	37	-	0	193	53	66	9	-	0	128	10	45	9	-	0	64	488
0745 - 0800	5	75	13	-	0	93	62	110	48	-	0	220	45	64	6	-	0	115	5	32	11	-	0	48	476
0800 - 0815	4	70	20	-	0	94	39	110	31	-	0	180	58	70	6	-	0	134	8	24	8	-	0	40	448
Total	21	315	54	0	0	390	221	447	151	0	0	819	204	247	25	0	0	476	29	137	39	0	0	205	1890
Approach %	5.38	80.77	13.85	0.00	0.00	-	26.98	54.58	18.44	0.00	0.00	-	42.86	51.89	5.25	0.00	0.00	-	14.15	66.83	19.02	0.00	0.00	-	
PHF	0.75	0.92	0.68	0.00	0.00	**0.95**	0.89	0.86	0.79	0.00	0.00	**0.91**	0.88	0.88	0.69	0.00	0.00	**0.89**	0.73	0.76	0.89	0.00	0.00	**0.80**	**0.97**

Single Unit Trucks (4-7)

Time	Northbound GA-92 Campbellton-Fairburn Rd (South)						Southbound GA-92 Campbellton-Fairburn Rd (North)						Eastbound GA-70 Cascade Palmetto Hwy (West)						Westbound GA-70 Cascade Palmetto Hwy (East)						Int Total
	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	
0715 - 0730	0	1	1	-	0	2	3	3	2	-	0	8	0	1	0	-	0	1	1	4	0	-	0	5	16
0730 - 0745	0	0	0	-	0	0	0	4	4	-	0	8	4	9	0	-	0	13	1	0	1	-	0	2	23
0745 - 0800	0	1	0	-	0	1	0	2	6	-	0	8	2	3	0	-	0	5	0	3	2	-	0	5	19
0800 - 0815	1	3	2	-	0	6	0	4	4	-	0	8	1	4	0	-	0	5	1	1	0	-	0	2	21
Total	1	5	3	0	0	9	3	13	16	0	0	32	7	17	0	0	0	24	3	8	3	0	0	14	79
Approach %	11.11	55.56	33.33	0.00	0.00	-	9.38	40.63	50.00	0.00	0.00	-	29.17	70.83	0.00	0.00	0.00	-	21.43	57.14	21.43	0.00	0.00	-	
PHF	0.25	0.42	0.38	0.00	0.00	**0.38**	0.25	0.81	0.67	0.00	0.00	**1.00**	0.44	0.47	0.00	0.00	0.00	**0.46**	0.75	0.50	0.38	0.00	0.00	**0.70**	**0.86**

Combination Trucks (8-13)

Time	Northbound GA-92 Campbellton-Fairburn Rd (South)						Southbound GA-92 Campbellton-Fairburn Rd (North)						Eastbound GA-70 Cascade Palmetto Hwy (West)						Westbound GA-70 Cascade Palmetto Hwy (East)						Int Total
	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	
0715 - 0730	0	5	1	-	0	6	1	2	1	-	0	4	1	3	1	-	0	5	2	6	0	-	0	8	23
0730 - 0745	0	2	0	-	0	2	0	7	0	-	0	7	3	4	0	-	0	7	1	6	0	-	0	7	23
0745 - 0800	0	0	0	-	0	0	0	4	2	-	0	6	2	7	0	-	0	9	1	7	0	-	0	8	23
0800 - 0815	0	7	0	-	0	7	0	3	6	-	0	9	4	1	1	-	0	6	1	4	1	-	0	6	28
Total	0	14	1	0	0	15	1	16	9	0	0	26	10	15	2	0	0	27	5	23	1	0	0	29	97
Approach %	0.00	93.33	6.67	0.00	0.00	-	3.85	61.54	34.62	0.00	0.00	-	37.04	55.56	7.41	0.00	0.00	-	17.24	79.31	3.45	0.00	0.00	-	
PHF	0.00	0.50	0.25	0.00	0.00	**0.54**	0.25	0.57	0.38	0.00	0.00	**0.72**	0.63	0.54	0.50	0.00	0.00	**0.75**	0.63	0.82	0.25	0.00	0.00	**0.91**	**0.87**

Bikes

Time	Northbound GA-92 Campbellton-Fairburn Rd (South)						Southbound GA-92 Campbellton-Fairburn Rd (North)						Eastbound GA-70 Cascade Palmetto Hwy (West)						Westbound GA-70 Cascade Palmetto Hwy (East)						Int Total
	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	
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

South Fulton, GA

Click here for Map

Marr Traffic DATA COLLECTION

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Wednesday, May 1, 2024	
Period	1600 - 1800
Peak Hour	1630 - 1730

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	GA-92 Campbellton-Fairburn Rd (South)						GA-92 Campbellton-Fairburn Rd (North)						GA-70 Cascade Palmetto Hwy (West)						GA-70 Cascade Palmetto Hwy (East)						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1630 - 1645	4	138	1	-	0	143	6	91	63	-	0	160	76	40	10	-	0	126	11	82	33	-	0	126	555
1645 - 1700	1	151	4	-	0	156	14	80	52	-	0	146	61	25	2	-	0	88	17	67	35	-	0	119	509
1700 - 1715	0	141	5	-	0	146	17	81	60	-	0	158	44	29	6	-	0	79	10	74	61	-	0	145	528
1715 - 1730	2	150	8	-	0	160	14	79	63	-	0	156	56	33	3	-	0	92	12	56	49	-	0	117	525
Total	7	580	18	0	0	605	51	331	238	0	0	620	237	127	21	0	0	385	50	279	178	0	0	507	2117
Approach %	1.16	95.87	2.98	0.00	0.00	-	8.23	53.39	38.39	0.00	0.00	-	61.56	32.99	5.45	0.00	0.00	-	9.86	55.03	35.11	0.00	0.00	-	
PHF	0.44	0.96	0.56	0.00	0.00	**0.95**	0.75	0.91	0.94	0.00	0.00	**0.97**	0.78	0.79	0.53	0.00	0.00	**0.76**	0.74	0.85	0.73	0.00	0.00	**0.87**	**0.95**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	GA-92 Campbellton-Fairburn Rd (South)						GA-92 Campbellton-Fairburn Rd (North)						GA-70 Cascade Palmetto Hwy (West)						GA-70 Cascade Palmetto Hwy (East)						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1630 - 1645	4	138	0	-	0	142	4	86	54	-	0	144	74	32	9	-	0	115	8	76	32	-	0	116	517
1645 - 1700	1	146	3	-	0	150	13	74	49	-	0	136	57	25	2	-	0	84	13	64	35	-	0	112	482
1700 - 1715	0	134	4	-	0	138	15	71	55	-	0	141	41	27	6	-	0	74	7	69	61	-	0	137	490
1715 - 1730	2	148	7	-	0	157	14	73	59	-	0	146	53	28	3	-	0	84	11	52	49	-	0	112	499
Total	7	566	14	0	0	587	46	304	217	0	0	567	225	112	20	0	0	357	39	261	177	0	0	477	1988
Approach %	1.19	96.42	2.39	0.00	0.00	-	8.11	53.62	38.27	0.00	0.00	-	63.03	31.37	5.60	0.00	0.00	-	8.18	54.72	37.11	0.00	0.00	-	
PHF	0.44	0.96	0.50	0.00	0.00	**0.93**	0.77	0.88	0.92	0.00	0.00	**0.97**	0.76	0.88	0.56	0.00	0.00	**0.78**	0.75	0.86	0.73	0.00	0.00	**0.87**	**0.96**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	GA-92 Campbellton-Fairburn Rd (South)						GA-92 Campbellton-Fairburn Rd (North)						GA-70 Cascade Palmetto Hwy (West)						GA-70 Cascade Palmetto Hwy (East)						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1630 - 1645	0	0	1	-	0	1	1	2	4	-	0	7	2	1	0	-	0	3	0	4	1	-	0	5	16
1645 - 1700	0	0	1	-	0	1	1	6	1	-	0	8	1	0	0	-	0	1	2	3	0	-	0	5	15
1700 - 1715	0	3	1	-	0	4	1	9	3	-	0	13	2	0	0	-	0	2	2	2	0	-	0	4	23
1715 - 1730	0	1	0	-	0	1	0	2	3	-	0	5	2	0	0	-	0	2	0	0	0	-	0	0	8
Total	0	4	3	0	0	7	3	19	11	0	0	33	7	1	0	0	0	8	4	9	1	0	0	14	62
Approach %	0.00	57.14	42.86	0.00	0.00	-	9.09	57.58	33.33	0.00	0.00	-	87.50	12.50	0.00	0.00	0.00	-	28.57	64.29	7.14	0.00	0.00	-	
PHF	0.00	0.33	0.75	0.00	0.00	**0.44**	0.75	0.53	0.69	0.00	0.00	**0.63**	0.88	0.25	0.00	0.00	0.00	**0.67**	0.50	0.56	0.25	0.00	0.00	**0.70**	**0.67**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	GA-92 Campbellton-Fairburn Rd (South)						GA-92 Campbellton-Fairburn Rd (North)						GA-70 Cascade Palmetto Hwy (West)						GA-70 Cascade Palmetto Hwy (East)						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1630 - 1645	0	0	0	-	0	0	1	3	5	-	0	9	0	7	1	-	0	8	3	2	0	-	0	5	22
1645 - 1700	0	5	0	-	0	5	0	0	2	-	0	2	3	0	0	-	0	3	2	0	0	-	0	2	12
1700 - 1715	0	4	0	-	0	4	1	1	2	-	0	4	1	2	0	-	0	3	1	3	0	-	0	4	15
1715 - 1730	0	1	1	-	0	2	0	4	1	-	0	5	1	5	0	-	0	6	1	4	0	-	0	5	18
Total	0	10	1	0	0	11	2	8	10	0	0	20	5	14	1	0	0	20	7	9	0	0	0	16	67
Approach %	0.00	90.91	9.09	0.00	0.00	-	10.00	40.00	50.00	0.00	0.00	-	25.00	70.00	5.00	0.00	0.00	-	43.75	56.25	0.00	0.00	0.00	-	
PHF	0.00	0.50	0.25	0.00	0.00	**0.55**	0.50	0.50	0.50	0.00	0.00	**0.56**	0.42	0.50	0.25	0.00	0.00	**0.63**	0.58	0.56	0.00	0.00	0.00	**0.80**	**0.76**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	GA-92 Campbellton-Fairburn Rd (South)						GA-92 Campbellton-Fairburn Rd (North)						GA-70 Cascade Palmetto Hwy (West)						GA-70 Cascade Palmetto Hwy (East)						
Time	Left 2.1	Thru 2.2	Right 2.3		U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7		U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11		U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total	Int Total
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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South Fulton, GA

Site 2

GA-92 Campbellton-Fairburn Rd (South)
GA-92 Campbellton-Fairburn Rd (North)
GA-70 Cascade Palmetto Hwy (West)
GA-70 Cascade Palmetto Hwy (East)

Date

Wednesday, May 1, 2024

Lat/Long

33.650320°, -84.669789°
Click here for Map

Weather

Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					GA-70 Cascade Palmetto Hwy (West)					GA-70 Cascade Palmetto Hwy (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	60	9	0	69	67	135	46	0	248	32	57	6	0	95	6	19	6	0	31	443
0715 - 0730	5	92	11	0	108	65	135	38	0	238	49	51	5	0	105	9	46	11	0	66	517
0730 - 0745	7	86	12	0	105	59	108	41	0	208	60	79	9	0	148	12	51	10	0	73	534
0745 - 0800	5	76	13	0	94	62	116	56	0	234	49	74	6	0	129	6	42	13	0	61	518
Hourly Total	17	314	45	0	**376**	253	494	181	0	**928**	190	261	26	0	**477**	33	158	40	0	**231**	**2012**
0800 - 0815	5	80	22	0	107	39	117	41	0	197	63	75	7	0	145	10	29	9	0	48	497
0815 - 0830	4	81	13	0	98	53	137	40	0	230	41	75	6	0	122	7	37	13	0	57	507
0830 - 0845	2	76	10	0	88	35	104	53	0	192	49	52	2	0	103	9	36	6	0	51	434
0845 - 0900	4	66	11	0	81	28	95	42	0	165	51	55	4	0	110	6	20	8	0	34	390
Hourly Total	15	303	56	0	**374**	155	453	176	0	**784**	204	257	19	0	**480**	32	122	36	0	**190**	**1828**
Grand Total	32	617	101	0	**750**	408	947	357	0	**1712**	394	518	45	0	**957**	65	280	76	0	**421**	**3840**
Approach %	4.27	82.27	13.47	0.00	-	23.83	55.32	20.85	0.00	-	41.17	54.13	4.70	0.00	-	15.44	66.51	18.05	0.00	-	
Intersection %	0.83	16.07	2.63	0.00	19.53	10.63	24.66	9.30	0.00	44.58	10.26	13.49	1.17	0.00	24.92	1.69	7.29	1.98	0.00	10.96	
Heavy Vehicle %	6	5	14	-	**6**	2	7	15	-	**8**	10	13	7	-	**11**	28	22	5	-	**20**	**10**
PHF	0.79	0.91	0.66	0.00	**0.96**	0.87	0.88	0.79	0.00	**0.92**	0.88	0.88	0.75	0.00	**0.89**	0.77	0.82	0.83	0.00	**0.85**	**0.97**

1600 - 1800 (Weekday 2h Session) (05-01-2024)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					GA-70 Cascade Palmetto Hwy (West)					GA-70 Cascade Palmetto Hwy (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	3	130	9	0	142	17	67	44	0	128	50	39	2	0	91	16	47	21	0	84	445
1615 - 1630	3	144	8	0	155	15	69	51	0	135	52	53	2	0	107	12	78	33	0	123	520
1630 - 1645	4	138	1	0	143	6	91	63	0	160	76	40	10	0	126	11	82	33	0	126	555
1645 - 1700	1	151	4	0	156	14	80	52	0	146	61	25	2	0	88	17	67	35	0	119	509
Hourly Total	11	563	22	0	**596**	52	307	210	0	**569**	239	157	16	0	**412**	56	274	122	0	**452**	**2029**
1700 - 1715	0	141	5	0	146	17	81	60	0	158	44	29	6	0	79	10	74	61	0	145	528
1715 - 1730	2	150	8	0	160	14	79	63	0	156	56	33	3	0	92	12	56	49	0	117	525
1730 - 1745	3	133	8	0	144	23	87	49	0	159	46	28	2	0	76	11	80	51	0	142	521
1745 - 1800	2	144	12	0	158	18	62	52	0	132	65	31	8	0	104	16	61	39	0	116	510
Hourly Total	7	568	33	0	**608**	72	309	224	0	**605**	211	121	19	0	**351**	49	271	200	0	**520**	**2084**
Grand Total	18	1131	55	0	**1204**	124	616	434	0	**1174**	450	278	35	0	**763**	105	545	322	0	**972**	**4113**
Approach %	1.50	93.94	4.57	0.00	-	10.56	52.47	36.97	0.00	-	58.98	36.44	4.59	0.00	-	10.80	56.07	33.13	0.00	-	
Intersection %	0.44	27.50	1.34	0.00	29.27	3.01	14.98	10.55	0.00	28.54	10.94	6.76	0.85	0.00	18.55	2.55	13.25	7.83	0.00	23.63	
Heavy Vehicle %	6	2	35	-	**4**	7	6	10	-	**8**	7	12	6	-	**9**	19	7	1	-	**6**	**6**
PHF	0.44	0.96	0.56	0.00	**0.95**	0.75	0.91	0.94	0.00	**0.97**	0.78	0.79	0.53	0.00	**0.76**	0.74	0.85	0.73	0.00	**0.87**	**0.95**

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

Marr Traffic DATA COLLECTION

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South Fulton, GA

Site 2

GA-92 Campbellton-Fairburn Rd (South)
GA-92 Campbellton-Fairburn Rd (North)
GA-70 Cascade Palmetto Hwy (West)
GA-70 Cascade Palmetto Hwy (East)

Date

Wednesday, May 1, 2024

Lat/Long

33.650320°, -84.669789°
Click here for Map

Weather

Fair
74°F
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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					GA-70 Cascade Palmetto Hwy (West)					GA-70 Cascade Palmetto Hwy (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	57	8	0	65	66	126	41	0	233	30	47	6	0	83	4	15	6	0	25	406
0715 - 0730	5	86	9	0	100	61	130	35	0	226	48	47	4	0	99	6	36	11	0	53	478
0730 - 0745	7	84	12	0	103	59	97	37	0	193	53	66	9	0	128	10	45	9	0	64	488
0745 - 0800	5	75	13	0	93	62	110	48	0	220	45	64	6	0	115	5	32	11	0	48	476
Hourly Total	17	302	42	0	**361**	248	463	161	0	**872**	176	224	25	0	**425**	25	128	37	0	**190**	**1848**
0800 - 0815	4	70	20	0	94	39	110	31	0	180	58	70	6	0	134	8	24	8	0	40	448
0815 - 0830	4	78	10	0	92	52	127	31	0	210	38	66	6	0	110	5	28	13	0	46	458
0830 - 0845	1	72	7	0	80	34	92	45	0	171	38	46	1	0	85	4	26	6	0	36	372
0845 - 0900	4	63	8	0	75	27	86	36	0	149	44	47	4	0	95	5	13	8	0	26	345
Hourly Total	13	283	45	0	**341**	152	415	143	0	**710**	178	229	17	0	**424**	22	91	35	0	**148**	**1623**
Grand Total	30	585	87	0	**702**	400	878	304	0	**1582**	354	453	42	0	**849**	47	219	72	0	**338**	**3471**
Approach %	4.27	83.33	12.39	0.00	-	25.28	55.50	19.22	0.00	-	41.70	53.36	4.95	0.00	-	13.91	64.79	21.30	0.00	-	
Intersection %	0.86	16.85	2.51	0.00	20.22	11.52	25.30	8.76	0.00	45.58	10.20	13.05	1.21	0.00	24.46	1.35	6.31	2.07	0.00	9.74	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					GA-70 Cascade Palmetto Hwy (West)					GA-70 Cascade Palmetto Hwy (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	3	129	8	0	140	16	62	38	0	116	40	36	2	0	78	12	43	20	0	75	409
1615 - 1630	2	139	7	0	148	14	67	42	0	123	49	43	2	0	94	10	71	33	0	114	479
1630 - 1645	4	138	0	0	142	4	86	54	0	144	74	32	9	0	115	8	76	32	0	116	517
1645 - 1700	1	146	3	0	150	13	74	49	0	136	57	25	2	0	84	13	64	35	0	112	482
Hourly Total	10	552	18	0	**580**	47	289	183	0	**519**	220	136	15	0	**371**	43	254	120	0	**417**	**1887**
1700 - 1715	0	134	4	0	138	15	71	55	0	141	41	27	6	0	74	7	69	61	0	137	490
1715 - 1730	2	148	7	0	157	14	73	59	0	146	53	28	3	0	84	11	52	49	0	112	499
1730 - 1745	3	130	1	0	134	21	86	45	0	152	43	26	2	0	71	9	77	51	0	137	494
1745 - 1800	2	143	6	0	151	18	57	48	0	123	62	28	7	0	97	15	55	39	0	109	480
Hourly Total	7	555	18	0	**580**	68	287	207	0	**562**	199	109	18	0	**326**	42	253	200	0	**495**	**1963**
Grand Total	17	1107	36	0	**1160**	115	576	390	0	**1081**	419	245	33	0	**697**	85	507	320	0	**912**	**3850**
Approach %	1.47	95.43	3.10	0.00	-	10.64	53.28	36.08	0.00	-	60.11	35.15	4.73	0.00	-	9.32	55.59	35.09	0.00	-	
Intersection %	0.44	28.75	0.94	0.00	30.13	2.99	14.96	10.13	0.00	28.08	10.88	6.36	0.86	0.00	18.10	2.21	13.17	8.31	0.00	23.69	

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

Marr Traffic DATA COLLECTION

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South Fulton, GA

Site 2

GA-92 Campbellton-Fairburn Rd (South)
GA-92 Campbellton-Fairburn Rd (North)
GA-70 Cascade Palmetto Hwy (West)
GA-70 Cascade Palmetto Hwy (East)

Date

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Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					GA-70 Cascade Palmetto Hwy (West)					GA-70 Cascade Palmetto Hwy (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	2	1	0	3	0	0	0	0	0	2	8	0	0	10	2	4	0	0	6	19
0715 - 0730	0	1	1	0	2	3	3	2	0	8	0	1	0	0	1	1	4	0	0	5	16
0730 - 0745	0	0	0	0	0	0	4	4	0	8	4	9	0	0	13	1	0	1	0	2	23
0745 - 0800	0	1	0	0	1	0	2	6	0	8	2	3	0	0	5	0	3	2	0	5	19
Hourly Total	0	4	2	0	**6**	3	9	12	0	**24**	8	21	0	0	**29**	4	11	3	0	**18**	**77**
0800 - 0815	1	3	2	0	6	0	4	4	0	8	1	4	0	0	5	1	1	0	0	2	21
0815 - 0830	0	1	1	0	2	1	3	5	0	9	1	3	0	0	4	1	5	0	0	6	21
0830 - 0845	0	0	2	0	2	0	3	4	0	7	3	2	0	0	5	4	2	0	0	6	20
0845 - 0900	0	1	0	0	1	1	6	4	0	11	4	4	0	0	8	0	4	0	0	4	24
Hourly Total	1	5	5	0	**11**	2	16	17	0	**35**	9	13	0	0	**22**	6	12	0	0	**18**	**86**
Grand Total	1	9	7	0	**17**	5	25	29	0	**59**	17	34	0	0	**51**	10	23	3	0	**36**	**163**
Approach %	5.88	52.94	41.18	0.00	-	8.47	42.37	49.15	0.00	-	33.33	66.67	0.00	0.00	-	27.78	63.89	8.33	0.00	-	
Intersection %	0.61	5.52	4.29	0.00	10.43	3.07	15.34	17.79	0.00	36.20	10.43	20.86	0.00	0.00	31.29	6.13	14.11	1.84	0.00	22.09	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					GA-70 Cascade Palmetto Hwy (West)					GA-70 Cascade Palmetto Hwy (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	0	0	1	1	1	4	0	6	6	0	0	0	6	2	0	1	0	3	16
1615 - 1630	1	0	0	0	1	1	0	3	0	4	3	3	0	0	6	2	5	0	0	7	18
1630 - 1645	0	0	1	0	1	1	2	4	0	7	2	1	0	0	3	0	4	1	0	5	16
1645 - 1700	0	0	1	0	1	1	6	1	0	8	1	0	0	0	1	2	3	0	0	5	15
Hourly Total	1	1	2	0	**4**	4	9	12	0	**25**	12	4	0	0	**16**	6	12	2	0	**20**	**65**
1700 - 1715	0	3	1	0	4	1	9	3	0	13	2	0	0	0	2	2	2	0	0	4	23
1715 - 1730	0	1	0	0	1	0	2	3	0	5	2	0	0	0	2	0	0	0	0	0	8
1730 - 1745	0	3	1	0	4	1	1	1	0	3	0	0	0	0	0	1	2	0	0	3	10
1745 - 1800	0	0	1	0	1	0	3	1	0	4	3	0	1	0	4	0	3	0	0	3	12
Hourly Total	0	7	3	0	**10**	2	15	8	0	**25**	7	0	1	0	**8**	3	7	0	0	**10**	**53**
Grand Total	1	8	5	0	**14**	6	24	20	0	**50**	19	4	1	0	**24**	9	19	2	0	**30**	**118**
Approach %	7.14	57.14	35.71	0.00	-	12.00	48.00	40.00	0.00	-	79.17	16.67	4.17	0.00	-	30.00	63.33	6.67	0.00	-	
Intersection %	0.85	6.78	4.24	0.00	11.86	5.08	20.34	16.95	0.00	42.37	16.10	3.39	0.85	0.00	20.34	7.63	16.10	1.69	0.00	25.42	

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

Marr Traffic DATA COLLECTION

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South Fulton, GA

Site 2

GA-92 Campbellton-Fairburn Rd (South)
GA-92 Campbellton-Fairburn Rd (North)
GA-70 Cascade Palmetto Hwy (West)
GA-70 Cascade Palmetto Hwy (East)

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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					GA-70 Cascade Palmetto Hwy (West)					GA-70 Cascade Palmetto Hwy (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	9	5	0	15	0	2	0	0	2	0	0	0	0	0	18
0715 - 0730	0	5	1	0	6	1	2	1	0	4	1	3	1	0	5	2	6	0	0	8	23
0730 - 0745	0	2	0	0	2	0	7	0	0	7	3	4	0	0	7	1	6	0	0	7	23
0745 - 0800	0	0	0	0	0	0	4	2	0	6	2	7	0	0	9	1	7	0	0	8	23
Hourly Total	0	8	1	0	**9**	2	22	8	0	**32**	6	16	1	0	**23**	4	19	0	0	**23**	**87**
0800 - 0815	0	7	0	0	7	0	3	6	0	9	4	1	1	0	6	1	4	1	0	6	28
0815 - 0830	0	2	2	0	4	0	7	4	0	11	2	6	0	0	8	1	4	0	0	5	28
0830 - 0845	1	4	1	0	6	1	9	4	0	14	8	4	1	0	13	1	8	0	0	9	42
0845 - 0900	0	2	3	0	5	0	3	2	0	5	3	4	0	0	7	1	3	0	0	4	21
Hourly Total	1	15	6	0	**22**	1	22	16	0	**39**	17	15	2	0	**34**	4	19	1	0	**24**	**119**
Grand Total	1	23	7	0	**31**	3	44	24	0	**71**	23	31	3	0	**57**	8	38	1	0	**47**	**206**
Approach %	3.23	74.19	22.58	0.00	-	4.23	61.97	33.80	0.00	-	40.35	54.39	5.26	0.00	-	17.02	80.85	2.13	0.00	-	
Intersection %	0.49	11.17	3.40	0.00	15.05	1.46	21.36	11.65	0.00	34.47	11.17	15.05	1.46	0.00	27.67	3.88	18.45	0.49	0.00	22.82	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					GA-70 Cascade Palmetto Hwy (West)					GA-70 Cascade Palmetto Hwy (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	1	0	1	0	4	2	0	6	4	3	0	0	7	2	4	0	0	6	20
1615 - 1630	0	5	1	0	6	0	2	6	0	8	0	7	0	0	7	0	2	0	0	2	23
1630 - 1645	0	0	0	0	0	1	3	5	0	9	0	7	1	0	8	3	2	0	0	5	22
1645 - 1700	0	5	0	0	5	0	0	2	0	2	3	0	0	0	3	2	0	0	0	2	12
Hourly Total	0	10	2	0	**12**	1	9	15	0	**25**	7	17	1	0	**25**	7	8	0	0	**15**	**77**
1700 - 1715	0	4	0	0	4	1	1	2	0	4	1	2	0	0	3	1	3	0	0	4	15
1715 - 1730	0	1	1	0	2	0	4	1	0	5	1	5	0	0	6	1	4	0	0	5	18
1730 - 1745	0	0	6	0	6	1	0	3	0	4	3	2	0	0	5	1	1	0	0	2	17
1745 - 1800	0	1	5	0	6	0	2	3	0	5	0	3	0	0	3	1	3	0	0	4	18
Hourly Total	0	6	12	0	**18**	2	7	9	0	**18**	5	12	0	0	**17**	4	11	0	0	**15**	**68**
Grand Total	0	16	14	0	**30**	3	16	24	0	**43**	12	29	1	0	**42**	11	19	0	0	**30**	**145**
Approach %	0.00	53.33	46.67	0.00	-	6.98	37.21	55.81	0.00	-	28.57	69.05	2.38	0.00	-	36.67	63.33	0.00	0.00	-	
Intersection %	0.00	11.03	9.66	0.00	20.69	2.07	11.03	16.55	0.00	29.66	8.28	20.00	0.69	0.00	28.97	7.59	13.10	0.00	0.00	20.69	

Classified Turn Movement Count || Bikes

South Fulton, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 2

GA-92 Campbellton-Fairburn Rd (South)
GA-92 Campbellton-Fairburn Rd (North)
GA-70 Cascade Palmetto Hwy (West)
GA-70 Cascade Palmetto Hwy (East)

Date

Wednesday, May 1, 2024

Lat/Long

33.650320°, -84.669789°
Click here for Map

Weather

Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					GA-70 Cascade Palmetto Hwy (West)					GA-70 Cascade Palmetto Hwy (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) (05-01-2024)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					GA-70 Cascade Palmetto Hwy (West)					GA-70 Cascade Palmetto Hwy (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 || All Trucks (4-13)

South Fulton, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 2

GA-92 Campbellton-Fairburn Rd (South)
GA-92 Campbellton-Fairburn Rd (North)
GA-70 Cascade Palmetto Hwy (West)
GA-70 Cascade Palmetto Hwy (East)

Date

Wednesday, May 1, 2024

Lat/Long

33.650320°, -84.669789°
Click here for Map

Weather

Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					GA-70 Cascade Palmetto Hwy (West)					GA-70 Cascade Palmetto Hwy (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	3	1	0	4	1	9	5	0	15	2	10	0	0	12	2	4	0	0	6	37
0715 - 0730	0	6	2	0	8	4	5	3	0	12	1	4	1	0	6	3	10	0	0	13	39
0730 - 0745	0	2	0	0	2	0	11	4	0	15	7	13	0	0	20	2	6	1	0	9	46
0745 - 0800	0	1	0	0	1	0	6	8	0	14	4	10	0	0	14	1	10	2	0	13	42
Hourly Total	0	12	3	0	**15**	5	31	20	0	**56**	14	37	1	0	**52**	8	30	3	0	**41**	**164**
0800 - 0815	1	10	2	0	13	0	7	10	0	17	5	5	1	0	11	2	5	1	0	8	49
0815 - 0830	0	3	3	0	6	1	10	9	0	20	3	9	0	0	12	2	9	0	0	11	49
0830 - 0845	1	4	3	0	8	1	12	8	0	21	11	6	1	0	18	5	10	0	0	15	62
0845 - 0900	0	3	3	0	6	1	9	6	0	16	7	8	0	0	15	1	7	0	0	8	45
Hourly Total	2	20	11	0	**33**	3	38	33	0	**74**	26	28	2	0	**56**	10	31	1	0	**42**	**205**
Grand Total	2	32	14	0	**48**	8	69	53	0	**130**	40	65	3	0	**108**	18	61	4	0	**83**	**369**
Approach %	4.17	66.67	29.17	0.00	-	6.15	53.08	40.77	0.00	-	37.04	60.19	2.78	0.00	-	21.69	73.49	4.82	0.00	-	
Intersection %	0.54	8.67	3.79	0.00	13.01	2.17	18.70	14.36	0.00	35.23	10.84	17.62	0.81	0.00	29.27	4.88	16.53	1.08	0.00	22.49	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					GA-70 Cascade Palmetto Hwy (West)					GA-70 Cascade Palmetto Hwy (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	1	0	2	1	5	6	0	12	10	3	0	0	13	4	4	1	0	9	36
1615 - 1630	1	5	1	0	7	1	2	9	0	12	3	10	0	0	13	2	7	0	0	9	41
1630 - 1645	0	0	1	0	1	2	5	9	0	16	2	8	1	0	11	3	6	1	0	10	38
1645 - 1700	0	5	1	0	6	1	6	3	0	10	4	0	0	0	4	4	3	0	0	7	27
Hourly Total	1	11	4	0	**16**	5	18	27	0	**50**	19	21	1	0	**41**	13	20	2	0	**35**	**142**
1700 - 1715	0	7	1	0	8	2	10	5	0	17	3	2	0	0	5	3	5	0	0	8	38
1715 - 1730	0	2	1	0	3	0	6	4	0	10	3	5	0	0	8	1	4	0	0	5	26
1730 - 1745	0	3	7	0	10	2	1	4	0	7	3	2	0	0	5	2	3	0	0	5	27
1745 - 1800	0	1	6	0	7	0	5	4	0	9	3	3	1	0	7	1	6	0	0	7	30
Hourly Total	0	13	15	0	**28**	4	22	17	0	**43**	12	12	1	0	**25**	7	18	0	0	**25**	**121**
Grand Total	1	24	19	0	**44**	9	40	44	0	**93**	31	33	2	0	**66**	20	38	2	0	**60**	**263**
Approach %	2.27	54.55	43.18	0.00	-	9.68	43.01	47.31	0.00	-	46.97	50.00	3.03	0.00	-	33.33	63.33	3.33	0.00	-	
Intersection %	0.38	9.13	7.22	0.00	16.73	3.42	15.21	16.73	0.00	35.36	11.79	12.55	0.76	0.00	25.10	7.60	14.45	0.76	0.00	22.81	

Crosswalk Counts || Pedestrians

South Fulton, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 2
GA-92 Campbellton-Fairburn Rd (South)
GA-92 Campbellton-Fairburn Rd (North)
GA-70 Cascade Palmetto Hwy (West)
GA-70 Cascade Palmetto Hwy (East)

Date
Wednesday, May 1, 2024

Lat/Long
33.650320°, -84.669789°
Click here for Map

Weather
Fair
74°F
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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-92 Campbellton-Fairburn Rd (South)			GA-92 Campbellton-Fairburn Rd (North)			GA-70 Cascade Palmetto Hwy (West)			GA-70 Cascade Palmetto Hwy (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	1	0	1	0	0	0	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**	**1**
Approach %	0.00	0.00	-	0.00	0.00	-	100.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-92 Campbellton-Fairburn Rd (South)			GA-92 Campbellton-Fairburn Rd (North)			GA-70 Cascade Palmetto Hwy (West)			GA-70 Cascade Palmetto Hwy (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 || Bikes

South Fulton, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 2
GA-92 Campbellton-Fairburn Rd (South)
GA-92 Campbellton-Fairburn Rd (North)
GA-70 Cascade Palmetto Hwy (West)
GA-70 Cascade Palmetto Hwy (East)

Date
Wednesday, May 1, 2024

Lat/Long
33.650320°, -84.669789°
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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	GA-92 Campbellton-Fairburn Rd (South)			GA-92 Campbellton-Fairburn Rd (North)			GA-70 Cascade Palmetto Hwy (West)			GA-70 Cascade Palmetto Hwy (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) (05-01-2024)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	GA-92 Campbellton-Fairburn Rd (South)			GA-92 Campbellton-Fairburn Rd (North)			GA-70 Cascade Palmetto Hwy (West)			GA-70 Cascade Palmetto Hwy (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

South Fulton, GA

Marr Traffic DATA COLLECTION

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Site 2
GA-92 Campbellton-Fairburn Rd (South)
GA-92 Campbellton-Fairburn Rd (North)
GA-70 Cascade Palmetto Hwy (West)
GA-70 Cascade Palmetto Hwy (East)

Date
Wednesday, May 1, 2024

Lat/Long
33.650320°, -84.669789°
Click here for Map

Weather
Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-92 Campbellton-Fairburn Rd (South)			GA-92 Campbellton-Fairburn Rd (North)			GA-70 Cascade Palmetto Hwy (West)			GA-70 Cascade Palmetto Hwy (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) (05-01-2024)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-92 Campbellton-Fairburn Rd (South)			GA-92 Campbellton-Fairburn Rd (North)			GA-70 Cascade Palmetto Hwy (West)			GA-70 Cascade Palmetto Hwy (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: 5/1/2024	A-70 Cascade Palmetto Hwy (We			A-70 Cascade Palmetto Hwy (Eas			92 Campbellton-Fairburn Rd (Sou			92 Campbellton-Fairburn Rd (No			
	Eastbound			Westbound			Northbound			Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	32	57	6	6	19	6	0	60	9	67	135	46	443
07:15 AM - 07:30 AM	49	51	5	9	46	11	5	92	11	65	135	38	517
07:30 AM - 07:45 AM	60	79	9	12	51	10	7	86	12	59	108	41	534
07:45 AM - 08:00 AM	49	74	6	6	42	13	5	76	13	62	116	56	518
08:00 AM - 08:15 AM	63	75	7	10	29	9	5	80	22	39	117	41	497
08:15 AM - 08:30 AM	41	75	6	7	37	13	4	81	13	53	137	40	507
08:30 AM - 08:45 AM	49	52	2	9	36	6	2	76	10	35	104	53	434
08:45 AM - 09:00 AM	51	55	4	6	20	8	4	66	11	28	95	42	390
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	50	39	2	16	47	21	3	130	9	17	67	44	445
04:15 PM - 04:30 PM	52	53	2	12	78	33	3	144	8	15	69	51	520
04:30 PM - 04:45 PM	76	40	10	11	82	33	4	138	1	6	91	63	555
04:45 PM - 05:00 PM	61	25	2	17	67	35	1	151	4	14	80	52	509
05:00 PM - 05:15 PM	44	29	6	10	74	61	0	141	5	17	81	60	528
05:15 PM - 05:30 PM	56	33	3	12	56	49	2	150	8	14	79	63	525
05:30 PM - 05:45 PM	46	28	2	11	80	51	3	133	8	23	87	49	521
05:45 PM - 06:00 PM	65	31	8	16	61	39	2	144	12	18	62	52	510
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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Wednesday, May 1, 2024	
Period	0700 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

0730 - 0830

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	GA-92 Campbellton-Fairburn Rd (South)						GA-92 Campbellton-Fairburn Rd (North)						Ridge Rd						Butner Rd						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
0715 - 0730	6	88	6	-	0	100	23	130	2	-	0	155	3	14	7	-	0	24	17	6	14	-	0	37	316
0730 - 0745	17	77	8	-	0	102	15	116	8	-	0	139	8	11	7	-	0	26	14	15	4	-	0	33	300
0745 - 0800	20	80	8	-	0	108	15	113	9	-	0	137	7	12	13	-	0	32	5	19	11	-	0	35	312
0800 - 0815	14	85	14	-	0	113	14	109	6	-	0	129	8	18	17	-	0	43	18	17	14	-	0	49	334
Total	57	330	36	0	0	423	67	468	25	0	0	560	26	55	44	0	0	125	54	57	43	0	0	154	1262
Approach %	13.48	78.01	8.51	0.00	0.00	-	11.96	83.57	4.46	0.00	0.00	-	20.80	44.00	35.20	0.00	0.00	-	35.06	37.01	27.92	0.00	0.00	-	
PHF	0.71	0.94	0.64	0.00	0.00	**0.94**	0.73	0.90	0.69	0.00	0.00	**0.90**	0.81	0.76	0.65	0.00	0.00	**0.73**	0.75	0.75	0.77	0.00	0.00	**0.79**	**0.94**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	GA-92 Campbellton-Fairburn Rd (South)						GA-92 Campbellton-Fairburn Rd (North)						Ridge Rd						Butner Rd						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
0715 - 0730	6	80	6	-	0	92	23	121	2	-	0	146	3	13	6	-	0	22	15	6	14	-	0	35	295
0730 - 0745	15	75	8	-	0	98	15	103	8	-	0	126	8	10	7	-	0	25	14	15	4	-	0	33	282
0745 - 0800	19	80	8	-	0	107	15	107	8	-	0	130	7	10	12	-	0	29	4	16	10	-	0	30	296
0800 - 0815	14	73	14	-	0	101	13	100	6	-	0	119	7	16	17	-	0	40	17	16	14	-	0	47	307
Total	54	308	36	0	0	398	66	431	24	0	0	521	25	49	42	0	0	116	50	53	42	0	0	145	1180
Approach %	13.57	77.39	9.05	0.00	0.00	-	12.67	82.73	4.61	0.00	0.00	-	21.55	42.24	36.21	0.00	0.00	-	34.48	36.55	28.97	0.00	0.00	-	
PHF	0.71	0.96	0.64	0.00	0.00	**0.93**	0.72	0.89	0.75	0.00	0.00	**0.89**	0.78	0.77	0.62	0.00	0.00	**0.73**	0.74	0.83	0.75	0.00	0.00	**0.77**	**0.96**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	GA-92 Campbellton-Fairburn Rd (South)						GA-92 Campbellton-Fairburn Rd (North)						Ridge Rd						Butner Rd						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
0715 - 0730	0	2	0	-	0	2	0	4	0	-	0	4	0	1	1	-	0	2	2	0	0	-	0	2	10
0730 - 0745	2	0	0	-	0	2	0	5	0	-	0	5	0	1	0	-	0	1	0	0	0	-	0	0	8
0745 - 0800	1	0	0	-	0	1	0	1	1	-	0	2	0	2	1	-	0	3	1	3	1	-	0	5	11
0800 - 0815	0	5	0	-	0	5	1	4	0	-	0	5	1	2	0	-	0	3	1	1	0	-	0	2	15
Total	3	7	0	0	0	10	1	14	1	0	0	16	1	6	2	0	0	9	4	4	1	0	0	9	44
Approach %	30.00	70.00	0.00	0.00	0.00	-	6.25	87.50	6.25	0.00	0.00	-	11.11	66.67	22.22	0.00	0.00	-	44.44	44.44	11.11	0.00	0.00	-	
PHF	0.38	0.35	0.00	0.00	0.00	**0.50**	0.25	0.70	0.25	0.00	0.00	**0.80**	0.25	0.75	0.50	0.00	0.00	**0.75**	0.50	0.33	0.25	0.00	0.00	**0.45**	**0.73**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	GA-92 Campbellton-Fairburn Rd (South)						GA-92 Campbellton-Fairburn Rd (North)						Ridge Rd						Butner Rd						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
0715 - 0730	0	6	0	-	0	6	0	5	0	-	0	5	0	0	0	-	0	0	0	0	0	-	0	0	11
0730 - 0745	0	2	0	-	0	2	0	8	0	-	0	8	0	0	0	-	0	0	0	0	0	-	0	0	10
0745 - 0800	0	0	0	-	0	0	0	5	0	-	0	5	0	0	0	-	0	0	0	0	0	-	0	0	5
0800 - 0815	0	7	0	-	0	7	0	5	0	-	0	5	0	0	0	-	0	0	0	0	0	-	0	0	12
Total	0	15	0	0	0	15	0	23	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	38
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.54	0.00	0.00	0.00	**0.54**	0.00	0.72	0.00	0.00	0.00	**0.72**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.79**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	GA-92 Campbellton-Fairburn Rd (South)						GA-92 Campbellton-Fairburn Rd (North)						Ridge Rd						Butner Rd						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

South Fulton, GA

Click here for Map

Marr Traffic DATA COLLECTION

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Wednesday, May 1, 2024	
Period	1600 - 1800
Peak Hour	1630 - 1730

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	GA-92 Campbellton-Fairburn Rd (South)						GA-92 Campbellton-Fairburn Rd (North)						Ridge Rd						Butner Rd						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1630 - 1645	14	154	5	-	0	173	13	83	7	-	0	103	8	11	7	-	0	26	7	19	16	-	0	42	344
1645 - 1700	10	139	9	-	0	158	9	99	5	-	0	113	5	16	6	-	0	27	20	7	16	-	0	43	341
1700 - 1715	9	139	9	-	0	157	7	90	1	-	0	98	4	6	3	-	0	13	14	14	17	-	0	45	313
1715 - 1730	8	140	8	-	0	156	7	78	2	-	0	87	1	14	8	-	0	23	17	16	20	-	0	53	319
Total	41	572	31	0	0	644	36	350	15	0	0	401	18	47	24	0	0	89	58	56	69	0	0	183	1317
Approach %	6.37	88.82	4.81	0.00	0.00	-	8.98	87.28	3.74	0.00	0.00	-	20.22	52.81	26.97	0.00	0.00	-	31.69	30.60	37.70	0.00	0.00	-	
PHF	0.73	0.93	0.86	0.00	0.00	**0.93**	0.69	0.88	0.54	0.00	0.00	**0.89**	0.56	0.73	0.75	0.00	0.00	**0.82**	0.73	0.74	0.86	0.00	0.00	**0.86**	**0.96**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	GA-92 Campbellton-Fairburn Rd (South)						GA-92 Campbellton-Fairburn Rd (North)						Ridge Rd						Butner Rd						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1630 - 1645	13	154	4	-	0	171	13	74	7	-	0	94	7	9	7	-	0	23	6	18	16	-	0	40	328
1645 - 1700	10	132	8	-	0	150	9	89	5	-	0	103	5	16	6	-	0	27	16	7	16	-	0	39	319
1700 - 1715	9	131	9	-	0	149	6	78	1	-	0	85	4	6	3	-	0	13	13	12	17	-	0	42	289
1715 - 1730	8	138	7	-	0	153	7	71	2	-	0	80	1	14	8	-	0	23	16	15	20	-	0	51	307
Total	40	555	28	0	0	623	35	312	15	0	0	362	17	45	24	0	0	86	51	52	69	0	0	172	1243
Approach %	6.42	89.09	4.49	0.00	0.00	-	9.67	86.19	4.14	0.00	0.00	-	19.77	52.33	27.91	0.00	0.00	-	29.65	30.23	40.12	0.00	0.00	-	
PHF	0.77	0.90	0.78	0.00	0.00	**0.91**	0.67	0.88	0.54	0.00	0.00	**0.88**	0.61	0.70	0.75	0.00	0.00	**0.80**	0.80	0.72	0.86	0.00	0.00	**0.84**	**0.95**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	GA-92 Campbellton-Fairburn Rd (South)						GA-92 Campbellton-Fairburn Rd (North)						Ridge Rd						Butner Rd						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1630 - 1645	1	0	1	-	0	2	0	2	0	-	0	2	1	2	0	-	0	3	1	1	0	-	0	2	9
1645 - 1700	0	2	1	-	0	3	0	8	0	-	0	8	0	0	0	-	0	0	4	0	0	-	0	4	15
1700 - 1715	0	4	0	-	0	4	1	10	0	-	0	11	0	0	0	-	0	0	1	2	0	-	0	3	18
1715 - 1730	0	0	1	-	0	1	0	2	0	-	0	2	0	0	0	-	0	0	1	1	0	-	0	2	5
Total	1	6	3	0	0	10	1	22	0	0	0	23	1	2	0	0	0	3	7	4	0	0	0	11	47
Approach %	10.00	60.00	30.00	0.00	0.00	-	4.35	95.65	0.00	0.00	0.00	-	33.33	66.67	0.00	0.00	0.00	-	63.64	36.36	0.00	0.00	0.00	-	
PHF	0.25	0.38	0.75	0.00	0.00	**0.63**	0.25	0.55	0.00	0.00	0.00	**0.52**	0.25	0.25	0.00	0.00	0.00	**0.25**	0.44	0.50	0.00	0.00	0.00	**0.69**	**0.65**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	GA-92 Campbellton-Fairburn Rd (South)						GA-92 Campbellton-Fairburn Rd (North)						Ridge Rd						Butner Rd						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1630 - 1645	0	0	0	-	0	0	0	7	0	-	0	7	0	0	0	-	0	0	0	0	0	-	0	0	7
1645 - 1700	0	5	0	-	0	5	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	7
1700 - 1715	0	4	0	-	0	4	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	6
1715 - 1730	0	2	0	-	0	2	0	5	0	-	0	5	0	0	0	-	0	0	0	0	0	-	0	0	7
Total	0	11	0	0	0	11	0	16	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	27
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.55	0.00	0.00	0.00	**0.55**	0.00	0.57	0.00	0.00	0.00	**0.57**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.96**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	GA-92 Campbellton-Fairburn Rd (South)						GA-92 Campbellton-Fairburn Rd (North)						Ridge Rd						Butner Rd						
Time	Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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South Fulton, GA

Site 3

GA-92 Campbellton-Fairburn Rd (South)
GA-92 Campbellton-Fairburn Rd (North)
Ridge Rd
Butner Rd

Date

Wednesday, May 1, 2024

Lat/Long

33.640685°, -84.640199°
Click here for Map

Weather

Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					Ridge Rd					Butner Rd					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	2	64	8	0	74	17	127	1	0	145	6	6	4	0	16	11	7	3	0	21	256
0715 - 0730	6	88	6	0	100	23	130	2	0	155	3	14	7	0	24	17	6	14	0	37	316
0730 - 0745	17	77	8	0	102	15	116	8	0	139	8	11	7	0	26	14	15	4	0	33	300
0745 - 0800	20	80	8	0	108	15	113	9	0	137	7	12	13	0	32	5	19	11	0	35	312
Hourly Total	45	309	30	0	**384**	70	486	20	0	**576**	24	43	31	0	**98**	47	47	32	0	**126**	**1184**
0800 - 0815	14	85	14	0	113	14	109	6	0	129	8	18	17	0	43	18	17	14	0	49	334
0815 - 0830	6	95	3	0	104	21	111	9	0	141	1	18	11	0	30	11	7	7	0	25	300
0830 - 0845	14	65	4	0	83	9	121	2	0	132	3	4	5	0	12	13	5	7	0	25	252
0845 - 0900	7	76	5	0	88	10	95	2	0	107	2	7	9	0	18	7	6	7	0	20	233
Hourly Total	41	321	26	0	**388**	54	436	19	0	**509**	14	47	42	0	**103**	49	35	35	0	**119**	**1119**
Grand Total	86	630	56	0	**772**	124	922	39	0	**1085**	38	90	73	0	**201**	96	82	67	0	**245**	**2303**
Approach %	11.14	81.61	7.25	0.00	-	11.43	84.98	3.59	0.00	-	18.91	44.78	36.32	0.00	-	39.18	33.47	27.35	0.00	-	
Intersection %	3.73	27.36	2.43	0.00	33.52	5.38	40.03	1.69	0.00	47.11	1.65	3.91	3.17	0.00	8.73	4.17	3.56	2.91	0.00	10.64	
Heavy Vehicle %	6	7	2	-	**7**	2	9	3	-	**8**	3	9	7	-	**7**	6	5	1	-	**4**	**7**
PHF	0.71	0.94	0.64	0.00	**0.94**	0.73	0.90	0.69	0.00	**0.90**	0.81	0.76	0.65	0.00	**0.73**	0.75	0.75	0.77	0.00	**0.79**	**0.94**

1600 - 1800 (Weekday 2h Session) (05-01-2024)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					Ridge Rd					Butner Rd					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1600 - 1615	13	129	11	0	153	4	74	2	0	80	8	5	9	0	22	14	7	6	0	27	282
1615 - 1630	13	138	4	0	155	9	62	5	0	76	3	13	3	0	19	21	8	12	0	41	291
1630 - 1645	14	154	5	0	173	13	83	7	0	103	8	11	7	0	26	7	19	16	0	42	344
1645 - 1700	10	139	9	0	158	9	99	5	0	113	5	16	6	0	27	20	7	16	0	43	341
Hourly Total	50	560	29	0	**639**	35	318	19	0	**372**	24	45	25	0	**94**	62	41	50	0	**153**	**1258**
1700 - 1715	9	139	9	0	157	7	90	1	0	98	4	6	3	0	13	14	14	17	0	45	313
1715 - 1730	8	140	8	0	156	7	78	2	0	87	1	14	8	0	23	17	16	20	0	53	319
1730 - 1745	12	117	12	0	141	9	86	6	0	101	1	14	10	0	25	10	17	22	0	49	316
1745 - 1800	5	107	8	0	120	10	75	7	0	92	2	5	8	0	15	13	10	13	0	36	263
Hourly Total	34	503	37	0	**574**	33	329	16	0	**378**	8	39	29	0	**76**	54	57	72	0	**183**	**1211**
Grand Total	84	1063	66	0	**1213**	68	647	35	0	**750**	32	84	54	0	**170**	116	98	122	0	**336**	**2469**
Approach %	6.92	87.63	5.44	0.00	-	9.07	86.27	4.67	0.00	-	18.82	49.41	31.76	0.00	-	34.52	29.17	36.31	0.00	-	
Intersection %	3.40	43.05	2.67	0.00	49.13	2.75	26.20	1.42	0.00	30.38	1.30	3.40	2.19	0.00	6.89	4.70	3.97	4.94	0.00	13.61	
Heavy Vehicle %	1	4	5	-	**4**	4	9	0	-	**8**	6	4	2	-	**4**	9	4	1	-	**5**	**5**
PHF	0.73	0.93	0.86	0.00	**0.93**	0.69	0.88	0.54	0.00	**0.89**	0.56	0.73	0.75	0.00	**0.82**	0.73	0.74	0.86	0.00	**0.86**	**0.96**

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

South Fulton, GA

Site 3

GA-92 Campbellton-Fairburn Rd (South)
GA-92 Campbellton-Fairburn Rd (North)
Ridge Rd
Butner Rd

Date

Wednesday, May 1, 2024

Lat/Long

33.640685°, -84.640199°
Click here for Map

Weather

Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					Ridge Rd					Butner Rd					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	2	60	7	0	69	17	116	1	0	134	6	5	4	0	15	10	7	3	0	20	238
0715 - 0730	6	80	6	0	92	23	121	2	0	146	3	13	6	0	22	15	6	14	0	35	295
0730 - 0745	15	75	8	0	98	15	103	8	0	126	8	10	7	0	25	14	15	4	0	33	282
0745 - 0800	19	80	8	0	107	15	107	8	0	130	7	10	12	0	29	4	16	10	0	30	296
Hourly Total	42	295	29	0	**366**	70	447	19	0	**536**	24	38	29	0	**91**	43	44	31	0	**118**	**1111**
0800 - 0815	14	73	14	0	101	13	100	6	0	119	7	16	17	0	40	17	16	14	0	47	307
0815 - 0830	5	89	3	0	97	21	99	9	0	129	1	17	9	0	27	11	7	7	0	25	278
0830 - 0845	13	57	4	0	74	8	104	2	0	114	3	4	5	0	12	12	5	7	0	24	224
0845 - 0900	7	70	5	0	82	10	85	2	0	97	2	7	8	0	17	7	6	7	0	20	216
Hourly Total	39	289	26	0	**354**	52	388	19	0	**459**	13	44	39	0	**96**	47	34	35	0	**116**	**1025**
Grand Total	81	584	55	0	**720**	122	835	38	0	**995**	37	82	68	0	**187**	90	78	66	0	**234**	**2136**
Approach %	11.25	81.11	7.64	0.00	-	12.26	83.92	3.82	0.00	-	19.79	43.85	36.36	0.00	-	38.46	33.33	28.21	0.00	-	
Intersection %	3.79	27.34	2.57	0.00	33.71	5.71	39.09	1.78	0.00	46.58	1.73	3.84	3.18	0.00	8.75	4.21	3.65	3.09	0.00	10.96	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					Ridge Rd					Butner Rd					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1600 - 1615	13	128	11	0	152	3	66	2	0	71	7	5	8	0	20	13	7	6	0	26	269
1615 - 1630	13	131	4	0	148	9	58	5	0	72	3	13	3	0	19	18	8	12	0	38	277
1630 - 1645	13	154	4	0	171	13	74	7	0	94	7	9	7	0	23	6	18	16	0	40	328
1645 - 1700	10	132	8	0	150	9	89	5	0	103	5	16	6	0	27	16	7	16	0	39	319
Hourly Total	49	545	27	0	**621**	34	287	19	0	**340**	22	43	24	0	**89**	53	40	50	0	**143**	**1193**
1700 - 1715	9	131	9	0	149	6	78	1	0	85	4	6	3	0	13	13	12	17	0	42	289
1715 - 1730	8	138	7	0	153	7	71	2	0	80	1	14	8	0	23	16	15	20	0	51	307
1730 - 1745	12	107	12	0	131	9	83	6	0	98	1	13	10	0	24	10	17	22	0	49	302
1745 - 1800	5	101	8	0	114	9	69	7	0	85	2	5	8	0	15	13	10	12	0	35	249
Hourly Total	34	477	36	0	**547**	31	301	16	0	**348**	8	38	29	0	**75**	52	54	71	0	**177**	**1147**
Grand Total	83	1022	63	0	**1168**	65	588	35	0	**688**	30	81	53	0	**164**	105	94	121	0	**320**	**2340**
Approach %	7.11	87.50	5.39	0.00	-	9.45	85.47	5.09	0.00	-	18.29	49.39	32.32	0.00	-	32.81	29.38	37.81	0.00	-	
Intersection %	3.55	43.68	2.69	0.00	49.91	2.78	25.13	1.50	0.00	29.40	1.28	3.46	2.26	0.00	7.01	4.49	4.02	5.17	0.00	13.68	

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

South Fulton, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 3
GA-92 Campbellton-Fairburn Rd (South)
GA-92 Campbellton-Fairburn Rd (North)
Ridge Rd
Butner Rd

Date
Wednesday, May 1, 2024

Lat/Long
33.640685°, -84.640199°
Click here for Map

Weather
Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					Ridge Rd					Butner Rd					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	0	3	1	0	4	0	2	0	0	2	0	1	0	0	1	1	0	0	0	1	8
0715 - 0730	0	2	0	0	2	0	4	0	0	4	0	1	1	0	2	2	0	0	0	2	10
0730 - 0745	2	0	0	0	2	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	8
0745 - 0800	1	0	0	0	1	0	1	1	0	2	0	2	1	0	3	1	3	1	0	5	11
Hourly Total	3	5	1	0	**9**	0	12	1	0	**13**	0	5	2	0	**7**	4	3	1	0	**8**	**37**
0800 - 0815	0	5	0	0	5	1	4	0	0	5	1	2	0	0	3	1	1	0	0	2	15
0815 - 0830	1	2	0	0	3	0	4	0	0	4	0	1	2	0	3	0	0	0	0	0	10
0830 - 0845	0	2	0	0	2	0	7	0	0	7	0	0	0	0	0	1	0	0	0	1	10
0845 - 0900	0	1	0	0	1	0	6	0	0	6	0	0	1	0	1	0	0	0	0	0	8
Hourly Total	1	10	0	0	**11**	1	21	0	0	**22**	1	3	3	0	**7**	2	1	0	0	**3**	**43**
Grand Total	4	15	1	0	**20**	1	33	1	0	**35**	1	8	5	0	**14**	6	4	1	0	**11**	**80**
Approach %	20.00	75.00	5.00	0.00	-	2.86	94.29	2.86	0.00	-	7.14	57.14	35.71	0.00	-	54.55	36.36	9.09	0.00	-	
Intersection %	5.00	18.75	1.25	0.00	25.00	1.25	41.25	1.25	0.00	43.75	1.25	10.00	6.25	0.00	17.50	7.50	5.00	1.25	0.00	13.75	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					Ridge Rd					Butner Rd					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	1	2	0	0	3	1	0	1	0	2	1	0	0	0	1	6
1615 - 1630	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3	0	0	0	3	6
1630 - 1645	1	0	1	0	2	0	2	0	0	2	1	2	0	0	3	1	1	0	0	2	9
1645 - 1700	0	2	1	0	3	0	8	0	0	8	0	0	0	0	0	4	0	0	0	4	15
Hourly Total	1	3	2	0	**6**	1	14	0	0	**15**	2	2	1	0	**5**	9	1	0	0	**10**	**36**
1700 - 1715	0	4	0	0	4	1	10	0	0	11	0	0	0	0	0	1	2	0	0	3	18
1715 - 1730	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	5
1730 - 1745	0	4	0	0	4	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	7
1745 - 1800	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	1	0	1	5
Hourly Total	0	8	1	0	**9**	2	17	0	0	**19**	0	1	0	0	**1**	2	3	1	0	**6**	**35**
Grand Total	1	11	3	0	**15**	3	31	0	0	**34**	2	3	1	0	**6**	11	4	1	0	**16**	**71**
Approach %	6.67	73.33	20.00	0.00	-	8.82	91.18	0.00	0.00	-	33.33	50.00	16.67	0.00	-	68.75	25.00	6.25	0.00	-	
Intersection %	1.41	15.49	4.23	0.00	21.13	4.23	43.66	0.00	0.00	47.89	2.82	4.23	1.41	0.00	8.45	15.49	5.63	1.41	0.00	22.54	

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

Marr Traffic DATA COLLECTION

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South Fulton, GA

Site 3

GA-92 Campbellton-Fairburn Rd (South)
GA-92 Campbellton-Fairburn Rd (North)
Ridge Rd
Butner Rd

Date

Wednesday, May 1, 2024

Lat/Long

33.640685°, -84.640199°
Click here for Map

Weather

Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					Ridge Rd					Butner Rd					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	0	1	0	0	1	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	10
0715 - 0730	0	6	0	0	6	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	11
0730 - 0745	0	2	0	0	2	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	10
0745 - 0800	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	9	0	0	**9**	0	27	0	0	**27**	0	0	0	0	**0**	0	0	0	0	**0**	**36**
0800 - 0815	0	7	0	0	7	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	12
0815 - 0830	0	4	0	0	4	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	12
0830 - 0845	1	6	0	0	7	1	10	0	0	11	0	0	0	0	0	0	0	0	0	0	18
0845 - 0900	0	5	0	0	5	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	1	22	0	0	**23**	1	27	0	0	**28**	0	0	0	0	**0**	0	0	0	0	**0**	**51**
Grand Total	1	31	0	0	**32**	1	54	0	0	**55**	0	0	0	0	**0**	0	0	0	0	**0**	**87**
Approach %	3.13	96.88	0.00	0.00	-	1.82	98.18	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	1.15	35.63	0.00	0.00	36.78	1.15	62.07	0.00	0.00	63.22	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) (05-01-2024)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					Ridge Rd					Butner Rd					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1600 - 1615	0	1	0	0	1	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	7
1615 - 1630	0	6	0	0	6	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	8
1630 - 1645	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	7
1645 - 1700	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	12	0	0	**12**	0	17	0	0	**17**	0	0	0	0	**0**	0	0	0	0	**0**	**29**
1700 - 1715	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
1715 - 1730	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	7
1730 - 1745	0	6	0	0	6	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	7
1745 - 1800	0	6	0	0	6	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	0	18	0	0	**18**	0	11	0	0	**11**	0	0	0	0	**0**	0	0	0	0	**0**	**29**
Grand Total	0	30	0	0	**30**	0	28	0	0	**28**	0	0	0	0	**0**	0	0	0	0	**0**	**58**
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	51.72	0.00	0.00	51.72	0.00	48.28	0.00	0.00	48.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bikes

South Fulton, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 3

GA-92 Campbellton-Fairburn Rd (South)
GA-92 Campbellton-Fairburn Rd (North)
Ridge Rd
Butner Rd

Date

Wednesday, May 1, 2024

Lat/Long

33.640685°, -84.640199°
Click here for Map

Weather

Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					Ridge Rd					Butner Rd					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					Ridge Rd					Butner Rd					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

South Fulton, GA

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Site 3
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0700 - 0900 (Weekday 2h Session) (05-01-2024)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					Ridge Rd					Butner Rd					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	0	4	1	0	5	0	11	0	0	11	0	1	0	0	1	1	0	0	0	1	18
0715 - 0730	0	8	0	0	8	0	9	0	0	9	0	1	1	0	2	2	0	0	0	2	21
0730 - 0745	2	2	0	0	4	0	13	0	0	13	0	1	0	0	1	0	0	0	0	0	18
0745 - 0800	1	0	0	0	1	0	6	1	0	7	0	2	1	0	3	1	3	1	0	5	16
Hourly Total	3	14	1	0	**18**	0	39	1	0	**40**	0	5	2	0	**7**	4	3	1	0	**8**	**73**
0800 - 0815	0	12	0	0	12	1	9	0	0	10	1	2	0	0	3	1	1	0	0	2	27
0815 - 0830	1	6	0	0	7	0	12	0	0	12	0	1	2	0	3	0	0	0	0	0	22
0830 - 0845	1	8	0	0	9	1	17	0	0	18	0	0	0	0	0	1	0	0	0	1	28
0845 - 0900	0	6	0	0	6	0	10	0	0	10	0	0	1	0	1	0	0	0	0	0	17
Hourly Total	2	32	0	0	**34**	2	48	0	0	**50**	1	3	3	0	**7**	2	1	0	0	**3**	**94**
Grand Total	5	46	1	0	**52**	2	87	1	0	**90**	1	8	5	0	**14**	6	4	1	0	**11**	**167**
Approach %	9.62	88.46	1.92	0.00	-	2.22	96.67	1.11	0.00	-	7.14	57.14	35.71	0.00	-	54.55	36.36	9.09	0.00	-	
Intersection %	2.99	27.54	0.60	0.00	31.14	1.20	52.10	0.60	0.00	53.89	0.60	4.79	2.99	0.00	8.38	3.59	2.40	0.60	0.00	6.59	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					Ridge Rd					Butner Rd					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1600 - 1615	0	1	0	0	1	1	8	0	0	9	1	0	1	0	2	1	0	0	0	1	13
1615 - 1630	0	7	0	0	7	0	4	0	0	4	0	0	0	0	0	3	0	0	0	3	14
1630 - 1645	1	0	1	0	2	0	9	0	0	9	1	2	0	0	3	1	1	0	0	2	16
1645 - 1700	0	7	1	0	8	0	10	0	0	10	0	0	0	0	0	4	0	0	0	4	22
Hourly Total	1	15	2	0	**18**	1	31	0	0	**32**	2	2	1	0	**5**	9	1	0	0	**10**	**65**
1700 - 1715	0	8	0	0	8	1	12	0	0	13	0	0	0	0	0	1	2	0	0	3	24
1715 - 1730	0	2	1	0	3	0	7	0	0	7	0	0	0	0	0	1	1	0	0	2	12
1730 - 1745	0	10	0	0	10	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	14
1745 - 1800	0	6	0	0	6	1	6	0	0	7	0	0	0	0	0	0	0	1	0	1	14
Hourly Total	0	26	1	0	**27**	2	28	0	0	**30**	0	1	0	0	**1**	2	3	1	0	**6**	**64**
Grand Total	1	41	3	0	**45**	3	59	0	0	**62**	2	3	1	0	**6**	11	4	1	0	**16**	**129**
Approach %	2.22	91.11	6.67	0.00	-	4.84	95.16	0.00	0.00	-	33.33	50.00	16.67	0.00	-	68.75	25.00	6.25	0.00	-	
Intersection %	0.78	31.78	2.33	0.00	34.88	2.33	45.74	0.00	0.00	48.06	1.55	2.33	0.78	0.00	4.65	8.53	3.10	0.78	0.00	12.40	

Crosswalk Counts || Pedestrians

South Fulton, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 3
GA-92 Campbellton-Fairburn Rd (South)
GA-92 Campbellton-Fairburn Rd (North)
Ridge Rd
Butner Rd

Date
Wednesday, May 1, 2024

Lat/Long
33.640685°, -84.640199°
Click here for Map

Weather
Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-92 Campbellton-Fairburn Rd (South)			GA-92 Campbellton-Fairburn Rd (North)			Ridge Rd			Butner Rd			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-92 Campbellton-Fairburn Rd (South)			GA-92 Campbellton-Fairburn Rd (North)			Ridge Rd			Butner Rd			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bikes

South Fulton, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 3
GA-92 Campbellton-Fairburn Rd (South)
GA-92 Campbellton-Fairburn Rd (North)
Ridge Rd
Butner Rd

Date
Wednesday, May 1, 2024

Lat/Long
33.640685°, -84.640199°
Click here for Map

Weather
Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	GA-92 Campbellton-Fairburn Rd (South)			GA-92 Campbellton-Fairburn Rd (North)			Ridge Rd			Butner Rd			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	GA-92 Campbellton-Fairburn Rd (South)			GA-92 Campbellton-Fairburn Rd (North)			Ridge Rd			Butner Rd			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

South Fulton, GA

Site 3
GA-92 Campbellton-Fairburn Rd (South)
GA-92 Campbellton-Fairburn Rd (North)
Ridge Rd
Butner Rd

Date
Wednesday, May 1, 2024

Lat/Long
33.640685°, -84.640199°
Click here for Map

Weather
Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-92 Campbellton-Fairburn Rd (South)			GA-92 Campbellton-Fairburn Rd (North)			Ridge Rd			Butner Rd			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-92 Campbellton-Fairburn Rd (South)			GA-92 Campbellton-Fairburn Rd (North)			Ridge Rd			Butner Rd			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/1/2024	Ridge Rd Eastbound			Butner Rd Westbound			-92 Campbellton-Fairburn Rd (Sou Northbound			-92 Campbellton-Fairburn Rd (No 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	6	6	4	11	7	3	2	64	8	17	127	1	256
07:15 AM - 07:30 AM	3	14	7	17	6	14	6	88	6	23	130	2	316
07:30 AM - 07:45 AM	8	11	7	14	15	4	17	77	8	15	116	8	300
07:45 AM - 08:00 AM	7	12	13	5	19	11	20	80	8	15	113	9	312
08:00 AM - 08:15 AM	8	18	17	18	17	14	14	85	14	14	109	6	334
08:15 AM - 08:30 AM	1	18	11	11	7	7	6	95	3	21	111	9	300
08:30 AM - 08:45 AM	3	4	5	13	5	7	14	65	4	9	121	2	252
08:45 AM - 09:00 AM	2	7	9	7	6	7	7	76	5	10	95	2	233
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	5	9	14	7	6	13	129	11	4	74	2	282
04:15 PM - 04:30 PM	3	13	3	21	8	12	13	138	4	9	62	5	291
04:30 PM - 04:45 PM	8	11	7	7	19	16	14	154	5	13	83	7	344
04:45 PM - 05:00 PM	5	16	6	20	7	16	10	139	9	9	99	5	341
05:00 PM - 05:15 PM	4	6	3	14	14	17	9	139	9	7	90	1	313
05:15 PM - 05:30 PM	1	14	8	17	16	20	8	140	8	7	78	2	319
05:30 PM - 05:45 PM	1	14	10	10	17	22	12	117	12	9	86	6	316
05:45 PM - 06:00 PM	2	5	8	13	10	13	5	107	8	10	75	7	263
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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Wednesday, May 1, 2024	
Period	0700 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Tapestry Blvd (South)						Tapestry Blvd (North)						Ridge Rd (West)						Ridge Rd (East)						
Time	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
0730 - 0745	0	0	1	-	0	1	2	0	0	-	0	2	1	23	0	-	0	24	0	36	3	-	0	39	66
0745 - 0800	0	0	0	-	0	0	6	0	2	-	0	8	0	31	0	-	0	31	0	46	4	-	0	50	89
0800 - 0815	1	0	0	-	0	1	2	0	1	-	0	3	0	36	0	-	0	36	0	32	3	-	0	35	75
0815 - 0830	0	0	0	-	0	0	3	0	1	-	0	4	1	26	1	-	0	28	1	18	3	-	0	22	54
Total	1	0	1	0	0	2	13	0	4	0	0	17	2	116	1	0	0	119	1	132	13	0	0	146	284
Approach %	50.00	0.00	50.00	0.00	0.00	-	76.47	0.00	23.53	0.00	0.00	-	1.68	97.48	0.84	0.00	0.00	-	0.68	90.41	8.90	0.00	0.00	-	
PHF	0.25	0.00	0.25	0.00	0.00	**0.50**	0.54	0.00	0.50	0.00	0.00	**0.53**	0.50	0.81	0.25	0.00	0.00	**0.83**	0.25	0.72	0.81	0.00	0.00	**0.73**	**0.80**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Tapestry Blvd (South)						Tapestry Blvd (North)						Ridge Rd (West)						Ridge Rd (East)						
Time	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
0730 - 0745	0	0	1	-	0	1	2	0	0	-	0	2	1	22	0	-	0	23	0	34	3	-	0	37	63
0745 - 0800	0	0	0	-	0	0	6	0	2	-	0	8	0	28	0	-	0	28	0	41	4	-	0	45	81
0800 - 0815	1	0	0	-	0	1	2	0	1	-	0	3	0	33	0	-	0	33	0	31	3	-	0	34	71
0815 - 0830	0	0	0	-	0	0	3	0	1	-	0	4	1	23	1	-	0	25	1	17	3	-	0	21	50
Total	1	0	1	0	0	2	13	0	4	0	0	17	2	106	1	0	0	109	1	123	13	0	0	137	265
Approach %	50.00	0.00	50.00	0.00	0.00	-	76.47	0.00	23.53	0.00	0.00	-	1.83	97.25	0.92	0.00	0.00	-	0.73	89.78	9.49	0.00	0.00	-	
PHF	0.25	0.00	0.25	0.00	0.00	**0.50**	0.54	0.00	0.50	0.00	0.00	**0.53**	0.50	0.80	0.25	0.00	0.00	**0.83**	0.25	0.75	0.81	0.00	0.00	**0.76**	**0.82**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Tapestry Blvd (South)						Tapestry Blvd (North)						Ridge Rd (West)						Ridge Rd (East)						
Time	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
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	3	0	-	0	3	0	5	0	-	0	5	8
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	0	1	0	-	0	1	4
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	0	1	0	-	0	1	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	9	0	0	0	9	19
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	0.83	0.00	0.00	0.00	**0.83**	0.00	0.45	0.00	0.00	0.00	**0.45**	**0.59**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Tapestry Blvd (South)						Tapestry Blvd (North)						Ridge Rd (West)						Ridge Rd (East)						
Time	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Tapestry Blvd (South)						Tapestry Blvd (North)						Ridge Rd (West)						Ridge Rd (East)						
Time	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

South Fulton, GA

Click here for Map

Marr Traffic DATA COLLECTION

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Wednesday, May 1, 2024	
Period	1600 - 1800
Peak Hour	1630 - 1730

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

1630 - 1730

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Tapestry Blvd (South)						Tapestry Blvd (North)						Ridge Rd (West)						Ridge Rd (East)						
Time	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
1600 - 1615	1	0	2	-	0	3	4	0	1	-	0	5	1	14	0	-	0	15	0	19	2	-	1	22	45
1615 - 1630	0	0	0	-	0	0	2	0	0	-	0	2	0	22	1	-	0	23	0	24	3	-	0	27	52
1630 - 1645	0	1	0	-	0	1	5	0	2	-	0	7	1	20	1	-	0	22	0	34	4	-	0	38	68
1645 - 1700	0	0	0	-	0	0	4	0	0	-	0	4	1	20	0	-	0	21	0	17	5	-	0	22	47
Total	1	1	2	0	0	4	15	0	3	0	0	18	3	76	2	0	0	81	0	94	14	0	1	109	212
Approach %	25.00	25.00	50.00	0.00	0.00	-	83.33	0.00	16.67	0.00	0.00	-	3.70	93.83	2.47	0.00	0.00	-	0.00	86.24	12.84	0.00	0.92	-	
PHF	0.25	0.25	0.25	0.00	0.00	**0.33**	0.75	0.00	0.38	0.00	0.00	**0.64**	0.75	0.86	0.50	0.00	0.00	**0.88**	0.00	0.69	0.70	0.00	0.25	**0.72**	**0.78**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Tapestry Blvd (South)						Tapestry Blvd (North)						Ridge Rd (West)						Ridge Rd (East)						
Time	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
1600 - 1615	1	0	2	-	0	3	1	0	1	-	0	2	1	14	0	-	0	15	0	19	2	-	1	22	42
1615 - 1630	0	0	0	-	0	0	2	0	0	-	0	2	0	22	1	-	0	23	0	24	3	-	0	27	52
1630 - 1645	0	1	0	-	0	1	4	0	1	-	0	5	0	19	1	-	0	20	0	32	4	-	0	36	62
1645 - 1700	0	0	0	-	0	0	4	0	0	-	0	4	1	20	0	-	0	21	0	17	5	-	0	22	47
Total	1	1	2	0	0	4	11	0	2	0	0	13	2	75	2	0	0	79	0	92	14	0	1	107	203
Approach %	25.00	25.00	50.00	0.00	0.00	-	84.62	0.00	15.38	0.00	0.00	-	2.53	94.94	2.53	0.00	0.00	-	0.00	85.98	13.08	0.00	0.93	-	
PHF	0.25	0.25	0.25	0.00	0.00	**0.33**	0.69	0.00	0.50	0.00	0.00	**0.65**	0.50	0.85	0.50	0.00	0.00	**0.86**	0.00	0.72	0.70	0.00	0.25	**0.74**	**0.82**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Tapestry Blvd (South)						Tapestry Blvd (North)						Ridge Rd (West)						Ridge Rd (East)						
Time	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
1600 - 1615	0	0	0	-	0	0	3	0	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	3
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	1	0	1	-	0	2	1	1	0	-	0	2	0	2	0	-	0	2	6
1645 - 1700	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	4	0	1	0	0	5	1	1	0	0	0	2	0	2	0	0	0	2	9
Approach %	0.00	0.00	0.00	0.00	0.00	-	80.00	0.00	20.00	0.00	0.00	-	50.00	50.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.33	0.00	0.25	0.00	0.00	**0.42**	0.25	0.25	0.00	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	0.00	**0.25**	**0.38**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Tapestry Blvd (South)						Tapestry Blvd (North)						Ridge Rd (West)						Ridge Rd (East)						
Time	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
1600 - 1615	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Tapestry Blvd (South)						Tapestry Blvd (North)						Ridge Rd (West)						Ridge Rd (East)						
Time	Left 4.1	Thru 4.2	Right 4.3		U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7		U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11		U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15		U-Turn 4.16	App Total	Int Total
1600 - 1615	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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South Fulton, GA

Site 4

Tapestry Blvd (South)
Tapestry Blvd (North)
Ridge Rd (West)
Ridge Rd (East)

Date

Wednesday, May 1, 2024

Lat/Long

33.639419°, -84.643821°
Click here for Map

Weather

Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Tapestry Blvd (South)					Tapestry Blvd (North)					Ridge Rd (West)					Ridge Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	4	0	1	0	5	0	16	0	0	16	0	8	2	0	10	31
0715 - 0730	0	0	0	0	0	7	0	0	0	7	0	14	0	0	14	0	15	1	0	16	37
0730 - 0745	0	0	1	0	1	2	0	0	0	2	1	23	0	0	24	0	36	3	0	39	66
0745 - 0800	0	0	0	0	0	6	0	2	0	8	0	31	0	0	31	0	46	4	0	50	89
Hourly Total	0	0	1	0	**1**	19	0	3	0	**22**	1	84	0	0	**85**	0	105	10	0	**115**	**223**
0800 - 0815	1	0	0	0	1	2	0	1	0	3	0	36	0	0	36	0	32	3	0	35	75
0815 - 0830	0	0	0	0	0	3	0	1	0	4	1	26	1	0	28	1	18	3	0	22	54
0830 - 0845	0	0	0	0	0	3	0	1	0	4	1	11	0	0	12	0	14	8	0	22	38
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16	1	9	3	0	13	29
Hourly Total	1	0	0	0	**1**	8	0	3	0	**11**	2	89	1	0	**92**	2	73	17	0	**92**	**196**
Grand Total	1	0	1	0	**2**	27	0	6	0	**33**	3	173	1	0	**177**	2	178	27	0	**207**	**419**
Approach %	50.00	0.00	50.00	0.00	-	81.82	0.00	18.18	0.00	-	1.69	97.74	0.56	0.00	-	0.97	85.99	13.04	0.00	-	
Intersection %	0.24	0.00	0.24	0.00	0.48	6.44	0.00	1.43	0.00	7.88	0.72	41.29	0.24	0.00	42.24	0.48	42.48	6.44	0.00	49.40	
Heavy Vehicle %	0	-	0	-	**0**	0	-	17	-	**3**	33	8	0	-	**8**	0	5	4	-	**5**	**6**
PHF	0.25	0.00	0.25	0.00	**0.50**	0.54	0.00	0.50	0.00	**0.53**	0.50	0.81	0.25	0.00	**0.83**	0.25	0.72	0.81	0.00	**0.73**	**0.80**

1600 - 1800 (Weekday 2h Session) (05-01-2024)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Tapestry Blvd (South)					Tapestry Blvd (North)					Ridge Rd (West)					Ridge Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	1	0	2	0	3	4	0	1	0	5	1	14	0	0	15	0	19	2	1	22	45
1615 - 1630	0	0	0	0	0	2	0	0	0	2	0	22	1	0	23	0	24	3	0	27	52
1630 - 1645	0	1	0	0	1	5	0	2	0	7	1	20	1	0	22	0	34	4	0	38	68
1645 - 1700	0	0	0	0	0	4	0	0	0	4	1	20	0	0	21	0	17	5	0	22	47
Hourly Total	1	1	2	0	**4**	15	0	3	0	**18**	3	76	2	0	**81**	0	94	14	1	**109**	**212**
1700 - 1715	1	0	0	0	1	3	0	0	0	3	0	11	0	0	11	0	20	5	0	25	40
1715 - 1730	0	0	0	0	0	4	0	0	0	4	0	18	0	0	18	0	21	3	0	24	46
1730 - 1745	0	0	2	0	2	2	0	0	0	2	1	20	0	1	22	1	26	8	1	36	62
1745 - 1800	0	0	1	0	1	1	0	1	0	2	0	13	0	0	13	0	22	1	0	23	39
Hourly Total	1	0	3	0	**4**	10	0	1	0	**11**	1	62	0	1	**64**	1	89	17	1	**108**	**187**
Grand Total	2	1	5	0	**8**	25	0	4	0	**29**	4	138	2	1	**145**	1	183	31	2	**217**	**399**
Approach %	25.00	12.50	62.50	0.00	-	86.21	0.00	13.79	0.00	-	2.76	95.17	1.38	0.69	-	0.46	84.33	14.29	0.92	-	
Intersection %	0.50	0.25	1.25	0.00	2.01	6.27	0.00	1.00	0.00	7.27	1.00	34.59	0.50	0.25	36.34	0.25	45.86	7.77	0.50	54.39	
Heavy Vehicle %	0	0	0	-	**0**	16	-	25	-	**17**	25	1	0	0	**2**	0	3	0	0	**2**	**3**
PHF	0.25	0.25	0.25	0.00	**0.33**	0.75	0.00	0.38	0.00	**0.64**	0.75	0.86	0.50	0.00	**0.88**	0.00	0.69	0.70	0.25	**0.72**	**0.78**

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

South Fulton, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 4

Tapestry Blvd (South)
Tapestry Blvd (North)
Ridge Rd (West)
Ridge Rd (East)

Date

Wednesday, May 1, 2024

Lat/Long

33.639419°, -84.643821°
Click here for Map

Weather

Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Tapestry Blvd (South)					Tapestry Blvd (North)					Ridge Rd (West)					Ridge Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	4	0	1	0	5	0	14	0	0	14	0	8	2	0	10	29
0715 - 0730	0	0	0	0	0	7	0	0	0	7	0	13	0	0	13	0	15	1	0	16	36
0730 - 0745	0	0	1	0	1	2	0	0	0	2	1	22	0	0	23	0	34	3	0	37	63
0745 - 0800	0	0	0	0	0	6	0	2	0	8	0	28	0	0	28	0	41	4	0	45	81
Hourly Total	0	0	1	0	**1**	19	0	3	0	**22**	1	77	0	0	**78**	0	98	10	0	**108**	**209**
0800 - 0815	1	0	0	0	1	2	0	1	0	3	0	33	0	0	33	0	31	3	0	34	71
0815 - 0830	0	0	0	0	0	3	0	1	0	4	1	23	1	0	25	1	17	3	0	21	50
0830 - 0845	0	0	0	0	0	3	0	0	0	3	0	11	0	0	11	0	14	7	0	21	35
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	1	9	3	0	13	28
Hourly Total	1	0	0	0	**1**	8	0	2	0	**10**	1	82	1	0	**84**	2	71	16	0	**89**	**184**
Grand Total	1	0	1	0	**2**	27	0	5	0	**32**	2	159	1	0	**162**	2	169	26	0	**197**	**393**
Approach %	50.00	0.00	50.00	0.00	-	84.38	0.00	15.63	0.00	-	1.23	98.15	0.62	0.00	-	1.02	85.79	13.20	0.00	-	
Intersection %	0.25	0.00	0.25	0.00	0.51	6.87	0.00	1.27	0.00	8.14	0.51	40.46	0.25	0.00	41.22	0.51	43.00	6.62	0.00	50.13	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Tapestry Blvd (South)					Tapestry Blvd (North)					Ridge Rd (West)					Ridge Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	1	0	2	0	3	1	0	1	0	2	1	14	0	0	15	0	19	2	1	22	42
1615 - 1630	0	0	0	0	0	2	0	0	0	2	0	22	1	0	23	0	24	3	0	27	52
1630 - 1645	0	1	0	0	1	4	0	1	0	5	0	19	1	0	20	0	32	4	0	36	62
1645 - 1700	0	0	0	0	0	4	0	0	0	4	1	20	0	0	21	0	17	5	0	22	47
Hourly Total	1	1	2	0	**4**	11	0	2	0	**13**	2	75	2	0	**79**	0	92	14	1	**107**	**203**
1700 - 1715	1	0	0	0	1	3	0	0	0	3	0	11	0	0	11	0	18	5	0	23	38
1715 - 1730	0	0	0	0	0	4	0	0	0	4	0	18	0	0	18	0	20	3	0	23	45
1730 - 1745	0	0	2	0	2	2	0	0	0	2	1	19	0	1	21	1	26	8	1	36	61
1745 - 1800	0	0	1	0	1	1	0	1	0	2	0	13	0	0	13	0	22	1	0	23	39
Hourly Total	1	0	3	0	**4**	10	0	1	0	**11**	1	61	0	1	**63**	1	86	17	1	**105**	**183**
Grand Total	2	1	5	0	**8**	21	0	3	0	**24**	3	136	2	1	**142**	1	178	31	2	**212**	**386**
Approach %	25.00	12.50	62.50	0.00	-	87.50	0.00	12.50	0.00	-	2.11	95.77	1.41	0.70	-	0.47	83.96	14.62	0.94	-	
Intersection %	0.52	0.26	1.30	0.00	2.07	5.44	0.00	0.78	0.00	6.22	0.78	35.23	0.52	0.26	36.79	0.26	46.11	8.03	0.52	54.92	

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

South Fulton, GA

Marr Traffic DATA COLLECTION
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Site 4
Tapestry Blvd (South)
Tapestry Blvd (North)
Ridge Rd (West)
Ridge Rd (East)

Date
Wednesday, May 1, 2024

Lat/Long
33.639419°, -84.643821°
Click here for Map

Weather
Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Tapestry Blvd (South)					Tapestry Blvd (North)					Ridge Rd (West)					Ridge Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
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	3	0	0	3	0	5	0	0	5	8
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	7	0	0	**7**	0	7	0	0	**7**	**14**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4
0830 - 0845	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**	0	0	1	0	**1**	1	7	0	0	**8**	0	2	0	0	**2**	**11**
Grand Total	0	0	0	0	**0**	0	0	1	0	**1**	1	14	0	0	**15**	0	9	0	0	**9**	**25**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	6.67	93.33	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	4.00	0.00	4.00	4.00	56.00	0.00	0.00	60.00	0.00	36.00	0.00	0.00	36.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Tapestry Blvd (South)					Tapestry Blvd (North)					Ridge Rd (West)					Ridge Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
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	1	0	1	0	2	1	1	0	0	2	0	2	0	0	2	6
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**	4	0	1	0	**5**	1	1	0	0	**2**	0	2	0	0	**2**	**9**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
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	1	0	0	**1**	0	3	0	0	**3**	**4**
Grand Total	0	0	0	0	**0**	4	0	1	0	**5**	1	2	0	0	**3**	0	5	0	0	**5**	**13**
Approach %	0.00	0.00	0.00	0.00	-	80.00	0.00	20.00	0.00	-	33.33	66.67	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	30.77	0.00	7.69	0.00	38.46	7.69	15.38	0.00	0.00	23.08	0.00	38.46	0.00	0.00	38.46	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

South Fulton, GA

Site 4

Tapestry Blvd (South)
Tapestry Blvd (North)
Ridge Rd (West)
Ridge Rd (East)

Date

Wednesday, May 1, 2024

Lat/Long

33.639419°, -84.643821°
Click here for Map

Weather

Fair
74°F
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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Tapestry Blvd (South)					Tapestry Blvd (North)					Ridge Rd (West)					Ridge Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
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	1	0	1	1
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	1	0	**1**	**1**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	1	0	**1**	**1**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Tapestry Blvd (South)					Tapestry Blvd (North)					Ridge Rd (West)					Ridge Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	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 || Bikes

South Fulton, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 4

Tapestry Blvd (South)
Tapestry Blvd (North)
Ridge Rd (West)
Ridge Rd (East)

Date

Wednesday, May 1, 2024

Lat/Long

33.639419°, -84.643821°
Click here for Map

Weather

Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Tapestry Blvd (South)					Tapestry Blvd (North)					Ridge Rd (West)					Ridge Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
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) (05-01-2024)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Tapestry Blvd (South)					Tapestry Blvd (North)					Ridge Rd (West)					Ridge Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

South Fulton, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 4
Tapestry Blvd (South)
Tapestry Blvd (North)
Ridge Rd (West)
Ridge Rd (East)

Date
Wednesday, May 1, 2024

Lat/Long
33.639419°, -84.643821°
Click here for Map

Weather
Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Tapestry Blvd (South)					Tapestry Blvd (North)					Ridge Rd (West)					Ridge Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
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	3	0	0	3	0	5	0	0	5	8
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	7	0	0	**7**	0	7	0	0	**7**	**14**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4
0830 - 0845	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	1	0	1	3
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**	0	0	1	0	**1**	1	7	0	0	**8**	0	2	1	0	**3**	**12**
Grand Total	0	0	0	0	**0**	0	0	1	0	**1**	1	14	0	0	**15**	0	9	1	0	**10**	**26**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	6.67	93.33	0.00	0.00	-	0.00	90.00	10.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.85	0.00	3.85	3.85	53.85	0.00	0.00	57.69	0.00	34.62	3.85	0.00	38.46	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Tapestry Blvd (South)					Tapestry Blvd (North)					Ridge Rd (West)					Ridge Rd (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
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	1	0	1	0	2	1	1	0	0	2	0	2	0	0	2	6
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**	4	0	1	0	**5**	1	1	0	0	**2**	0	2	0	0	**2**	**9**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
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	1	0	0	**1**	0	3	0	0	**3**	**4**
Grand Total	0	0	0	0	**0**	4	0	1	0	**5**	1	2	0	0	**3**	0	5	0	0	**5**	**13**
Approach %	0.00	0.00	0.00	0.00	-	80.00	0.00	20.00	0.00	-	33.33	66.67	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	30.77	0.00	7.69	0.00	38.46	7.69	15.38	0.00	0.00	23.08	0.00	38.46	0.00	0.00	38.46	

Crosswalk Counts || Pedestrians

South Fulton, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 4
Tapestry Blvd (South)
Tapestry Blvd (North)
Ridge Rd (West)
Ridge Rd (East)

Date
Wednesday, May 1, 2024

Lat/Long
33.639419°, -84.643821°
Click here for Map

Weather
Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Tapestry Blvd (South)			Tapestry Blvd (North)			Ridge Rd (West)			Ridge Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
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) (05-01-2024)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Tapestry Blvd (South)			Tapestry Blvd (North)			Ridge Rd (West)			Ridge Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bikes

South Fulton, GA

Marr Traffic DATA COLLECTION

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Site 4
Tapestry Blvd (South)
Tapestry Blvd (North)
Ridge Rd (West)
Ridge Rd (East)

Date
Wednesday, May 1, 2024

Lat/Long
33.639419°, -84.643821°
Click here for Map

Weather
Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	Tapestry Blvd (South)			Tapestry Blvd (North)			Ridge Rd (West)			Ridge Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
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) (05-01-2024)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	Tapestry Blvd (South)			Tapestry Blvd (North)			Ridge Rd (West)			Ridge Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

South Fulton, GA

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Site 4
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Ridge Rd (West)
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0700 - 0900 (Weekday 2h Session) (05-01-2024)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Tapestry Blvd (South)			Tapestry Blvd (North)			Ridge Rd (West)			Ridge Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
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) (05-01-2024)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Tapestry Blvd (South)			Tapestry Blvd (North)			Ridge Rd (West)			Ridge Rd (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/1/2024	Ridge Rd (West) Eastbound			Ridge Rd (East) Westbound			Tapestry Blvd (South) Northbound			Tapestry Blvd (North) Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	16	0	0	8	2	0	0	0	4	0	1	31
07:15 AM - 07:30 AM	0	14	0	0	15	1	0	0	0	7	0	0	37
07:30 AM - 07:45 AM	1	23	0	0	36	3	0	0	1	2	0	0	66
07:45 AM - 08:00 AM	0	31	0	0	46	4	0	0	0	6	0	2	89
08:00 AM - 08:15 AM	0	36	0	0	32	3	1	0	0	2	0	1	75
08:15 AM - 08:30 AM	1	26	1	1	18	3	0	0	0	3	0	1	54
08:30 AM - 08:45 AM	1	11	0	0	14	8	0	0	0	3	0	1	38
08:45 AM - 09:00 AM	0	16	0	1	9	3	0	0	0	0	0	0	29
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	1	14	0	0	19	2	1	0	2	4	0	1	44
04:15 PM - 04:30 PM	0	22	1	0	24	3	0	0	0	2	0	0	52
04:30 PM - 04:45 PM	1	20	1	0	34	4	0	1	0	5	0	2	68
04:45 PM - 05:00 PM	1	20	0	0	17	5	0	0	0	4	0	0	47
05:00 PM - 05:15 PM	0	11	0	0	20	5	1	0	0	3	0	0	40
05:15 PM - 05:30 PM	0	18	0	0	21	3	0	0	0	4	0	0	46
05:30 PM - 05:45 PM	1	20	0	1	26	8	0	0	2	2	0	0	60
05:45 PM - 06:00 PM	0	13	0	0	22	1	0	0	1	1	0	1	39
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

Wednesday, May 1, 2024	
Period	0700 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

0730 - 0830

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Tapestry Club Dr (South)						Tapestry Club Dr (North)						Le Jardin Blvd						Tapestry Blvd						
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	2	-	0	2	1	0	0	-	0	1	0	0	0	-	0	0	1	1	0	-	0	2	5
0715 - 0730	0	0	2	-	0	2	1	0	0	-	0	1	0	1	0	-	0	1	0	0	0	-	0	0	4
0730 - 0745	0	0	1	-	0	1	1	0	0	-	0	1	0	0	0	-	0	0	1	1	1	-	0	3	5
0745 - 0800	0	0	4	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	1	1	2	-	0	4	8
Total	0	0	9	0	0	9	3	0	0	0	0	3	0	1	0	0	0	1	3	3	3	0	0	9	22
Approach %	0.00	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	33.33	33.33	33.33	0.00	0.00	-	
PHF	0.00	0.00	0.56	0.00	0.00	**0.56**	0.75	0.00	0.00	0.00	0.00	**0.75**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.75	0.75	0.38	0.00	0.00	**0.56**	**0.69**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Tapestry Club Dr (South)						Tapestry Club Dr (North)						Le Jardin Blvd						Tapestry Blvd						
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	2	-	0	2	1	0	0	-	0	1	0	0	0	-	0	0	1	1	0	-	0	2	5
0715 - 0730	0	0	2	-	0	2	1	0	0	-	0	1	0	1	0	-	0	1	0	0	0	-	0	0	4
0730 - 0745	0	0	1	-	0	1	1	0	0	-	0	1	0	0	0	-	0	0	1	1	1	-	0	3	5
0745 - 0800	0	0	4	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	1	1	2	-	0	4	8
Total	0	0	9	0	0	9	3	0	0	0	0	3	0	1	0	0	0	1	3	3	3	0	0	9	22
Approach %	0.00	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	33.33	33.33	33.33	0.00	0.00	-	
PHF	0.00	0.00	0.56	0.00	0.00	**0.56**	0.75	0.00	0.00	0.00	0.00	**0.75**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.75	0.75	0.38	0.00	0.00	**0.56**	**0.69**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Tapestry Club Dr (South)						Tapestry Club Dr (North)						Le Jardin Blvd						Tapestry Blvd						
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
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**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Tapestry Club Dr (South)						Tapestry Club Dr (North)						Le Jardin Blvd						Tapestry Blvd						
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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Tapestry Club Dr (South)						Tapestry Club Dr (North)						Le Jardin Blvd						Tapestry Blvd						
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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

South Fulton, GA

Click here for Map

Marr Traffic DATA COLLECTION

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Wednesday, May 1, 2024	
Period	1600 - 1800
Peak Hour	1630 - 1730

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

1630 - 1730

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Tapestry Club Dr (South)						Tapestry Club Dr (North)						Le Jardin Blvd						Tapestry Blvd						
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	1	-	0	1	1	0	0	-	0	1	0	3	0	-	0	3	2	1	0	-	0	3	8
1615 - 1630	0	0	1	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	0	1	2
1630 - 1645	0	0	2	-	0	2	1	0	0	-	0	1	0	3	0	-	0	3	2	0	0	-	1	3	9
1645 - 1700	0	0	2	-	0	2	1	0	0	-	0	1	0	0	1	-	0	1	4	1	1	-	1	7	11
Total	0	0	6	0	0	6	3	0	0	0	0	3	0	6	1	0	0	7	9	2	1	0	2	14	30
Approach %	0.00	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	85.71	14.29	0.00	0.00	-	64.29	14.29	7.14	0.00	14.29	-	
PHF	0.00	0.00	0.75	0.00	0.00	**0.75**	0.75	0.00	0.00	0.00	0.00	**0.75**	0.00	0.50	0.25	0.00	0.00	**0.58**	0.56	0.50	0.25	0.00	0.50	**0.50**	**0.68**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Tapestry Club Dr (South)						Tapestry Club Dr (North)						Le Jardin Blvd						Tapestry Blvd						
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	1	-	0	1	0	0	0	-	0	0	0	1	0	-	0	1	2	1	0	-	0	3	5
1615 - 1630	0	0	1	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	0	1	2
1630 - 1645	0	0	2	-	0	2	1	0	0	-	0	1	0	2	0	-	0	2	2	0	0	-	0	2	7
1645 - 1700	0	0	2	-	0	2	1	0	0	-	0	1	0	0	1	-	0	1	4	1	1	-	1	7	11
Total	0	0	6	0	0	6	2	0	0	0	0	2	0	3	1	0	0	4	9	2	1	0	1	13	25
Approach %	0.00	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	75.00	25.00	0.00	0.00	-	69.23	15.38	7.69	0.00	7.69	-	
PHF	0.00	0.00	0.75	0.00	0.00	**0.75**	0.50	0.00	0.00	0.00	0.00	**0.50**	0.00	0.38	0.25	0.00	0.00	**0.50**	0.56	0.50	0.25	0.00	0.25	**0.46**	**0.57**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Tapestry Club Dr (South)						Tapestry Club Dr (North)						Le Jardin Blvd						Tapestry Blvd						
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	1	0	0	-	0	1	0	2	0	-	0	2	0	0	0	-	0	0	3
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	1	0	-	0	1	0	0	0	-	1	1	2
1645 - 1700	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	1	0	0	0	0	1	0	3	0	0	0	3	0	0	0	0	1	1	5
Approach %	0.00	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	100.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.00	0.00	0.00	**0.25**	0.00	0.38	0.00	0.00	0.00	**0.38**	0.00	0.00	0.00	0.00	0.25	**0.25**	**0.42**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Tapestry Club Dr (South)						Tapestry Club Dr (North)						Le Jardin Blvd						Tapestry Blvd						
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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Tapestry Club Dr (South)						Tapestry Club Dr (North)						Le Jardin Blvd						Tapestry Blvd						
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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

South Fulton, GA

Marr Traffic DATA COLLECTION

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Site 5

Tapestry Club Dr (South)
Tapestry Club Dr (North)
Le Jardin Blvd
Tapestry Blvd

Date

Wednesday, May 1, 2024

Lat/Long

33.641279°, -84.650996°
Click here for Map

Weather

Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Tapestry Club Dr (South)					Tapestry Club Dr (North)					Le Jardin Blvd					Tapestry Blvd					
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	2	0	2	1	0	0	0	1	0	0	0	0	0	1	1	0	0	2	5
0715 - 0730	0	0	2	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4
0730 - 0745	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	1	1	1	0	3	5
0745 - 0800	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	1	1	2	0	4	8
Hourly Total	0	0	9	0	**9**	3	0	0	0	**3**	0	1	0	0	**1**	3	3	3	0	**9**	**22**
0800 - 0815	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	4
0815 - 0830	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	4
0830 - 0845	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	1	0	1	4	5
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Hourly Total	0	0	2	0	**2**	2	0	0	0	**2**	0	0	0	0	**0**	6	4	0	1	**11**	**15**
Grand Total	0	0	11	0	**11**	5	0	0	0	**5**	0	1	0	0	**1**	9	7	3	1	**20**	**37**
Approach %	0.00	0.00	100.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	45.00	35.00	15.00	100.00	-	
Intersection %	0.00	0.00	29.73	0.00	29.73	13.51	0.00	0.00	0.00	13.51	0.00	2.70	0.00	0.00	2.70	24.32	18.92	8.11	2.70	54.05	
Heavy Vehicle %	-	-	0	-	**0**	0	-	-	-	**0**	-	0	-	-	**0**	0	14	0	100	**10**	**5**
PHF	0.00	0.00	0.56	0.00	**0.56**	0.75	0.00	0.00	0.00	**0.75**	0.00	0.25	0.00	0.00	**0.25**	0.75	0.75	0.38	0.00	**0.56**	**0.69**

1600 - 1800 (Weekday 2h Session) (05-01-2024)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Tapestry Club Dr (South)					Tapestry Club Dr (North)					Le Jardin Blvd					Tapestry Blvd					
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	1	0	1	1	0	0	0	1	0	3	0	0	3	2	1	0	0	3	8
1615 - 1630	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
1630 - 1645	0	0	2	0	2	1	0	0	0	1	0	3	0	0	3	2	0	0	1	3	9
1645 - 1700	0	0	2	0	2	1	0	0	0	1	0	0	1	0	1	4	1	1	1	7	11
Hourly Total	0	0	6	0	**6**	3	0	0	0	**3**	0	6	1	0	**7**	9	2	1	2	**14**	**30**
1700 - 1715	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
1715 - 1730	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	4
1730 - 1745	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3	0	2	0	5	7
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	4	0	**4**	0	1	0	0	**1**	0	1	0	0	**1**	5	0	4	0	**9**	**15**
Grand Total	0	0	10	0	**10**	3	1	0	0	**4**	0	7	1	0	**8**	14	2	5	2	**23**	**45**
Approach %	0.00	0.00	100.00	0.00	-	75.00	25.00	0.00	0.00	-	0.00	87.50	12.50	0.00	-	60.87	8.70	21.74	8.70	-	
Intersection %	0.00	0.00	22.22	0.00	22.22	6.67	2.22	0.00	0.00	8.89	0.00	15.56	2.22	0.00	17.78	31.11	4.44	11.11	4.44	51.11	
Heavy Vehicle %	-	-	0	-	**0**	33	0	-	-	**25**	-	43	0	-	**38**	0	0	0	50	**4**	**11**
PHF	0.00	0.00	0.75	0.00	**0.75**	0.75	0.00	0.00	0.00	**0.75**	0.00	0.50	0.25	0.00	**0.58**	0.56	0.50	0.25	0.50	**0.50**	**0.68**

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

Marr Traffic DATA COLLECTION

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South Fulton, GA

Site 5

Tapestry Club Dr (South)
Tapestry Club Dr (North)
Le Jardin Blvd
Tapestry Blvd

Date

Wednesday, May 1, 2024

Lat/Long

33.641279°, -84.650996°
Click here for Map

Weather

Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Tapestry Club Dr (South)					Tapestry Club Dr (North)					Le Jardin Blvd					Tapestry Blvd					
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	2	0	2	1	0	0	0	1	0	0	0	0	0	1	1	0	0	2	5
0715 - 0730	0	0	2	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4
0730 - 0745	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	1	1	1	0	3	5
0745 - 0800	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	1	1	2	0	4	8
Hourly Total	0	0	9	0	**9**	3	0	0	0	**3**	0	1	0	0	**1**	3	3	3	0	**9**	**22**
0800 - 0815	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	4
0815 - 0830	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	4
0830 - 0845	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Hourly Total	0	0	2	0	**2**	2	0	0	0	**2**	0	0	0	0	**0**	6	3	0	0	**9**	**13**
Grand Total	0	0	11	0	**11**	5	0	0	0	**5**	0	1	0	0	**1**	9	6	3	0	**18**	**35**
Approach %	0.00	0.00	100.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	50.00	33.33	16.67	0.00	-	
Intersection %	0.00	0.00	31.43	0.00	31.43	14.29	0.00	0.00	0.00	14.29	0.00	2.86	0.00	0.00	2.86	25.71	17.14	8.57	0.00	51.43	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Tapestry Club Dr (South)					Tapestry Club Dr (North)					Le Jardin Blvd					Tapestry Blvd					
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	1	0	1	0	0	0	0	0	0	1	0	0	1	2	1	0	0	3	5
1615 - 1630	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
1630 - 1645	0	0	2	0	2	1	0	0	0	1	0	2	0	0	2	2	0	0	0	2	7
1645 - 1700	0	0	2	0	2	1	0	0	0	1	0	0	1	0	1	4	1	1	1	7	11
Hourly Total	0	0	6	0	**6**	2	0	0	0	**2**	0	3	1	0	**4**	9	2	1	1	**13**	**25**
1700 - 1715	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
1715 - 1730	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	4
1730 - 1745	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3	0	2	0	5	7
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	4	0	**4**	0	1	0	0	**1**	0	1	0	0	**1**	5	0	4	0	**9**	**15**
Grand Total	0	0	10	0	**10**	2	1	0	0	**3**	0	4	1	0	**5**	14	2	5	1	**22**	**40**
Approach %	0.00	0.00	100.00	0.00	-	66.67	33.33	0.00	0.00	-	0.00	80.00	20.00	0.00	-	63.64	9.09	22.73	4.55	-	
Intersection %	0.00	0.00	25.00	0.00	25.00	5.00	2.50	0.00	0.00	7.50	0.00	10.00	2.50	0.00	12.50	35.00	5.00	12.50	2.50	55.00	

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

South Fulton, GA

Marr Traffic DATA COLLECTION

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Site 5

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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Tapestry Club Dr (South)					Tapestry Club Dr (North)					Le Jardin Blvd					Tapestry Blvd					
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	1	1	1
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	1	**1**	**1**
Grand Total	0	0	0	0	**0**	0	0	0	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	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	100.00	100.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Tapestry Club Dr (South)					Tapestry Club Dr (North)					Le Jardin Blvd					Tapestry Blvd					
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	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3
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	1	0	0	1	0	0	0	1	1	2
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**	1	0	0	0	**1**	0	3	0	0	**3**	0	0	0	1	**1**	**5**
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**	1	0	0	0	**1**	0	3	0	0	**3**	0	0	0	1	**1**	**5**
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	20.00	0.00	0.00	0.00	20.00	0.00	60.00	0.00	0.00	60.00	0.00	0.00	0.00	20.00	20.00	

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

South Fulton, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 5

Tapestry Club Dr (South)
Tapestry Club Dr (North)
Le Jardin Blvd
Tapestry Blvd

Date

Wednesday, May 1, 2024

Lat/Long

33.641279°, -84.650996°
Click here for Map

Weather

Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Tapestry Club Dr (South)					Tapestry Club Dr (North)					Le Jardin Blvd					Tapestry Blvd					
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	1	0	0	1	1
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	1	0	0	**1**	**1**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	**1**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Tapestry Club Dr (South)					Tapestry Club Dr (North)					Le Jardin Blvd					Tapestry Blvd					
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 || Bikes

South Fulton, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 5

Tapestry Club Dr (South)
Tapestry Club Dr (North)
Le Jardin Blvd
Tapestry Blvd

Date

Wednesday, May 1, 2024

Lat/Long

33.641279°, -84.650996°
Click here for Map

Weather

Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Tapestry Club Dr (South)					Tapestry Club Dr (North)					Le Jardin Blvd					Tapestry Blvd					
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) (05-01-2024)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Tapestry Club Dr (South)					Tapestry Club Dr (North)					Le Jardin Blvd					Tapestry Blvd					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

South Fulton, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 5
Tapestry Club Dr (South)
Tapestry Club Dr (North)
Le Jardin Blvd
Tapestry Blvd

Date
Wednesday, May 1, 2024

Lat/Long
33.641279°, -84.650996°
Click here for Map

Weather
Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Tapestry Club Dr (South)					Tapestry Club Dr (North)					Le Jardin Blvd					Tapestry Blvd					
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	1	0	1	2	2
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	1	0	1	**2**	**2**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	1	**2**	**2**
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	50.00	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	50.00	0.00	50.00	100.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Tapestry Club Dr (South)					Tapestry Club Dr (North)					Le Jardin Blvd					Tapestry Blvd					
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	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3
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	1	0	0	1	0	0	0	1	1	2
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**	1	0	0	0	**1**	0	3	0	0	**3**	0	0	0	1	**1**	**5**
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**	1	0	0	0	**1**	0	3	0	0	**3**	0	0	0	1	**1**	**5**
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	20.00	0.00	0.00	0.00	20.00	0.00	60.00	0.00	0.00	60.00	0.00	0.00	0.00	20.00	20.00	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

www.marrtraffic.com

South Fulton, GA

Site 5
Tapestry Club Dr (South)
Tapestry Club Dr (North)
Le Jardin Blvd
Tapestry Blvd

Date
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Lat/Long
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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Tapestry Club Dr (South)			Tapestry Club Dr (North)			Le Jardin Blvd			Tapestry Blvd			
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	1	0	1	0	0	0	0	1	1	0	0	0	2
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	0	**0**	0	1	**1**	0	0	**0**	**2**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	1	0	**1**	0	0	**0**	0	1	**1**	0	0	**0**	**2**
Approach %	100.00	0.00	-	0.00	0.00	-	0.00	100.00	-	0.00	0.00	-	
Intersection %	50.00	0.00	50.00	0.00	0.00	0.00	0.00	50.00	50.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Tapestry Club Dr (South)			Tapestry Club Dr (North)			Le Jardin Blvd			Tapestry Blvd			
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 || Bikes

South Fulton, GA

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Tapestry Club Dr (South)
Tapestry Club Dr (North)
Le Jardin Blvd
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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	Tapestry Club Dr (South)			Tapestry Club Dr (North)			Le Jardin Blvd			Tapestry Blvd			
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) (05-01-2024)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	Tapestry Club Dr (South)			Tapestry Club Dr (North)			Le Jardin Blvd			Tapestry Blvd			
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

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South Fulton, GA

Site 5
Tapestry Club Dr (South)
Tapestry Club Dr (North)
Le Jardin Blvd
Tapestry Blvd

Date
Wednesday, May 1, 2024

Lat/Long
33.641279°, -84.650996°
Click here for Map

Weather
Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Tapestry Club Dr (South)			Tapestry Club Dr (North)			Le Jardin Blvd			Tapestry Blvd			
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) (05-01-2024)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Tapestry Club Dr (South)			Tapestry Club Dr (North)			Le Jardin Blvd			Tapestry Blvd			
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: 5/1/2024	Le Jardin Blvd Eastbound			Tapestry Blvd Westbound			Tapestry Club Dr (South) Northbound			Tapestry Club Dr (North) Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	0	0	1	1	0	0	0	2	1	0	0	5
07:15 AM - 07:30 AM	0	1	0	0	0	0	0	0	2	1	0	0	4
07:30 AM - 07:45 AM	0	0	0	1	1	1	0	0	1	1	0	0	5
07:45 AM - 08:00 AM	0	0	0	1	1	2	0	0	4	0	0	0	8
08:00 AM - 08:15 AM	0	0	0	0	2	0	0	0	0	2	0	0	4
08:15 AM - 08:30 AM	0	0	0	2	1	0	0	0	1	0	0	0	4
08:30 AM - 08:45 AM	0	0	0	2	1	0	0	0	1	0	0	0	4
08:45 AM - 09:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	2
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	0	3	0	2	1	0	0	0	1	1	0	0	8
04:15 PM - 04:30 PM	0	0	0	1	0	0	0	0	1	0	0	0	2
04:30 PM - 04:45 PM	0	3	0	2	0	0	0	0	2	1	0	0	8
04:45 PM - 05:00 PM	0	0	1	4	1	1	0	0	2	1	0	0	10
05:00 PM - 05:15 PM	0	0	0	1	0	0	0	0	2	0	0	0	3
05:15 PM - 05:30 PM	0	1	0	1	0	1	0	0	1	0	0	0	4
05:30 PM - 05:45 PM	0	0	0	3	0	2	0	0	1	0	1	0	7
05:45 PM - 06:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
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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Wednesday, May 1, 2024	
Period	0700 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

Time	Northbound GA-154 Cascade Palmetto Hwy (South)						Southbound GA-154 Cascade Palmetto Hwy (North)						Eastbound Cedar Grove Rd						Westbound Ridge Rd						
	Left 6.1	Thru 6.2	Right 6.3		U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7		U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11		U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15		U-Turn 6.16	App Total	Int Total
0730 - 0745	2	127	3	-	0	132	0	94	2	-	0	96	3	1	12	-	0	16	7	7	3	-	0	17	261
0745 - 0800	8	101	4	-	0	113	1	112	1	-	0	114	1	3	7	-	0	11	6	2	4	-	0	12	250
0800 - 0815	9	110	6	-	0	125	3	78	2	-	0	83	2	3	7	-	0	12	8	5	3	-	2	18	238
0815 - 0830	6	96	7	-	0	109	0	81	4	-	0	85	1	2	8	-	0	11	1	1	6	-	1	9	214
Total	25	434	20	0	0	479	4	365	9	0	0	378	7	9	34	0	0	50	22	15	16	0	3	56	963
Approach %	5.22	90.61	4.18	0.00	0.00	-	1.06	96.56	2.38	0.00	0.00	-	14.00	18.00	68.00	0.00	0.00	-	39.29	26.79	28.57	0.00	5.36	-	
PHF	0.69	0.85	0.71	0.00	0.00	**0.91**	0.33	0.81	0.56	0.00	0.00	**0.83**	0.58	0.75	0.71	0.00	0.00	**0.78**	0.69	0.54	0.67	0.00	0.38	**0.78**	**0.92**

Passenger Vehicles (1-3)

Time	Northbound GA-154 Cascade Palmetto Hwy (South)						Southbound GA-154 Cascade Palmetto Hwy (North)						Eastbound Cedar Grove Rd						Westbound Ridge Rd						
	Left 6.1	Thru 6.2	Right 6.3		U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7		U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11		U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15		U-Turn 6.16	App Total	Int Total
0730 - 0745	2	109	2	-	0	113	0	85	1	-	0	86	1	1	10	-	0	12	7	3	3	-	0	13	224
0745 - 0800	7	88	2	-	0	97	1	93	1	-	0	95	1	3	6	-	0	10	6	1	4	-	0	11	213
0800 - 0815	9	99	4	-	0	112	3	63	1	-	0	67	2	3	7	-	0	12	8	5	3	-	1	17	208
0815 - 0830	5	84	5	-	0	94	0	64	3	-	0	67	1	2	8	-	0	11	1	1	6	-	0	8	180
Total	23	380	13	0	0	416	4	305	6	0	0	315	5	9	31	0	0	45	22	10	16	0	1	49	825
Approach %	5.53	91.35	3.13	0.00	0.00	-	1.27	96.83	1.90	0.00	0.00	-	11.11	20.00	68.89	0.00	0.00	-	44.90	20.41	32.65	0.00	2.04	-	
PHF	0.64	0.87	0.65	0.00	0.00	**0.92**	0.33	0.82	0.50	0.00	0.00	**0.83**	0.63	0.75	0.78	0.00	0.00	**0.94**	0.69	0.50	0.67	0.00	0.25	**0.72**	**0.92**

Single Unit Trucks (4-7)

Time	Northbound GA-154 Cascade Palmetto Hwy (South)						Southbound GA-154 Cascade Palmetto Hwy (North)						Eastbound Cedar Grove Rd						Westbound Ridge Rd						
	Left 6.1	Thru 6.2	Right 6.3		U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7		U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11		U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15		U-Turn 6.16	App Total	Int Total
0730 - 0745	0	11	1	-	0	12	0	4	0	-	0	4	2	0	1	-	0	3	0	4	0	-	0	4	23
0745 - 0800	0	4	2	-	0	6	0	10	0	-	0	10	0	0	1	-	0	1	0	1	0	-	0	1	18
0800 - 0815	0	5	2	-	0	7	0	6	0	-	0	6	0	0	0	-	0	0	0	0	0	-	1	1	14
0815 - 0830	1	4	2	-	0	7	0	9	1	-	0	10	0	0	0	-	0	0	0	0	0	-	1	1	18
Total	1	24	7	0	0	32	0	29	1	0	0	30	2	0	2	0	0	4	0	5	0	0	2	7	73
Approach %	3.13	75.00	21.88	0.00	0.00	-	0.00	96.67	3.33	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	0.00	71.43	0.00	0.00	28.57	-	
PHF	0.25	0.55	0.88	0.00	0.00	**0.67**	0.00	0.73	0.25	0.00	0.00	**0.75**	0.25	0.00	0.50	0.00	0.00	**0.33**	0.00	0.31	0.00	0.00	0.50	**0.44**	**0.79**

Combination Trucks (8-13)

Time	Northbound GA-154 Cascade Palmetto Hwy (South)						Southbound GA-154 Cascade Palmetto Hwy (North)						Eastbound Cedar Grove Rd						Westbound Ridge Rd						
	Left 6.1	Thru 6.2	Right 6.3		U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7		U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11		U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15		U-Turn 6.16	App Total	Int Total
0730 - 0745	0	7	0	-	0	7	0	5	1	-	0	6	0	0	1	-	0	1	0	0	0	-	0	0	14
0745 - 0800	1	9	0	-	0	10	0	9	0	-	0	9	0	0	0	-	0	0	0	0	0	-	0	0	19
0800 - 0815	0	6	0	-	0	6	0	9	1	-	0	10	0	0	0	-	0	0	0	0	0	-	0	0	16
0815 - 0830	0	8	0	-	0	8	0	8	0	-	0	8	0	0	0	-	0	0	0	0	0	-	0	0	16
Total	1	30	0	0	0	31	0	31	2	0	0	33	0	0	1	0	0	1	0	0	0	0	0	0	65
Approach %	3.23	96.77	0.00	0.00	0.00	-	0.00	93.94	6.06	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	0.25	0.83	0.00	0.00	0.00	**0.78**	0.00	0.86	0.50	0.00	0.00	**0.83**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.86**

Bikes

Time	Northbound GA-154 Cascade Palmetto Hwy (South)						Southbound GA-154 Cascade Palmetto Hwy (North)						Eastbound Cedar Grove Rd						Westbound Ridge Rd						
	Left 6.1	Thru 6.2	Right 6.3		U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7		U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11		U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15		U-Turn 6.16	App Total	Int Total
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

South Fulton, GA

Click here for Map

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Wednesday, May 1, 2024	
Period	1600 - 1800
Peak Hour	1630 - 1730

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

1630 - 1730

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	GA-154 Cascade Palmetto Hwy (South)						GA-154 Cascade Palmetto Hwy (North)						Cedar Grove Rd						Ridge Rd						
Time	Left 6.1	Thru 6.2	Right 6.3		U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7		U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11		U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15		U-Turn 6.16	App Total	Int Total
1615 - 1630	13	140	15	-	0	168	3	123	3	-	0	129	3	5	7	-	0	15	8	5	1	-	0	14	326
1630 - 1645	13	113	8	-	0	134	4	135	1	-	0	140	0	3	3	-	0	6	8	2	1	-	1	12	292
1645 - 1700	5	109	3	-	1	118	3	113	1	-	0	117	1	1	8	-	0	10	4	1	2	-	0	7	252
1700 - 1715	10	86	2	-	0	98	2	131	0	-	0	133	1	0	6	-	0	7	3	4	1	-	0	8	246
Total	41	448	28	0	1	518	12	502	5	0	0	519	5	9	24	0	0	38	23	12	5	0	1	41	1116
Approach %	7.92	86.49	5.41	0.00	0.19	-	2.31	96.72	0.96	0.00	0.00	-	13.16	23.68	63.16	0.00	0.00	-	56.10	29.27	12.20	0.00	2.44	-	
PHF	0.79	0.80	0.47	0.00	0.25	**0.77**	0.75	0.93	0.42	0.00	0.00	**0.93**	0.42	0.45	0.75	0.00	0.00	**0.63**	0.72	0.60	0.63	0.00	0.25	**0.73**	**0.86**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	GA-154 Cascade Palmetto Hwy (South)						GA-154 Cascade Palmetto Hwy (North)						Cedar Grove Rd						Ridge Rd						
Time	Left 6.1	Thru 6.2	Right 6.3		U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7		U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11		U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15		U-Turn 6.16	App Total	Int Total
1615 - 1630	13	129	15	-	0	157	3	108	1	-	0	112	1	5	7	-	0	13	8	4	1	-	0	13	295
1630 - 1645	13	102	8	-	0	123	4	121	0	-	0	125	0	3	3	-	0	6	8	2	1	-	0	11	265
1645 - 1700	5	103	3	-	1	112	3	107	1	-	0	111	1	1	8	-	0	10	4	1	2	-	0	7	240
1700 - 1715	10	82	2	-	0	94	2	121	0	-	0	123	0	0	6	-	0	6	3	4	1	-	0	8	231
Total	41	416	28	0	1	486	12	457	2	0	0	471	2	9	24	0	0	35	23	11	5	0	0	39	1031
Approach %	8.44	85.60	5.76	0.00	0.21	-	2.55	97.03	0.42	0.00	0.00	-	5.71	25.71	68.57	0.00	0.00	-	58.97	28.21	12.82	0.00	0.00	-	
PHF	0.79	0.81	0.47	0.00	0.25	**0.77**	0.75	0.94	0.50	0.00	0.00	**0.94**	0.50	0.45	0.75	0.00	0.00	**0.67**	0.72	0.69	0.63	0.00	0.00	**0.75**	**0.87**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	GA-154 Cascade Palmetto Hwy (South)						GA-154 Cascade Palmetto Hwy (North)						Cedar Grove Rd						Ridge Rd						
Time	Left 6.1	Thru 6.2	Right 6.3		U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7		U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11		U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15		U-Turn 6.16	App Total	Int Total
1615 - 1630	0	4	0	-	0	4	0	7	2	-	0	9	2	0	0	-	0	2	0	1	0	-	0	1	16
1630 - 1645	0	3	0	-	0	3	0	7	1	-	0	8	0	0	0	-	0	0	0	0	0	-	1	1	12
1645 - 1700	0	3	0	-	0	3	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	7
1700 - 1715	0	1	0	-	0	1	0	5	0	-	0	5	1	0	0	-	0	1	0	0	0	-	0	0	7
Total	0	11	0	0	0	11	0	23	3	0	0	26	3	0	0	0	0	3	0	1	0	0	1	2	42
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	88.46	11.54	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	50.00	0.00	0.00	50.00	-	
PHF	0.00	0.69	0.00	0.00	0.00	**0.69**	0.00	0.82	0.38	0.00	0.00	**0.72**	0.38	0.00	0.00	0.00	0.00	**0.38**	0.00	0.25	0.00	0.00	0.25	**0.50**	**0.66**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	GA-154 Cascade Palmetto Hwy (South)						GA-154 Cascade Palmetto Hwy (North)						Cedar Grove Rd						Ridge Rd						
Time	Left 6.1	Thru 6.2	Right 6.3		U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7		U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11		U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15		U-Turn 6.16	App Total	Int Total
1615 - 1630	0	7	0	-	0	7	0	8	0	-	0	8	0	0	0	-	0	0	0	0	0	-	0	0	15
1630 - 1645	0	8	0	-	0	8	0	7	0	-	0	7	0	0	0	-	0	0	0	0	0	-	0	0	15
1645 - 1700	0	3	0	-	0	3	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	5
1700 - 1715	0	3	0	-	0	3	0	5	0	-	0	5	0	0	0	-	0	0	0	0	0	-	0	0	8
Total	0	21	0	0	0	21	0	22	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	43
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.66	0.00	0.00	0.00	**0.66**	0.00	0.69	0.00	0.00	0.00	**0.69**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.72**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	GA-154 Cascade Palmetto Hwy (South)						GA-154 Cascade Palmetto Hwy (North)						Cedar Grove Rd						Ridge Rd						
Time	Left 6.1	Thru 6.2	Right 6.3		U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7		U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11		U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15		U-Turn 6.16	App Total	Int Total
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
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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South Fulton, GA

Site 6
GA-154 Cascade Palmetto Hwy (South)
GA-154 Cascade Palmetto Hwy (North)
Cedar Grove Rd
Ridge Rd

Date
Wednesday, May 1, 2024

Lat/Long
33.619097°, -84.671383°
Click here for Map

Weather
Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-154 Cascade Palmetto Hwy (South)					GA-154 Cascade Palmetto Hwy (North)					Cedar Grove Rd					Ridge Rd					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
0700 - 0715	4	92	2	0	98	2	87	1	0	90	2	1	12	0	15	5	0	4	0	9	212
0715 - 0730	8	77	5	0	90	2	82	1	0	85	0	1	5	0	6	5	2	8	0	15	196
0730 - 0745	2	127	3	0	132	0	94	2	0	96	3	1	12	0	16	7	7	3	0	17	261
0745 - 0800	8	101	4	0	113	1	112	1	0	114	1	3	7	0	11	6	2	4	0	12	250
Hourly Total	22	397	14	0	**433**	5	375	5	0	**385**	6	6	36	0	**48**	23	11	19	0	**53**	**919**
0800 - 0815	9	110	6	0	125	3	78	2	0	83	2	3	7	0	12	8	5	3	2	18	238
0815 - 0830	6	96	7	0	109	0	81	4	0	85	1	2	8	0	11	1	1	6	1	9	214
0830 - 0845	7	85	2	1	95	2	104	1	1	108	0	1	7	0	8	4	2	1	0	7	218
0845 - 0900	10	95	4	0	109	1	64	1	0	66	3	3	5	0	11	2	0	2	0	4	190
Hourly Total	32	386	19	1	**438**	6	327	8	1	**342**	6	9	27	0	**42**	15	8	12	3	**38**	**860**
Grand Total	54	783	33	1	**871**	11	702	13	1	**727**	12	15	63	0	**90**	38	19	31	3	**91**	**1779**
Approach %	6.20	89.90	3.79	0.11	-	1.51	96.56	1.79	0.14	-	13.33	16.67	70.00	0.00	-	41.76	20.88	34.07	3.33	-	
Intersection %	3.04	44.01	1.85	0.06	48.96	0.62	39.46	0.73	0.06	40.87	0.67	0.84	3.54	0.00	5.06	2.14	1.07	1.74	0.17	5.12	
Heavy Vehicle %	9	13	30	100	**13**	0	16	31	100	**16**	25	7	8	-	**10**	0	32	0	67	**9**	**14**
PHF	0.69	0.85	0.71	0.00	**0.91**	0.33	0.81	0.56	0.00	**0.83**	0.58	0.75	0.71	0.00	**0.78**	0.69	0.54	0.67	0.38	**0.78**	**0.92**

1600 - 1800 (Weekday 2h Session) (05-01-2024)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-154 Cascade Palmetto Hwy (South)					GA-154 Cascade Palmetto Hwy (North)					Cedar Grove Rd					Ridge Rd					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
1600 - 1615	8	116	6	0	130	2	87	0	0	89	0	1	12	0	13	5	0	2	0	7	239
1615 - 1630	13	140	15	0	168	3	123	3	0	129	3	5	7	0	15	8	5	1	0	14	326
1630 - 1645	13	113	8	0	134	4	135	1	0	140	0	3	3	0	6	8	2	1	1	12	292
1645 - 1700	5	109	3	1	118	3	113	1	0	117	1	1	8	0	10	4	1	2	0	7	252
Hourly Total	39	478	32	1	**550**	12	458	5	0	**475**	4	10	30	0	**44**	25	8	6	1	**40**	**1109**
1700 - 1715	10	86	2	0	98	2	131	0	0	133	1	0	6	0	7	3	4	1	0	8	246
1715 - 1730	8	95	7	0	110	1	125	1	0	127	0	6	2	0	8	6	7	2	0	15	260
1730 - 1745	8	110	2	0	120	1	113	0	2	116	2	1	3	0	6	8	2	4	0	14	256
1745 - 1800	7	95	5	0	107	1	101	1	0	103	2	3	7	0	12	7	1	2	0	10	232
Hourly Total	33	386	16	0	**435**	5	470	2	2	**479**	5	10	18	0	**33**	24	14	9	0	**47**	**994**
Grand Total	72	864	48	1	**985**	17	928	7	2	**954**	9	20	48	0	**77**	49	22	15	1	**87**	**2103**
Approach %	7.31	87.72	4.87	0.10	-	1.78	97.27	0.73	0.21	-	11.69	25.97	62.34	0.00	-	56.32	25.29	17.24	1.15	-	
Intersection %	3.42	41.08	2.28	0.05	46.84	0.81	44.13	0.33	0.10	45.36	0.43	0.95	2.28	0.00	3.66	2.33	1.05	0.71	0.05	4.14	
Heavy Vehicle %	0	8	0	0	**7**	0	8	57	0	**9**	33	0	4	-	**6**	4	5	0	100	**5**	**7**
PHF	0.79	0.80	0.47	0.25	**0.77**	0.75	0.93	0.42	0.00	**0.93**	0.42	0.45	0.75	0.00	**0.63**	0.72	0.60	0.63	0.25	**0.73**	**0.86**

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

Marr Traffic DATA COLLECTION

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South Fulton, GA

Site 6
GA-154 Cascade Palmetto Hwy (South)
GA-154 Cascade Palmetto Hwy (North)
Cedar Grove Rd
Ridge Rd

Date
Wednesday, May 1, 2024

Lat/Long
33.619097°, -84.671383°
Click here for Map

Weather
Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	GA-154 Cascade Palmetto Hwy (South)					GA-154 Cascade Palmetto Hwy (North)					Cedar Grove Rd					Ridge Rd					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
0700 - 0715	4	80	1	0	85	2	78	1	0	81	2	0	11	0	13	5	0	4	0	9	188
0715 - 0730	7	71	4	0	82	2	70	0	0	72	0	1	4	0	5	5	1	8	0	14	173
0730 - 0745	2	109	2	0	113	0	85	1	0	86	1	1	10	0	12	7	3	3	0	13	224
0745 - 0800	7	88	2	0	97	1	93	1	0	95	1	3	6	0	10	6	1	4	0	11	213
Hourly Total	20	348	9	0	**377**	5	326	3	0	**334**	4	5	31	0	**40**	23	5	19	0	**47**	**798**
0800 - 0815	9	99	4	0	112	3	63	1	0	67	2	3	7	0	12	8	5	3	1	17	208
0815 - 0830	5	84	5	0	94	0	64	3	0	67	1	2	8	0	11	1	1	6	0	8	180
0830 - 0845	7	68	1	0	76	2	85	1	0	88	0	1	7	0	8	4	2	1	0	7	179
0845 - 0900	8	83	4	0	95	1	51	1	0	53	2	3	5	0	10	2	0	2	0	4	162
Hourly Total	29	334	14	0	**377**	6	263	6	0	**275**	5	9	27	0	**41**	15	8	12	1	**36**	**729**
Grand Total	49	682	23	0	**754**	11	589	9	0	**609**	9	14	58	0	**81**	38	13	31	1	**83**	**1527**
Approach %	6.50	90.45	3.05	0.00	-	1.81	96.72	1.48	0.00	-	11.11	17.28	71.60	0.00	-	45.78	15.66	37.35	1.23	-	
Intersection %	3.21	44.66	1.51	0.00	49.38	0.72	38.57	0.59	0.00	39.88	0.59	0.92	3.80	0.00	5.30	2.49	0.85	2.03	0.07	5.44	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	GA-154 Cascade Palmetto Hwy (South)					GA-154 Cascade Palmetto Hwy (North)					Cedar Grove Rd					Ridge Rd					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
1600 - 1615	8	104	6	0	118	2	77	0	0	79	0	1	10	0	11	5	0	2	0	7	215
1615 - 1630	13	129	15	0	157	3	108	1	0	112	1	5	7	0	13	8	4	1	0	13	295
1630 - 1645	13	102	8	0	123	4	121	0	0	125	0	3	3	0	6	8	2	1	0	11	265
1645 - 1700	5	103	3	1	112	3	107	1	0	111	1	1	8	0	10	4	1	2	0	7	240
Hourly Total	39	438	32	1	**510**	12	413	2	0	**427**	2	10	28	0	**40**	25	7	6	0	**38**	**1015**
1700 - 1715	10	82	2	0	94	2	121	0	0	123	0	0	6	0	6	3	4	1	0	8	231
1715 - 1730	8	84	7	0	99	1	117	1	0	119	0	6	2	0	8	4	7	2	0	13	239
1730 - 1745	8	105	2	0	115	1	106	0	2	109	2	1	3	0	6	8	2	4	0	14	244
1745 - 1800	7	90	5	0	102	1	93	0	0	94	2	3	7	0	12	7	1	2	0	10	218
Hourly Total	33	361	16	0	**410**	5	437	1	2	**445**	4	10	18	0	**32**	22	14	9	0	**45**	**932**
Grand Total	72	799	48	1	**920**	17	850	3	2	**872**	6	20	46	0	**72**	47	21	15	0	**83**	**1947**
Approach %	7.83	86.85	5.22	0.11	-	1.95	97.48	0.34	0.23	-	8.33	27.78	63.89	0.00	-	56.63	25.30	18.07	0.00	-	
Intersection %	3.70	41.04	2.47	0.05	47.25	0.87	43.66	0.15	0.10	44.79	0.31	1.03	2.36	0.00	3.70	2.41	1.08	0.77	0.00	4.26	

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

South Fulton, GA

Marr Traffic DATA COLLECTION
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Site 6
GA-154 Cascade Palmetto Hwy (South)
GA-154 Cascade Palmetto Hwy (North)
Cedar Grove Rd
Ridge Rd

Date
Wednesday, May 1, 2024

Lat/Long
33.619097°, -84.671383°
Click here for Map

Weather
Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	GA-154 Cascade Palmetto Hwy (South)					GA-154 Cascade Palmetto Hwy (North)					Cedar Grove Rd					Ridge Rd					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
0700 - 0715	0	10	1	0	11	0	4	0	0	4	0	1	1	0	2	0	0	0	0	0	17
0715 - 0730	1	1	1	0	3	0	6	0	0	6	0	0	1	0	1	0	1	0	0	1	11
0730 - 0745	0	11	1	0	12	0	4	0	0	4	2	0	1	0	3	0	4	0	0	4	23
0745 - 0800	0	4	2	0	6	0	10	0	0	10	0	0	1	0	1	0	1	0	0	1	18
Hourly Total	1	26	5	0	**32**	0	24	0	0	**24**	2	1	4	0	**7**	0	6	0	0	**6**	**69**
0800 - 0815	0	5	2	0	7	0	6	0	0	6	0	0	0	0	0	0	0	0	1	1	14
0815 - 0830	1	4	2	0	7	0	9	1	0	10	0	0	0	0	0	0	0	0	1	1	18
0830 - 0845	0	5	1	0	6	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	13
0845 - 0900	1	5	0	0	6	0	8	0	0	8	1	0	0	0	1	0	0	0	0	0	15
Hourly Total	2	19	5	0	**26**	0	30	1	0	**31**	1	0	0	0	**1**	0	0	0	2	**2**	**60**
Grand Total	3	45	10	0	**58**	0	54	1	0	**55**	3	1	4	0	**8**	0	6	0	2	**8**	**129**
Approach %	5.17	77.59	17.24	0.00	-	0.00	98.18	1.82	0.00	-	37.50	12.50	50.00	0.00	-	0.00	75.00	0.00	25.00	-	
Intersection %	2.33	34.88	7.75	0.00	44.96	0.00	41.86	0.78	0.00	42.64	2.33	0.78	3.10	0.00	6.20	0.00	4.65	0.00	1.55	6.20	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	GA-154 Cascade Palmetto Hwy (South)					GA-154 Cascade Palmetto Hwy (North)					Cedar Grove Rd					Ridge Rd					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
1600 - 1615	0	5	0	0	5	0	4	0	0	4	0	0	2	0	2	0	0	0	0	0	11
1615 - 1630	0	4	0	0	4	0	7	2	0	9	2	0	0	0	2	0	1	0	0	1	16
1630 - 1645	0	3	0	0	3	0	7	1	0	8	0	0	0	0	0	0	0	0	1	1	12
1645 - 1700	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	15	0	0	**15**	0	22	3	0	**25**	2	0	2	0	**4**	0	1	0	1	**2**	**46**
1700 - 1715	0	1	0	0	1	0	5	0	0	5	1	0	0	0	1	0	0	0	0	0	7
1715 - 1730	0	5	0	0	5	0	3	0	0	3	0	0	0	0	0	2	0	0	0	2	10
1730 - 1745	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
1745 - 1800	0	2	0	0	2	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	8	0	0	**8**	0	13	1	0	**14**	1	0	0	0	**1**	2	0	0	0	**2**	**25**
Grand Total	0	23	0	0	**23**	0	35	4	0	**39**	3	0	2	0	**5**	2	1	0	1	**4**	**71**
Approach %	0.00	100.00	0.00	0.00	-	0.00	89.74	10.26	0.00	-	60.00	0.00	40.00	0.00	-	50.00	25.00	0.00	25.00	-	
Intersection %	0.00	32.39	0.00	0.00	32.39	0.00	49.30	5.63	0.00	54.93	4.23	0.00	2.82	0.00	7.04	2.82	1.41	0.00	1.41	5.63	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

South Fulton, GA

Site 6

GA-154 Cascade Palmetto Hwy (South)
GA-154 Cascade Palmetto Hwy (North)
Cedar Grove Rd
Ridge Rd

Date

Wednesday, May 1, 2024

Lat/Long

33.619097°, -84.671383°
Click here for Map

Weather

Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-154 Cascade Palmetto Hwy (South)					GA-154 Cascade Palmetto Hwy (North)					Cedar Grove Rd					Ridge Rd					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
0700 - 0715	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	7
0715 - 0730	0	5	0	0	5	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	12
0730 - 0745	0	7	0	0	7	0	5	1	0	6	0	0	1	0	1	0	0	0	0	0	14
0745 - 0800	1	9	0	0	10	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	19
Hourly Total	1	23	0	0	**24**	0	25	2	0	**27**	0	0	1	0	**1**	0	0	0	0	**0**	**52**
0800 - 0815	0	6	0	0	6	0	9	1	0	10	0	0	0	0	0	0	0	0	0	0	16
0815 - 0830	0	8	0	0	8	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	16
0830 - 0845	0	12	0	1	13	0	12	0	1	13	0	0	0	0	0	0	0	0	0	0	26
0845 - 0900	1	7	0	0	8	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	1	33	0	1	**35**	0	34	1	1	**36**	0	0	0	0	**0**	0	0	0	0	**0**	**71**
Grand Total	2	56	0	1	**59**	0	59	3	1	**63**	0	0	1	0	**1**	0	0	0	0	**0**	**123**
Approach %	3.39	94.92	0.00	1.69	-	0.00	93.65	4.76	1.59	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	1.63	45.53	0.00	0.81	47.97	0.00	47.97	2.44	0.81	51.22	0.00	0.00	0.81	0.00	0.81	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-154 Cascade Palmetto Hwy (South)					GA-154 Cascade Palmetto Hwy (North)					Cedar Grove Rd					Ridge Rd					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
1600 - 1615	0	7	0	0	7	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	13
1615 - 1630	0	7	0	0	7	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	15
1630 - 1645	0	8	0	0	8	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	15
1645 - 1700	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	25	0	0	**25**	0	23	0	0	**23**	0	0	0	0	**0**	0	0	0	0	**0**	**48**
1700 - 1715	0	3	0	0	3	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	8
1715 - 1730	0	6	0	0	6	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	11
1730 - 1745	0	5	0	0	5	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	9
1745 - 1800	0	3	0	0	3	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	0	17	0	0	**17**	0	20	0	0	**20**	0	0	0	0	**0**	0	0	0	0	**0**	**37**
Grand Total	0	42	0	0	**42**	0	43	0	0	**43**	0	0	0	0	**0**	0	0	0	0	**0**	**85**
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	49.41	0.00	0.00	49.41	0.00	50.59	0.00	0.00	50.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bikes

South Fulton, GA

Marr Traffic DATA COLLECTION

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Site 6

GA-154 Cascade Palmetto Hwy (South)
GA-154 Cascade Palmetto Hwy (North)
Cedar Grove Rd
Ridge Rd

Date

Wednesday, May 1, 2024

Lat/Long

33.619097°, -84.671383°
Click here for Map

Weather

Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	GA-154 Cascade Palmetto Hwy (South)					GA-154 Cascade Palmetto Hwy (North)					Cedar Grove Rd					Ridge Rd					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
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) (05-01-2024)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	GA-154 Cascade Palmetto Hwy (South)					GA-154 Cascade Palmetto Hwy (North)					Cedar Grove Rd					Ridge Rd					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

South Fulton, GA

Marr Traffic DATA COLLECTION

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Site 6

GA-154 Cascade Palmetto Hwy (South)
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0700 - 0900 (Weekday 2h Session) (05-01-2024)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-154 Cascade Palmetto Hwy (South)					GA-154 Cascade Palmetto Hwy (North)					Cedar Grove Rd					Ridge Rd					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
0700 - 0715	0	12	1	0	13	0	9	0	0	9	0	1	1	0	2	0	0	0	0	0	24
0715 - 0730	1	6	1	0	8	0	12	1	0	13	0	0	1	0	1	0	1	0	0	1	23
0730 - 0745	0	18	1	0	19	0	9	1	0	10	2	0	2	0	4	0	4	0	0	4	37
0745 - 0800	1	13	2	0	16	0	19	0	0	19	0	0	1	0	1	0	1	0	0	1	37
Hourly Total	2	49	5	0	**56**	0	49	2	0	**51**	2	1	5	0	**8**	0	6	0	0	**6**	**121**
0800 - 0815	0	11	2	0	13	0	15	1	0	16	0	0	0	0	0	0	0	0	1	1	30
0815 - 0830	1	12	2	0	15	0	17	1	0	18	0	0	0	0	0	0	0	0	1	1	34
0830 - 0845	0	17	1	1	19	0	19	0	1	20	0	0	0	0	0	0	0	0	0	0	39
0845 - 0900	2	12	0	0	14	0	13	0	0	13	1	0	0	0	1	0	0	0	0	0	28
Hourly Total	3	52	5	1	**61**	0	64	2	1	**67**	1	0	0	0	**1**	0	0	0	2	**2**	**131**
Grand Total	5	101	10	1	**117**	0	113	4	1	**118**	3	1	5	0	**9**	0	6	0	2	**8**	**252**
Approach %	4.27	86.32	8.55	0.85	-	0.00	95.76	3.39	0.85	-	33.33	11.11	55.56	0.00	-	0.00	75.00	0.00	22.22	-	
Intersection %	1.98	40.08	3.97	0.40	46.43	0.00	44.84	1.59	0.40	46.83	1.19	0.40	1.98	0.00	3.57	0.00	2.38	0.00	0.79	3.17	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-154 Cascade Palmetto Hwy (South)					GA-154 Cascade Palmetto Hwy (North)					Cedar Grove Rd					Ridge Rd					
TIME	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	Int Total
1600 - 1615	0	12	0	0	12	0	10	0	0	10	0	0	2	0	2	0	0	0	0	0	24
1615 - 1630	0	11	0	0	11	0	15	2	0	17	2	0	0	0	2	0	1	0	0	1	31
1630 - 1645	0	11	0	0	11	0	14	1	0	15	0	0	0	0	0	0	0	0	1	1	27
1645 - 1700	0	6	0	0	6	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	0	40	0	0	**40**	0	45	3	0	**48**	2	0	2	0	**4**	0	1	0	1	**2**	**94**
1700 - 1715	0	4	0	0	4	0	10	0	0	10	1	0	0	0	1	0	0	0	0	0	15
1715 - 1730	0	11	0	0	11	0	8	0	0	8	0	0	0	0	0	2	0	0	0	2	21
1730 - 1745	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	12
1745 - 1800	0	5	0	0	5	0	8	1	0	9	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	0	25	0	0	**25**	0	33	1	0	**34**	1	0	0	0	**1**	2	0	0	0	**2**	**62**
Grand Total	0	65	0	0	**65**	0	78	4	0	**82**	3	0	2	0	**5**	2	1	0	1	**4**	**156**
Approach %	0.00	100.00	0.00	0.00	-	0.00	95.12	4.88	0.00	-	60.00	0.00	40.00	0.00	-	50.00	25.00	0.00	25.00	-	
Intersection %	0.00	41.67	0.00	0.00	41.67	0.00	50.00	2.56	0.00	52.56	1.92	0.00	1.28	0.00	3.21	1.28	0.64	0.00	0.64	2.56	

Crosswalk Counts || Pedestrians

South Fulton, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 6
GA-154 Cascade Palmetto Hwy (South)
GA-154 Cascade Palmetto Hwy (North)
Cedar Grove Rd
Ridge Rd

Date
Wednesday, May 1, 2024

Lat/Long
33.619097°, -84.671383°
Click here for Map

Weather
Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-154 Cascade Palmetto Hwy (South)			GA-154 Cascade Palmetto Hwy (North)			Cedar Grove Rd			Ridge Rd			
TIME	EB 6a	WB 6b	App Total	EB 6c	WB 6d	App Total	NB 6e	SB 6f	App Total	NB 6g	SB 6h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-154 Cascade Palmetto Hwy (South)			GA-154 Cascade Palmetto Hwy (North)			Cedar Grove Rd			Ridge Rd			
TIME	EB 6a	WB 6b	App Total	EB 6c	WB 6d	App Total	NB 6e	SB 6f	App Total	NB 6g	SB 6h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bikes

South Fulton, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 6
GA-154 Cascade Palmetto Hwy (South)
GA-154 Cascade Palmetto Hwy (North)
Cedar Grove Rd
Ridge Rd

Date
Wednesday, May 1, 2024

Lat/Long
33.619097°, -84.671383°
Click here for Map

Weather
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74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	GA-154 Cascade Palmetto Hwy (South)			GA-154 Cascade Palmetto Hwy (North)			Cedar Grove Rd			Ridge Rd			
TIME	EB 6a	WB 6b	App Total	EB 6c	WB 6d	App Total	NB 6e	SB 6f	App Total	NB 6g	SB 6h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	GA-154 Cascade Palmetto Hwy (South)			GA-154 Cascade Palmetto Hwy (North)			Cedar Grove Rd			Ridge Rd			
TIME	EB 6a	WB 6b	App Total	EB 6c	WB 6d	App Total	NB 6e	SB 6f	App Total	NB 6g	SB 6h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

South Fulton, GA

Marr Traffic DATA COLLECTION

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Site 6
GA-154 Cascade Palmetto Hwy (South)
GA-154 Cascade Palmetto Hwy (North)
Cedar Grove Rd
Ridge Rd

Date
Wednesday, May 1, 2024

Lat/Long
33.619097°, -84.671383°
Click here for Map

Weather
Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-154 Cascade Palmetto Hwy (South)			GA-154 Cascade Palmetto Hwy (North)			Cedar Grove Rd			Ridge Rd			
TIME	EB 6a	WB 6b	App Total	EB 6c	WB 6d	App Total	NB 6e	SB 6f	App Total	NB 6g	SB 6h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-154 Cascade Palmetto Hwy (South)			GA-154 Cascade Palmetto Hwy (North)			Cedar Grove Rd			Ridge Rd			
TIME	EB 6a	WB 6b	App Total	EB 6c	WB 6d	App Total	NB 6e	SB 6f	App Total	NB 6g	SB 6h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/1/2024	Cedar Grove Rd Eastbound			Ridge Rd Westbound			-154 Cascade Palmetto Hwy (Sou Northbound			-154 Cascade Palmetto Hwy (Nor Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	2	1	12	5	0	4	4	92	2	2	87	1	212
07:15 AM - 07:30 AM	0	1	5	5	2	8	8	77	5	2	82	1	196
07:30 AM - 07:45 AM	3	1	12	7	7	3	2	127	3	0	94	2	261
07:45 AM - 08:00 AM	1	3	7	6	2	4	8	101	4	1	112	1	250
08:00 AM - 08:15 AM	2	3	7	8	5	3	9	110	6	3	78	2	236
08:15 AM - 08:30 AM	1	2	8	1	1	6	6	96	7	0	81	4	213
08:30 AM - 08:45 AM	0	1	7	4	2	1	7	85	2	2	104	1	216
08:45 AM - 09:00 AM	3	3	5	2	0	2	10	95	4	1	64	1	190
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	0	1	12	5	0	2	8	116	6	2	87	0	239
04:15 PM - 04:30 PM	3	5	7	8	5	1	13	140	15	3	123	3	326
04:30 PM - 04:45 PM	0	3	3	8	2	1	13	113	8	4	135	1	291
04:45 PM - 05:00 PM	1	1	8	4	1	2	5	109	3	3	113	1	251
05:00 PM - 05:15 PM	1	0	6	3	4	1	10	86	2	2	131	0	246
05:15 PM - 05:30 PM	0	6	2	6	7	2	8	95	7	1	125	1	260
05:30 PM - 05:45 PM	2	1	3	8	2	4	8	110	2	1	113	0	254
05:45 PM - 06:00 PM	2	3	7	7	1	2	7	95	5	1	101	1	232
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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Wednesday, May 1, 2024	
Period	0700 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

Time	Northbound GA-154 Cascade Palmetto Hwy (South)						Southbound GA-154 Cascade Palmetto Hwy (North)						Eastbound GA-70 S Fulton Pkwy						Westbound GA-14 S Fulton Pkwy						Int Total
	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	
0730 - 0745	1	77	7	-	0	85	3	53	2	-	0	58	6	115	3	-	0	124	10	66	1	-	0	77	344
0745 - 0800	2	82	16	-	0	100	2	77	5	-	0	84	6	131	4	-	0	141	8	88	1	-	0	97	422
0800 - 0815	3	70	13	-	0	86	0	67	4	-	0	71	8	174	0	-	0	182	11	75	1	-	0	87	426
0815 - 0830	2	58	30	-	0	90	1	57	0	-	0	58	7	117	0	-	0	124	13	42	1	-	0	56	328
Total	8	287	66	0	0	361	6	254	11	0	0	271	27	537	7	0	0	571	42	271	4	0	0	317	1520
Approach %	2.22	79.50	18.28	0.00	0.00	-	2.21	93.73	4.06	0.00	0.00	-	4.73	94.05	1.23	0.00	0.00	-	13.25	85.49	1.26	0.00	0.00	-	
PHF	0.67	0.88	0.55	0.00	0.00	**0.90**	0.50	0.82	0.55	0.00	0.00	**0.81**	0.84	0.77	0.44	0.00	0.00	**0.78**	0.81	0.77	1.00	0.00	0.00	**0.82**	**0.89**

Passenger Vehicles (1-3)

Time	Northbound GA-154 Cascade Palmetto Hwy (South)						Southbound GA-154 Cascade Palmetto Hwy (North)						Eastbound GA-70 S Fulton Pkwy						Westbound GA-14 S Fulton Pkwy						Int Total
	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	
0730 - 0745	1	58	6	-	0	65	3	42	2	-	0	47	6	113	2	-	0	121	8	62	1	-	0	71	304
0745 - 0800	1	69	13	-	0	83	1	62	4	-	0	67	5	129	0	-	0	134	7	83	1	-	0	91	375
0800 - 0815	2	58	11	-	0	71	0	52	4	-	0	56	8	171	0	-	0	179	10	71	1	-	0	82	388
0815 - 0830	0	44	29	-	0	73	1	40	0	-	0	41	6	115	0	-	0	121	12	38	1	-	0	51	286
Total	4	229	59	0	0	292	5	196	10	0	0	211	25	528	2	0	0	555	37	254	4	0	0	295	1353
Approach %	1.37	78.42	20.21	0.00	0.00	-	2.37	92.89	4.74	0.00	0.00	-	4.50	95.14	0.36	0.00	0.00	-	12.54	86.10	1.36	0.00	0.00	-	
PHF	0.50	0.83	0.51	0.00	0.00	**0.88**	0.42	0.79	0.63	0.00	0.00	**0.79**	0.78	0.77	0.25	0.00	0.00	**0.78**	0.77	0.77	1.00	0.00	0.00	**0.81**	**0.87**

Single Unit Trucks (4-7)

Time	Northbound GA-154 Cascade Palmetto Hwy (South)						Southbound GA-154 Cascade Palmetto Hwy (North)						Eastbound GA-70 S Fulton Pkwy						Westbound GA-14 S Fulton Pkwy						Int Total
	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	
0730 - 0745	0	12	0	-	0	12	0	5	0	-	0	5	0	1	0	-	0	1	2	1	0	-	0	3	21
0745 - 0800	0	4	2	-	0	6	0	7	1	-	0	8	0	2	2	-	0	4	0	2	0	-	0	2	20
0800 - 0815	0	6	2	-	0	8	0	6	0	-	0	6	0	1	0	-	0	1	1	3	0	-	0	4	19
0815 - 0830	0	6	1	-	0	7	0	9	0	-	0	9	1	1	0	-	0	2	1	3	0	-	0	4	22
Total	0	28	5	0	0	33	0	27	1	0	0	28	1	5	2	0	0	8	4	9	0	0	0	13	82
Approach %	0.00	84.85	15.15	0.00	0.00	-	0.00	96.43	3.57	0.00	0.00	-	12.50	62.50	25.00	0.00	0.00	-	30.77	69.23	0.00	0.00	0.00	-	
PHF	0.00	0.58	0.63	0.00	0.00	**0.69**	0.00	0.75	0.25	0.00	0.00	**0.78**	0.25	0.63	0.25	0.00	0.00	**0.50**	0.50	0.75	0.00	0.00	0.00	**0.81**	**0.93**

Combination Trucks (8-13)

Time	Northbound GA-154 Cascade Palmetto Hwy (South)						Southbound GA-154 Cascade Palmetto Hwy (North)						Eastbound GA-70 S Fulton Pkwy						Westbound GA-14 S Fulton Pkwy						Int Total
	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	
0730 - 0745	0	7	1	-	0	8	0	6	0	-	0	6	0	1	1	-	0	2	0	3	0	-	0	3	19
0745 - 0800	1	9	1	-	0	11	1	8	0	-	0	9	1	0	2	-	0	3	1	3	0	-	0	4	27
0800 - 0815	1	6	0	-	0	7	0	9	0	-	0	9	0	2	0	-	0	2	0	1	0	-	0	1	19
0815 - 0830	2	8	0	-	0	10	0	8	0	-	0	8	0	1	0	-	0	1	0	1	0	-	0	1	20
Total	4	30	2	0	0	36	1	31	0	0	0	32	1	4	3	0	0	8	1	8	0	0	0	9	85
Approach %	11.11	83.33	5.56	0.00	0.00	-	3.13	96.88	0.00	0.00	0.00	-	12.50	50.00	37.50	0.00	0.00	-	11.11	88.89	0.00	0.00	0.00	-	
PHF	0.50	0.83	0.50	0.00	0.00	**0.82**	0.25	0.86	0.00	0.00	0.00	**0.89**	0.25	0.50	0.38	0.00	0.00	**0.67**	0.25	0.67	0.00	0.00	0.00	**0.56**	**0.79**

Bikes

Time	Northbound GA-154 Cascade Palmetto Hwy (South)						Southbound GA-154 Cascade Palmetto Hwy (North)						Eastbound GA-70 S Fulton Pkwy						Westbound GA-14 S Fulton Pkwy						Int Total
	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

South Fulton, GA

Click here for Map

Marr Traffic DATA COLLECTION

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Wednesday, May 1, 2024	
Period	1600 - 1800
Peak Hour	1600 - 1700

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

Time	Northbound GA-154 Cascade Palmetto Hwy (South)						Southbound GA-154 Cascade Palmetto Hwy (North)						Eastbound GA-70 S Fulton Pkwy						Westbound GA-14 S Fulton Pkwy						Int Total
	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	
1600 - 1615	0	64	21	-	0	85	0	50	5	-	0	55	11	57	0	-	0	68	9	93	2	-	0	104	312
1615 - 1630	3	86	8	-	0	97	2	71	3	-	0	76	11	51	2	-	1	65	27	100	5	-	0	132	370
1630 - 1645	2	84	17	-	0	103	1	103	4	-	0	108	4	25	0	-	0	29	14	110	2	-	0	126	366
1645 - 1700	1	70	13	-	0	84	1	98	4	-	0	103	0	36	1	-	0	37	6	117	0	-	0	123	347
Total	6	304	59	0	0	369	4	322	16	0	0	342	26	169	3	0	1	199	56	420	9	0	0	485	1395
Approach %	1.63	82.38	15.99	0.00	0.00	-	1.17	94.15	4.68	0.00	0.00	-	13.07	84.92	1.51	0.00	0.50	-	11.55	86.60	1.86	0.00	0.00	-	
PHF	0.50	0.88	0.70	0.00	0.00	**0.90**	0.50	0.78	0.80	0.00	0.00	**0.79**	0.59	0.74	0.38	0.00	0.25	**0.73**	0.52	0.90	0.45	0.00	0.00	**0.92**	**0.94**

Passenger Vehicles (1-3)

Time	Northbound GA-154 Cascade Palmetto Hwy (South)						Southbound GA-154 Cascade Palmetto Hwy (North)						Eastbound GA-70 S Fulton Pkwy						Westbound GA-14 S Fulton Pkwy						Int Total
	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	
1600 - 1615	0	54	21	-	0	75	0	38	5	-	0	43	11	52	0	-	0	63	8	90	1	-	0	99	280
1615 - 1630	1	77	7	-	0	85	2	56	3	-	0	61	11	46	1	-	1	59	25	94	4	-	0	123	328
1630 - 1645	0	75	17	-	0	92	0	90	4	-	0	94	3	23	0	-	0	26	12	109	2	-	0	123	335
1645 - 1700	0	65	12	-	0	77	0	96	4	-	0	100	0	34	0	-	0	34	6	112	0	-	0	118	329
Total	1	271	57	0	0	329	2	280	16	0	0	298	25	155	1	0	1	182	51	405	7	0	0	463	1272
Approach %	0.30	82.37	17.33	0.00	0.00	-	0.67	93.96	5.37	0.00	0.00	-	13.74	85.16	0.55	0.00	0.55	-	11.02	87.47	1.51	0.00	0.00	-	
PHF	0.25	0.88	0.68	0.00	0.00	**0.89**	0.25	0.73	0.80	0.00	0.00	**0.75**	0.57	0.75	0.25	0.00	0.25	**0.72**	0.51	0.90	0.44	0.00	0.00	**0.94**	**0.95**

Single Unit Trucks (4-7)

Time	Northbound GA-154 Cascade Palmetto Hwy (South)						Southbound GA-154 Cascade Palmetto Hwy (North)						Eastbound GA-70 S Fulton Pkwy						Westbound GA-14 S Fulton Pkwy						Int Total
	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	
1600 - 1615	0	3	0	-	0	3	0	6	0	-	0	6	0	4	0	-	0	4	1	2	1	-	0	4	17
1615 - 1630	0	3	0	-	0	3	0	7	0	-	0	7	0	2	0	-	0	2	2	5	0	-	0	7	19
1630 - 1645	1	1	0	-	0	2	0	7	0	-	0	7	1	0	0	-	0	1	1	1	0	-	0	2	12
1645 - 1700	1	2	1	-	0	4	0	1	0	-	0	1	0	2	0	-	0	2	0	4	0	-	0	4	11
Total	2	9	1	0	0	12	0	21	0	0	0	21	1	8	0	0	0	9	4	12	1	0	0	17	59
Approach %	16.67	75.00	8.33	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	11.11	88.89	0.00	0.00	0.00	-	23.53	70.59	5.88	0.00	0.00	-	
PHF	0.50	0.75	0.25	0.00	0.00	**0.75**	0.00	0.75	0.00	0.00	0.00	**0.75**	0.25	0.50	0.00	0.00	0.00	**0.56**	0.50	0.60	0.25	0.00	0.00	**0.61**	**0.78**

Combination Trucks (8-13)

Time	Northbound GA-154 Cascade Palmetto Hwy (South)						Southbound GA-154 Cascade Palmetto Hwy (North)						Eastbound GA-70 S Fulton Pkwy						Westbound GA-14 S Fulton Pkwy						Int Total
	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	
1600 - 1615	0	7	0	-	0	7	0	6	0	-	0	6	0	1	0	-	0	1	0	1	0	-	0	1	15
1615 - 1630	2	6	1	-	0	9	0	8	0	-	0	8	0	3	1	-	0	4	0	1	1	-	0	2	23
1630 - 1645	1	8	0	-	0	9	1	6	0	-	0	7	0	2	0	-	0	2	1	0	0	-	0	1	19
1645 - 1700	0	3	0	-	0	3	1	1	0	-	0	2	0	0	1	-	0	1	0	1	0	-	0	1	7
Total	3	24	1	0	0	28	2	21	0	0	0	23	0	6	2	0	0	8	1	3	1	0	0	5	64
Approach %	10.71	85.71	3.57	0.00	0.00	-	8.70	91.30	0.00	0.00	0.00	-	0.00	75.00	25.00	0.00	0.00	-	20.00	60.00	20.00	0.00	0.00	-	
PHF	0.38	0.75	0.25	0.00	0.00	**0.78**	0.50	0.66	0.00	0.00	0.00	**0.72**	0.00	0.50	0.50	0.00	0.00	**0.50**	0.25	0.75	0.25	0.00	0.00	**0.63**	**0.70**

Bikes

Time	Northbound GA-154 Cascade Palmetto Hwy (South)						Southbound GA-154 Cascade Palmetto Hwy (North)						Eastbound GA-70 S Fulton Pkwy						Westbound GA-14 S Fulton Pkwy						Int Total
	Left 7.1	Thru 7.2	Right 7.3		U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7		U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11		U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15		U-Turn 7.16	App Total	
1600 - 1615	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

South Fulton, GA

Marr Traffic DATA COLLECTION

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Site 7

GA-154 Cascade Palmetto Hwy (South)
GA-154 Cascade Palmetto Hwy (North)
GA-70 S Fulton Pkwy
GA-14 S Fulton Pkwy

Date

Wednesday, May 1, 2024

Lat/Long

33.579882°, -84.667372°
Click here for Map

Weather

Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-154 Cascade Palmetto Hwy (South)					GA-154 Cascade Palmetto Hwy (North)					GA-70 S Fulton Pkwy					GA-14 S Fulton Pkwy					
TIME	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	Int Total
0700 - 0715	0	54	14	0	68	2	63	2	0	67	2	94	1	0	97	9	30	3	0	42	274
0715 - 0730	5	77	12	0	94	0	57	1	0	58	1	101	1	0	103	7	45	1	0	53	308
0730 - 0745	1	77	7	0	85	3	53	2	0	58	6	115	3	0	124	10	66	1	0	77	344
0745 - 0800	2	82	16	0	100	2	77	5	0	84	6	131	4	0	141	8	88	1	0	97	422
Hourly Total	8	290	49	0	**347**	7	250	10	0	**267**	15	441	9	0	**465**	34	229	6	0	**269**	**1348**
0800 - 0815	3	70	13	0	86	0	67	4	0	71	8	174	0	0	182	11	75	1	0	87	426
0815 - 0830	2	58	30	0	90	1	57	0	0	58	7	117	0	0	124	13	42	1	0	56	328
0830 - 0845	4	62	57	0	123	1	58	4	0	63	9	88	1	0	98	11	27	2	0	40	324
0845 - 0900	2	78	63	0	143	2	56	1	0	59	6	105	1	0	112	5	34	0	0	39	353
Hourly Total	11	268	163	0	**442**	4	238	9	0	**251**	30	484	2	0	**516**	40	178	4	0	**222**	**1431**
Grand Total	19	558	212	0	**789**	11	488	19	0	**518**	45	925	11	0	**981**	74	407	10	0	**491**	**2779**
Approach %	2.41	70.72	26.87	0.00	-	2.12	94.21	3.67	0.00	-	4.59	94.29	1.12	0.00	-	15.07	82.89	2.04	0.00	-	
Intersection %	0.68	20.08	7.63	0.00	28.39	0.40	17.56	0.68	0.00	18.64	1.62	33.29	0.40	0.00	35.30	2.66	14.65	0.36	0.00	17.67	
Heavy Vehicle %	63	19	8	-	**17**	18	23	11	-	**22**	9	2	55	-	**3**	14	8	0	-	**8**	**11**
PHF	0.67	0.88	0.55	0.00	**0.90**	0.50	0.82	0.55	0.00	**0.81**	0.84	0.77	0.44	0.00	**0.78**	0.81	0.77	1.00	0.00	**0.82**	**0.89**

1600 - 1800 (Weekday 2h Session) (05-01-2024)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-154 Cascade Palmetto Hwy (South)					GA-154 Cascade Palmetto Hwy (North)					GA-70 S Fulton Pkwy					GA-14 S Fulton Pkwy					
TIME	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	Int Total
1600 - 1615	0	64	21	0	85	0	50	5	0	55	11	57	0	0	68	9	93	2	0	104	312
1615 - 1630	3	86	8	0	97	2	71	3	0	76	11	51	2	1	65	27	100	5	0	132	370
1630 - 1645	2	84	17	0	103	1	103	4	0	108	4	25	0	0	29	14	110	2	0	126	366
1645 - 1700	1	70	13	0	84	1	98	4	0	103	0	36	1	0	37	6	117	0	0	123	347
Hourly Total	6	304	59	0	**369**	4	322	16	0	**342**	26	169	3	1	**199**	56	420	9	0	**485**	**1395**
1700 - 1715	0	50	10	0	60	2	97	4	0	103	7	24	0	0	31	13	94	1	0	108	302
1715 - 1730	2	78	14	0	94	0	105	4	0	109	2	23	0	0	25	14	85	2	0	101	329
1730 - 1745	2	59	8	0	69	0	71	3	0	74	3	36	2	0	41	14	88	3	0	105	289
1745 - 1800	2	65	15	0	82	3	98	2	0	103	2	31	0	0	33	17	80	0	0	97	315
Hourly Total	6	252	47	0	**305**	5	371	13	0	**389**	14	114	2	0	**130**	58	347	6	0	**411**	**1235**
Grand Total	12	556	106	0	**674**	9	693	29	0	**731**	40	283	5	1	**329**	114	767	15	0	**896**	**2630**
Approach %	1.78	82.49	15.73	0.00	-	1.23	94.80	3.97	0.00	-	12.16	86.02	1.52	0.30	-	12.72	85.60	1.67	0.00	-	
Intersection %	0.46	21.14	4.03	0.00	25.63	0.34	26.35	1.10	0.00	27.79	1.52	10.76	0.19	0.04	12.51	4.33	29.16	0.57	0.00	34.07	
Heavy Vehicle %	67	10	6	-	**10**	22	11	0	-	**11**	8	7	60	0	**8**	5	4	13	-	**5**	**8**
PHF	0.50	0.88	0.70	0.00	**0.90**	0.50	0.78	0.80	0.00	**0.79**	0.59	0.74	0.38	0.25	**0.73**	0.52	0.90	0.45	0.00	**0.92**	**0.94**

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

South Fulton, GA

Marr Traffic DATA COLLECTION
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Site 7
GA-154 Cascade Palmetto Hwy (South)
GA-154 Cascade Palmetto Hwy (North)
GA-70 S Fulton Pkwy
GA-14 S Fulton Pkwy

Date
Wednesday, May 1, 2024

Lat/Long
33.579882°, -84.667372°
Click here for Map

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Fair
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0700 - 0900 (Weekday 2h Session) (05-01-2024)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	GA-154 Cascade Palmetto Hwy (South)					GA-154 Cascade Palmetto Hwy (North)					GA-70 S Fulton Pkwy					GA-14 S Fulton Pkwy					
TIME	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	Int Total
0700 - 0715	0	41	14	0	55	2	54	1	0	57	2	93	0	0	95	8	27	3	0	38	245
0715 - 0730	0	69	12	0	81	0	44	1	0	45	1	100	1	0	102	7	42	1	0	50	278
0730 - 0745	1	58	6	0	65	3	42	2	0	47	6	113	2	0	121	8	62	1	0	71	304
0745 - 0800	1	69	13	0	83	1	62	4	0	67	5	129	0	0	134	7	83	1	0	91	375
Hourly Total	2	237	45	0	**284**	6	202	8	0	**216**	14	435	3	0	**452**	30	214	6	0	**250**	**1202**
0800 - 0815	2	58	11	0	71	0	52	4	0	56	8	171	0	0	179	10	71	1	0	82	388
0815 - 0830	0	44	29	0	73	1	40	0	0	41	6	115	0	0	121	12	38	1	0	51	286
0830 - 0845	2	47	52	0	101	0	39	4	0	43	7	85	1	0	93	8	24	2	0	34	271
0845 - 0900	1	64	58	0	123	2	45	1	0	48	6	103	1	0	110	4	29	0	0	33	314
Hourly Total	5	213	150	0	**368**	3	176	9	0	**188**	27	474	2	0	**503**	34	162	4	0	**200**	**1259**
Grand Total	7	450	195	0	**652**	9	378	17	0	**404**	41	909	5	0	**955**	64	376	10	0	**450**	**2461**
Approach %	1.07	69.02	29.91	0.00	-	2.23	93.56	4.21	0.00	-	4.29	95.18	0.52	0.00	-	14.22	83.56	2.22	0.00	-	
Intersection %	0.28	18.29	7.92	0.00	26.49	0.37	15.36	0.69	0.00	16.42	1.67	36.94	0.20	0.00	38.81	2.60	15.28	0.41	0.00	18.29	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	GA-154 Cascade Palmetto Hwy (South)					GA-154 Cascade Palmetto Hwy (North)					GA-70 S Fulton Pkwy					GA-14 S Fulton Pkwy					
TIME	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	Int Total
1600 - 1615	0	54	21	0	75	0	38	5	0	43	11	52	0	0	63	8	90	1	0	99	280
1615 - 1630	1	77	7	0	85	2	56	3	0	61	11	46	1	1	59	25	94	4	0	123	328
1630 - 1645	0	75	17	0	92	0	90	4	0	94	3	23	0	0	26	12	109	2	0	123	335
1645 - 1700	0	65	12	0	77	0	96	4	0	100	0	34	0	0	34	6	112	0	0	118	329
Hourly Total	1	271	57	0	**329**	2	280	16	0	**298**	25	155	1	1	**182**	51	405	7	0	**463**	**1272**
1700 - 1715	0	47	7	0	54	2	87	4	0	93	6	24	0	0	30	13	88	1	0	102	279
1715 - 1730	2	68	14	0	84	0	95	4	0	99	2	22	0	0	24	14	81	2	0	97	304
1730 - 1745	0	55	8	0	63	0	64	3	0	67	2	34	1	0	37	14	83	3	0	100	267
1745 - 1800	1	62	14	0	77	3	92	2	0	97	2	29	0	0	31	16	76	0	0	92	297
Hourly Total	3	232	43	0	**278**	5	338	13	0	**356**	12	109	1	0	**122**	57	328	6	0	**391**	**1147**
Grand Total	4	503	100	0	**607**	7	618	29	0	**654**	37	264	2	1	**304**	108	733	13	0	**854**	**2419**
Approach %	0.66	82.87	16.47	0.00	-	1.07	94.50	4.43	0.00	-	12.17	86.84	0.66	0.33	-	12.65	85.83	1.52	0.00	-	
Intersection %	0.17	20.79	4.13	0.00	25.09	0.29	25.55	1.20	0.00	27.04	1.53	10.91	0.08	0.04	12.57	4.46	30.30	0.54	0.00	35.30	

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

South Fulton, GA

Marr Traffic DATA COLLECTION
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Site 7
GA-154 Cascade Palmetto Hwy (South)
GA-154 Cascade Palmetto Hwy (North)
GA-70 S Fulton Pkwy
GA-14 S Fulton Pkwy

Date
Wednesday, May 1, 2024

Lat/Long
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0700 - 0900 (Weekday 2h Session) (05-01-2024)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	GA-154 Cascade Palmetto Hwy (South)					GA-154 Cascade Palmetto Hwy (North)					GA-70 S Fulton Pkwy					GA-14 S Fulton Pkwy					
TIME	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	Int Total
0700 - 0715	0	11	0	0	11	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	16
0715 - 0730	1	3	0	0	4	0	7	0	0	7	0	1	0	0	1	0	1	0	0	1	13
0730 - 0745	0	12	0	0	12	0	5	0	0	5	0	1	0	0	1	2	1	0	0	3	21
0745 - 0800	0	4	2	0	6	0	7	1	0	8	0	2	2	0	4	0	2	0	0	2	20
Hourly Total	1	30	2	0	**33**	0	23	2	0	**25**	0	4	2	0	**6**	2	4	0	0	**6**	**70**
0800 - 0815	0	6	2	0	8	0	6	0	0	6	0	1	0	0	1	1	3	0	0	4	19
0815 - 0830	0	6	1	0	7	0	9	0	0	9	1	1	0	0	2	1	3	0	0	4	22
0830 - 0845	1	4	2	0	7	0	7	0	0	7	0	1	0	0	1	2	0	0	0	2	17
0845 - 0900	1	6	2	0	9	0	6	0	0	6	0	2	0	0	2	1	2	0	0	3	20
Hourly Total	2	22	7	0	**31**	0	28	0	0	**28**	1	5	0	0	**6**	5	8	0	0	**13**	**78**
Grand Total	3	52	9	0	**64**	0	51	2	0	**53**	1	9	2	0	**12**	7	12	0	0	**19**	**148**
Approach %	4.69	81.25	14.06	0.00	-	0.00	96.23	3.77	0.00	-	8.33	75.00	16.67	0.00	-	36.84	63.16	0.00	0.00	-	
Intersection %	2.03	35.14	6.08	0.00	43.24	0.00	34.46	1.35	0.00	35.81	0.68	6.08	1.35	0.00	8.11	4.73	8.11	0.00	0.00	12.84	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	GA-154 Cascade Palmetto Hwy (South)					GA-154 Cascade Palmetto Hwy (North)					GA-70 S Fulton Pkwy					GA-14 S Fulton Pkwy					
TIME	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	Int Total
1600 - 1615	0	3	0	0	3	0	6	0	0	6	0	4	0	0	4	1	2	1	0	4	17
1615 - 1630	0	3	0	0	3	0	7	0	0	7	0	2	0	0	2	2	5	0	0	7	19
1630 - 1645	1	1	0	0	2	0	7	0	0	7	1	0	0	0	1	1	1	0	0	2	12
1645 - 1700	1	2	1	0	4	0	1	0	0	1	0	2	0	0	2	0	4	0	0	4	11
Hourly Total	2	9	1	0	**12**	0	21	0	0	**21**	1	8	0	0	**9**	4	12	1	0	**17**	**59**
1700 - 1715	0	0	2	0	2	0	5	0	0	5	1	0	0	0	1	0	3	0	0	3	11
1715 - 1730	0	4	0	0	4	0	5	0	0	5	0	1	0	0	1	0	3	0	0	3	13
1730 - 1745	1	0	0	0	1	0	3	0	0	3	0	1	1	0	2	0	1	0	0	1	7
1745 - 1800	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	4
Hourly Total	1	4	3	0	**8**	0	13	0	0	**13**	1	3	1	0	**5**	1	8	0	0	**9**	**35**
Grand Total	3	13	4	0	**20**	0	34	0	0	**34**	2	11	1	0	**14**	5	20	1	0	**26**	**94**
Approach %	15.00	65.00	20.00	0.00	-	0.00	100.00	0.00	0.00	-	14.29	78.57	7.14	0.00	-	19.23	76.92	3.85	0.00	-	
Intersection %	3.19	13.83	4.26	0.00	21.28	0.00	36.17	0.00	0.00	36.17	2.13	11.70	1.06	0.00	14.89	5.32	21.28	1.06	0.00	27.66	

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

South Fulton, GA

Marr Traffic DATA COLLECTION

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Site 7

GA-154 Cascade Palmetto Hwy (South)
GA-154 Cascade Palmetto Hwy (North)
GA-70 S Fulton Pkwy
GA-14 S Fulton Pkwy

Date

Wednesday, May 1, 2024

Lat/Long

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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-154 Cascade Palmetto Hwy (South)					GA-154 Cascade Palmetto Hwy (North)					GA-70 S Fulton Pkwy					GA-14 S Fulton Pkwy					
TIME	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	Int Total
0700 - 0715	0	2	0	0	2	0	5	0	0	5	0	1	1	0	2	1	3	0	0	4	13
0715 - 0730	4	5	0	0	9	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	17
0730 - 0745	0	7	1	0	8	0	6	0	0	6	0	1	1	0	2	0	3	0	0	3	19
0745 - 0800	1	9	1	0	11	1	8	0	0	9	1	0	2	0	3	1	3	0	0	4	27
Hourly Total	5	23	2	0	**30**	1	25	0	0	**26**	1	2	4	0	**7**	2	11	0	0	**13**	**76**
0800 - 0815	1	6	0	0	7	0	9	0	0	9	0	2	0	0	2	0	1	0	0	1	19
0815 - 0830	2	8	0	0	10	0	8	0	0	8	0	1	0	0	1	0	1	0	0	1	20
0830 - 0845	1	11	3	0	15	1	12	0	0	13	2	2	0	0	4	1	3	0	0	4	36
0845 - 0900	0	8	3	0	11	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	19
Hourly Total	4	33	6	0	**43**	1	34	0	0	**35**	2	5	0	0	**7**	1	8	0	0	**9**	**94**
Grand Total	9	56	8	0	**73**	2	59	0	0	**61**	3	7	4	0	**14**	3	19	0	0	**22**	**170**
Approach %	12.33	76.71	10.96	0.00	-	3.28	96.72	0.00	0.00	-	21.43	50.00	28.57	0.00	-	13.64	86.36	0.00	0.00	-	
Intersection %	5.29	32.94	4.71	0.00	42.94	1.18	34.71	0.00	0.00	35.88	1.76	4.12	2.35	0.00	8.24	1.76	11.18	0.00	0.00	12.94	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-154 Cascade Palmetto Hwy (South)					GA-154 Cascade Palmetto Hwy (North)					GA-70 S Fulton Pkwy					GA-14 S Fulton Pkwy					
TIME	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	Int Total
1600 - 1615	0	7	0	0	7	0	6	0	0	6	0	1	0	0	1	0	1	0	0	1	15
1615 - 1630	2	6	1	0	9	0	8	0	0	8	0	3	1	0	4	0	1	1	0	2	23
1630 - 1645	1	8	0	0	9	1	6	0	0	7	0	2	0	0	2	1	0	0	0	1	19
1645 - 1700	0	3	0	0	3	1	1	0	0	2	0	0	1	0	1	0	1	0	0	1	7
Hourly Total	3	24	1	0	**28**	2	21	0	0	**23**	0	6	2	0	**8**	1	3	1	0	**5**	**64**
1700 - 1715	0	3	1	0	4	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	12
1715 - 1730	0	6	0	0	6	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	12
1730 - 1745	1	4	0	0	5	0	4	0	0	4	1	1	0	0	2	0	4	0	0	4	15
1745 - 1800	1	3	0	0	4	0	6	0	0	6	0	1	0	0	1	0	3	0	0	3	14
Hourly Total	2	16	1	0	**19**	0	20	0	0	**20**	1	2	0	0	**3**	0	11	0	0	**11**	**53**
Grand Total	5	40	2	0	**47**	2	41	0	0	**43**	1	8	2	0	**11**	1	14	1	0	**16**	**117**
Approach %	10.64	85.11	4.26	0.00	-	4.65	95.35	0.00	0.00	-	9.09	72.73	18.18	0.00	-	6.25	87.50	6.25	0.00	-	
Intersection %	4.27	34.19	1.71	0.00	40.17	1.71	35.04	0.00	0.00	36.75	0.85	6.84	1.71	0.00	9.40	0.85	11.97	0.85	0.00	13.68	

Classified Turn Movement Count || Bikes

South Fulton, GA

Marr Traffic DATA COLLECTION

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Site 7

GA-154 Cascade Palmetto Hwy (South)
GA-154 Cascade Palmetto Hwy (North)
GA-70 S Fulton Pkwy
GA-14 S Fulton Pkwy

Date

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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	GA-154 Cascade Palmetto Hwy (South)					GA-154 Cascade Palmetto Hwy (North)					GA-70 S Fulton Pkwy					GA-14 S Fulton Pkwy					
TIME	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	Int Total
0700 - 0715	0	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) (05-01-2024)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	GA-154 Cascade Palmetto Hwy (South)					GA-154 Cascade Palmetto Hwy (North)					GA-70 S Fulton Pkwy					GA-14 S Fulton Pkwy					
TIME	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

South Fulton, GA

Marr Traffic DATA COLLECTION
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Site 7
GA-154 Cascade Palmetto Hwy (South)
GA-154 Cascade Palmetto Hwy (North)
GA-70 S Fulton Pkwy
GA-14 S Fulton Pkwy

Date
Wednesday, May 1, 2024

Lat/Long
33.579882°, -84.667372°
Click here for Map

Weather
Fair
74°F
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0700 - 0900 (Weekday 2h Session) (05-01-2024)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-154 Cascade Palmetto Hwy (South)					GA-154 Cascade Palmetto Hwy (North)					GA-70 S Fulton Pkwy					GA-14 S Fulton Pkwy					
TIME	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	Int Total
0700 - 0715	0	13	0	0	13	0	9	1	0	10	0	1	1	0	2	1	3	0	0	4	29
0715 - 0730	5	8	0	0	13	0	13	0	0	13	0	1	0	0	1	0	3	0	0	3	30
0730 - 0745	0	19	1	0	20	0	11	0	0	11	0	2	1	0	3	2	4	0	0	6	40
0745 - 0800	1	13	3	0	17	1	15	1	0	17	1	2	4	0	7	1	5	0	0	6	47
Hourly Total	6	53	4	0	**63**	1	48	2	0	**51**	1	6	6	0	**13**	4	15	0	0	**19**	**146**
0800 - 0815	1	12	2	0	15	0	15	0	0	15	0	3	0	0	3	1	4	0	0	5	38
0815 - 0830	2	14	1	0	17	0	17	0	0	17	1	2	0	0	3	1	4	0	0	5	42
0830 - 0845	2	15	5	0	22	1	19	0	0	20	2	3	0	0	5	3	3	0	0	6	53
0845 - 0900	1	14	5	0	20	0	11	0	0	11	0	2	0	0	2	1	5	0	0	6	39
Hourly Total	6	55	13	0	**74**	1	62	0	0	**63**	3	10	0	0	**13**	6	16	0	0	**22**	**172**
Grand Total	12	108	17	0	**137**	2	110	2	0	**114**	4	16	6	0	**26**	10	31	0	0	**41**	**318**
Approach %	8.76	78.83	12.41	0.00	-	1.75	96.49	1.75	0.00	-	15.38	61.54	23.08	0.00	-	24.39	75.61	0.00	0.00	-	
Intersection %	3.77	33.96	5.35	0.00	43.08	0.63	34.59	0.63	0.00	35.85	1.26	5.03	1.89	0.00	8.18	3.14	9.75	0.00	0.00	12.89	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-154 Cascade Palmetto Hwy (South)					GA-154 Cascade Palmetto Hwy (North)					GA-70 S Fulton Pkwy					GA-14 S Fulton Pkwy					
TIME	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	Int Total
1600 - 1615	0	10	0	0	10	0	12	0	0	12	0	5	0	0	5	1	3	1	0	5	32
1615 - 1630	2	9	1	0	12	0	15	0	0	15	0	5	1	0	6	2	6	1	0	9	42
1630 - 1645	2	9	0	0	11	1	13	0	0	14	1	2	0	0	3	2	1	0	0	3	31
1645 - 1700	1	5	1	0	7	1	2	0	0	3	0	2	1	0	3	0	5	0	0	5	18
Hourly Total	5	33	2	0	**40**	2	42	0	0	**44**	1	14	2	0	**17**	5	15	2	0	**22**	**123**
1700 - 1715	0	3	3	0	6	0	10	0	0	10	1	0	0	0	1	0	6	0	0	6	23
1715 - 1730	0	10	0	0	10	0	10	0	0	10	0	1	0	0	1	0	4	0	0	4	25
1730 - 1745	2	4	0	0	6	0	7	0	0	7	1	2	1	0	4	0	5	0	0	5	22
1745 - 1800	1	3	1	0	5	0	6	0	0	6	0	2	0	0	2	1	4	0	0	5	18
Hourly Total	3	20	4	0	**27**	0	33	0	0	**33**	2	5	1	0	**8**	1	19	0	0	**20**	**88**
Grand Total	8	53	6	0	**67**	2	75	0	0	**77**	3	19	3	0	**25**	6	34	2	0	**42**	**211**
Approach %	11.94	79.10	8.96	0.00	-	2.60	97.40	0.00	0.00	-	12.00	76.00	12.00	0.00	-	14.29	80.95	4.76	0.00	-	
Intersection %	3.79	25.12	2.84	0.00	31.75	0.95	35.55	0.00	0.00	36.49	1.42	9.00	1.42	0.00	11.85	2.84	16.11	0.95	0.00	19.91	

Crosswalk Counts || Pedestrians

South Fulton, GA

Marr Traffic DATA COLLECTION

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Site 7
GA-154 Cascade Palmetto Hwy (South)
GA-154 Cascade Palmetto Hwy (North)
GA-70 S Fulton Pkwy
GA-14 S Fulton Pkwy

Date
Wednesday, May 1, 2024

Lat/Long
33.579882°, -84.667372°
Click here for Map

Weather
Fair
74°F
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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-154 Cascade Palmetto Hwy (South)			GA-154 Cascade Palmetto Hwy (North)			GA-70 S Fulton Pkwy			GA-14 S Fulton Pkwy			
TIME	EB 7a	WB 7b	App Total	EB 7c	WB 7d	App Total	NB 7e	SB 7f	App Total	NB 7g	SB 7h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	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) (05-01-2024)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-154 Cascade Palmetto Hwy (South)			GA-154 Cascade Palmetto Hwy (North)			GA-70 S Fulton Pkwy			GA-14 S Fulton Pkwy			
TIME	EB 7a	WB 7b	App Total	EB 7c	WB 7d	App Total	NB 7e	SB 7f	App Total	NB 7g	SB 7h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bikes

South Fulton, GA

Marr Traffic DATA COLLECTION

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Site 7
GA-154 Cascade Palmetto Hwy (South)
GA-154 Cascade Palmetto Hwy (North)
GA-70 S Fulton Pkwy
GA-14 S Fulton Pkwy

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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	GA-154 Cascade Palmetto Hwy (South)			GA-154 Cascade Palmetto Hwy (North)			GA-70 S Fulton Pkwy			GA-14 S Fulton Pkwy			
TIME	EB 7a	WB 7b	App Total	EB 7c	WB 7d	App Total	NB 7e	SB 7f	App Total	NB 7g	SB 7h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	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) (05-01-2024)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	GA-154 Cascade Palmetto Hwy (South)			GA-154 Cascade Palmetto Hwy (North)			GA-70 S Fulton Pkwy			GA-14 S Fulton Pkwy			
TIME	EB 7a	WB 7b	App Total	EB 7c	WB 7d	App Total	NB 7e	SB 7f	App Total	NB 7g	SB 7h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

South Fulton, GA

Marr Traffic DATA COLLECTION

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Site 7
GA-154 Cascade Palmetto Hwy (South)
GA-154 Cascade Palmetto Hwy (North)
GA-70 S Fulton Pkwy
GA-14 S Fulton Pkwy

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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-154 Cascade Palmetto Hwy (South)			GA-154 Cascade Palmetto Hwy (North)			GA-70 S Fulton Pkwy			GA-14 S Fulton Pkwy			
TIME	EB 7a	WB 7b	App Total	EB 7c	WB 7d	App Total	NB 7e	SB 7f	App Total	NB 7g	SB 7h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	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) (05-01-2024)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-154 Cascade Palmetto Hwy (South)			GA-154 Cascade Palmetto Hwy (North)			GA-70 S Fulton Pkwy			GA-14 S Fulton Pkwy			
TIME	EB 7a	WB 7b	App Total	EB 7c	WB 7d	App Total	NB 7e	SB 7f	App Total	NB 7g	SB 7h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/1/2024	GA-70 S Fulton Pkwy Eastbound			GA-14 S Fulton Pkwy Westbound			-154 Cascade Palmetto Hwy (Sou			-154 Cascade Palmetto Hwy (Nor Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	2	94	1	9	30	3	0	54	14	2	63	2	274
07:15 AM - 07:30 AM	1	101	1	7	45	1	5	77	12	0	57	1	308
07:30 AM - 07:45 AM	6	115	3	10	66	1	1	77	7	3	53	2	344
07:45 AM - 08:00 AM	6	131	4	8	88	1	2	82	16	2	77	5	422
08:00 AM - 08:15 AM	8	174	0	11	75	1	3	70	13	0	67	4	426
08:15 AM - 08:30 AM	7	117	0	13	42	1	2	58	30	1	57	0	328
08:30 AM - 08:45 AM	9	88	1	11	27	2	4	62	57	1	58	4	324
08:45 AM - 09:00 AM	6	105	1	5	34	0	2	78	63	2	56	1	353
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	57	0	9	93	2	0	64	21	0	50	5	312
04:15 PM - 04:30 PM	11	51	2	27	100	5	3	86	8	2	71	3	369
04:30 PM - 04:45 PM	4	25	0	14	110	2	2	84	17	1	103	4	366
04:45 PM - 05:00 PM	0	36	1	6	117	0	1	70	13	1	98	4	347
05:00 PM - 05:15 PM	7	24	0	13	94	1	0	50	10	2	97	4	302
05:15 PM - 05:30 PM	2	23	0	14	85	2	2	78	14	0	105	4	329
05:30 PM - 05:45 PM	3	36	2	14	88	3	2	59	8	0	71	3	289
05:45 PM - 06:00 PM	2	31	0	17	80	0	2	65	15	3	98	2	315
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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Wednesday, May 1, 2024	
Period	0700 - 0900
Peak Hour	0745 - 0845

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	GA-92 Campbellton-Fairburn Rd (South)						GA-92 Campbellton-Fairburn Rd (North)						GA-14 S Fulton Pkwy (West)						GA-14 S Fulton Pkwy (East)						
Time	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total	Int Total
0745 - 0800	27	173	31	-	0	231	89	173	35	-	0	297	48	181	56	-	1	286	31	73	140	-	0	244	1058
0800 - 0815	30	221	31	-	0	282	89	163	33	-	0	285	57	166	69	-	1	293	38	73	94	-	0	205	1065
0815 - 0830	15	176	45	-	0	236	112	171	38	-	0	321	49	192	51	-	0	292	44	48	108	-	0	200	1049
0830 - 0845	14	180	59	-	0	253	108	177	31	-	0	316	46	199	30	-	0	275	49	56	101	-	0	206	1050
Total	86	750	166	0	0	1002	398	684	137	0	0	1219	200	738	206	0	2	1146	162	250	443	0	0	855	4222
Approach %	8.58	74.85	16.57	0.00	0.00	-	32.65	56.11	11.24	0.00	0.00	-	17.45	64.40	17.98	0.00	0.17	-	18.95	29.24	51.81	0.00	0.00	-	
PHF	0.72	0.85	0.70	0.00	0.00	**0.89**	0.89	0.97	0.90	0.00	0.00	**0.95**	0.88	0.93	0.75	0.00	0.50	**0.98**	0.83	0.86	0.79	0.00	0.00	**0.88**	**0.99**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	GA-92 Campbellton-Fairburn Rd (South)						GA-92 Campbellton-Fairburn Rd (North)						GA-14 S Fulton Pkwy (West)						GA-14 S Fulton Pkwy (East)						
Time	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total	Int Total
0745 - 0800	26	173	29	-	0	228	87	162	32	-	0	281	44	179	55	-	1	279	30	69	128	-	0	227	1015
0800 - 0815	30	215	30	-	0	275	83	161	27	-	0	271	55	161	69	-	1	286	35	72	88	-	0	195	1027
0815 - 0830	15	176	40	-	0	231	103	168	36	-	0	307	43	191	50	-	0	284	44	46	98	-	0	188	1010
0830 - 0845	12	176	55	-	0	243	106	175	26	-	0	307	42	192	30	-	0	264	48	55	95	-	0	198	1012
Total	83	740	154	0	0	977	379	666	121	0	0	1166	184	723	204	0	2	1113	157	242	409	0	0	808	4064
Approach %	8.50	75.74	15.76	0.00	0.00	-	32.50	57.12	10.38	0.00	0.00	-	16.53	64.96	18.33	0.00	0.18	-	19.43	29.95	50.62	0.00	0.00	-	
PHF	0.69	0.86	0.70	0.00	0.00	**0.89**	0.89	0.95	0.84	0.00	0.00	**0.95**	0.84	0.94	0.74	0.00	0.50	**0.97**	0.82	0.84	0.80	0.00	0.00	**0.89**	**0.99**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	GA-92 Campbellton-Fairburn Rd (South)						GA-92 Campbellton-Fairburn Rd (North)						GA-14 S Fulton Pkwy (West)						GA-14 S Fulton Pkwy (East)						
Time	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total	Int Total
0745 - 0800	1	0	1	-	0	2	0	6	3	-	0	9	4	0	1	-	0	5	1	0	12	-	0	13	29
0800 - 0815	0	1	1	-	0	2	3	0	6	-	0	9	0	3	0	-	0	3	1	0	4	-	0	5	19
0815 - 0830	0	0	4	-	0	4	2	2	2	-	0	6	6	0	1	-	0	7	0	1	3	-	0	4	21
0830 - 0845	0	0	4	-	0	4	1	0	4	-	0	5	4	1	0	-	0	5	1	0	4	-	0	5	19
Total	1	1	10	0	0	12	6	8	15	0	0	29	14	4	2	0	0	20	3	1	23	0	0	27	88
Approach %	8.33	8.33	83.33	0.00	0.00	-	20.69	27.59	51.72	0.00	0.00	-	70.00	20.00	10.00	0.00	0.00	-	11.11	3.70	85.19	0.00	0.00	-	
PHF	0.25	0.25	0.63	0.00	0.00	**0.75**	0.50	0.33	0.63	0.00	0.00	**0.81**	0.58	0.33	0.50	0.00	0.00	**0.71**	0.75	0.25	0.48	0.00	0.00	**0.52**	**0.76**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	GA-92 Campbellton-Fairburn Rd (South)						GA-92 Campbellton-Fairburn Rd (North)						GA-14 S Fulton Pkwy (West)						GA-14 S Fulton Pkwy (East)						
Time	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total	Int Total
0745 - 0800	0	0	1	-	0	1	2	5	0	-	0	7	0	2	0	-	0	2	0	4	0	-	0	4	14
0800 - 0815	0	5	0	-	0	5	3	2	0	-	0	5	0	2	0	-	0	2	2	1	2	-	0	5	17
0815 - 0830	0	0	1	-	0	1	7	1	0	-	0	8	0	1	0	-	0	1	0	1	7	-	0	8	18
0830 - 0845	2	4	0	-	0	6	1	2	1	-	0	4	0	6	0	-	0	6	0	1	2	-	0	3	19
Total	2	9	2	0	0	13	13	10	1	0	0	24	0	11	0	0	0	11	2	7	11	0	0	20	68
Approach %	15.38	69.23	15.38	0.00	0.00	-	54.17	41.67	4.17	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	10.00	35.00	55.00	0.00	0.00	-	
PHF	0.25	0.45	0.50	0.00	0.00	**0.54**	0.46	0.50	0.25	0.00	0.00	**0.75**	0.00	0.46	0.00	0.00	0.00	**0.46**	0.25	0.44	0.39	0.00	0.00	**0.63**	**0.89**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	GA-92 Campbellton-Fairburn Rd (South)						GA-92 Campbellton-Fairburn Rd (North)						GA-14 S Fulton Pkwy (West)						GA-14 S Fulton Pkwy (East)						
Time	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total	Int Total
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	2	0	0	-	0	2	0	0	0	-	0	0	2
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	2
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	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**	0.25	0.00	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Peak Hour Turning Movement Count

South Fulton, GA

Click here for Map

Marr Traffic DATA COLLECTION

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Wednesday, May 1, 2024	
Period	1600 - 1800
Peak Hour	1600 - 1700

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

Time	Northbound GA-92 Campbellton-Fairburn Rd (South)						Southbound GA-92 Campbellton-Fairburn Rd (North)						Eastbound GA-14 S Fulton Pkwy (West)						Westbound GA-14 S Fulton Pkwy (East)						
	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total	Int Total
1600 - 1615	32	234	31	-	1	298	94	189	75	-	0	358	45	83	39	-	0	167	36	140	144	-	0	320	1143
1615 - 1630	24	195	27	-	0	246	87	161	44	-	0	292	50	100	25	-	0	175	40	161	156	-	0	357	1070
1630 - 1645	31	195	20	-	0	246	54	187	44	-	0	285	33	75	19	-	0	127	36	146	138	-	0	320	978
1645 - 1700	32	175	22	-	0	229	70	184	46	-	0	300	24	76	14	-	0	114	29	181	137	-	0	347	990
Total	119	799	100	0	1	1019	305	721	209	0	0	1235	152	334	97	0	0	583	141	628	575	0	0	1344	4181
Approach %	11.68	78.41	9.81	0.00	0.10	-	24.70	58.38	16.92	0.00	0.00	-	26.07	57.29	16.64	0.00	0.00	-	10.49	46.73	42.78	0.00	0.00	-	
PHF	0.93	0.85	0.81	0.00	0.25	**0.85**	0.81	0.95	0.70	0.00	0.00	**0.86**	0.76	0.84	0.62	0.00	0.00	**0.83**	0.88	0.87	0.92	0.00	0.00	**0.94**	**0.91**

Passenger Vehicles (1-3)

Time	Northbound GA-92 Campbellton-Fairburn Rd (South)						Southbound GA-92 Campbellton-Fairburn Rd (North)						Eastbound GA-14 S Fulton Pkwy (West)						Westbound GA-14 S Fulton Pkwy (East)						
	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total	Int Total
1600 - 1615	31	234	30	-	1	296	89	185	74	-	0	348	41	82	37	-	0	160	35	137	140	-	0	312	1116
1615 - 1630	24	191	27	-	0	242	78	158	40	-	0	276	48	97	24	-	0	169	39	156	151	-	0	346	1033
1630 - 1645	30	192	20	-	0	242	51	175	41	-	0	267	33	72	18	-	0	123	34	143	132	-	0	309	941
1645 - 1700	29	170	22	-	0	221	69	172	45	-	0	286	24	71	11	-	0	106	28	175	134	-	0	337	950
Total	114	787	99	0	1	1001	287	690	200	0	0	1177	146	322	90	0	0	558	136	611	557	0	0	1304	4040
Approach %	11.39	78.62	9.89	0.00	0.10	-	24.38	58.62	16.99	0.00	0.00	-	26.16	57.71	16.13	0.00	0.00	-	10.43	46.86	42.71	0.00	0.00	-	
PHF	0.92	0.84	0.83	0.00	0.25	**0.85**	0.81	0.93	0.68	0.00	0.00	**0.85**	0.76	0.83	0.61	0.00	0.00	**0.83**	0.87	0.87	0.92	0.00	0.00	**0.94**	**0.91**

Single Unit Trucks (4-7)

Time	Northbound GA-92 Campbellton-Fairburn Rd (South)						Southbound GA-92 Campbellton-Fairburn Rd (North)						Eastbound GA-14 S Fulton Pkwy (West)						Westbound GA-14 S Fulton Pkwy (East)						
	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total	Int Total
1600 - 1615	1	0	1	-	0	2	1	2	1	-	0	4	4	0	2	-	0	6	1	2	3	-	0	6	18
1615 - 1630	0	0	0	-	0	0	5	2	3	-	0	10	0	1	1	-	0	2	1	4	5	-	0	10	22
1630 - 1645	0	3	0	-	0	3	2	10	3	-	0	15	0	1	0	-	0	1	2	3	3	-	0	8	27
1645 - 1700	2	5	0	-	0	7	0	11	1	-	0	12	0	5	2	-	0	7	1	6	1	-	0	8	34
Total	3	8	1	0	0	12	8	25	8	0	0	41	4	7	5	0	0	16	5	15	12	0	0	32	101
Approach %	25.00	66.67	8.33	0.00	0.00	-	19.51	60.98	19.51	0.00	0.00	-	25.00	43.75	31.25	0.00	0.00	-	15.63	46.88	37.50	0.00	0.00	-	
PHF	0.38	0.40	0.25	0.00	0.00	**0.43**	0.40	0.57	0.67	0.00	0.00	**0.68**	0.25	0.35	0.63	0.00	0.00	**0.57**	0.63	0.63	0.60	0.00	0.00	**0.80**	**0.74**

Combination Trucks (8-13)

Time	Northbound GA-92 Campbellton-Fairburn Rd (South)						Southbound GA-92 Campbellton-Fairburn Rd (North)						Eastbound GA-14 S Fulton Pkwy (West)						Westbound GA-14 S Fulton Pkwy (East)						
	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total	Int Total
1600 - 1615	0	0	0	-	0	0	4	2	0	-	0	6	0	1	0	-	0	1	0	1	1	-	0	2	9
1615 - 1630	0	4	0	-	0	4	4	1	1	-	0	6	2	2	0	-	0	4	0	1	0	-	0	1	15
1630 - 1645	1	0	0	-	0	1	1	2	0	-	0	3	0	2	1	-	0	3	0	0	3	-	0	3	10
1645 - 1700	1	0	0	-	0	1	1	1	0	-	0	2	0	0	1	-	0	1	0	0	2	-	0	2	6
Total	2	4	0	0	0	6	10	6	1	0	0	17	2	5	2	0	0	9	0	2	6	0	0	8	40
Approach %	33.33	66.67	0.00	0.00	0.00	-	58.82	35.29	5.88	0.00	0.00	-	22.22	55.56	22.22	0.00	0.00	-	0.00	25.00	75.00	0.00	0.00	-	
PHF	0.50	0.25	0.00	0.00	0.00	**0.38**	0.63	0.75	0.25	0.00	0.00	**0.71**	0.25	0.63	0.50	0.00	0.00	**0.56**	0.00	0.50	0.50	0.00	0.00	**0.67**	**0.67**

Bikes

Time	Northbound GA-92 Campbellton-Fairburn Rd (South)						Southbound GA-92 Campbellton-Fairburn Rd (North)						Eastbound GA-14 S Fulton Pkwy (West)						Westbound GA-14 S Fulton Pkwy (East)						
	Left 8.1	Thru 8.2	Right 8.3		U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7		U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11		U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15		U-Turn 8.16	App Total	Int Total
1600 - 1615	0	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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South Fulton, GA

Site 8

GA-92 Campbellton-Fairburn Rd (South)
GA-92 Campbellton-Fairburn Rd (North)
GA-14 S Fulton Pkwy (West)
GA-14 S Fulton Pkwy (East)

Date

Wednesday, May 1, 2024

Lat/Long

33.610579°, -84.611241°
Click here for Map

Weather

Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					GA-14 S Fulton Pkwy (West)					GA-14 S Fulton Pkwy (East)					
TIME	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total	Int Total
0700 - 0715	12	111	33	0	156	115	121	19	0	255	49	175	38	1	263	29	57	82	0	168	842
0715 - 0730	14	162	29	0	205	119	140	33	0	292	48	157	50	0	255	21	46	78	1	146	898
0730 - 0745	27	170	23	0	220	101	150	36	0	287	48	192	30	0	270	34	64	101	0	199	976
0745 - 0800	27	173	31	0	231	89	173	35	0	297	48	181	56	1	286	31	73	140	0	244	1058
Hourly Total	80	616	116	0	**812**	424	584	123	0	**1131**	193	705	174	2	**1074**	115	240	401	1	**757**	**3774**
0800 - 0815	30	221	31	0	282	89	163	33	0	285	57	166	69	1	293	38	73	94	0	205	1065
0815 - 0830	15	176	45	0	236	112	171	38	0	321	49	192	51	0	292	44	48	108	0	200	1049
0830 - 0845	14	180	59	0	253	108	177	31	0	316	46	199	30	0	275	49	56	101	0	206	1050
0845 - 0900	18	155	67	0	240	100	161	29	0	290	41	230	32	0	303	45	57	84	0	186	1019
Hourly Total	77	732	202	0	**1011**	409	672	131	0	**1212**	193	787	182	1	**1163**	176	234	387	0	**797**	**4183**
Grand Total	157	1348	318	0	**1823**	833	1256	254	0	**2343**	386	1492	356	3	**2237**	291	474	788	1	**1554**	**7957**
Approach %	8.61	73.94	17.44	0.00	-	35.55	53.61	10.84	0.00	-	17.26	66.70	15.91	0.13	-	18.73	30.50	50.71	0.04	-	
Intersection %	1.97	16.94	4.00	0.00	22.91	10.47	15.78	3.19	0.00	29.45	4.85	18.75	4.47	0.04	28.11	3.66	5.96	9.90	0.01	19.53	
Heavy Vehicle %	6	1	5	-	**2**	6	4	9	-	**5**	7	2	2	0	**3**	4	4	6	0	**5**	**4**
PHF	0.72	0.85	0.70	0.00	**0.89**	0.89	0.97	0.90	0.00	**0.95**	0.88	0.93	0.75	0.50	**0.98**	0.83	0.86	0.79	0.00	**0.88**	**0.99**

1600 - 1800 (Weekday 2h Session) (05-01-2024)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					GA-14 S Fulton Pkwy (West)					GA-14 S Fulton Pkwy (East)					
TIME	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total	Int Total
1600 - 1615	32	234	31	1	298	94	189	75	0	358	45	83	39	0	167	36	140	144	0	320	1143
1615 - 1630	24	195	27	0	246	87	161	44	0	292	50	100	25	0	175	40	161	156	0	357	1070
1630 - 1645	31	195	20	0	246	54	187	44	0	285	33	75	19	0	127	36	146	138	0	320	978
1645 - 1700	32	175	22	0	229	70	184	46	0	300	24	76	14	0	114	29	181	137	0	347	990
Hourly Total	119	799	100	1	**1019**	305	721	209	0	**1235**	152	334	97	0	**583**	141	628	575	0	**1344**	**4181**
1700 - 1715	20	166	34	0	220	80	178	33	0	291	35	69	17	0	121	25	159	116	0	300	932
1715 - 1730	24	216	29	0	269	66	174	45	0	285	30	49	14	0	93	35	152	140	0	327	974
1730 - 1745	37	181	17	0	235	56	138	30	0	224	44	68	18	0	130	25	169	118	1	313	902
1745 - 1800	29	177	21	0	227	69	150	43	0	262	32	89	22	1	144	34	151	159	1	345	978
Hourly Total	110	740	101	0	**951**	271	640	151	0	**1062**	141	275	71	1	**488**	119	631	533	2	**1285**	**3786**
Grand Total	229	1539	201	1	**1970**	576	1361	360	0	**2297**	293	609	168	1	**1071**	260	1259	1108	2	**2629**	**7967**
Approach %	11.62	78.12	10.20	0.05	-	25.08	59.25	15.67	0.00	-	27.36	56.86	15.69	0.09	-	9.89	47.89	42.15	0.08	-	
Intersection %	2.87	19.32	2.52	0.01	24.73	7.23	17.08	4.52	0.00	28.83	3.68	7.64	2.11	0.01	13.44	3.26	15.80	13.91	0.03	33.00	
Heavy Vehicle %	2	2	1	0	**2**	6	4	3	-	**4**	3	4	5	0	**4**	5	4	3	0	**3**	**3**
PHF	0.93	0.85	0.81	0.25	**0.85**	0.81	0.95	0.70	0.00	**0.86**	0.76	0.84	0.62	0.00	**0.83**	0.88	0.87	0.92	0.00	**0.94**	**0.91**

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

South Fulton, GA

Marr Traffic DATA COLLECTION
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Site 8
GA-92 Campbellton-Fairburn Rd (South)
GA-92 Campbellton-Fairburn Rd (North)
GA-14 S Fulton Pkwy (West)
GA-14 S Fulton Pkwy (East)

Date
Wednesday, May 1, 2024

Lat/Long
33.610579°, -84.611241°
Click here for Map

Weather
Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					GA-14 S Fulton Pkwy (West)					GA-14 S Fulton Pkwy (East)					
TIME	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total	Int Total
0700 - 0715	11	111	32	0	154	111	111	17	0	239	45	174	36	1	256	27	53	81	0	161	810
0715 - 0730	12	161	29	0	202	113	136	33	0	282	45	157	49	0	251	19	44	72	1	136	871
0730 - 0745	25	170	21	0	216	94	144	35	0	273	46	190	29	0	265	33	63	99	0	195	949
0745 - 0800	26	173	29	0	228	87	162	32	0	281	44	179	55	1	279	30	69	128	0	227	1015
Hourly Total	74	615	111	0	**800**	405	553	117	0	**1075**	180	700	169	2	**1051**	109	229	380	1	**719**	**3645**
0800 - 0815	30	215	30	0	275	83	161	27	0	271	55	161	69	1	286	35	72	88	0	195	1027
0815 - 0830	15	176	40	0	231	103	168	36	0	307	43	191	50	0	284	44	46	98	0	188	1010
0830 - 0845	12	176	55	0	243	106	175	26	0	307	42	192	30	0	264	48	55	95	0	198	1012
0845 - 0900	16	153	64	0	233	86	148	26	0	260	37	225	31	0	293	42	55	80	0	177	963
Hourly Total	73	720	189	0	**982**	378	652	115	0	**1145**	177	769	180	1	**1127**	169	228	361	0	**758**	**4012**
Grand Total	147	1335	300	0	**1782**	783	1205	232	0	**2220**	357	1469	349	3	**2178**	278	457	741	1	**1477**	**7657**
Approach %	8.25	74.92	16.84	0.00	-	35.27	54.28	10.45	0.00	-	16.39	67.45	16.02	0.14	-	18.82	30.94	50.17	0.05	-	
Intersection %	1.92	17.44	3.92	0.00	23.27	10.23	15.74	3.03	0.00	28.99	4.66	19.19	4.56	0.04	28.44	3.63	5.97	9.68	0.01	19.29	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					GA-14 S Fulton Pkwy (West)					GA-14 S Fulton Pkwy (East)					
TIME	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total	Int Total
1600 - 1615	31	234	30	1	296	89	185	74	0	348	41	82	37	0	160	35	137	140	0	312	1116
1615 - 1630	24	191	27	0	242	78	158	40	0	276	48	97	24	0	169	39	156	151	0	346	1033
1630 - 1645	30	192	20	0	242	51	175	41	0	267	33	72	18	0	123	34	143	132	0	309	941
1645 - 1700	29	170	22	0	221	69	172	45	0	286	24	71	11	0	106	28	175	134	0	337	950
Hourly Total	114	787	99	1	**1001**	287	690	200	0	**1177**	146	322	90	0	**558**	136	611	557	0	**1304**	**4040**
1700 - 1715	20	155	34	0	209	72	170	33	0	275	33	68	16	0	117	23	152	113	0	288	889
1715 - 1730	24	210	28	0	262	64	164	45	0	273	30	48	14	0	92	33	148	135	0	316	943
1730 - 1745	37	176	17	0	230	51	134	29	0	214	43	62	18	0	123	22	159	114	1	296	863
1745 - 1800	29	174	21	0	224	68	147	42	0	257	32	87	21	1	141	33	144	155	1	333	955
Hourly Total	110	715	100	0	**925**	255	615	149	0	**1019**	138	265	69	1	**473**	111	603	517	2	**1233**	**3650**
Grand Total	224	1502	199	1	**1926**	542	1305	349	0	**2196**	284	587	159	1	**1031**	247	1214	1074	2	**2537**	**7690**
Approach %	11.63	77.99	10.33	0.05	-	24.68	59.43	15.89	0.00	-	27.55	56.94	15.42	0.10	-	9.74	47.85	42.33	0.08	-	
Intersection %	2.91	19.53	2.59	0.01	25.05	7.05	16.97	4.54	0.00	28.56	3.69	7.63	2.07	0.01	13.41	3.21	15.79	13.97	0.03	32.99	

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

Marr Traffic DATA COLLECTION

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South Fulton, GA

Site 8

GA-92 Campbellton-Fairburn Rd (South)
GA-92 Campbellton-Fairburn Rd (North)
GA-14 S Fulton Pkwy (West)
GA-14 S Fulton Pkwy (East)

Date

Wednesday, May 1, 2024

Lat/Long

33.610579°, -84.611241°
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Weather

Fair
74°F
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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					GA-14 S Fulton Pkwy (West)					GA-14 S Fulton Pkwy (East)					
TIME	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total	Int Total
0700 - 0715	1	0	1	0	2	3	3	2	0	8	4	0	2	0	6	2	0	0	0	2	18
0715 - 0730	2	0	0	0	2	3	2	0	0	5	3	0	1	0	4	1	0	1	0	2	13
0730 - 0745	1	0	1	0	2	3	4	0	0	7	2	0	1	0	3	0	0	0	0	0	12
0745 - 0800	1	0	1	0	2	0	6	3	0	9	4	0	1	0	5	1	0	12	0	13	29
Hourly Total	5	0	3	0	**8**	9	15	5	0	**29**	13	0	5	0	**18**	4	0	13	0	**17**	**72**
0800 - 0815	0	1	1	0	2	3	0	6	0	9	0	3	0	0	3	1	0	4	0	5	19
0815 - 0830	0	0	4	0	4	2	2	2	0	6	6	0	1	0	7	0	1	3	0	4	21
0830 - 0845	0	0	4	0	4	1	0	4	0	5	4	1	0	0	5	1	0	4	0	5	19
0845 - 0900	1	2	1	0	4	6	11	3	0	20	3	3	1	0	7	3	0	2	0	5	36
Hourly Total	1	3	10	0	**14**	12	13	15	0	**40**	13	7	2	0	**22**	5	1	13	0	**19**	**95**
Grand Total	6	3	13	0	**22**	21	28	20	0	**69**	26	7	7	0	**40**	9	1	26	0	**36**	**167**
Approach %	27.27	13.64	59.09	0.00	-	30.43	40.58	28.99	0.00	-	65.00	17.50	17.50	0.00	-	25.00	2.78	72.22	0.00	-	
Intersection %	3.59	1.80	7.78	0.00	13.17	12.57	16.77	11.98	0.00	41.32	15.57	4.19	4.19	0.00	23.95	5.39	0.60	15.57	0.00	21.56	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					GA-14 S Fulton Pkwy (West)					GA-14 S Fulton Pkwy (East)					
TIME	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total	Int Total
1600 - 1615	1	0	1	0	2	1	2	1	0	4	4	0	2	0	6	1	2	3	0	6	18
1615 - 1630	0	0	0	0	0	5	2	3	0	10	0	1	1	0	2	1	4	5	0	10	22
1630 - 1645	0	3	0	0	3	2	10	3	0	15	0	1	0	0	1	2	3	3	0	8	27
1645 - 1700	2	5	0	0	7	0	11	1	0	12	0	5	2	0	7	1	6	1	0	8	34
Hourly Total	3	8	1	0	**12**	8	25	8	0	**41**	4	7	5	0	**16**	5	15	12	0	**32**	**101**
1700 - 1715	0	8	0	0	8	7	7	0	0	14	2	0	1	0	3	1	4	0	0	5	30
1715 - 1730	0	4	1	0	5	1	6	0	0	7	0	1	0	0	1	2	3	3	0	8	21
1730 - 1745	0	3	0	0	3	2	3	1	0	6	1	5	0	0	6	0	6	1	0	7	22
1745 - 1800	0	2	0	0	2	1	3	1	0	5	0	2	0	0	2	1	4	2	0	7	16
Hourly Total	0	17	1	0	**18**	11	19	2	0	**32**	3	8	1	0	**12**	4	17	6	0	**27**	**89**
Grand Total	3	25	2	0	**30**	19	44	10	0	**73**	7	15	6	0	**28**	9	32	18	0	**59**	**190**
Approach %	10.00	83.33	6.67	0.00	-	26.03	60.27	13.70	0.00	-	25.00	53.57	21.43	0.00	-	15.25	54.24	30.51	0.00	-	
Intersection %	1.58	13.16	1.05	0.00	15.79	10.00	23.16	5.26	0.00	38.42	3.68	7.89	3.16	0.00	14.74	4.74	16.84	9.47	0.00	31.05	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

South Fulton, GA

Site 8

GA-92 Campbellton-Fairburn Rd (South)
GA-92 Campbellton-Fairburn Rd (North)
GA-14 S Fulton Pkwy (West)
GA-14 S Fulton Pkwy (East)

Date

Wednesday, May 1, 2024

Lat/Long

33.610579°, -84.611241°
Click here for Map

Weather

Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					GA-14 S Fulton Pkwy (West)					GA-14 S Fulton Pkwy (East)					
TIME	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	1	7	0	0	8	0	1	0	0	1	0	4	1	0	5	14
0715 - 0730	0	1	0	0	1	3	2	0	0	5	0	0	0	0	0	1	2	5	0	8	14
0730 - 0745	1	0	0	0	1	4	2	1	0	7	0	2	0	0	2	1	1	2	0	4	14
0745 - 0800	0	0	1	0	1	2	5	0	0	7	0	2	0	0	2	0	4	0	0	4	14
Hourly Total	1	1	1	0	**3**	10	16	1	0	**27**	0	5	0	0	**5**	2	11	8	0	**21**	**56**
0800 - 0815	0	5	0	0	5	3	2	0	0	5	0	2	0	0	2	2	1	2	0	5	17
0815 - 0830	0	0	1	0	1	7	1	0	0	8	0	1	0	0	1	0	1	7	0	8	18
0830 - 0845	2	4	0	0	6	1	2	1	0	4	0	6	0	0	6	0	1	2	0	3	19
0845 - 0900	1	0	2	0	3	8	2	0	0	10	1	2	0	0	3	0	2	2	0	4	20
Hourly Total	3	9	3	0	**15**	19	7	1	0	**27**	1	11	0	0	**12**	2	5	13	0	**20**	**74**
Grand Total	4	10	4	0	**18**	29	23	2	0	**54**	1	16	0	0	**17**	4	16	21	0	**41**	**130**
Approach %	22.22	55.56	22.22	0.00	-	53.70	42.59	3.70	0.00	-	5.88	94.12	0.00	0.00	-	9.76	39.02	51.22	0.00	-	
Intersection %	3.08	7.69	3.08	0.00	13.85	22.31	17.69	1.54	0.00	41.54	0.77	12.31	0.00	0.00	13.08	3.08	12.31	16.15	0.00	31.54	

1600 - 1800 (Weekday 2h Session) (05-01-2024)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					GA-14 S Fulton Pkwy (West)					GA-14 S Fulton Pkwy (East)					
TIME	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	4	2	0	0	6	0	1	0	0	1	0	1	1	0	2	9
1615 - 1630	0	4	0	0	4	4	1	1	0	6	2	2	0	0	4	0	1	0	0	1	15
1630 - 1645	1	0	0	0	1	1	2	0	0	3	0	2	1	0	3	0	0	3	0	3	10
1645 - 1700	1	0	0	0	1	1	1	0	0	2	0	0	1	0	1	0	0	2	0	2	6
Hourly Total	2	4	0	0	**6**	10	6	1	0	**17**	2	5	2	0	**9**	0	2	6	0	**8**	**40**
1700 - 1715	0	3	0	0	3	1	1	0	0	2	0	1	0	0	1	1	3	3	0	7	13
1715 - 1730	0	2	0	0	2	1	4	0	0	5	0	0	0	0	0	0	1	2	0	3	10
1730 - 1745	0	2	0	0	2	3	1	0	0	4	0	1	0	0	1	3	4	3	0	10	17
1745 - 1800	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	3	2	0	5	7
Hourly Total	0	8	0	0	**8**	5	6	0	0	**11**	0	2	1	0	**3**	4	11	10	0	**25**	**47**
Grand Total	2	12	0	0	**14**	15	12	1	0	**28**	2	7	3	0	**12**	4	13	16	0	**33**	**87**
Approach %	14.29	85.71	0.00	0.00	-	53.57	42.86	3.57	0.00	-	16.67	58.33	25.00	0.00	-	12.12	39.39	48.48	0.00	-	
Intersection %	2.30	13.79	0.00	0.00	16.09	17.24	13.79	1.15	0.00	32.18	2.30	8.05	3.45	0.00	13.79	4.60	14.94	18.39	0.00	37.93	

Classified Turn Movement Count || Bikes

South Fulton, GA

Marr Traffic DATA COLLECTION
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Site 8
GA-92 Campbellton-Fairburn Rd (South)
GA-92 Campbellton-Fairburn Rd (North)
GA-14 S Fulton Pkwy (West)
GA-14 S Fulton Pkwy (East)

Date
Wednesday, May 1, 2024

Lat/Long
33.610579°, -84.611241°
Click here for Map

Weather
Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)
Bikes

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					GA-14 S Fulton Pkwy (West)					GA-14 S Fulton Pkwy (East)					
TIME	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total	Int Total
0700 - 0715	0	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
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**	2	0	0	0	**2**	0	0	0	0	**0**	**2**
Grand Total	0	0	1	0	**1**	0	0	0	0	**0**	2	0	0	0	**2**	0	0	0	0	**0**	**3**
Approach %	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	-	
Intersection %	0.00	0.00	33.33	0.00	33.33	0.00	0.00	0.00	0.00	0.00	66.67	0.00	0.00	0.00	66.67	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
Bikes

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					GA-14 S Fulton Pkwy (West)					GA-14 S Fulton Pkwy (East)					
TIME	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

South Fulton, GA

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 8
GA-92 Campbellton-Fairburn Rd (South)
GA-92 Campbellton-Fairburn Rd (North)
GA-14 S Fulton Pkwy (West)
GA-14 S Fulton Pkwy (East)

Date
Wednesday, May 1, 2024

Lat/Long
33.610579°, -84.611241°
Click here for Map

Weather
Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					GA-14 S Fulton Pkwy (West)					GA-14 S Fulton Pkwy (East)					
TIME	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total	Int Total
0700 - 0715	1	0	1	0	2	4	10	2	0	16	4	1	2	0	7	2	4	1	0	7	32
0715 - 0730	2	1	0	0	3	6	4	0	0	10	3	0	1	0	4	2	2	6	0	10	27
0730 - 0745	2	0	1	0	3	7	6	1	0	14	2	2	1	0	5	1	1	2	0	4	26
0745 - 0800	1	0	2	0	3	2	11	3	0	16	4	2	1	0	7	1	4	12	0	17	43
Hourly Total	6	1	4	0	**11**	19	31	6	0	**56**	13	5	5	0	**23**	6	11	21	0	**38**	**128**
0800 - 0815	0	6	1	0	7	6	2	6	0	14	0	5	0	0	5	3	1	6	0	10	36
0815 - 0830	0	0	5	0	5	9	3	2	0	14	6	1	1	0	8	0	2	10	0	12	39
0830 - 0845	2	4	4	0	10	2	2	5	0	9	4	7	0	0	11	1	1	6	0	8	38
0845 - 0900	2	2	3	0	7	14	13	3	0	30	4	5	1	0	10	3	2	4	0	9	56
Hourly Total	4	12	13	0	**29**	31	20	16	0	**67**	14	18	2	0	**34**	7	6	26	0	**39**	**169**
Grand Total	10	13	17	0	**40**	50	51	22	0	**123**	27	23	7	0	**57**	13	17	47	0	**77**	**297**
Approach %	25.00	32.50	42.50	0.00	-	40.65	41.46	17.89	0.00	-	47.37	40.35	12.28	0.00	-	16.88	22.08	61.04	0.00	-	
Intersection %	3.37	4.38	5.72	0.00	13.47	16.84	17.17	7.41	0.00	41.41	9.09	7.74	2.36	0.00	19.19	4.38	5.72	15.82	0.00	25.93	

1600 - 1800 (Weekday 2h Session) (05-01-2024)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	GA-92 Campbellton-Fairburn Rd (South)					GA-92 Campbellton-Fairburn Rd (North)					GA-14 S Fulton Pkwy (West)					GA-14 S Fulton Pkwy (East)					
TIME	Left 8.1	Thru 8.2	Right 8.3	U-Turn 8.4	App Total	Left 8.5	Thru 8.6	Right 8.7	U-Turn 8.8	App Total	Left 8.9	Thru 8.10	Right 8.11	U-Turn 8.12	App Total	Left 8.13	Thru 8.14	Right 8.15	U-Turn 8.16	App Total	Int Total
1600 - 1615	1	0	1	0	2	5	4	1	0	10	4	1	2	0	7	1	3	4	0	8	27
1615 - 1630	0	4	0	0	4	9	3	4	0	16	2	3	1	0	6	1	5	5	0	11	37
1630 - 1645	1	3	0	0	4	3	12	3	0	18	0	3	1	0	4	2	3	6	0	11	37
1645 - 1700	3	5	0	0	8	1	12	1	0	14	0	5	3	0	8	1	6	3	0	10	40
Hourly Total	5	12	1	0	**18**	18	31	9	0	**58**	6	12	7	0	**25**	5	17	18	0	**40**	**141**
1700 - 1715	0	11	0	0	11	8	8	0	0	16	2	1	1	0	4	2	7	3	0	12	43
1715 - 1730	0	6	1	0	7	2	10	0	0	12	0	1	0	0	1	2	4	5	0	11	31
1730 - 1745	0	5	0	0	5	5	4	1	0	10	1	6	0	0	7	3	10	4	0	17	39
1745 - 1800	0	3	0	0	3	1	3	1	0	5	0	2	1	0	3	1	7	4	0	12	23
Hourly Total	0	25	1	0	**26**	16	25	2	0	**43**	3	10	2	0	**15**	8	28	16	0	**52**	**136**
Grand Total	5	37	2	0	**44**	34	56	11	0	**101**	9	22	9	0	**40**	13	45	34	0	**92**	**277**
Approach %	11.36	84.09	4.55	0.00	-	33.66	55.45	10.89	0.00	-	22.50	55.00	22.50	0.00	-	14.13	48.91	36.96	0.00	-	
Intersection %	1.81	13.36	0.72	0.00	15.88	12.27	20.22	3.97	0.00	36.46	3.25	7.94	3.25	0.00	14.44	4.69	16.25	12.27	0.00	33.21	

Crosswalk Counts || Pedestrians

South Fulton, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 8
GA-92 Campbellton-Fairburn Rd (South)
GA-92 Campbellton-Fairburn Rd (North)
GA-14 S Fulton Pkwy (West)
GA-14 S Fulton Pkwy (East)

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Fair
74°F
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0700 - 0900 (Weekday 2h Session) (05-01-2024)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-92 Campbellton-Fairburn Rd (South)			GA-92 Campbellton-Fairburn Rd (North)			GA-14 S Fulton Pkwy (West)			GA-14 S Fulton Pkwy (East)			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total	NB 8g	SB 8h	App Total	Int Total
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) (05-01-2024)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	GA-92 Campbellton-Fairburn Rd (South)			GA-92 Campbellton-Fairburn Rd (North)			GA-14 S Fulton Pkwy (West)			GA-14 S Fulton Pkwy (East)			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total	NB 8g	SB 8h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	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 || Bikes

South Fulton, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 8
GA-92 Campbellton-Fairburn Rd (South)
GA-92 Campbellton-Fairburn Rd (North)
GA-14 S Fulton Pkwy (West)
GA-14 S Fulton Pkwy (East)

Date
Wednesday, May 1, 2024

Lat/Long
33.610579°, -84.611241°
Click here for Map

Weather
Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	GA-92 Campbellton-Fairburn Rd (South)			GA-92 Campbellton-Fairburn Rd (North)			GA-14 S Fulton Pkwy (West)			GA-14 S Fulton Pkwy (East)			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total	NB 8g	SB 8h	App Total	Int Total
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) (05-01-2024)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	GA-92 Campbellton-Fairburn Rd (South)			GA-92 Campbellton-Fairburn Rd (North)			GA-14 S Fulton Pkwy (West)			GA-14 S Fulton Pkwy (East)			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total	NB 8g	SB 8h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	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

South Fulton, GA

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 8

GA-92 Campbellton-Fairburn Rd (South)
GA-92 Campbellton-Fairburn Rd (North)
GA-14 S Fulton Pkwy (West)
GA-14 S Fulton Pkwy (East)

Date

Wednesday, May 1, 2024

Lat/Long

33.610579°, -84.611241°
Click here for Map

Weather

Fair
74°F
Click here for Detailed Weather

0700 - 0900 (Weekday 2h Session) (05-01-2024)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-92 Campbellton-Fairburn Rd (South)			GA-92 Campbellton-Fairburn Rd (North)			GA-14 S Fulton Pkwy (West)			GA-14 S Fulton Pkwy (East)			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total	NB 8g	SB 8h	App Total	Int Total
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) (05-01-2024)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	GA-92 Campbellton-Fairburn Rd (South)			GA-92 Campbellton-Fairburn Rd (North)			GA-14 S Fulton Pkwy (West)			GA-14 S Fulton Pkwy (East)			
TIME	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total	NB 8g	SB 8h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	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: 5/1/2024	GA-14 S Fulton Pkwy (West) Eastbound			GA-14 S Fulton Pkwy (East) Westbound			-92 Campbellton-Fairburn Rd (Sou Northbound			-92 Campbellton-Fairburn Rd (No 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	49	175	38	29	57	82	12	111	33	115	121	19	841
07:15 AM - 07:30 AM	48	157	50	21	46	78	14	162	29	119	140	33	897
07:30 AM - 07:45 AM	48	192	30	34	64	101	27	170	23	101	150	36	976
07:45 AM - 08:00 AM	48	181	56	31	73	140	27	173	31	89	173	35	1057
08:00 AM - 08:15 AM	57	166	69	38	73	94	30	221	31	89	163	33	1064
08:15 AM - 08:30 AM	49	192	51	44	48	108	15	176	45	112	171	38	1049
08:30 AM - 08:45 AM	46	199	30	49	56	101	14	180	59	108	177	31	1050
08:45 AM - 09:00 AM	41	230	32	45	57	84	18	155	67	100	161	29	1019
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	45	83	39	36	140	144	32	234	31	94	189	75	1142
04:15 PM - 04:30 PM	50	100	25	40	161	156	24	195	27	87	161	44	1070
04:30 PM - 04:45 PM	33	75	19	36	146	138	31	195	20	54	187	44	978
04:45 PM - 05:00 PM	24	76	14	29	181	137	32	175	22	70	184	46	990
05:00 PM - 05:15 PM	35	69	17	25	159	116	20	166	34	80	178	33	932
05:15 PM - 05:30 PM	30	49	14	35	152	140	24	216	29	66	174	45	974
05:30 PM - 05:45 PM	44	68	18	25	169	118	37	181	17	56	138	30	901
05:45 PM - 06:00 PM	32	89	22	34	151	159	29	177	21	69	150	43	976
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

APPENDIX C: Growth Factor(s) Calculations & Analysis

HISTORICAL TRAFFIC COUNTS
Le Jardin Subdivision
DRI 4348
South Fulton, Georgia

Location	Counter ID	Georgia DOT AADT																Forecast		Compounded Growth Rate	
		2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2024	2032	2024-2032	Percent
SR 70/92/154 b/t SR 166 & Cascade Palmetto Hwy (Douglas Co.)	097-0063			12,225		15,265		19,468				19,486				21,164		22,791	28,196	2.70%	22.83%
SR 70/92/154/166 N/O Anneewakee Falls Pkwy	097-0065		8,952		8,796		10,660		12,296		13,034				12,829			14,549	17,738	2.51%	14.36%
SR 166 E/O W Chapel Hill Rd	097-0101			7,924		11,136		10,001				10,682				12,342		12,518	14,672	2.00%	11.88%
Cascade Palmetto Hwy N/O SR 92/Campbellton-Fairburn Rd	121-0256			5,880				7,242		7,604		7,550			7,886			8,488	9,883	1.92%	8.00%
SR 92/Campbellton-Fairburn Rd W/O Ridge Rd/Butner Rd	121-0294			9,278		10,252		11,245		11,588		12,100				11,431		12,424	13,928	1.44%	11.28%
SR 70/92/154 b/t SR 166 & Cascade Palmetto Hwy (Fulton Co.)	121-0298				15,738		13,892		14,774		16,568	17,945			17,725			18,544	21,265	1.73%	17.22%
SR 70/154/Cascade Palmetto Hwy N/O Ridge Rd	121-0370			5,924		5,796		5,267		6,578		7,046			9,778			9,385	12,094	3.22%	9.79%
Ridge Rd E/O SR 70/154/Cascade Palmetto Hwy	121-0733		814				761			682		786			775			742	719	-0.39%	0.58%
Butner Rd E/O SR 92/Campbellton-Fairburn Rd	121-0734				1,930				2,370		2,776	2,884			2,976			3,332	4,235	3.04%	3.43%
Cedar Grove Rd W/O SR 70/154/Cascade Palmetto Hwy	121-0757		763				615				648				818			751	790	0.63%	0.64%
																		103,524	**123,520**	**2.2%**	**100.00%**

APPENDIX D: Trip Generation

Single-Family Detached Housing (210)

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

Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used[1]	In/Out Distribution		Average Rate
		Total	Inbound	Outbound						
Single-Family Detached Housing	847 DU				210	Dwelling Units				
Daily		**7,204**	3,602	3,602			LN(T) = 0.92 * LN(X) + 2.68	50%	50%	9.43
AM Peak Hour		**521**	135	386			LN(T) = 0.91 * LN(X) + 0.12	26%	74%	0.70
PM Peak Hour		**740**	466	274			LN(T) = 0.94 * LN(X) + 0.27	63%	37%	0.94
Reductions for Pass-By Trips										
Daily		**0**	0	0						
AM Peak Hour		**0**	0	0						
PM Peak Hour		**0**	0	0						
TOTAL PROJECT TRIPS										
Daily		**7,204**	3,602	3,602						
AM Peak Hour		**521**	135	386						
PM Peak Hour		**740**	466	274						

Note:

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

DRI 4348 Le Jardin Subdivision
Adjacent Development

Single-Family Detached Housing (210)

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

Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used[1]	In/Out Distribution		Average Rate
		Total	Inbound	Outbound						
Single-Family Detached Housing	96 DU				210	Dwelling Units				
Daily		**972**	486	486			LN(T) = 0.92 * LN(X) + 2.68	50%	50%	9.43
AM Peak Hour		**72**	19	53			LN(T) = 0.91 * LN(X) + 0.12	26%	74%	0.70
PM Peak Hour		**96**	60	36			LN(T) = 0.94 * LN(X) + 0.27	63%	37%	0.94
Reductions for Pass-By Trips										
Daily		**0**	0	0						
AM Peak Hour		**0**	0	0						
PM Peak Hour		**0**	0	0						
TOTAL PROJECT TRIPS										
Daily		**972**	486	486						
AM Peak Hour		**72**	19	53						
PM Peak Hour		**96**	60	36						

Note:

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

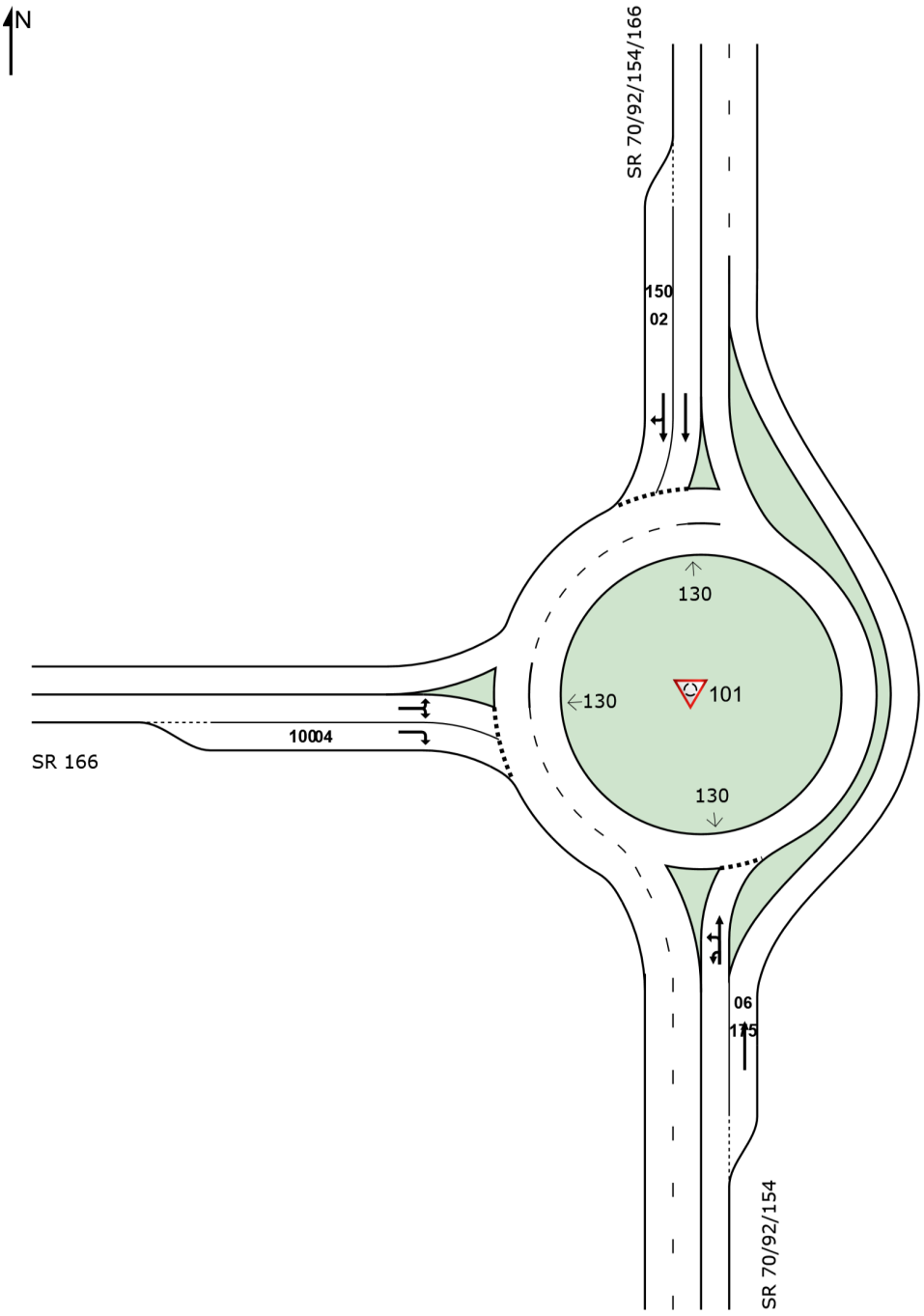
APPENDIX E: Capacity Analyses Reports

SITE LAYOUT

Site: 101 [2024 Existing AM (Site Folder: 01 SR 70/92/154 & SR 166)]

2024 Existing AM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



LANE SUMMARY

Site: 101 [2024 Existing AM (Site Folder: 01 SR 70/92/154 & SR 166)]

2024 Existing AM
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: SR 70/92/154													
Lane 1[d]	322	3.0	1298	0.248	100	4.9	LOS A	1.2	30.5	Full	1600	0.0	0.0
Lane 2 (06)	325	9.0	1813	0.179	72[5]	0.0	LOS A	0.0	0.0	Short	175	0.0	NA
Approach	647	6.0		0.248		2.5	LOS A	1.2	30.5				
North: SR 70/92/154/166													
Lane 1	292	11.0	896	0.326	100	7.6	LOS A	1.3	36.5	Full	1600	0.0	0.0
Lane 2 (02)[d]	313	11.3	962	0.326	100	7.2	LOS A	1.3	35.9	Short	150	0.0	NA
Approach	605	11.2		0.326		7.4	LOS A	1.3	36.5				
West: SR 166													
Lane 1	295	5.2	759	0.389	100	9.7	LOS A	1.8	48.1	Full	1600	0.0	0.0
Lane 2 (04)[d]	330	3.0	848	0.389	100	8.9	LOS A	1.9	47.6	Short	100	0.0	NA
Approach	625	4.0		0.389		9.2	LOS A	1.9	48.1				
Intersection	1878	7.0		0.389		6.3	LOS A	1.9	48.1				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

5 Lane under-utilisation found by the program
d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: SR 70/92/154

Mov. From S To Exit:	U S	L2 W	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	3	319	-	322	3.0	1298	0.248	100	NA	NA
Lane 2	-	-	325	325	9.0	1813	0.179	72[5]	0.0	1
Approach	3	319	325	647	6.0		0.248			

North: SR 70/92/154/166

Mov. From N To Exit:	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.

Lane 1	292	-	292	11.0		896	0.326	100	NA	NA
Lane 2	220	94	313	11.3		962	0.326	100	0.0	1
Approach	512	94	605	11.2			0.326			

West: SR 166

Mov. From W To Exit:	L2 N	R2 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	58	237	295	5.2		759	0.389	100	NA	NA
Lane 2	-	330	330	3.0		848	0.389	100	0.0	1
Approach	58	567	625	4.0			0.389			

	Total	%HV	Deg.Satn (v/c)
Intersection	1878	7.0	0.389

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

5 Lane under-utilisation found by the program

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: SR 70/92/154 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
North Exit: SR 70/92/154/166 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
West Exit: SR 166 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

Site: 101 [2024 Existing PM (Site Folder: 01 SR 70/92/154 & SR 166)]

2024 Existing AM
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: SR 70/92/154													
Lane 1[d]	659	2.0	1289	0.511	100	8.2	LOS A	3.6	90.7	Full	1600	0.0	0.0
Lane 2 (06)	460	4.0	1900	0.242	47[5]	0.1	LOS A	0.0	0.0	Short	175	0.0	NA
Approach	1118	2.8		0.511		4.9	LOS A	3.6	90.7				
North: SR 70/92/154/166													
Lane 1	325	9.0	667	0.486	100	12.8	LOS B	2.7	72.7	Full	1600	0.0	0.0
Lane 2 (02)[d]	373	4.8	767	0.486	100	11.5	LOS B	2.9	74.2	Short	150	0.0	NA
Approach	697	6.7		0.486		12.1	LOS B	2.9	74.2				
West: SR 166													
Lane 1	174	3.1	815	0.213	100	6.7	LOS A	0.8	21.4	Full	1600	0.0	0.0
Lane 2 (04)[d]	186	5.0	873	0.213	100	6.3	LOS A	0.8	20.9	Short	100	0.0	NA
Approach	360	4.1		0.213		6.5	LOS A	0.8	21.4				
Intersection	2176	4.3		0.511		7.4	LOS A	3.6	90.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

5 Lane under-utilisation found by the program
d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: SR 70/92/154

Mov. From S To Exit:	L2 W	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	659	-	659	2.0	1289	0.511	100	NA	NA
Lane 2	-	460	460	4.0	1900	0.242	47[5]	0.0	1
Approach	659	460	1118	2.8		0.511			

North: SR 70/92/154/166

Mov. From N To Exit:	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.

Lane 1	325	-	325	9.0	667	0.486	100	NA	NA
Lane 2	148	225	373	4.8	767	0.486	100	0.0	1
Approach	472	225	697	6.7		0.486			

West: SR 166

Mov. From W To Exit:	L2 N	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	84	90	174	3.1	815	0.213	100	NA	NA
Lane 2	-	186	186	5.0	873	0.213	100	0.0	1
Approach	84	276	360	4.1		0.213			

	Total	%HV	Deg.Satn (v/c)
Intersection	2176	4.3	0.511

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

5 Lane under-utilisation found by the program

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: SR 70/92/154 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
North Exit: SR 70/92/154/166 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
West Exit: SR 166 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

Site: 101 [2032 No-Build AM (Site Folder: 01 SR 70/92/154 & SR 166)]

2024 Existing AM
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: SR 70/92/154													
Lane 1[d]	392	3.0	1281	0.306	100	5.6	LOS A	1.6	40.1	Full	1600	0.0	0.0
Lane 2 (06)	434	9.0	1813	0.239	78[5]	0.1	LOS A	0.0	0.0	Short	175	0.0	NA
Approach	825	6.1		0.306		2.7	LOS A	1.6	40.1				
North: SR 70/92/154/166													
Lane 1	363	11.0	839	0.433	100	9.7	LOS A	2.1	57.1	Full	1600	0.0	0.0
Lane 2 (02)[d]	392	11.3	906	0.433	100	9.1	LOS A	2.0	54.7	Short	150	0.0	NA
Approach	756	11.1		0.433		9.4	LOS A	2.1	57.1				
West: SR 166													
Lane 1	351	5.2	663	0.530	100	14.0	LOS B	3.3	85.1	Full	1600	0.0	0.0
Lane 2 (04)[d]	396	3.0	748	0.530	100	12.7	LOS B	3.4	86.7	Short	100	0.0	NA
Approach	747	4.0		0.530		13.3	LOS B	3.4	86.7				
Intersection	2328	7.1		0.530		8.3	LOS A	3.4	86.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

5 Lane under-utilisation found by the program
d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: SR 70/92/154

Mov. From S To Exit:	U S	L2 W	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	4	388	-	392	3.0	1281	0.306	100	NA	NA
Lane 2	-	-	434	434	9.0	1813	0.239	78[5]	0.0	1
Approach	4	388	434	825	6.1		0.306			

North: SR 70/92/154/166

Mov. From N To Exit:	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.

Lane 1	363	-	363	11.0		839	0.433	100	NA	NA
Lane 2	281	112	392	11.3		906	0.433	100	0.0	1
Approach	644	112	756	11.1			0.433			

West: SR 166

Mov. From W To Exit:	L2 N	R2 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	70	281	351	5.2		663	0.530	100	NA	NA
Lane 2	-	396	396	3.0		748	0.530	100	0.9	1
Approach	70	677	747	4.0			0.530			

	Total	%HV	Deg.Satn (v/c)
Intersection	2328	7.1	0.530

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

5 Lane under-utilisation found by the program

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: SR 70/92/154 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
North Exit: SR 70/92/154/166 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
West Exit: SR 166 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

Site: 101 [2032 No-Build PM (Site Folder: 01 SR 70/92/154 & SR 166)]

2024 Existing AM
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: SR 70/92/154													
Lane 1[d]	790	2.0	1270	0.622	100	10.5	LOS B	5.2	132.9	Full	1600	0.0	0.0
Lane 2 (06)	602	4.0	1900	0.317	51[5]	0.1	LOS A	0.0	0.0	Short	175	0.0	NA
Approach	1392	2.9		0.622		6.0	LOS A	5.2	132.9				
North: SR 70/92/154/166													
Lane 1	412	9.0	590	0.699	100	22.5	LOS C	5.5	148.5	Full	1600	0.0	0.0
Lane 2 (02)[d]	477	5.1	682	0.699	100	20.1	LOS C	6.0	155.0	Short	150	0.0	NA
Approach	889	6.9		0.699		21.2	LOS C	6.0	155.0				
West: SR 166													
Lane 1	210	3.1	702	0.300	100	8.8	LOS A	1.2	30.4	Full	1600	0.0	0.0
Lane 2 (04)[d]	228	5.0	760	0.300	100	8.2	LOS A	1.2	30.0	Short	100	0.0	NA
Approach	438	4.1		0.300		8.5	LOS A	1.2	30.4				
Intersection	2719	4.4		0.699		11.3	LOS B	6.0	155.0				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

5 Lane under-utilisation found by the program
d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: SR 70/92/154

Mov. From S To Exit:	L2 W	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	790	-	790	2.0	1270	0.622	100	NA	NA
Lane 2	-	602	602	4.0	1900	0.317	51[5]	0.0	1
Approach	790	602	1392	2.9		0.622			

North: SR 70/92/154/166

Mov. From N To Exit:	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.

Lane 1	412	-	412	9.0	590	0.699	100	NA	NA
Lane 2	209	268	477	5.1	682	0.699	100	6.0	1
Approach	621	268	889	6.9		0.699			

West: SR 166

Mov. From W To Exit:	L2 N	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	100	111	210	3.1	702	0.300	100	NA	NA
Lane 2	-	228	228	5.0	760	0.300	100	0.0	1
Approach	100	339	438	4.1		0.300			

	Total	%HV	Deg.Satn (v/c)
Intersection	2719	4.4	0.699

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

5 Lane under-utilisation found by the program

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: SR 70/92/154 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
North Exit: SR 70/92/154/166 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
West Exit: SR 166 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

Site: 101 [2032 Build AM (Site Folder: 01 SR 70/92/154 & SR 166)]

2024 Existing AM
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: SR 70/92/154													
Lane 1[d]	452	3.0	1281	0.353	100	6.1	LOS A	1.9	49.1	Full	1600	0.0	0.0
Lane 2 (06)	494	8.0	1830	0.270	76[5]	0.1	LOS A	0.0	0.0	Short	175	0.0	NA
Approach	946	5.6		0.353		3.0	LOS A	1.9	49.1				
North: SR 70/92/154/166													
Lane 1	373	10.0	800	0.467	100	10.7	LOS B	2.6	71.1	Full	1600	0.0	0.0
Lane 2 (02)[d]	403	10.6	864	0.467	100	10.1	LOS B	2.6	69.9	Short	150	0.0	NA
Approach	776	10.3		0.467		10.4	LOS B	2.6	71.1				
West: SR 166													
Lane 1	361	5.1	653	0.552	100	14.9	LOS B	3.5	91.8	Full	1600	0.0	0.0
Lane 2 (04)[d]	407	3.0	738	0.552	100	13.5	LOS B	3.7	93.9	Short	100	0.0	NA
Approach	768	4.0		0.552		14.1	LOS B	3.7	93.9				
Intersection	2491	6.6		0.552		8.7	LOS A	3.7	93.9				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

5 Lane under-utilisation found by the program
d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: SR 70/92/154

Mov. From S To Exit:	U S	L2 W	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	4	448	-	452	3.0	1281	0.353	100	NA	NA
Lane 2	-	-	494	494	8.0	1830	0.270	76[5]	0.0	1
Approach	4	448	494	946	5.6		0.353			

North: SR 70/92/154/166

Mov. From N To Exit:	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.

Lane 1	373	-	373	10.0		800	0.467	100	NA	NA
Lane 2	292	112	403	10.6		864	0.467	100	0.0	1
Approach	665	112	776	10.3			0.467			

West: SR 166

Mov. From W To Exit:	L2 N	R2 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	70	291	361	5.1		653	0.552	100	NA	NA
Lane 2	-	407	407	3.0		738	0.552	100	3.2	1
Approach	70	698	768	4.0			0.552			

	Total	%HV	Deg.Satn (v/c)
Intersection	2491	6.6	0.552

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

5 Lane under-utilisation found by the program

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: SR 70/92/154 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
North Exit: SR 70/92/154/166 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
West Exit: SR 166 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

Site: 101 [2032 Build PM (Site Folder: 01 SR 70/92/154 & SR 166)]

2024 Existing AM
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: SR 70/92/154													
Lane 1[d]	834	2.0	1270	0.656	100	11.3	LOS B	5.9	150.8	Full	1600	0.0	0.0
Lane 2 (06)	646	4.0	1900	0.340	52[5]	0.1	LOS A	0.0	0.0	Short	175	0.0	NA
Approach	1480	2.9		0.656		6.4	LOS A	5.9	150.8				
North: SR 70/92/154/166													
Lane 1	448	8.0	572	0.784	100	29.3	LOS D	7.5	199.0	Full	1600	0.0	0.0
Lane 2 (02)[d]	516	4.9	658	0.784	100	26.3	LOS D	8.1	209.2	Short	150	0.0	NA
Approach	964	6.3		0.784		27.7	LOS D	8.1	209.2				
West: SR 166													
Lane 1	245	2.8	657	0.372	100	10.6	LOS B	1.7	43.6	Full	1600	0.0	0.0
Lane 2 (04)[d]	268	4.0	720	0.372	100	9.8	LOS A	1.7	43.2	Short	100	0.0	NA
Approach	513	3.4		0.372		10.2	LOS B	1.7	43.6				
Intersection	2957	4.1		0.784		14.0	LOS B	8.1	209.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

5 Lane under-utilisation found by the program
d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: SR 70/92/154

Mov. From S To Exit:	L2 W	T1 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	834	-	834	2.0	1270	0.656	100	NA	NA
Lane 2	-	646	646	4.0	1900	0.340	52[5]	0.0	1
Approach	834	646	1480	2.9		0.656			

North: SR 70/92/154/166

Mov. From N To Exit:	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.

Lane 1	448	-	448	8.0	572	0.784	100	NA	NA
Lane 2	248	268	516	4.9	658	0.784	100	15.9	1
Approach	696	268	964	6.3		0.784			

West: SR 166

Mov. From W To Exit:	L2 N	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	100	145	245	2.8	657	0.372	100	NA	NA
Lane 2	-	268	268	4.0	720	0.372	100	0.0	1
Approach	100	414	513	3.4		0.372			

	Total	%HV	Deg.Satn (v/c)
Intersection	2957	4.1	0.784

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

5 Lane under-utilisation found by the program

Merge Analysis

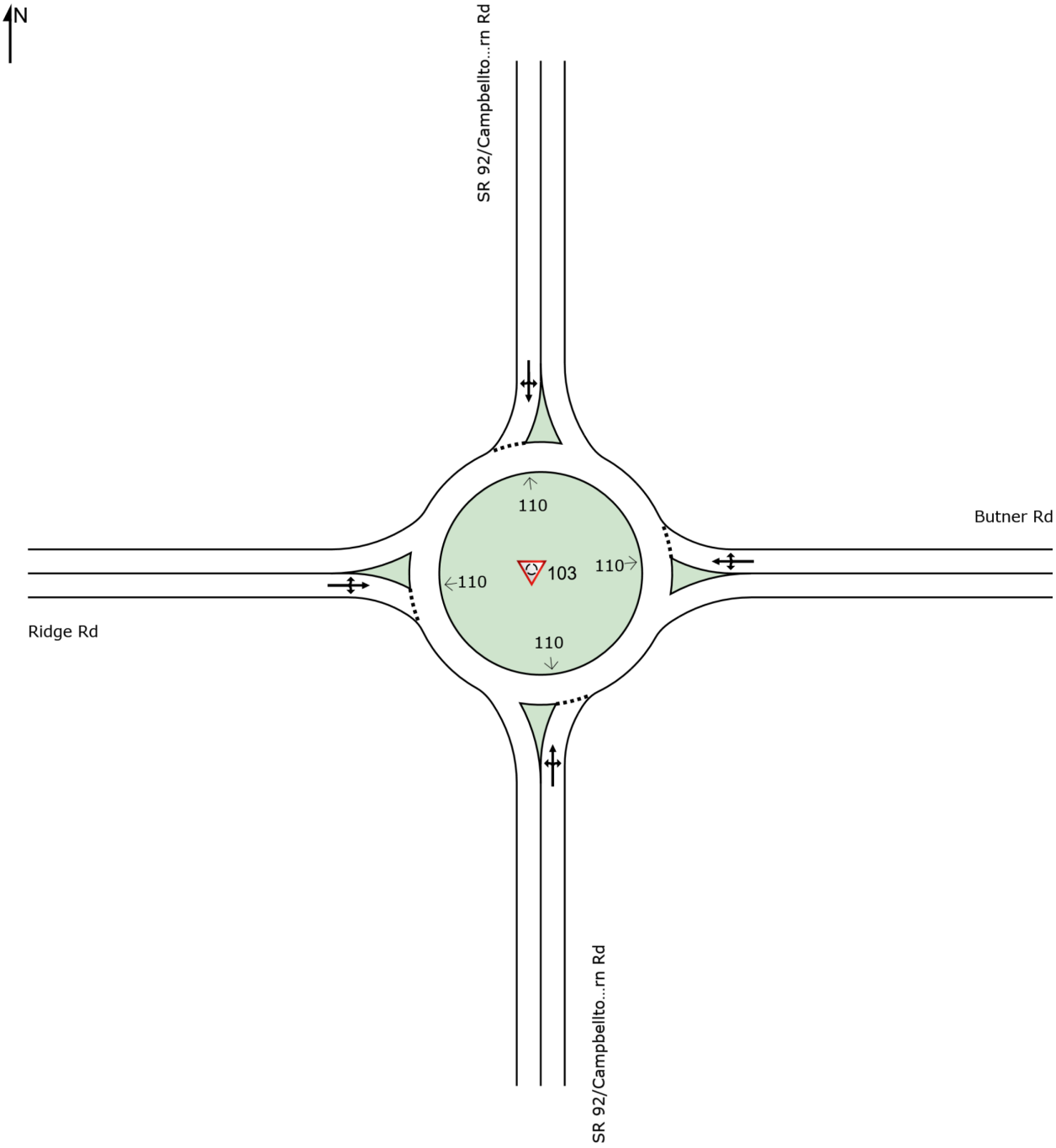
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: SR 70/92/154 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
North Exit: SR 70/92/154/166 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
Full Length Lane	2	Merge Analysis not applied.										
West Exit: SR 166 Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

SITE LAYOUT

Site: 103 [2032 No-Build AM (Site Folder: 03 SR 92/ Campbellton-Fairburn Rd & Ridge Rd/Butner Rd)]

2032 No-Build AM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



LANE SUMMARY

Site: 103 [2032 No-Build AM (Site Folder: 03 SR 92/ Campbellton-Fairburn Rd & Ridge Rd/Butner Rd)]

2032 No-Build AM
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: SR 92/Campbellton-Fairburn Rd													
Lane 1[d]	592	5.7	1034	0.572	100	10.9	LOS B	4.3	111.2	Full	1600	0.0	0.0
Approach	592	5.7		0.572		10.9	LOS B	4.3	111.2				
East: Butner Rd													
Lane 1[d]	216	4.9	701	0.308	100	8.9	LOS A	1.3	34.4	Full	1600	0.0	0.0
Approach	216	4.9		0.308		8.9	LOS A	1.3	34.4				
North: SR 92/Campbellton-Fairburn Rd													
Lane 1[d]	750	7.8	987	0.759	100	17.9	LOS C	14.5	385.5	Full	1600	0.0	0.0
Approach	750	7.8		0.759		17.9	LOS C	14.5	385.5				
West: Ridge Rd													
Lane 1[d]	209	7.4	545	0.384	100	12.6	LOS B	1.8	46.8	Full	1600	0.0	0.0
Approach	209	7.4		0.384		12.6	LOS B	1.8	46.8				
Intersection	1766	6.7		0.759		13.8	LOS B	14.5	385.5				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: SR 92/Campbellton-Fairburn Rd

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	79	465	47	592	5.7	1034	0.572	100	NA	NA
Approach	79	465	47	592	5.7		0.572			

East: Butner Rd

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	77	84	55	216	4.9	701	0.308	100	NA	NA

Approach	77	84	55	216	4.9		0.308			
North: SR 92/Campbellton-Fairburn Rd										
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	86	618	46	750	7.8	987	0.759	100	NA	NA
Approach	86	618	46	750	7.8		0.759			
West: Ridge Rd										
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	38	93	78	209	7.4	545	0.384	100	NA	NA
Approach	38	93	78	209	7.4		0.384			
	Total	%HV	Deg.Satn (v/c)							
Intersection	1766	6.7		0.759						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: SR 92/Campbellton-Fairburn Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Butner Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: SR 92/Campbellton-Fairburn Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Ridge Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

Site: 103 [2032 No-Build PM (Site Folder: 03 SR 92/ Campbellton-Fairburn Rd & Ridge Rd/Butner Rd)]

2032 No-Build AM
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: SR 92/Campbellton-Fairburn Rd													
Lane 1[d]	893	3.4	1128	0.792	100	18.0	LOS C	18.4	471.6	Full	1600	0.0	0.0
Approach	893	3.4		0.792		18.0	LOS C	18.4	471.6				
East: Butner Rd													
Lane 1[d]	265	6.2	523	0.508	100	16.3	LOS C	2.8	73.8	Full	1600	0.0	0.0
Approach	265	6.2		0.508		16.3	LOS C	2.8	73.8				
North: SR 92/Campbellton-Fairburn Rd													
Lane 1[d]	569	9.7	962	0.592	100	12.0	LOS B	5.2	141.0	Full	1600	0.0	0.0
Approach	569	9.7		0.592		12.0	LOS B	5.2	141.0				
West: Ridge Rd													
Lane 1[d]	146	3.3	662	0.221	100	8.1	LOS A	0.9	23.1	Full	1600	0.0	0.0
Approach	146	3.3		0.221		8.1	LOS A	0.9	23.1				
Intersection	1874	5.7		0.792		15.2	LOS C	18.4	471.6				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: SR 92/Campbellton-Fairburn Rd

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	71	766	56	893	3.4	1128	0.792	100	NA	NA
Approach	71	766	56	893	3.4		0.792			

East: Butner Rd

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	83	92	91	265	6.2	523	0.508	100	NA	NA

Approach	83	92	91	265	6.2		0.508			
North: SR 92/Campbellton-Fairburn Rd										
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	54	487	28	569	9.7	962	0.592	100	NA	NA
Approach	54	487	28	569	9.7		0.592			
West: Ridge Rd										
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	30	74	42	146	3.3	662	0.221	100	NA	NA
Approach	30	74	42	146	3.3		0.221			
	Total	%HV	Deg.Satn (v/c)							
Intersection	1874	5.7		0.792						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: SR 92/Campbellton-Fairburn Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Butner Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: SR 92/Campbellton-Fairburn Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Ridge Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

Site: 103 [2032 Build AM (Site Folder: 03 SR 92/Campbellton-Fairburn Rd & Ridge Rd/Butner Rd)]

2032 No-Build AM
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: SR 92/Campbellton-Fairburn Rd													
Lane 1[d]	613	5.5	951	0.645	100	13.6	LOS B	7.6	199.1	Full	1600	0.0	0.0
Approach	613	5.5		0.645		13.6	LOS B	7.6	199.1				
East: Butner Rd													
Lane 1[d]	237	4.2	676	0.351	100	9.9	LOS A	1.6	42.1	Full	1600	0.0	0.0
Approach	237	4.2		0.351		9.9	LOS A	1.6	42.1				
North: SR 92/Campbellton-Fairburn Rd													
Lane 1[d]	757	7.8	945	0.801	100	21.1	LOS C	17.1	455.1	Full	1600	0.0	0.0
Approach	757	7.8		0.801		21.1	LOS C	17.1	455.1				
West: Ridge Rd													
Lane 1[d]	354	4.3	561	0.631	100	19.9	LOS C	4.5	117.0	Full	1600	0.0	0.0
Approach	354	4.3		0.631		19.9	LOS C	4.5	117.0				
Intersection	1961	6.0		0.801		17.2	LOS C	17.1	455.1				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: SR 92/Campbellton-Fairburn Rd

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	101	465	47	613	5.5	951	0.645	100	NA	NA
Approach	101	465	47	613	5.5		0.645			

East: Butner Rd

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	77	105	55	237	4.2	676	0.351	100	NA	NA

Approach	77	105	55	237	4.2		0.351			
North: SR 92/Campbellton-Fairburn Rd										
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	86	618	54	757	7.8	945	0.801	100	NA	NA
Approach	86	618	54	757	7.8		0.801			
West: Ridge Rd										
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	58	155	140	354	4.3	561	0.631	100	NA	NA
Approach	58	155	140	354	4.3		0.631			
	Total	%HV	Deg.Satn (v/c)							
Intersection	1961	6.0		0.801						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: SR 92/Campbellton-Fairburn Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Butner Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: SR 92/Campbellton-Fairburn Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Ridge Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

Site: 103 [2032 Build PM (Site Folder: 03 SR 92/Campbellton-Fairburn Rd & Ridge Rd/Butner Rd)]

2032 No-Build AM
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: SR 92/Campbellton-Fairburn Rd													
Lane 1[d]	966	3.1	1066	0.907	100	29.6	LOS D	37.0	947.7	Full	1600	0.0	0.0
Approach	966	3.1		0.907		29.6	LOS D	37.0	947.7				
East: Butner Rd													
Lane 1[d]	339	4.9	484	0.700	100	26.5	LOS D	5.1	133.0	Full	1600	0.0	0.0
Approach	339	4.9		0.700		26.5	LOS D	5.1	133.0				
North: SR 92/Campbellton-Fairburn Rd													
Lane 1[d]	593	9.3	831	0.714	100	17.9	LOS C	9.3	249.6	Full	1600	0.0	0.0
Approach	593	9.3		0.714		17.9	LOS C	9.3	249.6				
West: Ridge Rd													
Lane 1[d]	247	2.2	669	0.369	100	10.3	LOS B	1.8	46.2	Full	1600	0.0	0.0
Approach	247	2.2		0.369		10.3	LOS B	1.8	46.2				
Intersection	2145	5.0		0.907		23.7	LOS C	37.0	947.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: SR 92/Campbellton-Fairburn Rd

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	144	766	56	966	3.1	1066	0.907	100	NA	NA
Approach	144	766	56	966	3.1		0.907			

East: Butner Rd

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	83	165	91	339	4.9	484	0.700	100	NA	NA

Approach	83	165	91	339	4.9		0.700			
North: SR 92/Campbellton-Fairburn Rd										
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	54	487	52	593	9.3	831	0.714	100	NA	NA
Approach	54	487	52	593	9.3		0.714			
West: Ridge Rd										
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	45	117	85	247	2.2	669	0.369	100	NA	NA
Approach	45	117	85	247	2.2		0.369			
	Total	%HV	Deg.Satn (v/c)							
Intersection	2145	5.0		0.907						

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

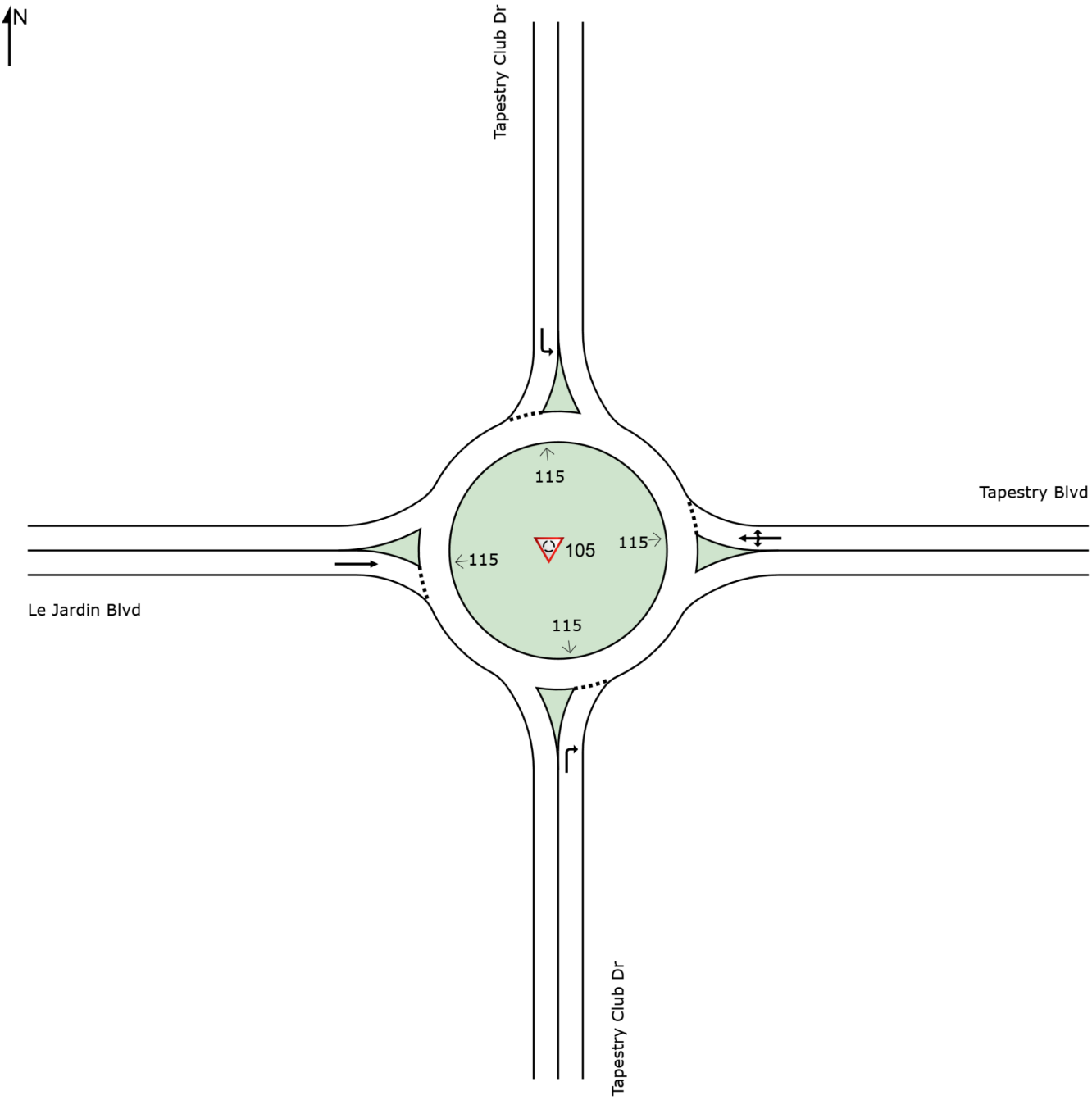
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: SR 92/Campbellton-Fairburn Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Butner Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: SR 92/Campbellton-Fairburn Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Ridge Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

SITE LAYOUT

Site: 105 [2032 Build AM (Site Folder: 05 Le Jardin Blvd/ Tapestry Blvd & Tapestry Club Dr)]

2024 Existing AM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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LANE SUMMARY

Site: 105 [2024 Existing AM (Site Folder: 05 Le Jardin Blvd/ Tapestry Blvd & Tapestry Club Dr)]

2024 Existing AM
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Tapestry Club Dr													
Lane 1[d]	9	0.0	1374	0.007	100	2.7	LOS A	0.0	0.7	Full	1600	0.0	0.0
Approach	9	0.0		0.007		2.7	LOS A	0.0	0.7				
East: Tapestry Blvd													
Lane 1[d]	18	0.0	1380	0.013	100	2.7	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	18	0.0		0.013		2.7	LOS A	0.0	0.0				
North: Tapestry Club Dr													
Lane 1[d]	5	0.0	1361	0.003	100	2.7	LOS A	0.0	0.4	Full	1600	0.0	0.0
Approach	5	0.0		0.003		2.7	LOS A	0.0	0.4				
Intersection	32	0.0		0.013		2.7	LOS A	0.0	0.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Tapestry Club Dr

Mov. From S To Exit:	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	9	9	0.0	1374	0.007	100	NA	NA
Approach	9	9	0.0		0.007			

East: Tapestry Blvd

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	6	8	5	18	0.0	1380	0.013	100	NA	NA
Approach	6	8	5	18	0.0		0.013			

North: Tapestry Club Dr

Mov. From N	L2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.

To Exit:	E								
Lane 1	5	5	0.0		1361	0.003	100	NA	NA
Approach	5	5	0.0			0.003			

	Total	%HV	Deg.Satn (v/c)
Intersection	32	0.0	0.013

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Tapestry Club Dr Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Tapestry Blvd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: Tapestry Club Dr Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Le Jardin Blvd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

Site: 105 [2024 Existing PM (Site Folder: 05 Le Jardin Blvd/ Tapestry Blvd & Tapestry Club Dr)]

2024 Existing AM
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Tapestry Club Dr													
Lane 1[d]	11	0.0	1357	0.008	100	2.7	LOS A	0.0	0.9	Full	1600	0.0	0.0
Approach	11	0.0		0.008		2.7	LOS A	0.0	0.9				
East: Tapestry Blvd													
Lane 1[d]	21	7.7	1281	0.017	100	2.9	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	21	7.7		0.017		2.9	LOS A	0.0	0.0				
North: Tapestry Club Dr													
Lane 1[d]	3	0.0	1353	0.002	100	2.7	LOS A	0.0	0.3	Full	1600	0.0	0.0
Approach	3	0.0		0.002		2.7	LOS A	0.0	0.3				
West: Le Jardin Blvd													
Lane 1[d]	8	20.0	1125	0.007	100	3.3	LOS A	0.0	0.7	Full	1600	0.0	0.0
Approach	8	20.0		0.007		3.3	LOS A	0.0	0.7				
Intersection	44	7.4		0.017		2.9	LOS A	0.0	0.9				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Tapestry Club Dr

Mov. From S To Exit:	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	11	11	0.0	1357	0.008	100	NA	NA
Approach	11	11	0.0		0.008			

East: Tapestry Blvd

Mov. From E To Exit:	U E	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	3	13	2	3	21	7.7	1281	0.017	100	NA	NA

Approach	3	13	2	3	21	7.7		0.017				
North: Tapestry Club Dr												
Mov. From N To Exit:	L2 E	Total	%HV				Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	3	3	0.0				1353	0.002	100	NA	NA	
Approach	3	3	0.0					0.002				
West: Le Jardin Blvd												
Mov. From W To Exit:	T1 E	R2 S	Total	%HV			Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	7	2	8	20.0			1125	0.007	100	NA	NA	
Approach	7	2	8	20.0				0.007				
	Total	%HV	Deg.Satn (v/c)									
Intersection	44	7.4		0.017								

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Tapestry Club Dr Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Tapestry Blvd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: Tapestry Club Dr Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Le Jardin Blvd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

Site: 105 [2032 No-Build AM (Site Folder: 05 Le Jardin Blvd/ Tapestry Blvd & Tapestry Club Dr)]

2024 Existing AM
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Tapestry Club Dr													
Lane 1[d]	18	0.0	1301	0.014	100	2.9	LOS A	0.1	1.5	Full	1600	0.0	0.0
Approach	18	0.0		0.014		2.9	LOS A	0.1	1.5				
East: Tapestry Blvd													
Lane 1[d]	44	0.0	1380	0.032	100	2.9	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	44	0.0		0.032		2.9	LOS A	0.0	0.0				
North: Tapestry Club Dr													
Lane 1[d]	58	0.0	1352	0.043	100	3.0	LOS A	0.2	4.7	Full	1600	0.0	0.0
Approach	58	0.0		0.043		3.0	LOS A	0.2	4.7				
Intersection	120	0.0		0.043		2.9	LOS A	0.2	4.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Tapestry Club Dr

Mov. From S To Exit:	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	18	18	0.0	1301	0.014	100	NA	NA
Approach	18	18	0.0		0.014			

East: Tapestry Blvd

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	11	9	24	44	0.0	1380	0.032	100	NA	NA
Approach	11	9	24	44	0.0		0.032			

North: Tapestry Club Dr

Mov. From N	L2	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.

To Exit:	E								
Lane 1	58	58	0.0		1352	0.043	100	NA	NA
Approach	58	58	0.0			0.043			

	Total	%HV	Deg.Satn (v/c)
Intersection	120	0.0	0.043

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Tapestry Club Dr Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Tapestry Blvd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: Tapestry Club Dr Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Le Jardin Blvd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

Site: 105 [2032 No-Build PM (Site Folder: 05 Le Jardin Blvd/ Tapestry Blvd & Tapestry Club Dr)]

2024 Existing AM
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Tapestry Club Dr													
Lane 1[d]	20	0.0	1304	0.015	100	2.9	LOS A	0.1	1.6	Full	1600	0.0	0.0
Approach	20	0.0		0.015		2.9	LOS A	0.1	1.6				
East: Tapestry Blvd													
Lane 1[d]	98	1.7	1357	0.072	100	3.2	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	98	1.7		0.072		3.2	LOS A	0.0	0.0				
North: Tapestry Club Dr													
Lane 1[d]	41	0.0	1335	0.031	100	2.9	LOS A	0.1	3.3	Full	1600	0.0	0.0
Approach	41	0.0		0.031		2.9	LOS A	0.1	3.3				
West: Le Jardin Blvd													
Lane 1[d]	10	16.7	1099	0.009	100	3.3	LOS A	0.0	0.9	Full	1600	0.0	0.0
Approach	10	16.7		0.009		3.3	LOS A	0.0	0.9				
Intersection	168	1.9		0.072		3.1	LOS A	0.1	3.3				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Tapestry Club Dr

Mov. From S To Exit:	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	20	20	0.0	1304	0.015	100	NA	NA
Approach	20	20	0.0		0.015			

East: Tapestry Blvd

Mov. From E To Exit:	U E	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	3	26	2	67	98	1.7	1357	0.072	100	NA	NA

Approach	3	26	2	67	98	1.7		0.072				
North: Tapestry Club Dr												
Mov. From N To Exit:	L2 E	Total	%HV				Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	41	41	0.0				1335	0.031	100	NA	NA	
Approach	41	41	0.0					0.031				
West: Le Jardin Blvd												
Mov. From W To Exit:	T1 E	R2 S	Total	%HV			Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	8	2	10	16.7			1099	0.009	100	NA	NA	
Approach	8	2	10	16.7				0.009				
	Total	%HV	Deg.Satn (v/c)									
Intersection	168	1.9		0.072								

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Tapestry Club Dr Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Tapestry Blvd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: Tapestry Club Dr Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Le Jardin Blvd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

Site: 105 [2032 Build AM (Site Folder: 05 Le Jardin Blvd/ Tapestry Blvd & Tapestry Club Dr)]

2024 Existing AM
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Tapestry Club Dr													
Lane 1[d]	18	0.0	1042	0.018	100	3.6	LOS A	0.1	1.8	Full	1600	0.0	0.0
Approach	18	0.0		0.018		3.6	LOS A	0.1	1.8				
East: Tapestry Blvd													
Lane 1[d]	151	0.0	1380	0.109	100	3.5	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	151	0.0		0.109		3.5	LOS A	0.0	0.0				
North: Tapestry Club Dr													
Lane 1[d]	58	0.0	1213	0.048	100	3.4	LOS A	0.2	5.1	Full	1600	0.0	0.0
Approach	58	0.0		0.048		3.4	LOS A	0.2	5.1				
West: Le Jardin Blvd													
Lane 1[d]	218	0.0	1287	0.169	100	4.2	LOS A	0.8	20.9	Full	1600	0.0	0.0
Approach	218	0.0		0.169		4.2	LOS A	0.8	20.9				
Intersection	445	0.0		0.169		3.8	LOS A	0.8	20.9				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Tapestry Club Dr

Mov. From S To Exit:	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	18	18	0.0	1042	0.018	100	NA	NA
Approach	18	18	0.0		0.018			

East: Tapestry Blvd

Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	11	116	24	151	0.0	1380	0.109	100	NA	NA

Approach	11	116	24	151	0.0		0.109				
North: Tapestry Club Dr											
Mov. From N To Exit:	L2 E	Total	%HV			Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	58	58	0.0			1213	0.048	100	NA	NA	
Approach	58	58	0.0				0.048				
West: Le Jardin Blvd											
Mov. From W To Exit:	T1 E	Total	%HV			Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.	
Lane 1	218	218	0.0			1287	0.169	100	NA	NA	
Approach	218	218	0.0				0.169				
	Total	%HV	Deg.Satn (v/c)								
Intersection	445	0.0	0.169								

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Tapestry Club Dr Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Tapestry Blvd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: Tapestry Club Dr Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Le Jardin Blvd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

Site: 105 [2032 Build PM (Site Folder: 05 Le Jardin Blvd/ Tapestry Blvd & Tapestry Club Dr)]

2024 Existing AM
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Tapestry Club Dr													
Lane 1[d]	20	0.0	1029	0.019	100	3.7	LOS A	0.1	1.9	Full	1600	0.0	0.0
Approach	20	0.0		0.019		3.7	LOS A	0.1	1.9				
East: Tapestry Blvd													
Lane 1[d]	492	0.3	1375	0.358	100	5.9	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	492	0.3		0.358		5.9	LOS A	0.0	0.0				
North: Tapestry Club Dr													
Lane 1[d]	41	0.0	893	0.046	100	4.5	LOS A	0.2	4.6	Full	1600	0.0	0.0
Approach	41	0.0		0.046		4.5	LOS A	0.2	4.6				
West: Le Jardin Blvd													
Lane 1[d]	241	1.0	1270	0.190	100	4.4	LOS A	0.9	23.8	Full	1600	0.0	0.0
Approach	241	1.0		0.190		4.4	LOS A	0.9	23.8				
Intersection	794	0.5		0.358		5.3	LOS A	0.9	23.8				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Tapestry Club Dr

Mov. From S To Exit:	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	20	20	0.0	1029	0.019	100	NA	NA
Approach	20	20	0.0		0.019			

East: Tapestry Blvd

Mov. From E To Exit:	U E	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	3	26	396	67	492	0.3	1375	0.358	100	NA	NA

Approach	3	26	396	67	492	0.3			0.358			
North: Tapestry Club Dr												
Mov. From N To Exit:	L2 E	Total	%HV				Cap. veh/h		Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	41	41	0.0				893		0.046	100	NA	NA
Approach	41	41	0.0						0.046			
West: Le Jardin Blvd												
Mov. From W To Exit:	T1 E	R2 S	Total	%HV			Cap. veh/h		Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	240	2	241	1.0			1270		0.190	100	NA	NA
Approach	240	2	241	1.0					0.190			
	Total	%HV	Deg.Satn (v/c)									
Intersection	794	0.5		0.358								

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

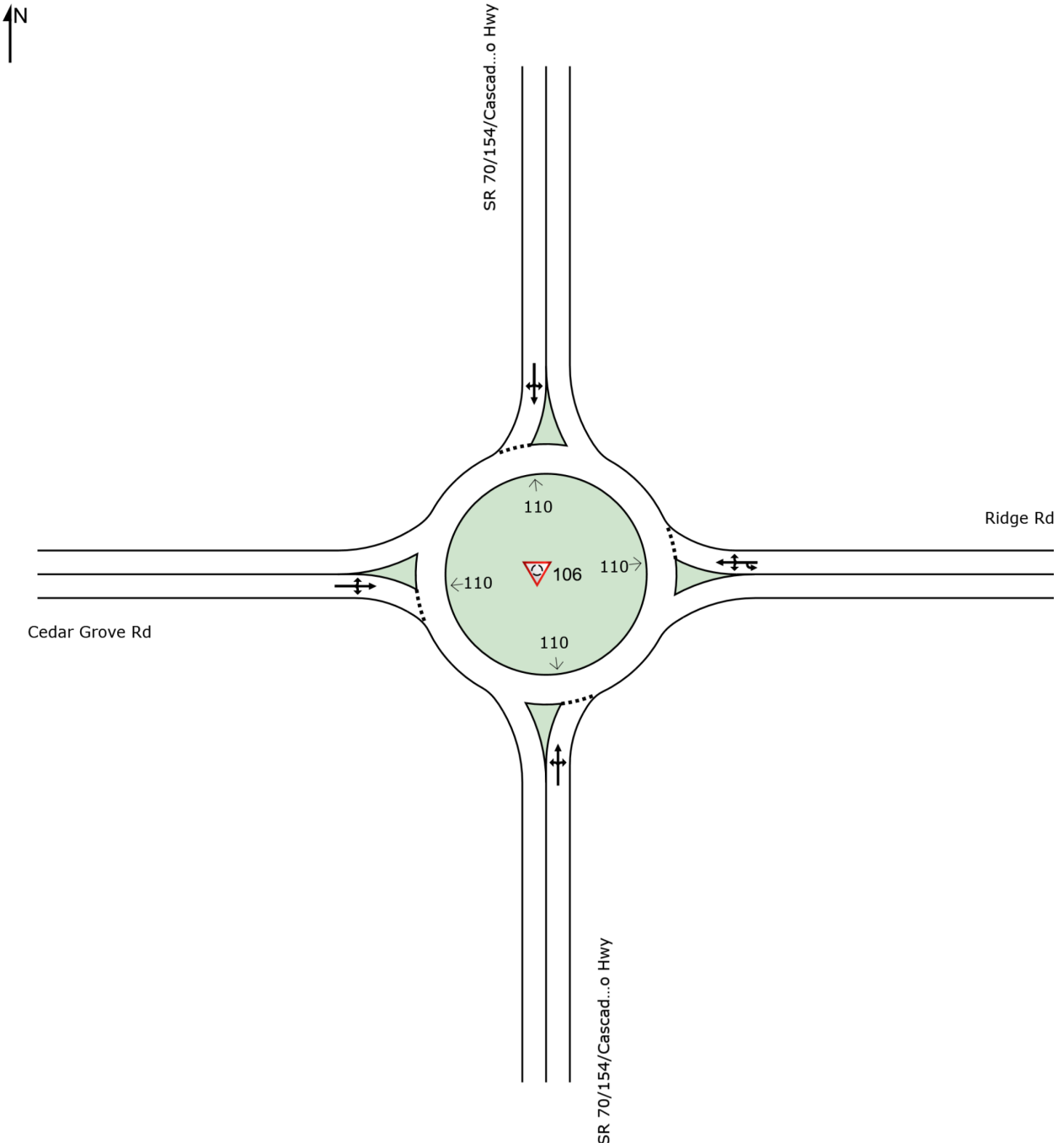
	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: Tapestry Club Dr Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Tapestry Blvd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: Tapestry Club Dr Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Le Jardin Blvd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

SITE LAYOUT

Site: 106 [2024 Existing AM (Site Folder: 06 SR 70/154/Cascade Palmetto Hwy & Cedar Grove Rd/Ridge Rd)]

2024 Existing AM
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



LANE SUMMARY

Site: 106 [2024 Existing AM (Site Folder: 06 SR 70/154/Cascade Palmetto Hwy & Cedar Grove Rd/Ridge Rd)]

2024 Existing AM
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: SR 70/154/Cascade Palmetto Hwy													
Lane 1[d]	519	12.8	1187	0.437	100	7.6	LOS A	2.6	71.6	Full	1600	0.0	0.0
Approach	519	12.8		0.437		7.6	LOS A	2.6	71.6				
East: Ridge Rd													
Lane 1[d]	61	12.4	689	0.088	100	6.2	LOS A	0.3	8.7	Full	1600	0.0	0.0
Approach	61	12.4		0.088		6.2	LOS A	0.3	8.7				
North: SR 70/154/Cascade Palmetto Hwy													
Lane 1[d]	410	16.2	1094	0.375	100	7.1	LOS A	1.9	53.7	Full	1600	0.0	0.0
Approach	410	16.2		0.375		7.1	LOS A	1.9	53.7				
West: Cedar Grove Rd													
Lane 1[d]	54	10.2	758	0.072	100	5.5	LOS A	0.3	7.1	Full	1600	0.0	0.0
Approach	54	10.2		0.072		5.5	LOS A	0.3	7.1				
Intersection	1044	14.0		0.437		7.2	LOS A	2.6	71.6				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: SR 70/154/Cascade Palmetto Hwy

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	27	471	22	519	12.8	1187	0.437	100	NA	NA
Approach	27	471	22	519	12.8		0.437			

East: Ridge Rd

Mov. From E To Exit:	U E	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	3	24	16	17	61	12.4	689	0.088	100	NA	NA

Approach	3	24	16	17	61	12.4		0.088			
North: SR 70/154/Cascade Palmetto Hwy											
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	4	396	10	410	16.2		1094	0.375	100	NA	NA
Approach	4	396	10	410	16.2			0.375			
West: Cedar Grove Rd											
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	8	10	37	54	10.2		758	0.072	100	NA	NA
Approach	8	10	37	54	10.2			0.072			
	Total	%HV	Deg.Satn (v/c)								
Intersection	1044	14.0		0.437							

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: SR 70/154/Cascade Palmetto Hwy Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Ridge Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: SR 70/154/Cascade Palmetto Hwy Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Cedar Grove Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

Site: 106 [2024 Existing PM (Site Folder: 06 SR 70/154/Cascade Palmetto Hwy & Cedar Grove Rd/Ridge Rd)]

2024 Existing AM
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: SR 70/154/Cascade Palmetto Hwy													
Lane 1[d]	512	7.0	1254	0.408	100	6.9	LOS A	2.5	66.9	Full	1600	0.0	0.0
Approach	512	7.0		0.408		6.9	LOS A	2.5	66.9				
East: Ridge Rd													
Lane 1[d]	47	7.4	750	0.062	100	5.4	LOS A	0.2	6.2	Full	1600	0.0	0.0
Approach	47	7.4		0.062		5.4	LOS A	0.2	6.2				
North: SR 70/154/Cascade Palmetto Hwy													
Lane 1[d]	575	8.0	1172	0.491	100	8.4	LOS A	3.2	85.9	Full	1600	0.0	0.0
Approach	575	8.0		0.491		8.4	LOS A	3.2	85.9				
West: Cedar Grove Rd													
Lane 1[d]	34	3.2	692	0.050	100	5.7	LOS A	0.2	4.8	Full	1600	0.0	0.0
Approach	34	3.2		0.050		5.7	LOS A	0.2	4.8				
Intersection	1168	7.4		0.491		7.6	LOS A	3.2	85.9				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: SR 70/154/Cascade Palmetto Hwy

Mov. From S To Exit:	U S	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	40	448	22	512	7.0	1254	0.408	100	NA	NA
Approach	1	40	448	22	512	7.0		0.408			

East: Ridge Rd

Mov. From E To Exit:	U E	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	23	16	7	47	7.4	750	0.062	100	NA	NA

Approach	1	23	16	7	47	7.4		0.062			
North: SR 70/154/Cascade Palmetto Hwy											
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	11	561	3	575	8.0		1172	0.491	100	NA	NA
Approach	11	561	3	575	8.0			0.491			
West: Cedar Grove Rd											
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	2	11	21	34	3.2		692	0.050	100	NA	NA
Approach	2	11	21	34	3.2			0.050			
	Total	%HV	Deg.Satn (v/c)								
Intersection	1168	7.4		0.491							

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: SR 70/154/Cascade Palmetto Hwy Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Ridge Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: SR 70/154/Cascade Palmetto Hwy Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Cedar Grove Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

Site: 106 [2032 No-Build AM (Site Folder: 06 SR 70/154/Cascade Palmetto Hwy & Cedar Grove Rd/Ridge Rd)]

2024 Existing AM
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: SR 70/154/Cascade Palmetto Hwy													
Lane 1[d]	650	12.9	1178	0.552	100	9.5	LOS A	3.9	106.5	Full	1600	0.0	0.0
Approach	650	12.9		0.552		9.5	LOS A	3.9	106.5				
East: Ridge Rd													
Lane 1[d]	90	11.2	605	0.149	100	7.7	LOS A	0.5	14.6	Full	1600	0.0	0.0
Approach	90	11.2		0.149		7.7	LOS A	0.5	14.6				
North: SR 70/154/Cascade Palmetto Hwy													
Lane 1[d]	523	16.2	1056	0.495	100	9.2	LOS A	2.8	79.8	Full	1600	0.0	0.0
Approach	523	16.2		0.495		9.2	LOS A	2.8	79.8				
West: Cedar Grove Rd													
Lane 1[d]	65	9.9	654	0.099	100	6.6	LOS A	0.4	9.7	Full	1600	0.0	0.0
Approach	65	9.9		0.099		6.6	LOS A	0.4	9.7				
Intersection	1328	13.9		0.552		9.1	LOS A	3.9	106.5				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: SR 70/154/Cascade Palmetto Hwy

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	33	588	30	650	12.9	1178	0.552	100	NA	NA
Approach	33	588	30	650	12.9		0.552			

East: Ridge Rd

Mov. From E To Exit:	U E	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	4	41	24	21	90	11.2	605	0.149	100	NA	NA

Approach	4	41	24	21	90	11.2		0.149			
North: SR 70/154/Cascade Palmetto Hwy											
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	5	505	12	523	16.2		1056	0.495	100	NA	NA
Approach	5	505	12	523	16.2			0.495			
West: Cedar Grove Rd											
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	9	13	43	65	9.9		654	0.099	100	NA	NA
Approach	9	13	43	65	9.9			0.099			
	Total	%HV	Deg.Satn (v/c)								
Intersection	1328	13.9		0.552							

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: SR 70/154/Cascade Palmetto Hwy Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Ridge Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: SR 70/154/Cascade Palmetto Hwy Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Cedar Grove Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

Site: 106 [2032 No-Build PM (Site Folder: 06 SR 70/154/Cascade Palmetto Hwy & Cedar Grove Rd/Ridge Rd)]

2024 Existing AM
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: SR 70/154/Cascade Palmetto Hwy													
Lane 1[d]	666	6.9	1243	0.536	100	8.9	LOS A	4.0	106.8	Full	1600	0.0	0.0
Approach	666	6.9		0.536		8.9	LOS A	4.0	106.8				
East: Ridge Rd													
Lane 1[d]	68	7.0	648	0.105	100	6.7	LOS A	0.4	10.3	Full	1600	0.0	0.0
Approach	68	7.0		0.105		6.7	LOS A	0.4	10.3				
North: SR 70/154/Cascade Palmetto Hwy													
Lane 1[d]	726	8.0	1138	0.638	100	11.8	LOS B	5.2	137.0	Full	1600	0.0	0.0
Approach	726	8.0		0.638		11.8	LOS B	5.2	137.0				
West: Cedar Grove Rd													
Lane 1[d]	46	2.4	582	0.078	100	7.1	LOS A	0.3	7.4	Full	1600	0.0	0.0
Approach	46	2.4		0.078		7.1	LOS A	0.3	7.4				
Intersection	1506	7.3		0.638		10.1	LOS B	5.2	137.0				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: SR 70/154/Cascade Palmetto Hwy

Mov. From S To Exit:	U S	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	48	576	41	666	6.9	1243	0.536	100	NA	NA
Approach	1	48	576	41	666	6.9		0.536			

East: Ridge Rd

Mov. From E To Exit:	U E	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	37	22	8	68	7.0	648	0.105	100	NA	NA

Approach	1	37	22	8	68	7.0		0.105			
North: SR 70/154/Cascade Palmetto Hwy											
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	13	709	4	726	8.0		1138	0.638	100	NA	NA
Approach	13	709	4	726	8.0			0.638			
West: Cedar Grove Rd											
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	2	18	26	46	2.4		582	0.078	100	NA	NA
Approach	2	18	26	46	2.4			0.078			
	Total	%HV	Deg.Satn (v/c)								
Intersection	1506	7.3		0.638							

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: SR 70/154/Cascade Palmetto Hwy Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Ridge Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: SR 70/154/Cascade Palmetto Hwy Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Cedar Grove Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

Site: 106 [2032 Build AM (Site Folder: 06 SR 70/154/Cascade Palmetto Hwy & Cedar Grove Rd/Ridge Rd)]

2024 Existing AM
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: SR 70/154/Cascade Palmetto Hwy													
Lane 1[d]	672	12.5	1164	0.577	100	10.1	LOS B	4.2	114.6	Full	1600	0.0	0.0
Approach	672	12.5		0.577		10.1	LOS B	4.2	114.6				
East: Ridge Rd													
Lane 1[d]	160	6.3	625	0.257	100	9.0	LOS A	1.0	26.9	Full	1600	0.0	0.0
Approach	160	6.3		0.257		9.0	LOS A	1.0	26.9				
North: SR 70/154/Cascade Palmetto Hwy													
Lane 1[d]	556	15.6	988	0.563	100	11.0	LOS B	3.3	93.6	Full	1600	0.0	0.0
Approach	556	15.6		0.563		11.0	LOS B	3.3	93.6				
West: Cedar Grove Rd													
Lane 1[d]	80	7.9	624	0.129	100	7.3	LOS A	0.5	12.6	Full	1600	0.0	0.0
Approach	80	7.9		0.129		7.3	LOS A	0.5	12.6				
Intersection	1469	12.8		0.577		10.2	LOS B	4.2	114.6				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: SR 70/154/Cascade Palmetto Hwy

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	33	592	48	672	12.5	1164	0.577	100	NA	NA
Approach	33	592	48	672	12.5		0.577			

East: Ridge Rd

Mov. From E To Exit:	U E	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	4	91	44	21	160	6.3	625	0.257	100	NA	NA

Approach	4	91	44	21	160	6.3		0.257			
North: SR 70/154/Cascade Palmetto Hwy											
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	5	518	33	556	15.6		988	0.563	100	NA	NA
Approach	5	518	33	556	15.6			0.563			
West: Cedar Grove Rd											
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	16	21	43	80	7.9		624	0.129	100	NA	NA
Approach	16	21	43	80	7.9			0.129			
	Total	%HV	Deg.Satn (v/c)								
Intersection	1469	12.8		0.577							

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: SR 70/154/Cascade Palmetto Hwy Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Ridge Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: SR 70/154/Cascade Palmetto Hwy Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Cedar Grove Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

LANE SUMMARY

Site: 106 [2032 Build PM (Site Folder: 06 SR 70/154/Cascade Palmetto Hwy & Cedar Grove Rd/Ridge Rd)]

2024 Existing AM
Site Category: (None)
Roundabout

Lane Use and Performance

	DEMAND FLOWS [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: SR 70/154/Cascade Palmetto Hwy													
Lane 1[d]	744	6.4	1186	0.627	100	11.1	LOS B	5.3	139.3	Full	1600	0.0	0.0
Approach	744	6.4		0.627		11.1	LOS B	5.3	139.3				
East: Ridge Rd													
Lane 1[d]	120	4.0	639	0.188	100	7.9	LOS A	0.7	19.2	Full	1600	0.0	0.0
Approach	120	4.0		0.188		7.9	LOS A	0.7	19.2				
North: SR 70/154/Cascade Palmetto Hwy													
Lane 1[d]	751	6.9	1090	0.689	100	13.7	LOS B	7.1	186.6	Full	1600	0.0	0.0
Approach	751	6.9		0.689		13.7	LOS B	7.1	186.6				
West: Cedar Grove Rd													
Lane 1[d]	97	1.1	567	0.171	100	8.5	LOS A	0.7	16.8	Full	1600	0.0	0.0
Approach	97	1.1		0.171		8.5	LOS A	0.7	16.8				
Intersection	1712	6.1		0.689		11.9	LOS B	7.1	186.6				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: SR 70/154/Cascade Palmetto Hwy

Mov. From S To Exit:	U S	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	48	592	103	744	6.4	1186	0.627	100	NA	NA
Approach	1	48	592	103	744	6.4		0.627			

East: Ridge Rd

Mov. From E To Exit:	U E	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	73	38	8	120	4.0	639	0.188	100	NA	NA

Approach	1	73	38	8	120	4.0		0.188			
North: SR 70/154/Cascade Palmetto Hwy											
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	13	717	20	751	6.9		1090	0.689	100	NA	NA
Approach	13	717	20	751	6.9			0.689			
West: Cedar Grove Rd											
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	28	43	26	97	1.1		567	0.171	100	NA	NA
Approach	28	43	26	97	1.1			0.171			
	Total	%HV	Deg.Satn (v/c)								
Intersection	1712	6.1		0.689							

Lane flow rates given in this report are based on the arrival flow rates subject to upstream capacity constraint where applicable.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
South Exit: SR 70/154/Cascade Palmetto Hwy Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
East Exit: Ridge Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
North Exit: SR 70/154/Cascade Palmetto Hwy Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										
West Exit: Cedar Grove Rd Merge Type: **Not Applied**												
Full Length Lane	1	Merge Analysis not applied.										

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	213	303	35	159	21	323	213	478
Future Volume (vph)	213	303	35	159	21	323	213	478
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	12.0	25.0	12.0	25.0	12.0	25.0
Total Split (s)	12.0	25.0	12.0	25.0	12.0	37.0	16.0	41.0
Total Split (%)	13.3%	27.8%	13.3%	27.8%	13.3%	41.1%	17.8%	45.6%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	23.2	20.3	20.3	15.3	35.1	30.0	44.6	41.1
Actuated g/C Ratio	0.27	0.23	0.23	0.18	0.40	0.34	0.51	0.47
v/c Ratio	0.84	0.87	0.21	0.74	0.10	0.65	0.52	0.86
Control Delay (s/veh)	57.1	57.7	24.1	48.0	12.7	30.1	16.8	35.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.1	57.7	24.1	48.0	12.7	30.1	16.8	35.6
LOS	E	E	C	D	B	C	B	D
Approach Delay (s/veh)		57.5		44.6		29.2		31.0
Approach LOS		E		D		C		C

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 87.1	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay (s/veh): 39.2	Intersection LOS: D
Intersection Capacity Utilization 86.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: Campbellton-Fairburn Rd/SR 70/92/154 & SR 70/154/Cascade Palmetto Hwy

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	213	303	28	35	159	45	21	323	60	213	478	178
Future Volume (veh/h)	213	303	28	35	159	45	21	323	60	213	478	178
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1722	1841	1604	1618	1767	1826	1826	1781	1900	1796	1648
Adj Flow Rate, veh/h	222	316	29	36	166	47	22	336	62	222	498	185
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, %	9	12	4	20	19	9	5	5	8	0	7	17
Cap, veh/h	236	320	29	136	221	62	146	514	95	414	521	194
Arrive On Green	0.06	0.21	0.21	0.03	0.18	0.18	0.02	0.34	0.34	0.10	0.42	0.42
Sat Flow, veh/h	1682	1554	143	1527	1213	343	1739	1499	277	1810	1249	464
Grp Volume(v), veh/h	222	0	345	36	0	213	22	0	398	222	0	683
Grp Sat Flow(s),veh/h/ln	1682	0	1696	1527	0	1557	1739	0	1776	1810	0	1713
Q Serve(g_s), s	5.0	0.0	17.7	1.7	0.0	11.4	0.7	0.0	16.6	6.6	0.0	33.8
Cycle Q Clear(g_c), s	5.0	0.0	17.7	1.7	0.0	11.4	0.7	0.0	16.6	6.6	0.0	33.8
Prop In Lane	1.00		0.08	1.00		0.22	1.00		0.16	1.00		0.27
Lane Grp Cap(c), veh/h	236	0	349	136	0	283	146	0	609	414	0	715
V/C Ratio(X)	0.94	0.00	0.99	0.27	0.00	0.75	0.15	0.00	0.65	0.54	0.00	0.96
Avail Cap(c_a), veh/h	236	0	349	172	0	320	205	0	609	422	0	715
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.2	0.0	34.7	29.0	0.0	33.9	22.2	0.0	24.4	17.0	0.0	24.7
Incr Delay (d2), s/veh	42.5	0.0	45.1	1.0	0.0	8.5	0.5	0.0	5.4	1.3	0.0	24.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	11.0	0.6	0.0	4.6	0.3	0.0	7.0	2.5	0.0	16.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	77.7	0.0	79.7	30.1	0.0	42.5	22.6	0.0	29.8	18.3	0.0	49.0
LnGrp LOS	E		E	C		D	C		C	B		D
Approach Vol, veh/h		567			249			420			905	
Approach Delay, s/veh		78.9			40.7			29.4			41.5	
Approach LOS		E			D			C			D	

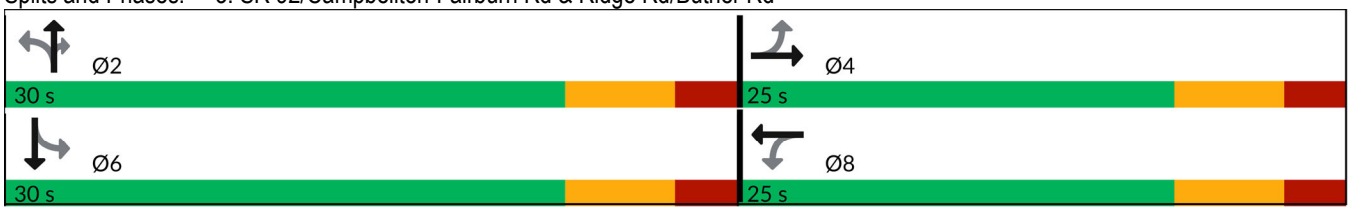
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.6	37.0	9.9	25.0	9.1	43.5	12.0	22.9
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	9.0	30.0	5.0	18.0	5.0	34.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	8.6	18.6	3.7	19.7	2.7	35.8	7.0	13.4
Green Ext Time (p_c), s	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	48.9
HCM 7th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	24	59	48	58	57	337	33	65	449
Future Volume (vph)	24	59	48	58	57	337	33	65	449
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	25.0	25.0	25.0	25.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	45.5%	45.5%	45.5%	45.5%	54.5%	54.5%	54.5%	54.5%	54.5%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	7.5	7.5	7.5	7.5	27.6	27.6	27.6	27.6	27.6
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.61	0.61	0.61	0.61	0.61
v/c Ratio	0.13	0.37	0.25	0.32	0.12	0.33	0.03	0.11	0.49
Control Delay (s/veh)	16.8	13.7	19.1	14.0	7.2	7.7	0.7	6.8	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.8	13.7	19.1	14.0	7.2	7.7	0.7	6.8	9.3
LOS	B	B	B	B	A	A	A	A	A
Approach Delay (s/veh)		14.3		15.7		7.1			9.0
Approach LOS		B		B		A			A

Intersection Summary	
Cycle Length: 55	
Actuated Cycle Length: 45.2	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay (s/veh): 9.7	Intersection LOS: A
Intersection Capacity Utilization 56.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: SR 92/Campbellton-Fairburn Rd & Ridge Rd/Butner Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	59	48	48	58	36	57	337	33	65	449	32
Future Volume (veh/h)	24	59	48	48	58	36	57	337	33	65	449	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1752	1811	1841	1796	1856	1796	1811	1900	1870	1767	1856
Adj Flow Rate, veh/h	26	63	52	52	62	39	61	362	35	70	483	34
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	10	6	4	7	3	7	6	0	2	9	3
Cap, veh/h	293	137	113	278	160	100	441	951	846	566	857	60
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	1273	887	732	1257	1031	649	849	1811	1610	987	1631	115
Grp Volume(v), veh/h	26	0	115	52	0	101	61	362	35	70	0	517
Grp Sat Flow(s),veh/h/ln	1273	0	1620	1257	0	1680	849	1811	1610	987	0	1746
Q Serve(g_s), s	0.8	0.0	2.8	1.7	0.0	2.4	2.3	5.2	0.5	2.0	0.0	8.7
Cycle Q Clear(g_c), s	3.2	0.0	2.8	4.5	0.0	2.4	11.0	5.2	0.5	7.2	0.0	8.7
Prop In Lane	1.00		0.45	1.00		0.39	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	293	0	251	278	0	260	441	951	846	566	0	917
V/C Ratio(X)	0.09	0.00	0.46	0.19	0.00	0.39	0.14	0.38	0.04	0.12	0.00	0.56
Avail Cap(c_a), veh/h	619	0	666	600	0	691	441	951	846	566	0	917
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.1	0.0	16.8	18.9	0.0	16.6	10.7	6.2	5.0	8.3	0.0	7.0
Incr Delay (d2), s/veh	0.1	0.0	1.3	0.3	0.0	0.9	0.7	1.2	0.1	0.4	0.0	2.5
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	0.2	0.0	0.9	0.4	0.0	0.8	0.4	1.1	0.1	0.3	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.2	0.0	18.1	19.2	0.0	17.6	11.4	7.3	5.1	8.7	0.0	9.5
LnGrp LOS	B		B	B		B	B	A	A	A		A
Approach Vol, veh/h		141			153			458			587	
Approach Delay, s/veh		18.1			18.1			7.7			9.4	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	30.0	13.8	30.0	13.8
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	23.0	18.0	23.0	18.0
Max Q Clear Time (g_c+I1), s	13.0	5.2	10.7	6.5
Green Ext Time (p_c), s	1.6	0.4	2.5	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	10.7
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	116	1	1	132	13	1	0	1	13	0	4
Future Vol, veh/h	2	116	1	1	132	13	1	0	1	13	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	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	140	-	140	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	9	0	0	7	0	0	0	0	0	0	0
Mvmt Flow	3	145	1	1	165	16	1	0	1	16	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	181	0	0	146	0	0	318	334	145	318	319	165
Stage 1	-	-	-	-	-	-	150	150	-	168	168	-
Stage 2	-	-	-	-	-	-	168	184	-	150	151	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1406	-	-	1448	-	-	639	590	908	639	601	885
Stage 1	-	-	-	-	-	-	857	777	-	839	764	-
Stage 2	-	-	-	-	-	-	839	751	-	857	776	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1406	-	-	1448	-	-	634	588	908	637	599	885
Mov Cap-2 Maneuver	-	-	-	-	-	-	634	588	-	637	599	-
Stage 1	-	-	-	-	-	-	856	776	-	838	763	-
Stage 2	-	-	-	-	-	-	834	751	-	855	775	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.13	0.05	9.84	10.45
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	746	1406	-	-	1448	-	-	682
HCM Lane V/C Ratio	0.003	0.002	-	-	0.001	-	-	0.031
HCM Ctrl Dly (s/v)	9.8	7.6	-	-	7.5	-	-	10.5
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

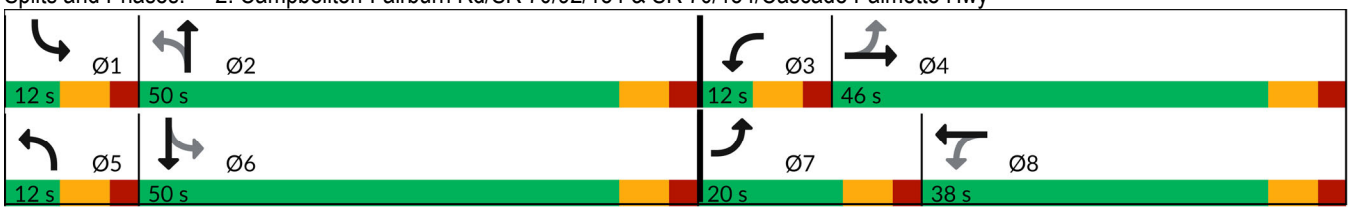
Intersection: 2: Campbellton-Fairburn Rd/SR 70/92/154 & SR 70/154/Cascade Palmetto Hwy

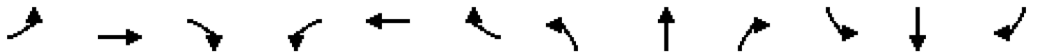
Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	388	527	72	299	37	319	274	790
Average Queue (ft)	174	198	21	128	8	157	134	306
95th Queue (ft)	354	410	55	255	25	269	289	638
Link Distance (ft)		1833		7710		8047		2400
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	350		210		250		190	
Storage Blk Time (%)	2	3		4		1	0	19
Queuing Penalty (veh)	6	7		2		0	2	41

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	237	127	50	279	7	580	51	331
Future Volume (vph)	237	127	50	279	7	580	51	331
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	12.0	25.0	12.0	25.0	12.0	25.0
Total Split (s)	20.0	46.0	12.0	38.0	12.0	50.0	12.0	50.0
Total Split (%)	16.7%	38.3%	10.0%	31.7%	10.0%	41.7%	10.0%	41.7%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	51.1	41.7	36.1	31.1	47.0	43.1	51.1	50.1
Actuated g/C Ratio	0.43	0.35	0.31	0.26	0.40	0.37	0.43	0.43
v/c Ratio	1.00	0.26	0.16	1.02	0.03	0.93	0.38	0.83
Control Delay (s/veh)	89.2	29.3	23.1	87.3	18.3	58.7	26.4	40.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	89.2	29.3	23.1	87.3	18.3	58.7	26.4	40.4
LOS	F	C	C	F	B	E	C	D
Approach Delay (s/veh)		66.1		80.9		58.2		39.2
Approach LOS		E		F		E		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 117.6	
Natural Cycle: 120	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay (s/veh): 59.5	Intersection LOS: E
Intersection Capacity Utilization 98.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 2: Campbellton-Fairburn Rd/SR 70/92/154 & SR 70/154/Cascade Palmetto Hwy





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	237	127	21	50	279	178	7	580	18	51	331	238
Future Volume (veh/h)	237	127	21	50	279	178	7	580	18	51	331	238
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	1722	1826	1574	1811	1885	1900	1870	1574	1752	1781	1767
Adj Flow Rate, veh/h	249	134	22	53	294	187	7	611	19	54	348	251
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	12	5	22	6	1	0	2	22	10	8	9
Cap, veh/h	250	482	79	383	269	171	109	651	20	144	373	269
Arrive On Green	0.11	0.33	0.33	0.04	0.26	0.26	0.01	0.36	0.36	0.03	0.39	0.39
Sat Flow, veh/h	1739	1443	237	1499	1035	658	1810	1804	56	1668	962	694
Grp Volume(v), veh/h	249	0	156	53	0	481	7	0	630	54	0	599
Grp Sat Flow(s),veh/h/ln	1739	0	1680	1499	0	1693	1810	0	1860	1668	0	1656
Q Serve(g_s), s	12.9	0.0	8.1	3.1	0.0	31.0	0.3	0.0	39.0	2.4	0.0	41.4
Cycle Q Clear(g_c), s	12.9	0.0	8.1	3.1	0.0	31.0	0.3	0.0	39.0	2.4	0.0	41.4
Prop In Lane	1.00		0.14	1.00		0.39	1.00		0.03	1.00		0.42
Lane Grp Cap(c), veh/h	250	0	561	383	0	440	109	0	671	144	0	641
V/C Ratio(X)	1.00	0.00	0.28	0.14	0.00	1.09	0.06	0.00	0.94	0.38	0.00	0.93
Avail Cap(c_a), veh/h	250	0	561	393	0	440	170	0	671	155	0	641
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.7	0.0	29.1	30.7	0.0	44.1	30.0	0.0	36.8	29.4	0.0	35.1
Incr Delay (d2), s/veh	55.6	0.0	0.3	0.2	0.0	70.2	0.2	0.0	22.6	1.6	0.0	22.6
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	8.6	0.0	3.1	1.1	0.0	20.8	0.1	0.0	20.5	1.0	0.0	19.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.3	0.0	29.4	30.8	0.0	114.3	30.2	0.0	59.4	31.0	0.0	57.6
LnGrp LOS	F		C	C		F	C		E	C		E
Approach Vol, veh/h		405			534			637			653	
Approach Delay, s/veh		66.2			106.0			59.0			55.4	
Approach LOS		E			F			E			E	

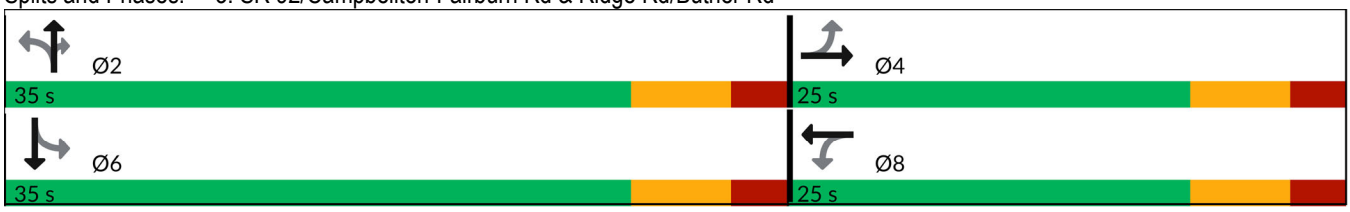
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	50.0	11.2	46.8	8.0	53.1	20.0	38.0
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	5.0	43.0	5.0	39.0	5.0	43.0	13.0	31.0
Max Q Clear Time (g_c+I1), s	4.4	41.0	5.1	10.1	2.3	43.4	14.9	33.0
Green Ext Time (p_c), s	0.0	0.7	0.0	0.7	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	70.5
HCM 7th LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	18	47	58	56	41	572	31	36	350
Future Volume (vph)	18	47	58	56	41	572	31	36	350
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		4		8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	25.0	25.0	25.0	25.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	41.7%	41.7%	41.7%	41.7%	58.3%	58.3%	58.3%	58.3%	58.3%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	Max	Max
Act Effct Green (s)	8.0	8.0	8.0	8.0	32.7	32.7	32.7	32.7	32.7
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.64	0.64	0.64	0.64	0.64
v/c Ratio	0.10	0.25	0.32	0.40	0.07	0.50	0.03	0.08	0.35
Control Delay (s/veh)	18.7	15.4	23.1	13.7	6.1	9.1	0.7	6.5	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.7	15.4	23.1	13.7	6.1	9.1	0.7	6.5	7.4
LOS	B	B	C	B	A	A	A	A	A
Approach Delay (s/veh)		16.1		16.6		8.5			7.3
Approach LOS		B		B		A			A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 50.7	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay (s/veh): 9.8	Intersection LOS: A
Intersection Capacity Utilization 60.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: SR 92/Campbellton-Fairburn Rd & Ridge Rd/Butner Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	47	24	58	56	69	41	572	31	36	350	15
Future Volume (veh/h)	18	47	24	58	56	69	41	572	31	36	350	15
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	1841	1900	1722	1796	1900	1870	1856	1752	1856	1737	1900
Adj Flow Rate, veh/h	19	49	25	60	58	72	43	596	32	38	365	16
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, %	6	4	0	12	7	0	2	3	10	3	11	0
Cap, veh/h	223	156	80	267	99	123	605	1069	855	445	952	42
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.58	0.58	0.58	0.58	0.58	0.58
Sat Flow, veh/h	1220	1149	586	1221	729	905	1002	1856	1485	791	1652	72
Grp Volume(v), veh/h	19	0	74	60	0	130	43	596	32	38	0	381
Grp Sat Flow(s),veh/h/ln	1220	0	1735	1221	0	1633	1002	1856	1485	791	0	1724
Q Serve(g_s), s	0.7	0.0	1.9	2.3	0.0	3.6	1.2	9.7	0.5	1.5	0.0	5.8
Cycle Q Clear(g_c), s	4.4	0.0	1.9	4.1	0.0	3.6	7.0	9.7	0.5	11.3	0.0	5.8
Prop In Lane	1.00		0.34	1.00		0.55	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	223	0	236	267	0	222	605	1069	855	445	0	993
V/C Ratio(X)	0.09	0.00	0.31	0.22	0.00	0.59	0.07	0.56	0.04	0.09	0.00	0.38
Avail Cap(c_a), veh/h	509	0	643	553	0	605	605	1069	855	445	0	993
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.8	0.0	19.0	20.8	0.0	19.7	7.5	6.4	4.5	10.0	0.0	5.6
Incr Delay (d2), s/veh	0.2	0.0	0.8	0.4	0.0	2.5	0.2	2.1	0.1	0.4	0.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.7	0.6	0.0	1.3	0.2	2.1	0.1	0.2	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.9	0.0	19.7	21.2	0.0	22.2	7.7	8.5	4.5	10.3	0.0	6.7
LnGrp LOS	C		B	C		C	A	A	A	B		A
Approach Vol, veh/h		93			190			671			419	
Approach Delay, s/veh		20.2			21.9			8.3			7.1	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		13.6		35.0		13.6				
Change Period (Y+Rc), s		7.0		7.0		7.0		7.0				
Max Green Setting (Gmax), s		28.0		18.0		28.0		18.0				
Max Q Clear Time (g_c+I1), s		11.7		6.4		13.3		6.1				
Green Ext Time (p_c), s		3.3		0.2		1.9		0.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	10.6
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	69	1	0	92	17	1	1	0	16	0	2
Future Vol, veh/h	2	69	1	0	92	17	1	1	0	16	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	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	140	-	140	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	50	1	0	0	5	0	0	0	0	6	0	50
Mvmt Flow	3	93	1	0	124	23	1	1	0	22	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	147	0	0	95	0	0	223	246	93	224	224	124
Stage 1	-	-	-	-	-	-	99	99	-	124	124	-
Stage 2	-	-	-	-	-	-	124	147	-	99	100	-
Critical Hdwy	4.6	-	-	4.1	-	-	7.1	6.5	6.2	7.16	6.5	6.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.16	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.16	5.5	-
Follow-up Hdwy	2.65	-	-	2.2	-	-	3.5	4	3.3	3.554	4	3.75
Pot Cap-1 Maneuver	1188	-	-	1512	-	-	737	660	969	724	678	812
Stage 1	-	-	-	-	-	-	913	817	-	870	797	-
Stage 2	-	-	-	-	-	-	885	779	-	897	816	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1188	-	-	1512	-	-	733	658	969	720	677	812
Mov Cap-2 Maneuver	-	-	-	-	-	-	733	658	-	720	677	-
Stage 1	-	-	-	-	-	-	911	815	-	870	797	-
Stage 2	-	-	-	-	-	-	882	779	-	894	814	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.22	0	10.21	10.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	694	1188	-	-	1512	-	-	730
HCM Lane V/C Ratio	0.004	0.002	-	-	-	-	-	0.033
HCM Ctrl Dly (s/v)	10.2	8	-	-	0	-	-	10.1
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

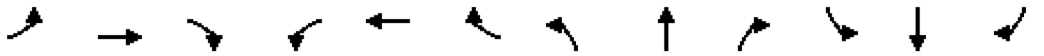
Intersection: 2: Campbellton-Fairburn Rd/SR 70/92/154 & SR 70/154/Cascade Palmetto Hwy

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	315	184	305	1431	216	896	274	527
Average Queue (ft)	156	68	140	876	12	487	54	293
95th Queue (ft)	271	148	368	1602	101	889	176	502
Link Distance (ft)		1833		7710		8047		2400
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	350		210		250		190	
Storage Blk Time (%)	0			72		37		23
Queuing Penalty (veh)	0			36		3		12

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	254	386	88	221	25	395	287	573
Future Volume (vph)	254	386	88	221	25	395	287	573
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	12.0	25.0	12.0	25.0	12.0	25.0
Total Split (s)	12.0	25.0	12.0	25.0	12.0	37.0	16.0	41.0
Total Split (%)	13.3%	27.8%	13.3%	27.8%	13.3%	41.1%	17.8%	45.6%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	24.4	20.4	23.0	18.0	35.0	30.0	44.8	41.2
Actuated g/C Ratio	0.27	0.23	0.26	0.20	0.39	0.33	0.50	0.46
v/c Ratio	1.41	1.13	0.62	1.00	0.16	0.89	0.94	1.06
Control Delay (s/veh)	240.4	122.7	43.0	85.5	14.0	46.7	56.1	75.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	240.4	122.7	43.0	85.5	14.0	46.7	56.1	75.4
LOS	F	F	D	F	B	D	E	E
Approach Delay (s/veh)		167.2		76.2		45.1		70.2
Approach LOS		F		E		D		E

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Natural Cycle: 150	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.41	
Intersection Signal Delay (s/veh): 90.5	Intersection LOS: F
Intersection Capacity Utilization 102.1%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 2: Campbellton-Fairburn Rd/SR 70/92/154 & SR 70/154/Cascade Palmetto Hwy



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	386	33	88	221	96	25	395	108	287	573	212
Future Volume (veh/h)	254	386	33	88	221	96	25	395	108	287	573	212
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1722	1841	1604	1618	1767	1826	1826	1781	1900	1796	1648
Adj Flow Rate, veh/h	265	402	34	92	230	100	26	411	112	299	597	221
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, %	9	12	4	20	19	9	5	5	8	0	7	17
Cap, veh/h	173	313	26	165	214	93	126	461	126	307	509	188
Arrive On Green	0.06	0.20	0.20	0.06	0.20	0.20	0.03	0.33	0.33	0.10	0.41	0.41
Sat Flow, veh/h	1682	1566	132	1527	1070	465	1739	1382	377	1810	1250	463
Grp Volume(v), veh/h	265	0	436	92	0	330	26	0	523	299	0	818
Grp Sat Flow(s),veh/h/ln	1682	0	1698	1527	0	1535	1739	0	1758	1810	0	1713
Q Serve(g_s), s	5.0	0.0	18.0	4.3	0.0	18.0	0.9	0.0	25.4	9.0	0.0	36.6
Cycle Q Clear(g_c), s	5.0	0.0	18.0	4.3	0.0	18.0	0.9	0.0	25.4	9.0	0.0	36.6
Prop In Lane	1.00		0.08	1.00		0.30	1.00		0.21	1.00		0.27
Lane Grp Cap(c), veh/h	173	0	340	165	0	307	126	0	586	307	0	697
V/C Ratio(X)	1.53	0.00	1.28	0.56	0.00	1.08	0.21	0.00	0.89	0.98	0.00	1.17
Avail Cap(c_a), veh/h	173	0	340	165	0	307	177	0	586	307	0	697
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.0	0.0	36.0	28.3	0.0	36.0	23.7	0.0	28.5	22.8	0.0	26.7
Incr Delay (d2), s/veh	264.4	0.0	148.3	4.1	0.0	72.8	0.8	0.0	18.4	44.6	0.0	93.0
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	14.0	0.0	20.8	1.6	0.0	12.3	0.3	0.0	12.4	7.2	0.0	30.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	298.4	0.0	184.3	32.5	0.0	108.8	24.5	0.0	46.9	67.3	0.0	119.6
LnGrp LOS	F		F	C		F	C		D	E		F
Approach Vol, veh/h		701			422			549			1117	
Approach Delay, s/veh		227.4			92.2			45.9			105.6	
Approach LOS		F			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	37.0	12.0	25.0	9.4	43.6	12.0	25.0
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	9.0	30.0	5.0	18.0	5.0	34.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	11.0	27.4	6.3	20.0	2.9	38.6	7.0	20.0
Green Ext Time (p_c), s	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	122.4
HCM 7th LOS	F

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	177	2	4	177	25	5	0	11	43	0	17
Future Vol, veh/h	6	177	2	4	177	25	5	0	11	43	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	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	140	-	140	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	9	0	0	7	0	0	0	0	0	0	0
Mvmt Flow	8	221	3	5	221	31	6	0	14	54	0	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	253	0	0	224	0	0	468	499	221	468	470	221
Stage 1	-	-	-	-	-	-	236	236	-	231	231	-
Stage 2	-	-	-	-	-	-	231	263	-	236	239	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1325	-	-	1357	-	-	509	476	823	509	495	823
Stage 1	-	-	-	-	-	-	771	713	-	776	717	-
Stage 2	-	-	-	-	-	-	776	695	-	771	711	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1325	-	-	1357	-	-	491	472	823	496	490	823
Mov Cap-2 Maneuver	-	-	-	-	-	-	491	472	-	496	490	-
Stage 1	-	-	-	-	-	-	767	709	-	773	714	-
Stage 2	-	-	-	-	-	-	753	692	-	754	707	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.25	0.15	10.46	12.44
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	680	1325	-	-	1357	-	-	559
HCM Lane V/C Ratio	0.029	0.006	-	-	0.004	-	-	0.134
HCM Ctrl Dly (s/v)	10.5	7.7	-	-	7.7	-	-	12.4
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.5

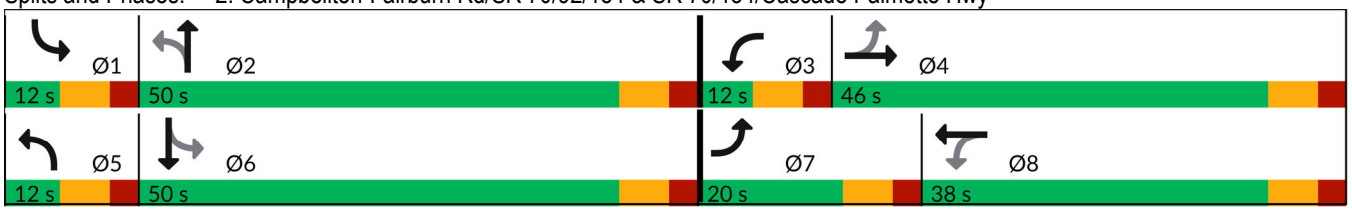
Intersection: 2: Campbellton-Fairburn Rd/SR 70/92/154 & SR 70/154/Cascade Palmetto Hwy

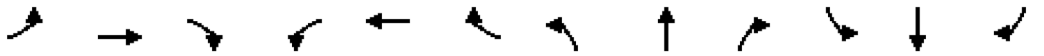
Movement	EB	EB	B1	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	T	L	TR	L	TR	L	TR
Maximum Queue (ft)	430	1932	833	305	820	334	1032	275	2459
Average Queue (ft)	420	1383	238	144	408	72	540	249	2069
95th Queue (ft)	478	2259	942	349	842	284	1030	352	2860
Link Distance (ft)		1833	1325		7710		8080		2400
Upstream Blk Time (%)		30	1						37
Queuing Penalty (veh)		168	8						0
Storage Bay Dist (ft)	350			210		250		190	
Storage Blk Time (%)	82	22		0	48		50	8	50
Queuing Penalty (veh)	343	55		0	42		13	61	145

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	282	189	115	369	8	697	113	406
Future Volume (vph)	282	189	115	369	8	697	113	406
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	12.0	25.0	12.0	25.0	12.0	25.0
Total Split (s)	20.0	46.0	12.0	38.0	12.0	50.0	12.0	50.0
Total Split (%)	16.7%	38.3%	10.0%	31.7%	10.0%	41.7%	10.0%	41.7%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	51.0	39.0	36.0	31.0	48.0	43.0	53.6	52.6
Actuated g/C Ratio	0.43	0.33	0.30	0.26	0.40	0.36	0.45	0.44
v/c Ratio	1.21	0.41	0.39	1.43	0.06	1.26	0.98	0.98
Control Delay (s/veh)	154.8	33.4	30.2	238.2	18.9	164.2	105.4	61.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	154.8	33.4	30.2	238.2	18.9	164.2	105.4	61.4
LOS	F	C	C	F	B	F	F	E
Approach Delay (s/veh)		102.5		206.1		162.8		67.6
Approach LOS		F		F		F		E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 150	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.43	
Intersection Signal Delay (s/veh): 136.6	Intersection LOS: F
Intersection Capacity Utilization 122.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 2: Campbellton-Fairburn Rd/SR 70/92/154 & SR 70/154/Cascade Palmetto Hwy





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	282	189	25	115	369	261	8	697	79	113	406	283
Future Volume (veh/h)	282	189	25	115	369	261	8	697	79	113	406	283
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	1722	1826	1574	1811	1885	1900	1870	1574	1752	1781	1767
Adj Flow Rate, veh/h	297	199	26	121	388	275	8	734	83	119	427	298
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	12	5	22	6	1	0	2	22	10	8	9
Cap, veh/h	248	485	63	338	255	181	78	591	67	130	381	266
Arrive On Green	0.11	0.32	0.32	0.04	0.26	0.26	0.01	0.36	0.36	0.04	0.39	0.39
Sat Flow, veh/h	1739	1492	195	1499	986	699	1810	1650	187	1668	977	682
Grp Volume(v), veh/h	297	0	225	121	0	663	8	0	817	119	0	725
Grp Sat Flow(s),veh/h/ln	1739	0	1687	1499	0	1685	1810	0	1837	1668	0	1659
Q Serve(g_s), s	13.0	0.0	12.5	5.0	0.0	31.0	0.3	0.0	43.0	5.0	0.0	46.8
Cycle Q Clear(g_c), s	13.0	0.0	12.5	5.0	0.0	31.0	0.3	0.0	43.0	5.0	0.0	46.8
Prop In Lane	1.00		0.12	1.00		0.41	1.00		0.10	1.00		0.41
Lane Grp Cap(c), veh/h	248	0	548	338	0	435	78	0	658	130	0	647
V/C Ratio(X)	1.20	0.00	0.41	0.36	0.00	1.52	0.10	0.00	1.24	0.92	0.00	1.12
Avail Cap(c_a), veh/h	248	0	548	338	0	435	135	0	658	130	0	647
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.1	0.0	31.5	33.4	0.0	44.5	31.8	0.0	38.5	33.4	0.0	36.6
Incr Delay (d2), s/veh	120.4	0.0	0.5	0.6	0.0	246.8	0.6	0.0	121.2	54.9	0.0	73.2
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	13.1	0.0	4.9	2.8	0.0	42.0	0.1	0.0	40.0	4.0	0.0	30.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	154.5	0.0	32.0	34.0	0.0	291.3	32.3	0.0	159.7	88.3	0.0	109.7
LnGrp LOS	F		C	C		F	C		F	F		F
Approach Vol, veh/h		522			784			825			844	
Approach Delay, s/veh		101.7			251.6			158.5			106.7	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	50.0	12.0	46.0	8.2	53.8	20.0	38.0
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	5.0	43.0	5.0	39.0	5.0	43.0	13.0	31.0
Max Q Clear Time (g_c+I1), s	7.0	45.0	7.0	14.5	2.3	48.8	15.0	33.0
Green Ext Time (p_c), s	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	158.4
HCM 7th LOS	F

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	116	5	11	158	52	4	1	6	38	0	10
Future Vol, veh/h	15	116	5	11	158	52	4	1	6	38	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	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	140	-	140	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	50	1	0	0	5	0	0	0	0	6	0	50
Mvmt Flow	20	157	7	15	214	70	5	1	8	51	0	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	284	0	0	164	0	0	441	511	157	441	447	214
Stage 1	-	-	-	-	-	-	197	197	-	243	243	-
Stage 2	-	-	-	-	-	-	243	314	-	198	204	-
Critical Hdwy	4.6	-	-	4.1	-	-	7.1	6.5	6.2	7.16	6.5	6.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.16	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.16	5.5	-
Follow-up Hdwy	2.65	-	-	2.2	-	-	3.5	4	3.3	3.554	4	3.75
Pot Cap-1 Maneuver	1047	-	-	1427	-	-	530	469	894	520	509	720
Stage 1	-	-	-	-	-	-	809	741	-	751	708	-
Stage 2	-	-	-	-	-	-	765	660	-	795	736	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1047	-	-	1427	-	-	505	455	894	498	494	720
Mov Cap-2 Maneuver	-	-	-	-	-	-	505	455	-	498	494	-
Stage 1	-	-	-	-	-	-	793	727	-	744	701	-
Stage 2	-	-	-	-	-	-	743	653	-	771	722	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.94	0.38	10.64	12.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	654	1047	-	-	1427	-	-	532
HCM Lane V/C Ratio	0.023	0.019	-	-	0.01	-	-	0.122
HCM Ctrl Dly (s/v)	10.6	8.5	-	-	7.5	-	-	12.7
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.4

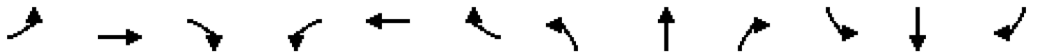
Intersection: 2: Campbellton-Fairburn Rd/SR 70/92/154 & SR 70/154/Cascade Palmetto Hwy

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	387	522	305	7664	334	5428	275	1726
Average Queue (ft)	248	198	203	4616	25	3220	151	1109
95th Queue (ft)	427	629	416	7960	161	5800	336	1939
Link Distance (ft)		1833		7710		8080		2400
Upstream Blk Time (%)				7				
Queuing Penalty (veh)				0				
Storage Bay Dist (ft)	350		210		250		190	
Storage Blk Time (%)	13	0	0	79		68	0	53
Queuing Penalty (veh)	27	0	0	91		5	0	60

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	370	425	95	235	25	395	287	573
Future Volume (vph)	370	425	95	235	25	395	287	573
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	12.0	25.0	12.0	25.0	12.0	25.0
Total Split (s)	12.0	25.0	12.0	25.0	12.0	37.0	16.0	41.0
Total Split (%)	13.3%	27.8%	13.3%	27.8%	13.3%	41.1%	17.8%	45.6%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	24.4	20.4	23.0	18.0	35.0	30.0	44.8	41.2
Actuated g/C Ratio	0.27	0.23	0.26	0.20	0.39	0.33	0.50	0.46
v/c Ratio	2.13	1.23	0.66	1.04	0.16	0.92	0.98	1.11
Control Delay (s/veh)	543.9	157.3	46.1	96.3	14.0	51.1	67.3	94.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	543.9	157.3	46.1	96.3	14.0	51.1	67.3	94.0
LOS	F	F	D	F	B	D	E	F
Approach Delay (s/veh)		330.0		85.1		49.4		87.1
Approach LOS		F		F		D		F

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Natural Cycle: 150	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 2.13	
Intersection Signal Delay (s/veh): 148.7	Intersection LOS: F
Intersection Capacity Utilization 111.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 2: Campbellton-Fairburn Rd/SR 70/92/154 & SR 70/154/Cascade Palmetto Hwy



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	370	425	33	95	235	96	25	395	127	287	573	253
Future Volume (veh/h)	370	425	33	95	235	96	25	395	127	287	573	253
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	1737	1841	1618	1633	1767	1826	1826	1796	1900	1796	1678
Adj Flow Rate, veh/h	385	443	34	99	245	100	26	411	132	299	597	264
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, %	6	11	4	19	18	9	5	5	7	0	7	15
Cap, veh/h	176	319	24	166	220	90	126	441	142	290	480	212
Arrive On Green	0.06	0.20	0.20	0.06	0.20	0.20	0.03	0.33	0.33	0.10	0.41	0.41
Sat Flow, veh/h	1725	1593	122	1541	1102	450	1739	1324	425	1810	1180	522
Grp Volume(v), veh/h	385	0	477	99	0	345	26	0	543	299	0	861
Grp Sat Flow(s),veh/h/ln	1725	0	1715	1541	0	1552	1739	0	1749	1810	0	1702
Q Serve(g_s), s	5.0	0.0	18.0	4.6	0.0	18.0	0.9	0.0	27.0	9.0	0.0	36.6
Cycle Q Clear(g_c), s	5.0	0.0	18.0	4.6	0.0	18.0	0.9	0.0	27.0	9.0	0.0	36.6
Prop In Lane	1.00		0.07	1.00		0.29	1.00		0.24	1.00		0.31
Lane Grp Cap(c), veh/h	176	0	343	166	0	310	126	0	583	290	0	692
V/C Ratio(X)	2.19	0.00	1.39	0.60	0.00	1.11	0.21	0.00	0.93	1.03	0.00	1.24
Avail Cap(c_a), veh/h	176	0	343	166	0	310	177	0	583	290	0	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.8	0.0	36.0	28.5	0.0	36.0	23.7	0.0	29.0	22.3	0.0	26.7
Incr Delay (d2), s/veh	553.6	0.0	192.8	5.8	0.0	84.4	0.8	0.0	23.7	61.0	0.0	121.5
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	28.3	0.0	25.2	1.8	0.0	13.5	0.3	0.0	13.8	8.3	0.0	36.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	587.4	0.0	228.8	34.2	0.0	120.4	24.5	0.0	52.7	83.3	0.0	148.2
LnGrp LOS	F		F	C		F	C		D	F		F
Approach Vol, veh/h		862			444			569			1160	
Approach Delay, s/veh		389.0			101.2			51.4			131.5	
Approach LOS		F			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	37.0	12.0	25.0	9.4	43.6	12.0	25.0
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	9.0	30.0	5.0	18.0	5.0	34.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	11.0	29.0	6.6	20.0	2.9	38.6	7.0	20.0
Green Ext Time (p_c), s	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	185.2
HCM 7th LOS	F

Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	177	2	4	177	72	5	0	11	178	0	83
Future Vol, veh/h	29	177	2	4	177	72	5	0	11	178	0	83
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	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	140	-	140	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	9	0	0	7	0	0	0	0	0	0	0
Mvmt Flow	36	221	3	5	221	90	6	0	14	223	0	104

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	311	0	0	224	0	0	525	615	221	525	528	221
Stage 1	-	-	-	-	-	-	294	294	-	231	231	-
Stage 2	-	-	-	-	-	-	231	321	-	294	296	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1261	-	-	1357	-	-	466	409	823	466	459	823
Stage 1	-	-	-	-	-	-	719	673	-	776	717	-
Stage 2	-	-	-	-	-	-	776	655	-	719	672	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1261	-	-	1357	-	-	394	396	823	444	444	823
Mov Cap-2 Maneuver	-	-	-	-	-	-	394	396	-	444	444	-
Stage 1	-	-	-	-	-	-	698	654	-	773	714	-
Stage 2	-	-	-	-	-	-	676	653	-	686	652	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.11	0.12	11.06	22.87
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	615	1261	-	-	1357	-	-	520
HCM Lane V/C Ratio	0.033	0.029	-	-	0.004	-	-	0.627
HCM Ctrl Dly (s/v)	11.1	7.9	-	-	7.7	-	-	22.9
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	4.3

Intersection	
Int Delay, s/veh	4.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	154	569	11	54	482
Future Vol, veh/h	31	154	569	11	54	482
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	-	-	250	310	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	12	0	0	17
Mvmt Flow	34	171	632	12	60	536

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1288	632	0	0	644	0
Stage 1	632	-	-	-	-	-
Stage 2	656	-	-	-	-	-
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	183	484	-	-	950	-
Stage 1	533	-	-	-	-	-
Stage 2	520	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	171	484	-	-	950	-
Mov Cap-2 Maneuver	171	-	-	-	-	-
Stage 1	533	-	-	-	-	-
Stage 2	487	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	26.17	0	0.91
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	370	950	-
HCM Lane V/C Ratio	-	-	0.555	0.063	-
HCM Ctrl Dly (s/v)	-	-	26.2	9	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	3.2	0.2	-

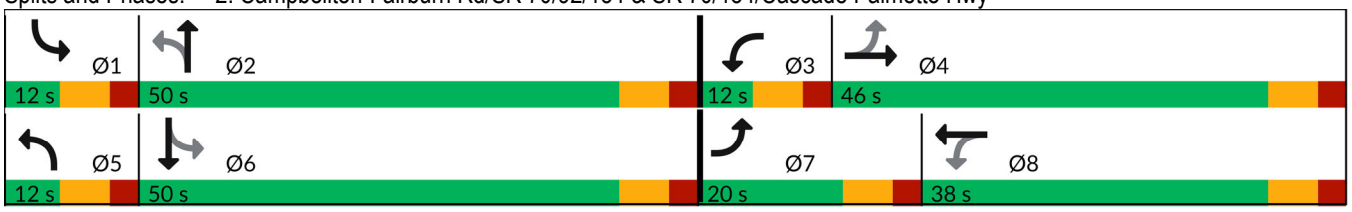
Intersection: 2: Campbellton-Fairburn Rd/SR 70/92/154 & SR 70/154/Cascade Palmetto Hwy

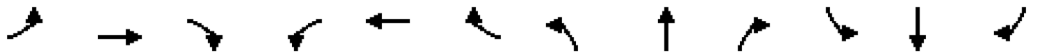
Movement	EB	EB	B1	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	T	L	TR	L	TR	L	TR
Maximum Queue (ft)	430	1947	1340	305	996	334	1023	275	2461
Average Queue (ft)	430	1890	1127	195	621	72	632	245	2047
95th Queue (ft)	431	2103	1842	398	1205	283	1326	356	3110
Link Distance (ft)		1833	1325		7710		8080		2400
Upstream Blk Time (%)		90	34						50
Queuing Penalty (veh)		652	246						0
Storage Bay Dist (ft)	350			210		250		190	
Storage Blk Time (%)	98	4		0	68		46	7	49
Queuing Penalty (veh)	449	13		1	64		12	56	141

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	364	216	138	416	8	697	113	406
Future Volume (vph)	364	216	138	416	8	697	113	406
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases	4		8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	12.0	25.0	12.0	25.0	12.0	25.0
Total Split (s)	20.0	46.0	12.0	38.0	12.0	50.0	12.0	50.0
Total Split (%)	16.7%	38.3%	10.0%	31.7%	10.0%	41.7%	10.0%	41.7%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	51.0	39.0	36.0	31.0	48.0	43.0	53.6	52.6
Actuated g/C Ratio	0.43	0.33	0.30	0.26	0.40	0.36	0.45	0.44
v/c Ratio	1.54	0.45	0.46	1.54	0.06	1.29	0.98	1.17
Control Delay (s/veh)	290.5	34.6	32.7	286.4	18.9	174.4	105.4	121.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	290.5	34.6	32.7	286.4	18.9	174.4	105.4	121.0
LOS	F	C	C	F	B	F	F	F
Approach Delay (s/veh)		188.7		243.6		172.9		119.1
Approach LOS		F		F		F		F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 150	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.54	
Intersection Signal Delay (s/veh): 178.1	Intersection LOS: F
Intersection Capacity Utilization 132.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 2: Campbellton-Fairburn Rd/SR 70/92/154 & SR 70/154/Cascade Palmetto Hwy





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	364	216	25	138	416	261	8	697	93	113	406	423
Future Volume (veh/h)	364	216	25	138	416	261	8	697	93	113	406	423
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1752	1826	1633	1811	1885	1900	1870	1618	1752	1781	1811
Adj Flow Rate, veh/h	383	227	26	145	438	275	8	734	98	119	427	445
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	10	5	18	6	1	0	2	19	10	8	6
Cap, veh/h	250	502	57	330	269	169	78	579	77	130	312	325
Arrive On Green	0.11	0.32	0.32	0.04	0.26	0.26	0.01	0.36	0.36	0.04	0.39	0.39
Sat Flow, veh/h	1753	1543	177	1555	1040	653	1810	1616	216	1668	799	833
Grp Volume(v), veh/h	383	0	253	145	0	713	8	0	832	119	0	872
Grp Sat Flow(s),veh/h/ln	1753	0	1720	1555	0	1694	1810	0	1832	1668	0	1632
Q Serve(g_s), s	13.0	0.0	14.0	5.0	0.0	31.0	0.3	0.0	43.0	5.0	0.0	46.8
Cycle Q Clear(g_c), s	13.0	0.0	14.0	5.0	0.0	31.0	0.3	0.0	43.0	5.0	0.0	46.8
Prop In Lane	1.00		0.10	1.00		0.39	1.00		0.12	1.00		0.51
Lane Grp Cap(c), veh/h	250	0	559	330	0	437	78	0	656	130	0	637
V/C Ratio(X)	1.53	0.00	0.45	0.44	0.00	1.63	0.10	0.00	1.27	0.92	0.00	1.37
Avail Cap(c_a), veh/h	250	0	559	330	0	437	135	0	656	130	0	637
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.2	0.0	32.1	35.0	0.0	44.5	31.8	0.0	38.5	33.4	0.0	36.6
Incr Delay (d2), s/veh	258.8	0.0	0.6	0.9	0.0	293.7	0.6	0.0	132.3	54.9	0.0	176.2
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	22.8	0.0	5.6	1.4	0.0	47.9	0.1	0.0	41.9	4.0	0.0	48.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	293.0	0.0	32.6	35.9	0.0	338.2	32.3	0.0	170.8	88.3	0.0	212.8
LnGrp LOS	F		C	D		F	C		F	F		F
Approach Vol, veh/h		636			858			840			991	
Approach Delay, s/veh		189.4			287.1			169.5			197.8	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	50.0	12.0	46.0	8.2	53.8	20.0	38.0
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	5.0	43.0	5.0	39.0	5.0	43.0	13.0	31.0
Max Q Clear Time (g_c+I1), s	7.0	45.0	7.0	16.0	2.3	48.8	15.0	33.0
Green Ext Time (p_c), s	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	212.1
HCM 7th LOS	F

Intersection	
Int Delay, s/veh	8.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	94	116	5	11	158	215	4	1	6	134	0	57
Future Vol, veh/h	94	116	5	11	158	215	4	1	6	134	0	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	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	140	-	140	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	8	1	0	0	5	0	0	0	0	2	0	9
Mvmt Flow	127	157	7	15	214	291	5	1	8	181	0	77

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	504	0	0	164	0	0	654	945	157	655	661	214
Stage 1	-	-	-	-	-	-	411	411	-	243	243	-
Stage 2	-	-	-	-	-	-	243	534	-	411	418	-
Critical Hdwy	4.18	-	-	4.1	-	-	7.1	6.5	6.2	7.12	6.5	6.29
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.272	-	-	2.2	-	-	3.5	4	3.3	3.518	4	3.381
Pot Cap-1 Maneuver	1030	-	-	1427	-	-	383	264	894	379	385	809
Stage 1	-	-	-	-	-	-	622	598	-	760	708	-
Stage 2	-	-	-	-	-	-	765	528	-	617	594	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1030	-	-	1427	-	-	300	229	894	325	334	809
Mov Cap-2 Maneuver	-	-	-	-	-	-	300	229	-	325	334	-
Stage 1	-	-	-	-	-	-	545	525	-	752	701	-
Stage 2	-	-	-	-	-	-	685	522	-	535	521	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	3.93	0.22	13.25	29.7
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	451	1030	-	-	1427	-	-	395
HCM Lane V/C Ratio	0.033	0.123	-	-	0.01	-	-	0.653
HCM Ctrl Dly (s/v)	13.3	9	-	-	7.5	-	-	29.7
HCM Lane LOS	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.1	0.4	-	-	0	-	-	4.5

Intersection	
Int Delay, s/veh	4.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	110	527	37	186	652
Future Vol, veh/h	22	110	527	37	186	652
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	-	-	250	310	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	8	0	0	8
Mvmt Flow	24	122	586	41	207	724

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1723	586	0	0	627	0
Stage 1	586	-	-	-	-	-
Stage 2	1138	-	-	-	-	-
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	99	514	-	-	965	-
Stage 1	560	-	-	-	-	-
Stage 2	309	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	78	514	-	-	965	-
Mov Cap-2 Maneuver	78	-	-	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	242	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	34.02	0	2.16
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	266	965	-
HCM Lane V/C Ratio	-	-	0.552	0.214	-
HCM Ctrl Dly (s/v)	-	-	34	9.7	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	3.1	0.8	-

Intersection: 2: Campbellton-Fairburn Rd/SR 70/92/154 & SR 70/154/Cascade Palmetto Hwy

Movement	EB	EB	B1	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	T	L	TR	L	TR	L	TR
Maximum Queue (ft)	430	1945	1311	305	7754	207	5551	275	2463
Average Queue (ft)	412	1242	289	230	5101	19	3241	169	2271
95th Queue (ft)	498	2301	1073	426	8515	143	5534	351	2968
Link Distance (ft)		1833	1325		7710		8080		2400
Upstream Blk Time (%)		32	2		16				69
Queuing Penalty (veh)		201	16		0				0
Storage Bay Dist (ft)	350			210		250		190	
Storage Blk Time (%)	79	1		1	78		69	0	54
Queuing Penalty (veh)	190	2		4	107		5	1	61

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	254	386	88	221	25	395	287	573
Future Volume (vph)	254	386	88	221	25	395	287	573
Turn Type	Prot	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases			8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	12.0	25.0	12.0	25.0	12.0	25.0
Total Split (s)	16.0	27.0	14.0	25.0	12.0	25.0	14.0	27.0
Total Split (%)	20.0%	33.8%	17.5%	31.3%	15.0%	31.3%	17.5%	33.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	8.9	17.8	19.6	12.9	23.1	18.0	30.2	27.5
Actuated g/C Ratio	0.12	0.24	0.26	0.17	0.31	0.24	0.40	0.37
v/c Ratio	0.70	0.57	0.34	0.57	0.11	0.63	0.85	0.68
Control Delay (s/veh)	43.6	28.9	19.0	25.4	15.5	28.1	43.4	25.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.6	28.9	19.0	25.4	15.5	28.1	43.4	25.5
LOS	D	C	B	C	B	C	D	C
Approach Delay (s/veh)		34.4		24.0		27.5		30.3
Approach LOS		C		C		C		C

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 74.9	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 29.8	Intersection LOS: C
Intersection Capacity Utilization 70.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Campbellton-Fairburn Rd/SR 70/92/154 & SR 70/154/Cascade Palmetto Hwy

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	386	33	88	221	96	25	395	108	287	573	212
Future Volume (veh/h)	254	386	33	88	221	96	25	395	108	287	573	212
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1722	1841	1604	1618	1767	1826	1826	1781	1900	1796	1648
Adj Flow Rate, veh/h	265	402	34	92	230	100	26	411	112	299	597	221
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, %	9	12	4	20	19	9	5	5	8	0	7	17
Cap, veh/h	353	587	49	258	317	133	216	680	184	382	785	290
Arrive On Green	0.11	0.19	0.19	0.07	0.15	0.15	0.03	0.25	0.25	0.10	0.32	0.32
Sat Flow, veh/h	3264	3055	257	1527	2108	888	1739	2701	729	1810	2439	901
Grp Volume(v), veh/h	265	214	222	92	166	164	26	263	260	299	417	401
Grp Sat Flow(s),veh/h/ln	1632	1636	1676	1527	1537	1459	1739	1735	1695	1810	1706	1634
Q Serve(g_s), s	5.6	8.7	8.8	3.6	7.3	7.7	0.8	9.5	9.7	7.0	15.7	15.7
Cycle Q Clear(g_c), s	5.6	8.7	8.8	3.6	7.3	7.7	0.8	9.5	9.7	7.0	15.7	15.7
Prop In Lane	1.00		0.15	1.00		0.61	1.00		0.43	1.00		0.55
Lane Grp Cap(c), veh/h	353	315	322	258	231	219	216	437	427	382	549	526
V/C Ratio(X)	0.75	0.68	0.69	0.36	0.72	0.75	0.12	0.60	0.61	0.78	0.76	0.76
Avail Cap(c_a), veh/h	411	458	469	307	387	367	289	437	427	382	549	526
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	26.8	26.9	23.6	28.9	29.1	19.6	23.6	23.6	21.5	21.8	21.8
Incr Delay (d2), s/veh	6.5	2.6	2.6	0.8	4.1	5.1	0.2	6.0	6.4	10.2	9.6	10.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.2	3.3	1.2	2.7	2.7	0.3	4.1	4.1	4.3	6.7	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.4	29.4	29.5	24.5	33.1	34.2	19.9	29.5	30.0	31.7	31.3	31.8
LnGrp LOS	D	C	C	C	C	C	B	C	C	C	C	C
Approach Vol, veh/h		701			422			549			1117	
Approach Delay, s/veh		32.5			31.6			29.3			31.6	
Approach LOS		C			C			C			C	

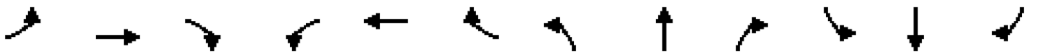
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	25.0	11.7	20.7	9.0	30.0	14.7	17.7
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	7.0	18.0	7.0	20.0	5.0	20.0	9.0	18.0
Max Q Clear Time (g_c+I1), s	9.0	11.7	5.6	10.8	2.8	17.7	7.6	9.7
Green Ext Time (p_c), s	0.0	1.4	0.0	1.5	0.0	1.0	0.1	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	31.4
HCM 7th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	282	189	115	369	8	697	113	406
Future Volume (vph)	282	189	115	369	8	697	113	406
Turn Type	Prot	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases			8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	12.0	25.0	12.0	25.0	12.0	25.0
Total Split (s)	19.0	28.0	17.0	26.0	12.0	33.0	12.0	33.0
Total Split (%)	21.1%	31.1%	18.9%	28.9%	13.3%	36.7%	13.3%	36.7%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	11.3	22.6	26.3	17.3	31.0	26.0	36.7	35.7
Actuated g/C Ratio	0.13	0.26	0.30	0.20	0.35	0.30	0.42	0.41
v/c Ratio	0.69	0.27	0.36	0.85	0.03	0.80	0.57	0.52
Control Delay (s/veh)	46.1	26.7	20.4	36.8	15.6	35.5	30.4	16.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	46.1	26.7	20.4	36.8	15.6	35.5	30.4	16.7
LOS	D	C	C	D	B	D	C	B
Approach Delay (s/veh)		37.7		34.3		35.3		18.6
Approach LOS		D		C		D		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 87.7	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 30.7	Intersection LOS: C
Intersection Capacity Utilization 78.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: Campbellton-Fairburn Rd/SR 70/92/154 & SR 70/154/Cascade Palmetto Hwy



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	282	189	25	115	369	261	8	697	79	113	406	283
Future Volume (veh/h)	282	189	25	115	369	261	8	697	79	113	406	283
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	1722	1826	1574	1811	1885	1900	1870	1574	1752	1781	1767
Adj Flow Rate, veh/h	297	199	26	121	388	275	8	734	83	119	427	298
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	12	5	22	6	1	0	2	22	10	8	9
Cap, veh/h	376	720	93	389	419	293	213	953	108	232	656	454
Arrive On Green	0.11	0.25	0.25	0.08	0.22	0.22	0.01	0.30	0.30	0.06	0.34	0.34
Sat Flow, veh/h	3374	2915	376	1499	1934	1354	1810	3218	364	1668	1912	1324
Grp Volume(v), veh/h	297	111	114	121	345	318	8	405	412	119	378	347
Grp Sat Flow(s),veh/h/ln	1687	1636	1655	1499	1721	1567	1810	1777	1805	1668	1692	1543
Q Serve(g_s), s	7.5	4.8	4.9	5.4	17.2	17.5	0.3	18.2	18.3	4.4	16.6	16.7
Cycle Q Clear(g_c), s	7.5	4.8	4.9	5.4	17.2	17.5	0.3	18.2	18.3	4.4	16.6	16.7
Prop In Lane	1.00		0.23	1.00		0.86	1.00		0.20	1.00		0.86
Lane Grp Cap(c), veh/h	376	404	409	389	372	339	213	526	535	232	581	529
V/C Ratio(X)	0.79	0.27	0.28	0.31	0.93	0.94	0.04	0.77	0.77	0.51	0.65	0.66
Avail Cap(c_a), veh/h	461	404	409	439	372	339	298	526	535	232	581	529
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.0	26.7	26.7	23.6	33.7	33.8	22.1	28.2	28.2	22.1	24.4	24.4
Incr Delay (d2), s/veh	7.4	0.4	0.4	0.5	28.6	33.2	0.1	10.4	10.3	1.9	5.6	6.2
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	3.3	1.7	1.8	1.8	9.5	9.1	0.1	8.4	8.5	1.6	6.7	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.4	27.0	27.1	24.1	62.3	67.0	22.2	38.5	38.4	24.0	29.9	30.7
LnGrp LOS	D	C	C	C	E	E	C	D	D	C	C	C
Approach Vol, veh/h		522			784			825			844	
Approach Delay, s/veh		37.5			58.3			38.3			29.4	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	33.0	14.1	28.7	7.9	37.1	16.8	26.0
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	5.0	26.0	10.0	21.0	5.0	26.0	12.0	19.0
Max Q Clear Time (g_c+I1), s	6.4	20.3	7.4	6.9	2.3	18.7	9.5	19.5
Green Ext Time (p_c), s	0.0	2.2	0.1	0.8	0.0	2.3	0.2	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	40.9
HCM 7th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	370	425	95	235	25	395	287	573
Future Volume (vph)	370	425	95	235	25	395	287	573
Turn Type	Prot	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases			8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	12.0	25.0	12.0	25.0	12.0	25.0
Total Split (s)	16.0	27.0	14.0	25.0	12.0	25.0	14.0	27.0
Total Split (%)	20.0%	33.8%	17.5%	31.3%	15.0%	31.3%	17.5%	33.8%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	9.0	18.6	20.3	13.6	23.0	18.0	30.2	27.5
Actuated g/C Ratio	0.12	0.25	0.27	0.18	0.30	0.24	0.40	0.36
v/c Ratio	0.98	0.60	0.36	0.58	0.12	0.66	0.88	0.72
Control Delay (s/veh)	77.3	29.3	19.3	26.3	15.9	28.6	48.9	26.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	77.3	29.3	19.3	26.3	15.9	28.6	48.9	26.5
LOS	E	C	B	C	B	C	D	C
Approach Delay (s/veh)		50.7		24.7		28.0		32.2
Approach LOS		D		C		C		C

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 75.7	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay (s/veh): 35.6	Intersection LOS: D
Intersection Capacity Utilization 74.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: Campbellton-Fairburn Rd/SR 70/92/154 & SR 70/154/Cascade Palmetto Hwy

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	370	425	33	95	235	96	25	395	127	287	573	253
Future Volume (veh/h)	370	425	33	95	235	96	25	395	127	287	573	253
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	1737	1841	1618	1633	1767	1826	1826	1796	1900	1796	1678
Adj Flow Rate, veh/h	385	443	34	99	245	100	26	411	132	299	597	264
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, %	6	11	4	19	18	9	5	5	7	0	7	15
Cap, veh/h	411	639	49	264	332	132	193	637	202	361	722	319
Arrive On Green	0.12	0.21	0.21	0.07	0.15	0.15	0.03	0.25	0.25	0.10	0.31	0.31
Sat Flow, veh/h	3346	3107	238	1541	2169	860	1739	2590	823	1810	2302	1017
Grp Volume(v), veh/h	385	235	242	99	173	172	26	274	269	299	442	419
Grp Sat Flow(s),veh/h/ln	1673	1650	1694	1541	1552	1478	1739	1735	1678	1810	1706	1613
Q Serve(g_s), s	8.3	9.6	9.7	3.9	7.8	8.2	0.8	10.3	10.5	7.0	17.6	17.6
Cycle Q Clear(g_c), s	8.3	9.6	9.7	3.9	7.8	8.2	0.8	10.3	10.5	7.0	17.6	17.6
Prop In Lane	1.00		0.14	1.00		0.58	1.00		0.49	1.00		0.63
Lane Grp Cap(c), veh/h	411	340	349	264	237	226	193	427	413	361	535	506
V/C Ratio(X)	0.94	0.69	0.70	0.37	0.73	0.76	0.13	0.64	0.65	0.83	0.83	0.83
Avail Cap(c_a), veh/h	411	451	463	304	382	364	263	427	413	361	535	506
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	26.9	26.9	23.9	29.6	29.7	20.7	24.7	24.8	23.0	23.3	23.3
Incr Delay (d2), s/veh	28.7	2.9	2.9	0.9	4.3	5.2	0.3	7.2	7.8	14.8	13.7	14.4
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	4.6	3.6	3.7	1.3	2.9	2.9	0.3	4.5	4.5	4.8	8.0	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.5	29.8	29.9	24.8	33.8	34.9	21.0	31.9	32.6	37.9	36.9	37.7
LnGrp LOS	E	C	C	C	C	C	C	C	C	D	D	D
Approach Vol, veh/h		862			444			569			1160	
Approach Delay, s/veh		43.5			32.2			31.7			37.5	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	25.0	12.1	22.1	9.1	29.9	16.0	18.2
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	7.0	18.0	7.0	20.0	5.0	20.0	9.0	18.0
Max Q Clear Time (g_c+I1), s	9.0	12.5	5.9	11.7	2.8	19.6	10.3	10.2
Green Ext Time (p_c), s	0.0	1.4	0.0	1.5	0.0	0.2	0.0	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	37.3
HCM 7th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	364	216	138	416	8	697	113	406
Future Volume (vph)	364	216	138	416	8	697	113	406
Turn Type	Prot	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	5	2	1	6
Permitted Phases			8		2		6	
Detector Phase	7	4	3	8	5	2	1	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.0	25.0	12.0	25.0	12.0	25.0	12.0	25.0
Total Split (s)	19.0	28.0	17.0	26.0	12.0	33.0	12.0	33.0
Total Split (%)	21.1%	31.1%	18.9%	28.9%	13.3%	36.7%	13.3%	36.7%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	12.0	21.2	27.8	18.5	31.0	26.0	36.6	35.6
Actuated g/C Ratio	0.13	0.24	0.31	0.21	0.35	0.29	0.41	0.40
v/c Ratio	0.85	0.33	0.41	0.91	0.04	0.83	0.60	0.62
Control Delay (s/veh)	57.1	28.3	21.0	45.0	15.8	37.8	32.7	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.1	28.3	21.0	45.0	15.8	37.8	32.7	16.8
LOS	E	C	C	D	B	D	C	B
Approach Delay (s/veh)		45.6		41.0		37.6		18.7
Approach LOS		D		D		D		B

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 89.5	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay (s/veh): 34.4	Intersection LOS: C
Intersection Capacity Utilization 82.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: Campbellton-Fairburn Rd/SR 70/92/154 & SR 70/154/Cascade Palmetto Hwy

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	364	216	25	138	416	261	8	697	93	113	406	423
Future Volume (veh/h)	364	216	25	138	416	261	8	697	93	113	406	423
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1752	1826	1633	1811	1885	1900	1870	1618	1752	1781	1811
Adj Flow Rate, veh/h	383	227	26	145	438	275	8	734	98	119	427	445
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	10	5	18	6	1	0	2	19	10	8	6
Cap, veh/h	451	759	86	410	430	268	135	911	122	218	566	505
Arrive On Green	0.13	0.25	0.25	0.09	0.21	0.21	0.01	0.29	0.29	0.06	0.33	0.33
Sat Flow, veh/h	3401	3013	341	1555	2035	1268	1810	3151	421	1668	1692	1510
Grp Volume(v), veh/h	383	124	129	145	370	343	8	414	418	119	427	445
Grp Sat Flow(s),veh/h/ln	1700	1664	1690	1555	1721	1583	1810	1777	1795	1668	1692	1510
Q Serve(g_s), s	9.9	5.4	5.5	6.4	19.0	19.0	0.3	19.4	19.4	4.5	20.2	25.0
Cycle Q Clear(g_c), s	9.9	5.4	5.5	6.4	19.0	19.0	0.3	19.4	19.4	4.5	20.2	25.0
Prop In Lane	1.00		0.20	1.00		0.80	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	451	419	426	410	364	334	135	514	519	218	566	505
V/C Ratio(X)	0.85	0.30	0.30	0.35	1.02	1.03	0.06	0.81	0.81	0.55	0.75	0.88
Avail Cap(c_a), veh/h	454	419	426	440	364	334	217	514	519	218	566	505
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.1	27.2	27.2	24.1	35.5	35.5	24.6	29.6	29.6	23.4	26.6	28.2
Incr Delay (d2), s/veh	14.1	0.4	0.4	0.5	51.6	56.1	0.2	12.7	12.6	2.8	9.0	19.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	2.0	2.1	2.2	12.4	11.9	0.1	9.2	9.3	1.8	8.6	10.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.2	27.6	27.6	24.6	87.0	91.6	24.8	42.3	42.2	26.2	35.6	47.5
LnGrp LOS	D	C	C	C	F	F	C	D	D	C	D	D
Approach Vol, veh/h		636			858			840			991	
Approach Delay, s/veh		42.4			78.3			42.1			39.8	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	33.0	15.3	29.7	7.9	37.1	18.9	26.0
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	5.0	26.0	10.0	21.0	5.0	26.0	12.0	19.0
Max Q Clear Time (g_c+I1), s	6.5	21.4	8.4	7.5	2.3	27.0	11.9	21.0
Green Ext Time (p_c), s	0.0	1.9	0.1	0.9	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	50.8
HCM 7th LOS	D

APPENDIX F: Turn Lane Evaluations

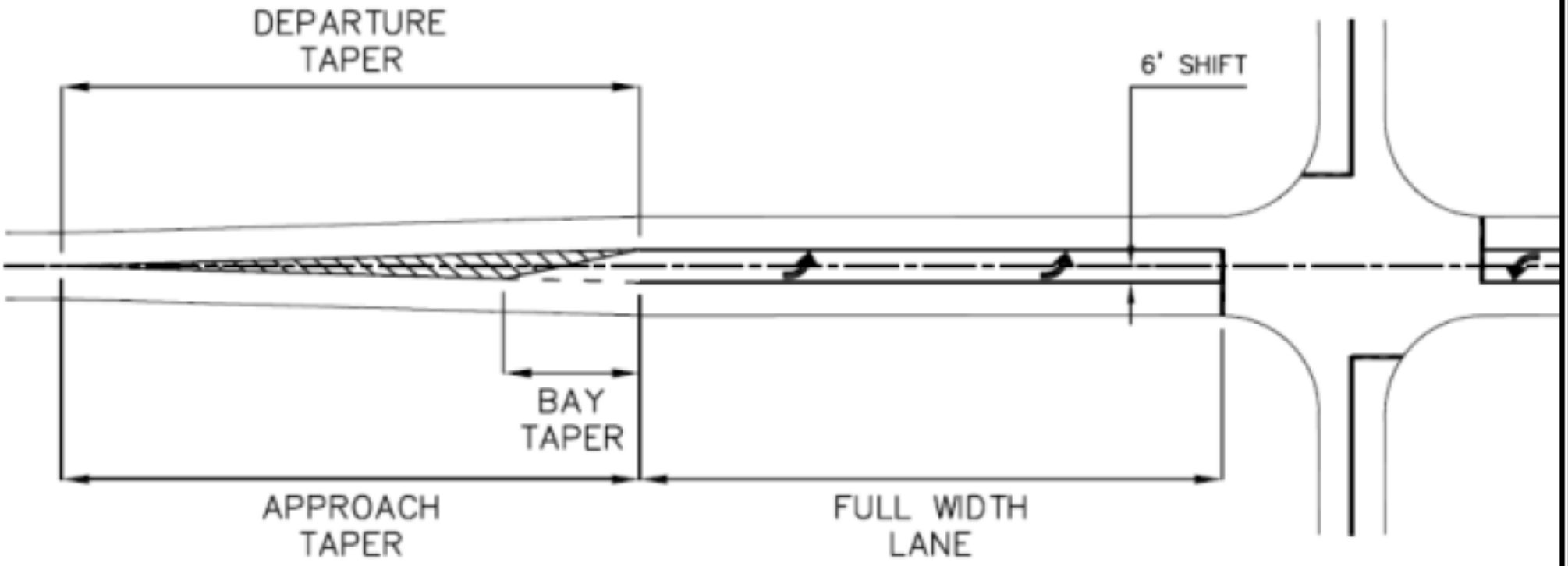
Condition 1

LEFT TURN REQUIREMENTS-FULL CONSTRUCTION				
Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	ADT		ADT	
	<6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	300 LTV a day	200 LTV a day	400 LTV a day	300 LTV a day
40 to 50 MPH	250 LTV a day	175 LTV a day	325 LTV a day	250 LTV a day
>= 55 MPH	200 LTV a day	150 LTV a day	250 LTV a day	200 LTV a day

Table 4-7a Minimum Volumes Requiring Left Turn Lanes

3,680 Daily IN * 40% LTV on SR 70/154 = 1,472 LTV a day

WARRANTED on **Proposed Entrance**



POSTED SPEED LIMIT, MPH	APPROACH AND DEPARTURE TAPER, FT.		BAY TAPER, FT.	FULL WIDTH STORAGE, FT
	6' Shift	12' Shift		
25	65	130	50	85
30	90	180	50	135
35	125	250	50	160
40	160	320	50	210
45	270	540	100	235
50	300	600	100	285
55	330	660	100	310
60	360	720	100	360
65	390	780	100	410

Table 4-9 Minimum Design Elements of Left Turn Lanes

Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	AADT		AADT	
	< 6,000	>=6,000	<10,000	>=10,000
35 MPH or Less	200 RTV a day	100 RTV a day	200 RTV a day	100 RTV a day
40 to 50 MPH	150 RTV a day	75 RTV a day	150 RTV a day	75 RTV a day
55 to 60 MPH	100 RTV a day	50 RTV a day	100 RTV a day	50 RTV a day
>= 65 MPH	Always	Always	Always	Always

Table 4-6 Minimum Volumes Requiring Right Turn Lanes

3,680 Daily IN * 9% RTV on SR 70/154 = 331 RTV a day

WARRANTED on **Proposed Entrance**

SPEED (MPH)	FULL WIDTH STORAGE, FT.	TAPER, FT.
25	50	50
30	75	50
35	100	50
40	150	50
45	175	100
50	225	100
55	250	100
60	300	100
65	350	100

Table 4-8 Minimum Right Turn Deceleration Lengths